

Appendix E

Non-Aboriginal cultural heritage

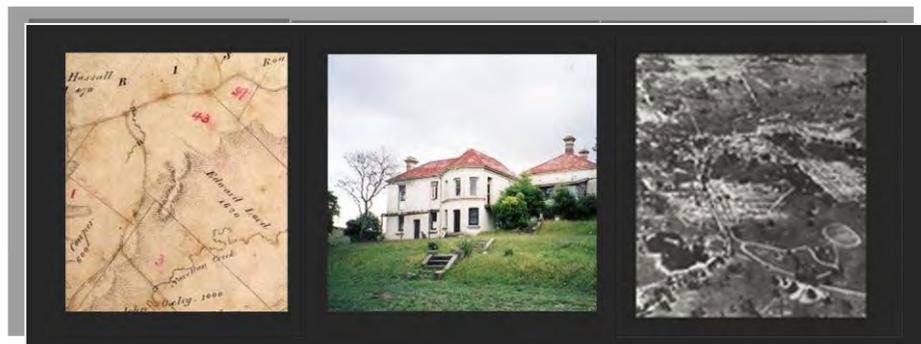
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The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

Non-Aboriginal Heritage Assessment

Report to Roads and Maritime Services

October 2012



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Executive summary

The NSW Roads and Maritime Services (RMS) proposes to upgrade 15 km of The Northern Road between The Old Northern Road, Narellan and Mersey Road, Bringelly (to be referred to hereafter as the proposal). Artefact Heritage was commissioned by Sinclair Knight Merz (SKM), to undertake an assessment of non-Aboriginal heritage along the route of the proposed upgrade of The Northern Road. The proposed road upgrade would include the widening of The Northern Road between the Old Northern Road Narellan and Mersey Road Bringelly, the construction of several link roads diverging from it; and the widening of a section of Bringelly/Greendale Road where it intersects The Northern Road.

The study area includes four heritage listed sites (one of which is a State Heritage Register [SHR] site), as well as two unlisted historic sites, a number of archaeological sites, and several potential archaeological sites.

Orielton is listed on the SHR and would be impacted by the proposal. The proposed Hillside Drive extension into the SHR curtilage would impact on the views and setting of the site and excavations would impact on areas of archaeological potential. A spine road aligned with the proposal has been granted a Section 60 approval as part of the Harrington Grove West precinct development and an exemption notification has been approved for its construction. It is likely that the approved development will proceed well before The Northern Road upgrade. Any additional impacts to the heritage significance of Orielton as a result of the current proposal would therefore be minor. An additional consideration in regard to archaeological potential within the proposal impact footprint at Orielton was identified by this study. Documentary research has identified that it is likely that the archaeological remains of a miller's cottage are located within the proposal impact area. It is therefore recommended by this report that monitoring of ground works in the area of archaeological potential where the miller's cottage is likely to be located would be conducted as a condition of the exemption notification for The Northern Road upgrade.

Maryland homestead and the cottage at 1186 The Northern Road, Bringelly, are listed on the Camden Local Environmental Plan (LEP), while the Bringelly Public School Group is listed on the Liverpool LEP. According to the current development plans, the curtilages of Maryland and the cottage at Bringelly would be affected by the development. Therefore, under the provisions of the ISEPP, Statements of Heritage Impact (SOHI) provided in this report would be provided to Camden Council, and the Council's response taken into consideration.

Two unlisted historic sites were identified in this report: a farmstead complex (Lots 141 & 142, DP 625519) and a house (Lot 1, DP 234403), both dating to the early twentieth century. Both sites possess local heritage significance. The construction of a proposed link road would involve impacts to two sheds at the farmstead site and impacts on the views and context of the farmhouse complex, while a second proposed link road would necessitate the demolition of the house site at Lot 1 DP 234403. It is recommended that these link roads are re-routed to avoid



or minimise impacts to the sites. If the sites are to be impacted, mitigation measures including archival recording would be required for both sites.

Five potential archaeological sites are located within the study area. Three of these, the Price of Wales Inn, the Bringelly church, and the structures at Lot 3 DP 590913 will not be impacted by the proposal. The former Narellan Army Camp will be partially impacted, although the areas which are within the proposal impact area are of a low archaeological potential. An exception would therefore be obtained under section 139 of the *Heritage Act 1977* before works commence within the Narellan Army Camp site. The Northern Road route may contain archaeological evidence of former road surface but any remains would be likely to be of low archaeological significance.

Items of heritage significance and archaeological deposits would be avoided where possible by the proposal. The NSW Heritage Council would be consulted prior to impacts on SHR listed items and items of archaeological potential and Camden Council and Liverpool Council would be consulted prior to impacts on items of local heritage significance. The RMS Unexpected Archaeological Finds Procedure (November 2011) would be implemented if suspected archaeological material was located during works in an area that was not subject to a consent or exception; and that a heritage induction would be presented to workers to inform them of the location of heritage items, and their obligations in regard to non-Aboriginal heritage.



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1.0 Introduction and background

1.1 Background

The NSW Roads and Maritime Services (RMS), previously known as the NSW Roads and Traffic Authority (RTA) proposes to upgrade 15 km of The Northern Road between The Old Northern Road, Narellan and Mersey Road, Bringelly (the proposal) (Figure 1). Artefact Heritage was commissioned by Sinclair Knight Merz (SKM), to prepare a non-Aboriginal heritage assessment prior to the proposed upgrade. This assessment forms part of the Review of Environmental Factors (REF), and follows a prior preliminary heritage assessment conducted by the Archaeological Management and Consulting Group (AMAC) in 2008.

The aims of this study were to assess the impacts of the proposal on items of heritage significance, outline opportunities and constraints on the proposal regarding non-Aboriginal heritage, and recommend if further action is required to fulfil statutory heritage obligations.

1.2 The study area

The study area comprises the road reserve of The Northern Road, from the intersection with the Old Northern Road to around 50 m north of Mersey Road, Bringelly, along with the proposed link road stubs along the upgrade route. The study area comprises the proposed impact area as specified by the red line in Figure 1 and does not include an area within the Oran Park precinct (Peter Brock Drive intersection) which is being separately developed. Where heritage items were adjacent to the study area and may be subject to indirect impacts or impacts on views and settings, these items were also taken into account during this investigation.

The majority of the study area is within the Camden local government area (LGA), while the northernmost 3.4 km of road is located in the Liverpool LGA. This stretch of The Northern Road passes through the Parishes of Bringelly, Cook and Narellan, and the suburbs of Bringelly, Oran Park, Cobbitty, Harrington Park, and Narellan.

1.3 The proposal

The NSW Roads and Maritime Services (RMS) propose to upgrade about 15 km of The Northern Road between The Old Northern Road, Narellan and Mersey Road, Bringelly (the proposal). The proposal would be undertaken within the Camden and Liverpool local government areas (LGAs) in the RMS Sydney region. The proposal does not include the upgrade of the Oran Park Link Road 1 (Peter Brock Drive) intersection, which is about 450 m in length. A separate review of environmental factors (DPS 2012) was determined for this intersection by RMS in May 2012.



The main features of the proposal include:

- An upgrade of the existing two-lane road to a four-lane road (two lanes each way) divided by a wide central median.
- Posted speed limit of 80 km/h.
- Provision of a three metre wide off-road shared pedestrian/cyclist path on the eastern side of the proposal, with space provided on the western side of the proposal for the future construction of a path if required.
- A typical lane width of 3.5 metres (3.3 metre lanes for turning lanes) with two metre outside shoulders and 0.5 metre inside shoulders.
- Bicycle and pedestrian crossing provisions at traffic lights.
- A bus priority lane on the approach and indented bus bay on the departure side of the signalised intersections on The Northern Road.
- Upgrade and/or tie in with 20 local roads including realignment of six local roads.
- Upgrade of eight existing intersections to include seven four way signalised intersections and a signalised T-intersection.
- Upgrade of nine unsignalised T-intersections.
- A new unsignalised T-intersection at Oran Park Link Road 3.
- Five new signalised intersections with link roads to provide for future connectivity.
- Designated turning lanes at all signalised intersections.
- U-turn facilities at Lowes Creek Link Road, Belmore Road, Greendale Road and Derwent Road.
- Tie in with The Northern Road at the start and end of the proposal and the Oran Park Link Road 1 (Peter Brock Drive).
- Retention of the existing bridge over Narellan Creek for the southbound carriageway and provision of a new three span bridge over Narellan Creek for the northbound carriageway.
- Retention of the existing bridge over Thompsons Creek for the southbound carriageway and provision of a new single span bridge over Thompsons Creek for the northbound carriageway.
- Upgrade of the culverts within Lowes Creek.
- Scour protection works at Narellan Creek and Thompson Creek bridges and the Lowes Creek culvert.
- Upgrade of cross drainage to meet flood immunity for a 1 in 100 year average recurrence interval (ARI) flood event.
- Provision of street lighting.
- Seven permanent spill basins.
- Batters required for cut and fill areas.



- One major fill location and seven major cut locations.

Construction of the proposal would be undertaken by or on behalf of RMS in staged sections as developments along The Northern Road are approved and precincts within the South West Growth Centre are developed.

The proposal has been designed to allow for future upgrade within the median to a six-lane road (three lanes each way). This would be achieved by widening into the central median.

1.4 Methodology

Previously identified heritage items in the study area were located through a search of heritage registers, including:

- National Heritage List.
- State Heritage Register.
- State Heritage Inventory.
- Section 170 Registers.
- Camden Local Environmental Plan 2010.
- Camden Development Control Plan 2011.
- Liverpool Local Environmental Plan 2008.
- Liverpool Development Control Plan 2008.

Documentary research was conducted to research the general history of the locality, as well as the history of the study area itself, and of heritage listed items within it. The following libraries and archives were consulted:

- Camden Library, Local Studies Collection:
 - Vertical Files.
 - Photographs (accessed at www.library.camden.nsw.gov.au/camdenimages/).
 - General histories of the district.
- State Library of NSW, Mitchell Wing:
 - Small Picture File.
 - Maps and Plans.
- National Library of Australia:
 - Maps (accessed through www.nla.gov.au/digicoll/maps.html).
 - Newspaper archives (accessed through www.trove.nla.gov.au/ndp/del/search?adv=y).
- Land and Property Information Division:
 - Parish Map Preservation Project.
 - Aerial Photographs.



- Spatial Information Exchange.
- Old Title Records.
- State Records NSW:
 - Bringelly Public School Administration Files.
 - Primary Application plans.
 - Deceased Estate Files.

Following this research, a site survey was conducted to ground truth the desktop assessment and to identify and inspect any visible heritage items. The site survey was undertaken by Dr Sandra Wallace and Adele Anderson (Artefact) on the 16 November 2011. The survey included physical inspections of all heritage listed items within the study area, as well as potential archaeological sites and newly identified heritage items. Permissions were obtained in order to access all sites within private property. Attention was also paid to the sites of proposed link roads, sedimentation and spill basins, and compound sites in the vicinity of heritage items. The results of the site survey are incorporated into the description of each heritage item. Further documentary research was then conducted into newly identified heritage items located during the survey.

I.5 Report authorship

Archaeologist Adele Anderson wrote this report with management input from Dr Sandra Wallace. The project was directed by Dr Sandra Wallace and the site survey undertaken by Wallace and Anderson. Dr Nadia Iacono reviewed the draft report.

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Figure 1: The study area indicated by red line.

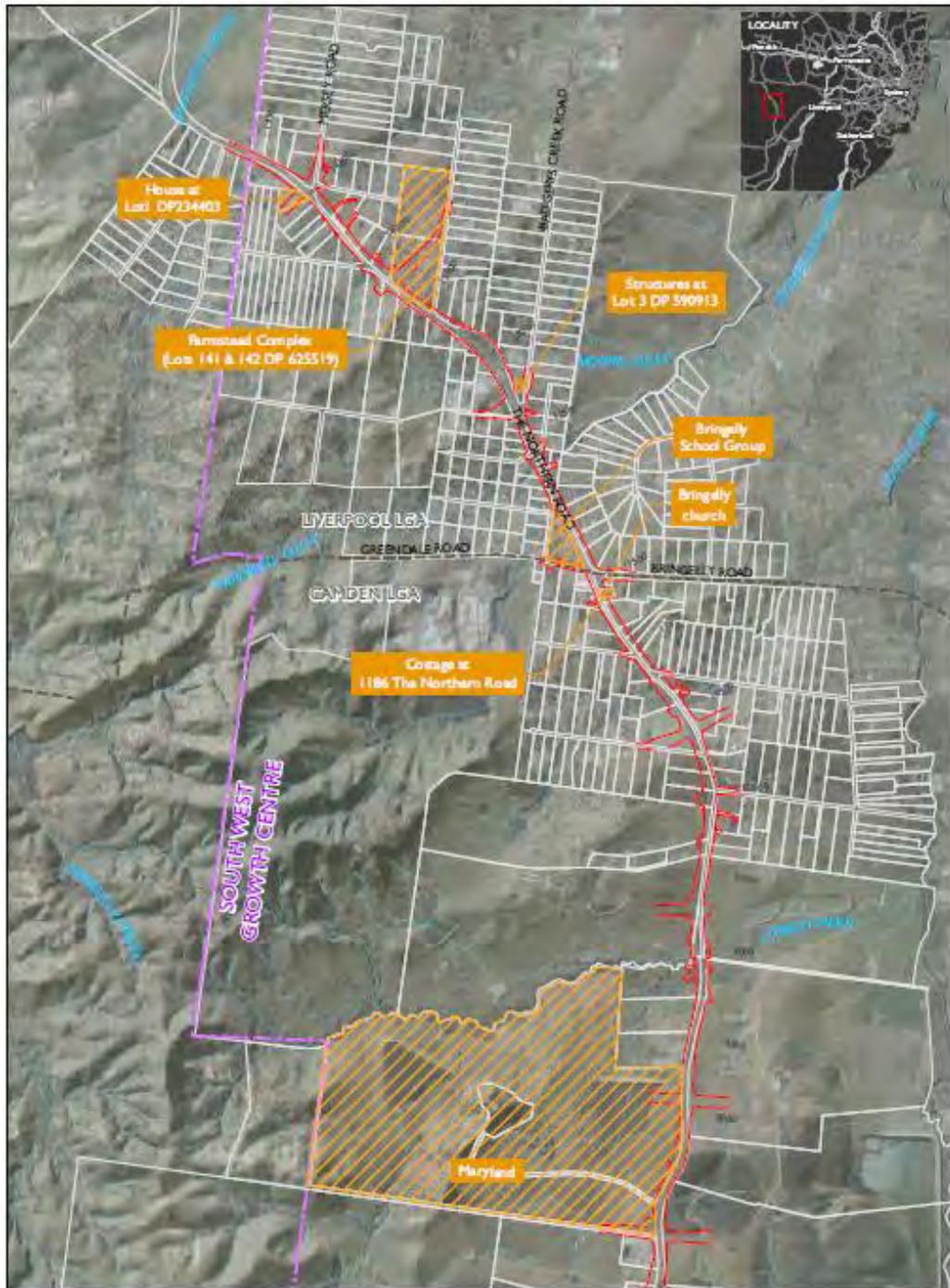


Figure 6.5b Listed and unlisted Non-Indigenous heritage items in the study area



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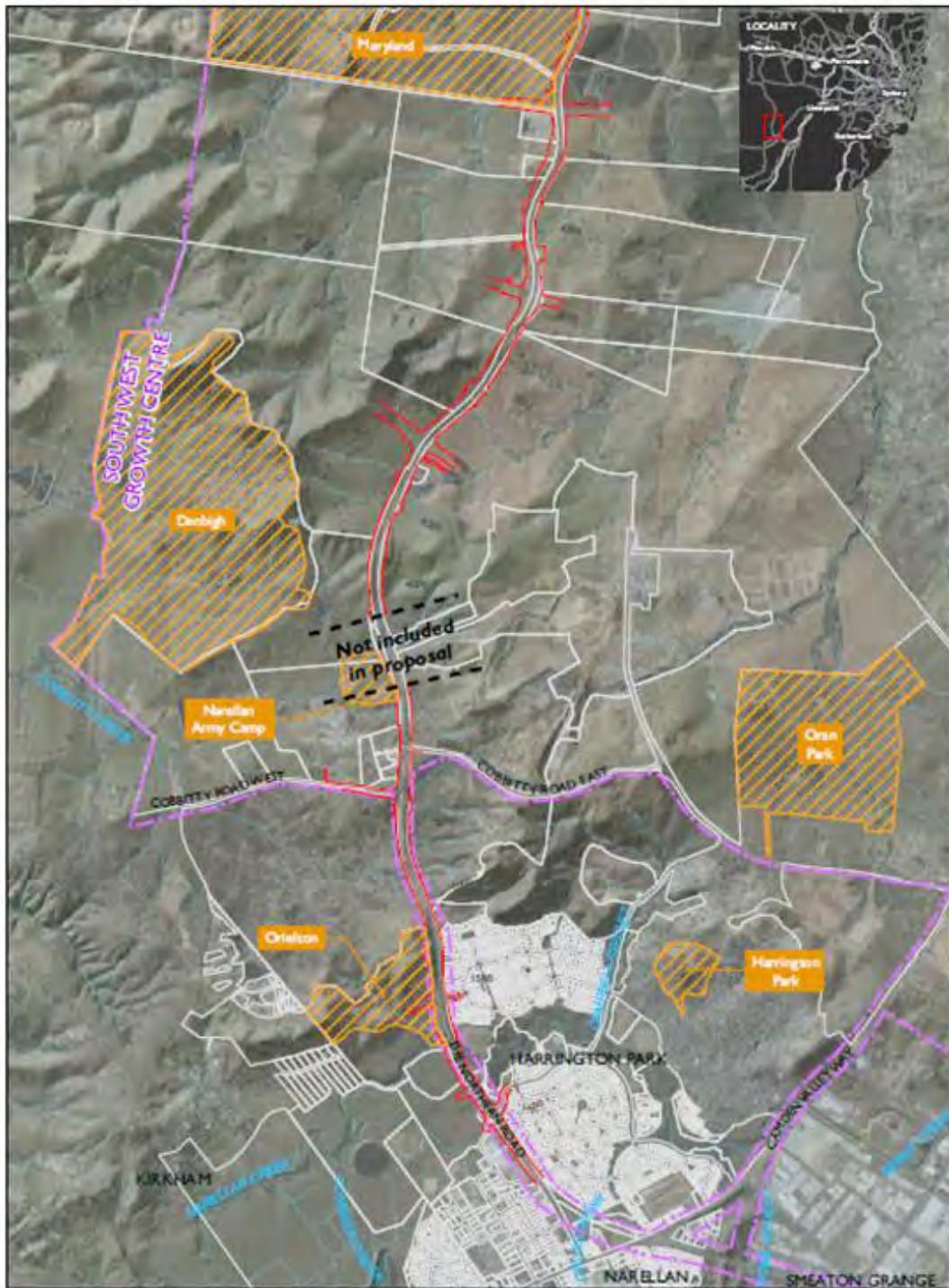


Figure 6.5a Listed and unlisted Non-Indigenous heritage items in the study area





2.0 Legislative context

2.1 Relevant legislation

There are several items of state legislation that are relevant to the current study. A summary of these Acts and the implications for the proposal follow.

The Heritage Act 1977

The NSW Heritage Act 1977 (the Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage (natural and cultural) in New South Wales. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

“relic means any deposit, artefact, object or material evidence that:

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

Section 139[1] of the Heritage Act states that:

“A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.”

Permits to disturb or excavate 'relics' are issued by the NSW Heritage Council or a Delegate of the NSW Heritage Council under Section 140 (for relics not protected by an SHR listing) or Section 60 (for relics protected by an SHR listing) of the Heritage Act. Exemptions to these permits may be applicable under certain conditions.

The Heritage Act also requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government instrumentalities must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument, or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. Under Section 170A of the Heritage Act all government agencies must also ensure that all



items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the NSW Minister for Infrastructure & Planning on advice of the NSW Heritage Council.

The Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (the EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans and Development Control Plans) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of both the Camden and Liverpool LGAs and is subject to the Camden Local Environmental Plan (LEP) (2010) and Development Control Plan (DCP) (2011), and the Liverpool LEP (2008) and DCP (2008). As the current proposal is being undertaken by a state agency (RMS), these LEPs and DCPs are overridden by the State Environmental Planning Policy (Infrastructure) (ISEPP) 2007.

The proposal will be assessed under Part 5 of the EP&A Act, which sets out the environmental assessment obligations of government agencies which propose to carry out, or propose to approve of others carrying out, activities which do not require development consent (and which therefore are not subject to environmental assessment under Part 4 of that EP&A Act by the council or other authority granting consent), but which have not been classified as state significant infrastructure. If the activity is likely to significantly affect the environment, the agency is required to obtain an environmental impact statement, place it on public exhibition and take account of responses to the statement.

State Environmental Planning Policy (Infrastructure) [ISEPP] 2007

The ISEPP was introduced in order to streamline the development of infrastructure projects undertaken by state agencies, including the RMS. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of a road or road infrastructure facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the heritage controls included in the Camden and Liverpool LEPs and DCPs, and the RMS is required to consult with the councils when development may “have an impact that is not minor or inconsequential” on a local heritage item. When this is the case, a Statement of Heritage Impact (SoHI) must be provided to the relevant council, and the response of the council must be taken into consideration (Clause 14).



2.2 Register listings

Statutory registers provide legal protection for heritage items. In NSW the Heritage Act and the EP&A Act give legal protection. The SHR, the S170 registers, and heritage schedules of LEPs are statutory listings. Places on the National Heritage List are protected under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Aboriginal places that are of outstanding national heritage value to the Australian nation.

The State Heritage Register (Heritage Act)

The SHR is a list of places and objects of particular importance to the people of NSW and is administered by the Heritage Branch of the Office of Environment and Heritage. The register lists a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

Section 170 Registers (Heritage Act)

Section 170 requires government agencies to keep a register of heritage items. A s.170 Register is a record of the heritage assets owned or managed by a NSW government agency.

Camden LEP 2010 and Liverpool LEP 2008

The LEPs include a list and maps of items/sites of heritage significance within the LGA, and requires a statement of heritage impacts to be provided when a proposal involves development in the vicinity of a listed heritage item.

2.3 Results of heritage database searches

Seven items in the vicinity of the study area are listed on heritage registers (see Table 1 and Figure 2). Of these, the heritage curtilages of four items fall within the study area itself. These are the historic properties of Orielton and Maryland, the Bringelly Public School Group, and the cottage at 1186 The Northern Road, Bringelly. Section 5.0 will consider the heritage listings for each item in more detail, as well as providing historical information and site survey results for each.



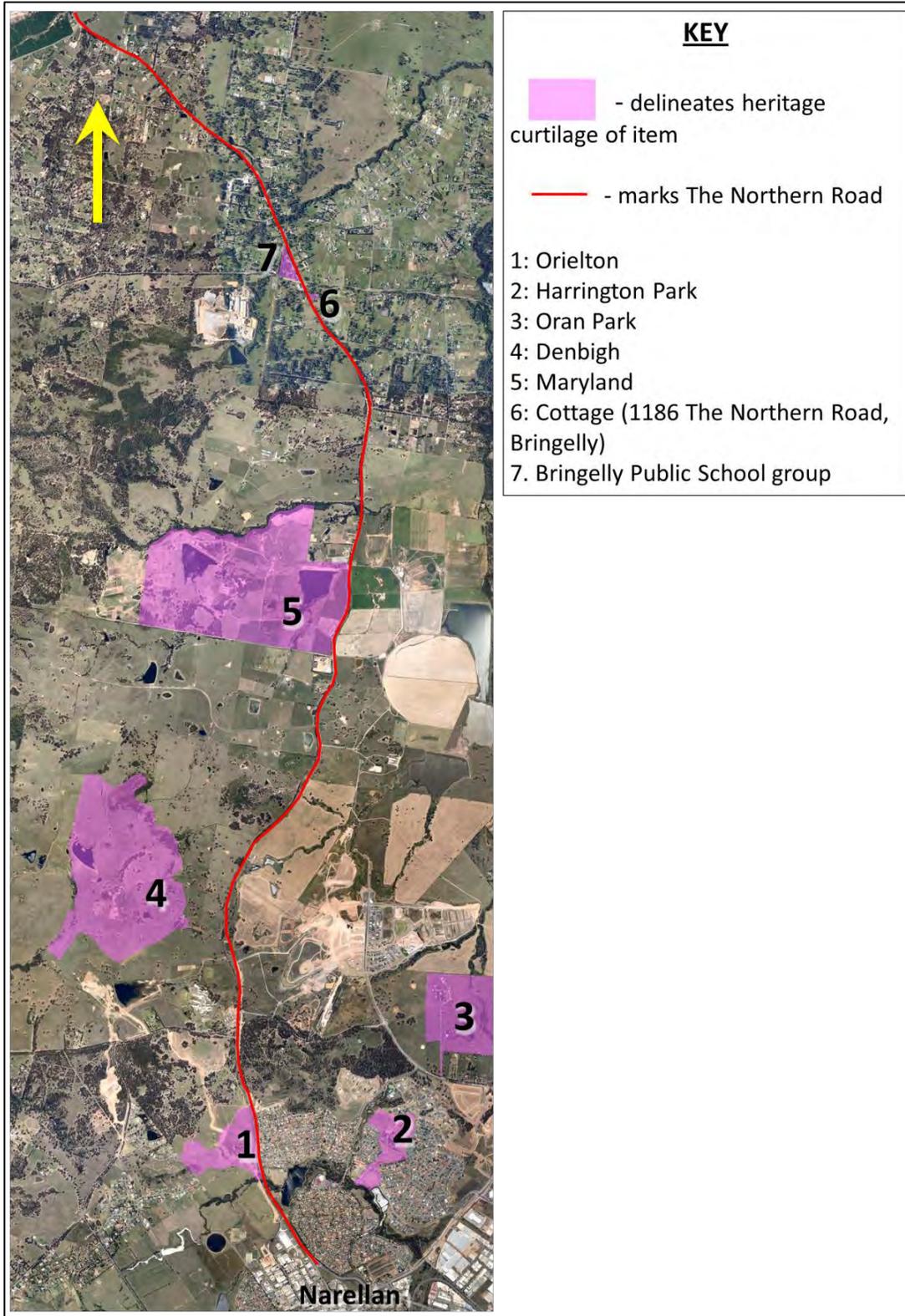
Table 1: Summary of heritage register listings

Item	Register listing(s)	LGA	Within the study area?
Orielton house and grounds	– State Heritage Register – Camden LEP 2010	Camden	Yes
Maryland house and grounds	– Camden LEP 2010	Camden	Yes
Cottage (1186 The Northern Road, Bringelly)	– Camden LEP 2010	Camden	Yes
Bringelly Public School Group	– Liverpool LEP 2008 – Department of Education and Communities s170 register	Liverpool	Yes
Harrington Park	– State Heritage Register – Camden LEP 2010	Camden	No
Oran Park	– Camden LEP 2010	Camden	No
Denbigh house and grounds	– State Heritage Register	Camden	No

The Camden DCP 2011 also includes a list of Potential Heritage Items, including a sub-category of Cultural and Visual Landscapes. Two cultural landscapes within the study area are listed in the DCP as items of potential heritage significance. These are The Northern Road corridor, with its pastoral landscapes and sequential vistas and view corridors; and Bringelly Road/Greendale Road, with its associated rural cultural landscape. The DCP states that “development should optimise the preservation and interpretation of the identified significant Cultural and Visual Landscapes” (page B55).

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Figure 2: Heritage listed items in the vicinity of the study area





3.0 Previous studies

A number of studies relevant to the study area have been conducted over the past four decades. This section provides a brief note on the background of each study, and a more detailed review of the 2008 preliminary heritage assessment for the Preliminary Environmental Investigation for The Northern Road Upgrade. Information and conclusions from each study will be included where relevant throughout the remainder of the report.

Survey and Report on Nineteenth Century Buildings and Sites (Proudfoot 1973)

In 1973, Proudfoot conducted a survey of nineteenth century buildings and sites in the Campbelltown, Camden, and Appin areas, and provided assessments of significance and management recommendations. The survey included Maryland and Orielton.

Colonial Landscapes of the Cumberland Plain and Camden (Morris & Britton 2000)

Morris and Britton (2000) conducted a survey of the pre-1860 cultural landscapes of the Cumberland Plain and Camden in order to assess the significance and plan the conservation management of these landscapes. The survey included Maryland and Orielton.

Orielton Park Homestead Estate. 179 The Northern Road Narellan: Conservation Management Plan (Tropman and Tropman Architects 2006)

In 2006, Tropman and Tropman Architects prepared Conservation Management Plan (CMP) for Orielton on behalf of Dandaloo Pty Limited. The aim of the CMP was to formulate a statement of cultural significance, and provide management guidelines for the property.

Heritage Impact Statement for subdivision plan of Harrington Grove West – Orielton Park Estate Camden (Tropman and Tropman 2008)

In 2008 Tropman and Tropman prepared a Heritage Impact Statement (HIS) for the proposed subdivision which included a link road into the proposed estate. The HIS provided a number of options for the location of the road to the south of the homestead. The HIS did not address archaeological potential in detail but states that the location of residential lots have been placed to avoid areas of subsurface archaeological potential where possible.

GCC Oran Park and Turner Road Precincts. Sydney Water: Heritage Assessment (Godden Mackay Logan 2008)

In 2008, Godden Mackay Logan was commissioned to prepare a Heritage Assessment to guide the proposed locations of water pipeline routes, reservoir sites, and pumping stations servicing the early-release areas of the Oran Park and Turner Road Precincts. The study area included a large section of The Northern Road, from the north-eastern boundary of Denbigh to the Camden Valley Way, Narellan. The study assessed the archaeological potential of the study area, as well as its cultural landscape and visual values.



Preliminary Non-Aboriginal Heritage Assessment: The Northern Road Upgrade, Camden, NSW (AMAC 2008)

In July 2008 a preliminary heritage assessment was undertaken by the Archaeological Management and Consulting Group (AMAC) for inclusion into the RTA's (now RMS) Preliminary Environmental Investigation for The Northern Road Upgrade. The study area included the road reserve of The Northern Road from the northern end of Narellan Road (extension) to Bringelly Road, with a 100 m wide buffer on either side of the road between Lowes Creek and Robinson Road, and a 50 m wide buffer along the remainder of the road. The objectives of the assessment were to identify items, places and areas of non-Aboriginal heritage in the study area and establish appropriate measures to avoid, minimise, or mitigate the impacts that were identified (AMAC 2008a:9). Items were identified through a search of heritage registers, documentary research, and site survey (AMAC 2008a:3-4, 9).

Table 2: Unlisted heritage items identified by AMAC in 2008 (Source AMAC 2008a:99).

Item	Description	Lot/DP	Level of Significance
2	Gate posts	Lot 29, DP 872135	State
3	Gatehouse	Lot 29, DP 872135	State
4	Gate posts	Lot 29, DP 872135 & Lot 1, DP 218779	State
6	Loading ramp and headbail, 621 The Northern Road, Cobbitty	Lot 4, DP 594238	Nil
7	Gate posts	Lot 6, DP 252897 & Lot 2, DP 1014583	State

AMAC also identified six potential archaeological sites through documentary research and an examination of aerial photography. These have been summarised in Table 6. Due to the overgrown conditions of the study area at the time of the site survey, AMAC was not able to examine the ground for evidence of the potential features (AMAC 2008a:102).

Table 3: Potential archaeological sites identified by AMAC in 2008 (Source AMAC 2008a:94).

No.	Description
Site 1	Unidentified structure
Site 2	Narellan Camp
Site 3	Inn
Site 4	Perry's flour mill
Site 5	Orielton barn
Site 6	The Northern Road

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At the time of the 2008 assessment, Camden LEPs 48 and 74 were in force. According to these LEPs, three listed sites (Denbigh, Maryland, and Orielton) fell partly within the study area. In 2010, a new LEP replaced those that had existed previously. Denbigh is not listed on this LEP, while the cottage at 1186 The Northern Road, Bringelly, has been added to it. During the site survey, five further unlisted heritage items were identified. These were a stone gatehouse and two sets of gate posts associated with Maryland, a set of gate posts associated with Denbigh, and a loading ramp and headbail assessed by AMAC to be insignificant (AMAC 2008a: 99-101, 119). Of these, Items 2, 3 and 4 are now included in the Camden LEP (2010) listing for Maryland.

MR 647 Bringelly Road Upgrade, Camden Valley Way, Leppington to The Northern Road, Bringelly: Heritage Assessment and Statement of Heritage Impact (Austral Archaeology 2011)

In 2011, Austral Archaeology was commissioned to produce a Heritage Assessment of the Bringelly Road corridor prior to the widening and upgrade of the road.

Three sites that were included in Austral's heritage assessment also fall within the current study area. Two of these are heritage listed sites that have been previously identified: Bringelly Public School Group and the cottage at 1186 The Northern Road (referred to as the W. A. Rogers House in the Austral Archaeology report). Austral also identified the probable location of the archaeological site of Bringelly church, which was destroyed by fire in 1963. This site is located near the corner of Bringelly Road and The Northern Road, and falls within the current study area.



4.0 Local historical context

4.1 Early exploration

Exploration to the west of Sydney Cove began soon after initial colonisation, as it was found that the sandstone soils of coastal Sydney were unsuited for cultivation. The Cumberland Plain, with its rich alluvial soils, offered better conditions for farming and land was cleared in the Cumberland Plain as early as the 1790s. Settlement at first focused on the well-watered areas around the Hawkesbury and Georges Rivers, but soon began to spread further west and south.

The incentive for European exploration in the Camden district was the presence of a herd of wild cattle descended from two bulls and four cows that had escaped the first settlement in Sydney in 1788. Thirteen years later, Governor Hunter explored the region personally after learning of the cattle from previous explorers, and named the district the Cowpastures (Mylrea 2002:6). The southern limit of the Cowpastures was Stonequarry Creek at Picton and the district extended beyond Narellan to the north, though its northern boundary was never formally defined (Atkinson 1988:8-9). As well as Government cattle, some private citizens also sent their own livestock to graze illegally at the Cowpastures.

4.2 Early land grants

As favourable land was discovered, the successive governors of the colony issued land grants as a way to encourage settlers to become self-sufficient and to produce food for the colony at large. Large areas of land were initially granted to the retired officers of the NSW corps, and by 1800 to members of the colony's elite. Within four years of colonisation, land grants were becoming a source of increasing wealth and status for many colonists.

Access to the land beyond the Nepean River was restricted in order to preserve the wild cattle herd of the Cowpastures. No land grants were made in the Cowpastures district until 1805, when John Macarthur was granted 5000 acres in the region to breed sheep, and his associate, Walter Davidson, was granted a neighbouring property of 2000 acres (Atkinson 1988:9-10). By 1808, small settlers had begun to gather along the Sydney side of the Nepean River. This increasing interest in the district was the result of the failure of the colony's main agricultural frontier, the Upper Hawkesbury, which was suffering from flooding and exhausted soils. However, King's successor, Governor Bligh, continued to restrict settlement in the Cowpastures district and therefore most Crown grants in the area were not made until after 1810, when Lachlan Macquarie succeeded him (Atkinson 1988:11).

Macquarie supported a policy of land settlement based on small grants, as he believed small farming maximised productivity. In the Parish of Narellan between 1810 and 1818, Macquarie made eighteen small grants of 100 acres



or less, along with ten larger grants of 150 to 3000 acres. In the southern part of the Parish of Cook (near Cobbitty), he made 25 small grants of between 20 and 100 acres, and ten larger grants. Several large grants were also made in the Parish of Bringelly after 1815. Many of the larger grants were in or near the study area, and were given to prominent citizens or in acknowledgment of services to the colony (Mylrea 2002:10, 14-16). The study area passes through nine of these early land grants, as follows:

William Campbell – Harrington Park

In 1815, 2000 acres in the District of Cooke were granted to William Campbell in compensation for the theft of his brig, *Harrington*, by convicts (Figure 5). The land was named Harrington Park, after the ship (Office of Environment and Heritage n.d. "Harrington Park").

Born in Scotland, Campbell was a member of the merchant navy and sailed as a captain and trader, particularly in the Pacific Islands region. In 1817 he settled at Harrington Park as a farmer, and lived there until his death in 1827. He left the estate to his nephews, John and Murdoch Campbell (AMAC 2008a:57). Murdoch lived at Harrington Park until 1833, when he was killed while assisting in the capture of a runaway convict (Mylrea 2002:21). According to the 1828 Census, Murdoch Campbell owned 2000 acres (corresponding to the size of the original Harrington Park grant), of which 800 acres were cleared and 200 cultivated, with 150 cattle (AMAC 2008a:57).

Edward Lord – Orielton

On the 10 June 1815, 1620 acres in the District of Cooke were granted to Edward Lord, to be known by the name of 'Orielton Farm' (AMAC 2008a: 59) (Figure 5). Lord was born in 1781 in Pembroke, Wales and in 1803 was part of Lieutenant-Colonel David Collins' expedition to Port Phillip. The following year he sailed as part of a contingent to establish a settlement on the Derwent River in Van Diemen's Land. He was granted large amounts of land in Van Diemen's Land over the following years and flourished through his involvement in trade and agriculture. Lord played an important role in the Van Diemen's Land colony as a magistrate, naval officer, and Inspector of Public Works, before returning to England in 1828. He visited Australia twice more before his death in London, 1859 (Reinits 1967).

George Molle – Netherbyres

In 1816, George Molle was granted 1600 acres in the District of Cooke (Figure 5). According to the grant, this property was to be named Netherbyres, however this seems to be a misspelling of Netherbyres, as the Molle family had connections to an estate named Netherbyres in Scotland. Documents related to the site also include the spellings 'Netherbyers' and 'Netherby' (AMAC 2008a:56).

Molle was born in Scotland in 1773 and served as a soldier in Gibraltar, Africa, India, Egypt and Spain. His regiment was ordered to New South Wales in 1813 and he was appointed lieutenant-governor of the colony (Macmillan 1967). He was granted other land in the area, near Camden Valley Way, which became known as Molle's Main. In



1817, his regiment was relieved and Molle left for Madras. In 1823, Molle died in India and his son, William Macquarie, inherited Molle's Main, and possibly also the Netherbyres property (AMAC 2008a:56).

Charles Hook – Denbigh

In 1812, 1100 acres in the District of Cooke were granted to Charles Hook, to be known as Denbigh (Figure 4). Hook was born in Scotland, and worked in India during the 1790s as a managing agent with the Campbell and Clarke agency house. By 1805, Hook was a partner in the firm and in 1808 he travelled to Sydney to join the Australian branch of the company. After the company was dissolved in 1816, Hook retired to Denbigh and lived with Thomas Hassall at nearby Macquarie Grove until the house at Denbigh was completed (Steven 1966).

Hook died in 1826, and his wife sold Denbigh to Thomas Hassall. Hassall was the eldest son of Rowland Hassall, the prominent minister, who had received the early local grants of Coventry and Macquarie Grove. Thomas Hassall was also a minister, and was appointed to the Cowpastures in 1827 (AMAC 2008a:55). To begin with, this was a very large, single parish, but as settlement increased it was divided into smaller parishes and Hassall's area of responsibility became the Parish of Narellan (Mylrea 2002:27). Hassall chose to live at Denbigh, although he had already inherited Macquarie Grove from his father, and may also have owned Coventry (AMAC 2008a:55). He was responsible for the construction of the first church at Cobbitty, which is still standing and is known as Heber Chapel. This was the first church in the Camden district (Mylrea 2002:28).

Hassall lived at Denbigh until his death in 1868, after which the house was used to accommodate the new rector of Cobbitty church until the Cobbitty rectory was completed in 1871. In 1868, Charles McIntosh, who had previously leased the land in 1866, purchased the property. He and his family lived above the coach house until the rector was able to vacate the house (AMAC 2008a:55). The property has since remained in the ownership of the McIntosh family (AMAC 2008a:55).

John Dickson – Maryland/Nonorrah

In 1816, 3000 acres at Bringelly were granted to John Dickson, a Scottish engineer (Figure 4). According to the deed, this property was to be called Dixon's Farm, however parish maps record its name as Nonorrah (alternate spellings 'Nonnorrah' and 'Nonnorran') (AMAC 2008a:53). Dickson arrived in New South Wales as a settler in 1813, bringing with him tools, machinery, and a steam-engine from his Southwark manufactory. He was granted 15 acres in Cockle Bay to establish a steam mill and 3000 acres at Bringelly as a grazing property.

By the mid-1830s, Thomas Barker, Dickson's former apprentice and the husband of his niece, was managing Nonorrah and Dickson's other properties. Eventually, Barker took possession of the land and renamed it Maryland, though there is some confusion about when he took formal ownership of the property (AMAC 2008a:53).



Robert Lowe – *Birling*

In 1812, Robert Lowe was granted 1000 acres in the District of Cooke, named Birling after his wife's home in England (Figure 4). Lowe and his family arrived in New South Wales as free settlers in 1812. In 1815 he was made a magistrate for the Bringelly and Cooke districts, and for the County of Cumberland in 1820 (Parsons 1967). The first house at Birling is thought to have been built in 1812, before being destroyed by fire and replaced with a second timber homestead (Liverpool City Council n.d).

Rowland Hassall – *Coventry*

In 1812, 200 acres were granted to Rowland Hassall in the District of Cooke. This property was named Coventry after Hassall's birthplace in England. Hassall had become a field preacher in England, before being sent to Tahiti as a missionary in 1796. In 1798, he and his family moved to Sydney where he worked as a preacher and ran a school at Kissing Point (Gunson 1966).

By 1808, Hassall had acquired 1300 acres, and from 1800 to 1802 was government store-keeper, with responsibility for the granary at Parramatta and the stores at Toongabbie. From 1814 to 1818 he was appointed superintendent of Government stock, which involved the management of the Cowpastures run (Gunson 1966).

Hassall died in Parramatta in 1820 and his wife in 1834. Their property, including Coventry and nearby Macquarie Grove appears to have passed to their son Thomas Hassall (AMAC 2008a:52).

William Hutchinson – *Cowpasture Farms*

The Northern Road passes through four grants made to William Hutchinson, two south of Bringelly Road and two north of it (Figures 3 and 4). Those to the south were granted in 1816 (600 acres) and 1817 (250 acres), and were known as the Cowpasture Farms (AMAC 2008a:51). The northern grants, of 200 and 700 acres, were granted in 1818 and subsequently became the site of the Bringelly township (Liverpool City Council n. d.).

Hutchinson arrived in the colony as a convict in 1799. Having committed a further offence while in the colony, he was sent to Norfolk Island for secondary punishment. There he was appointed an overseer of government stock, then an acting superintendent of convicts in 1803, and a superintendent in 1809. In 1813–14 he assisted in the evacuation of the island. On his return to Sydney in 1814, he was appointed principal superintendent of convicts and public works, and he continued in this role until 1823 (Le Roy 1966). Hutchinson became director of the Bank of New South Wales, the Australian Wheat and Flour Co., and two insurance companies, as well as being involved with prominent Sydney schools. The 1828 Census listed his address as George Street, Sydney (AMAC 2008a:51).

Charles Reid – *Cottage Grove*

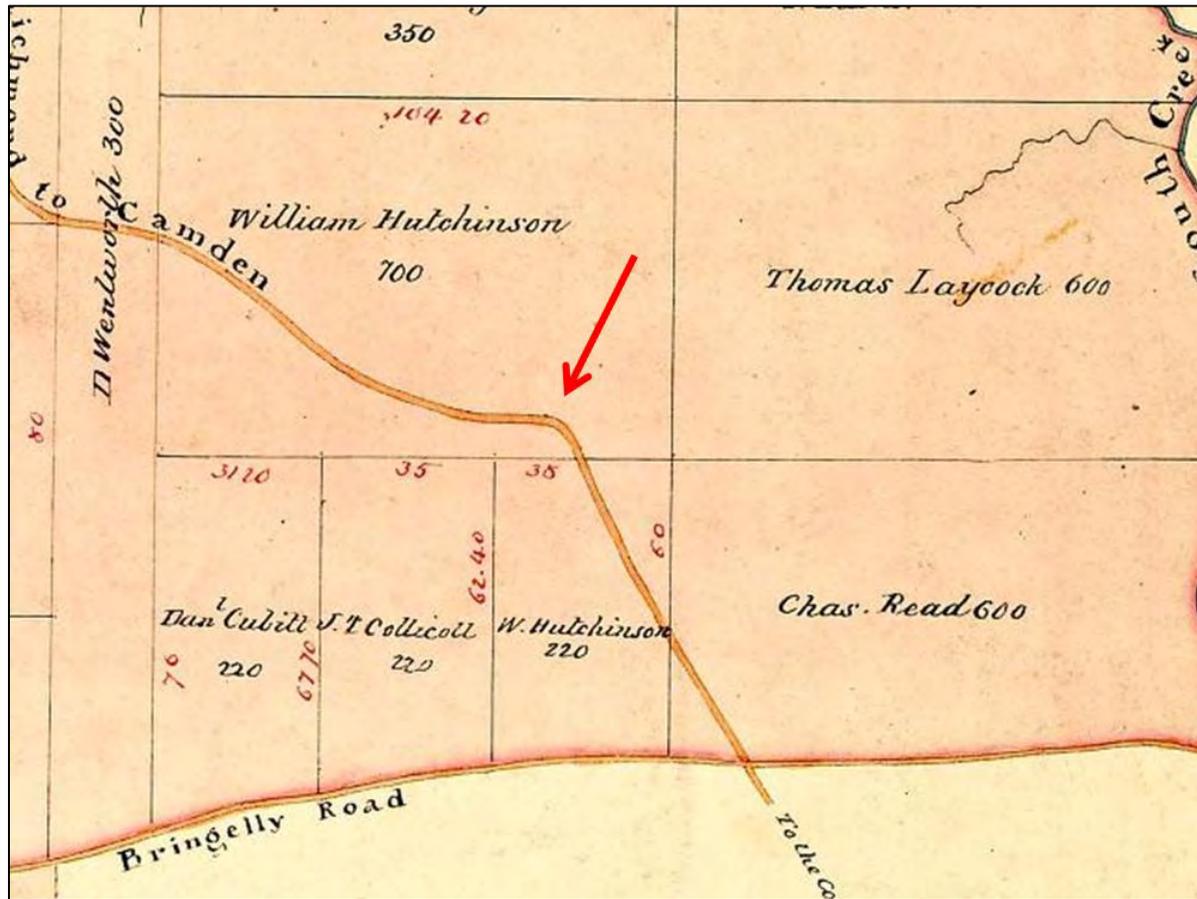
In 1818, Charles Reid was granted 600 acres at the intersection between Bringelly Road and The Northern Road (Figure 3). He named this land Cottage Grove and sold it to Thomas Laycock, who already owned the adjoining Cottage Vale property (Prospect Trust 1985). In 1820, Laycock built the heritage listed homestead, Kelvin (then

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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called 'The Retreat'), on his Bringelly property, further east along Bringelly Road (Liverpool City Council n. d.). Kelvin passed through several hands before the property was recently developed as a 5 acre lot subdivision (Liverpool City Council n. d.).

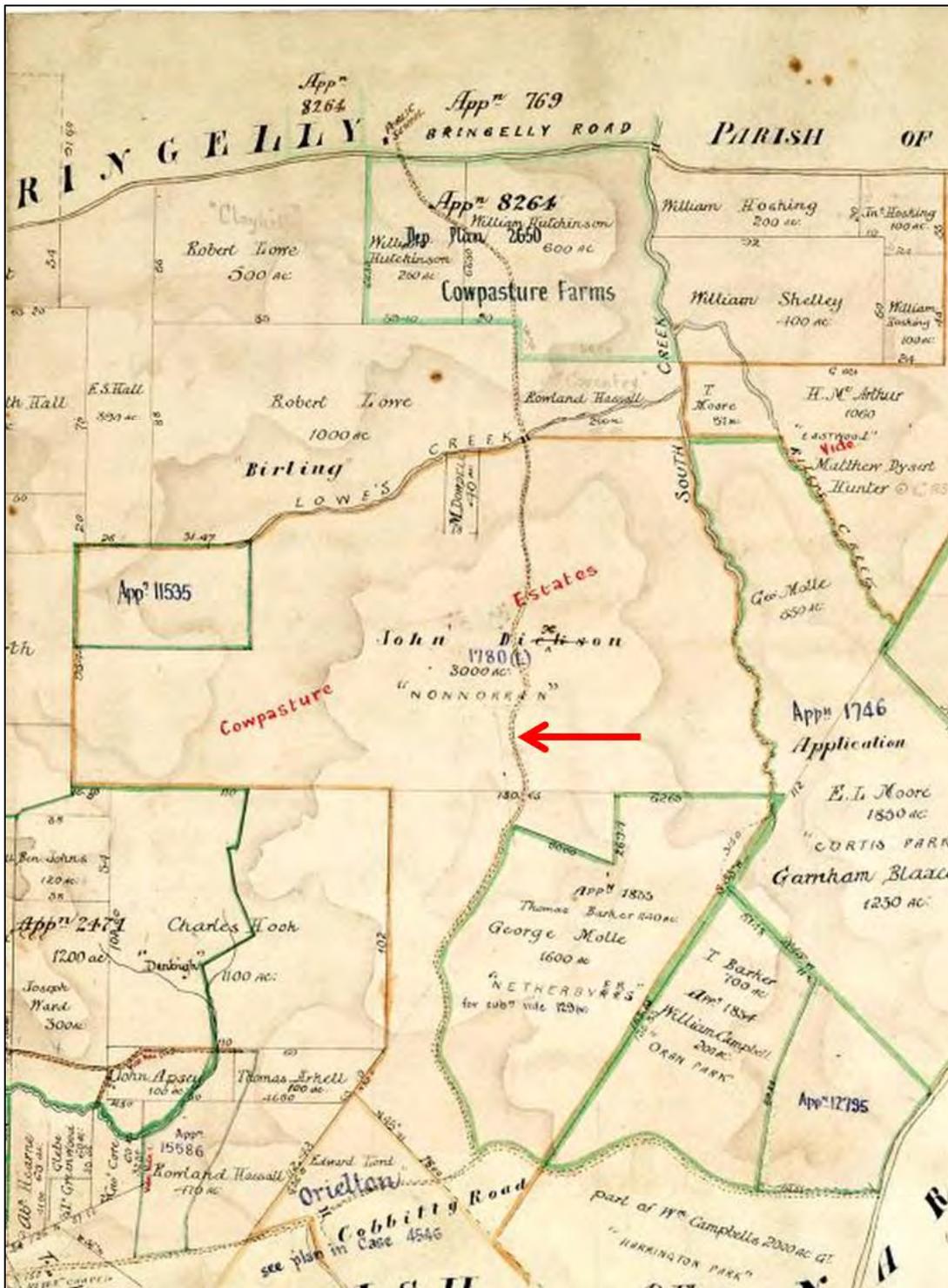
Figure 3: Land grants north of Bringelly Road¹



¹ Detail from map of the Parish of Bringelly. Red arrow indicates The Northern Road. (<<http://parishmaps.lands.nsw.gov.au/pmap.html>>).

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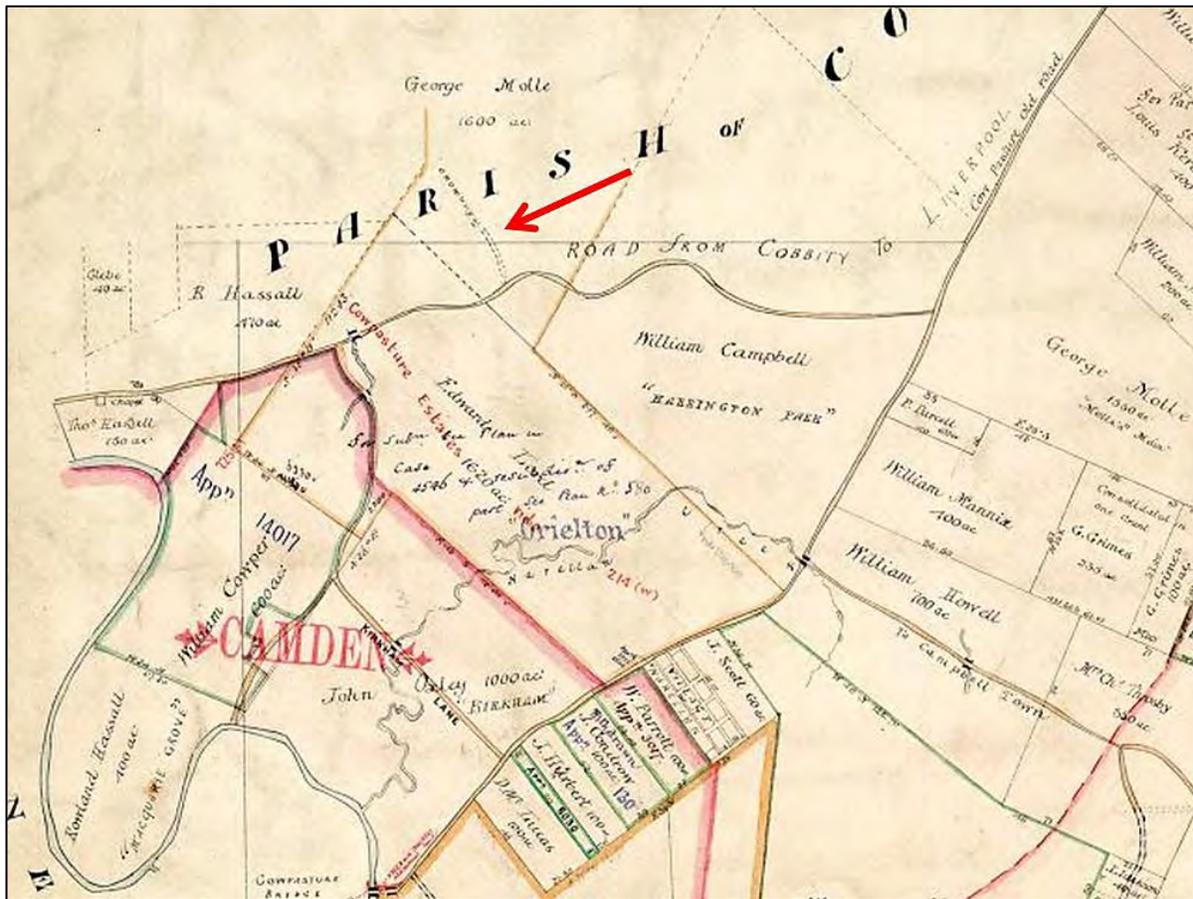
Figure 4: Land grants south of Bringelly Road²



² Detail from map of the Parish of Cook. Red arrow indicates The Northern Road (<<http://parishmaps.lands.nsw.gov.au/pmap.html>>).

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Figure 5: Land grants south of Cobbitty Road³



4.3 Patterns of land ownership and subdivision

The accumulation of land

The government of the colony favoured the idea of small farms as it was believed they would maximise productivity, allow the working-classes to become self-sufficient, and encourage an ideal way of life (Davison 2005:01.1). Throughout the nineteenth century various initiatives were introduced to try to regulate the size of farms and limit the amount of land that individuals could be granted. However, these initiatives tended to be unsuccessful as land was often unsuitable for intensive agriculture and many blocks were too small to generate a sufficient income to live on. It was common for wealthy landowners to accumulate further land adjoining or near to their initial grant, either through further land grants or purchase. Consequently, when grantees sold part or all of their land, it was often bought by other local landowners, many of whom also acquired land elsewhere in NSW. Within the study area, this trend is clearly evident in the histories of the early land grants and their owners.

³ Detail from map of the Parish of Narellan. Red arrow indicates The Northern Road (<<http://parishmaps.lands.nsw.gov.au/pmap.html>>).



In 1816, Orielson was acquired by John Oxley, who already owned the adjoining property, Kirkham Park. Oxley had been appointed Surveyor-General in 1812, and owned parcels of land throughout western Sydney, as well as a townhouse in Sydney and his country seat at Kirkham (Dunlop 1967). In 1822, Orielson was sold to John Dickson, who already owned Nonorrah to the north. By 1828, Dickson had acquired 17,000 acres of land in NSW, and by the mid-1830s he had also purchased the nearby estate of Netherbyres (Walsh 1966a).

In 1835, a 231 acre portion of Orielson was incorporated into the neighbouring estate Wivenhoe (AMAC 2008a). In 1874, after the property had changed hands several times, the Orielson estate was purchased by William Rudd. Rudd was a grazier and also bought Harrington Park, combining the two properties into a single farm, which remained in the ownership of his descendants until 1933.

At Bringelly, Robert Lowe had expanded his property to 5600 acres by 1828, as well as acquiring land at Liverpool and later Bathurst; while William Hutchinson acquired considerable property throughout the state, including land near Moss Vale, Bargo, Mittagong, Sutton Forest and Bong Bong, as well as a Waterloo flour mill.

Country retreats

During the nineteenth century, it was common for wealthy landowners to build large houses on their rural estates which they could retire to, or use as country retreats when they wanted a break from city life. These retreats were symbols of status and usually followed certain common forms in architecture and landscaping. They were typically located in prominent locations on hills, with views to significant landmarks such as local churches or other country estates. The gardens of these houses were carefully planned and generally incorporated distinctive trees such as bunya pines, which were visible from a distance and helped to cement the landmark status of the estates (Holmes et al 2007).

There were six such country homes in the vicinity of the study area: Maryland, Orielson, Birling, Harrington Park, Denbigh and Oran Park. Of these only Maryland and Orielson fall within the study area, as the original homestead at Birling no longer exists, and the curtilages of Harrington Park, Denbigh, and Oran Park are located at some distance from the study area.

Leasing land

Those who owned large areas of land often raised further revenue by leasing portions of their land to farmers, and these portions frequently became the first parts of a grant to be sold. In 1832, 300 acres of Harrington Park to the north of Cobbitty Road was leased and later sold, eventually becoming Oran Park (AMAC 2008a:57). The following year, after the death of the owner of the estate, Harrington Park passed to family members still living in Scotland, who leased small areas of the property (NSW State Heritage Inventory entry n. d. "Harrington Park").

Generally, leasing occurred on a fairly ad hoc basis as it became necessary or beneficial for the owner of the land. However, William Hutchinson's land grants in Bringelly, known as the Cowpasture Farms, were systematically leased in their entirety. The Cowpasture Farms was a speculative venture which involved the separation of the



property into smaller tenancies from the beginning, to be let to tenant farmers. Hutchinson's land was later subdivided into separate titles, which were then further subdivided (Austral Archaeology 2011:18, 29).

Subdivision

Until relatively recently, subdivision was minimal over most of the land in the vicinity of the study area, and mainly occurred in the locations now occupied by the townships of Narellan and Bringelly. The main township of Bringelly is situated on land that was subdivided from William Hutchinson's Cowpasture Farms. At Narellan, plans from 1840 and 1847 show that the southern portion of Orielson had been subdivided, and seem to indicate that part of this land was intended to form an extension to the township of Narellan (see Figure 12).

Generally, the land in the vicinity of the study area has remained predominately rural. However, this situation has begun to change with increasing rapidity over the last few decades, with large and ongoing subdivisions located at Harrington Park, Harrington Grove and Oran Park, as well as subdivisions on a smaller scale around Bringelly. The district is currently part of the Sydney South West Growth Centre, and it is expected that the urbanisation of the area will continue to intensify.

4.4 The growth of villages and towns

The development of villages and townships in the Cowpastures District began at Cawdor, where a Government station with a cottage and stockyard was built in 1815. It was hoped that the wild cattle of the Cowpastures could be captured and tamed there. In 1820, Governor Macquarie visited the station and named it 'Cawdor' (Mylrea 2002:23). Cawdor developed into the centre of the district for a few years, however the lack of a reliable water supply and the development of the village of Camden in the early 1840s meant that the village soon declined (Mylrea 2002:26).

In 1827, the town of Narellan was laid out by Robert Huddle (assistant surveyor) and John Oxley (surveyor-general) in a rectilinear plan, with the site of a church, school and courthouse marked (Willis n. d.). The town was located on the Great South Road, which had become the main route to southern New South Wales and Victoria by the early 1830s (Mylrea 2002:30). Narellan's location shaped its early development, with sly grog shops and inns built along the Great South Road close to Narellan, but not within the planned village area. These establishments catered for travellers as well as locals, and the provision of sustenance for those passing through on the main road seems to have been an important role for Narellan from the 1820s to the 1840s (Mylrea 2002:31).

Apart from the inns, Narellan's growth was slow. A church school was built in 1839, and had an enrolment of 45 children in 1842, increasing to 96 by 1846. However, the first village allotments were not offered for sale until 1843 (Willis n. d.). In 1836, John Macarthur's sons had a town laid out on their 'Camden Park' property, with land sales held in 1840 and 1841. The town of Camden flourished and became the major centre for the district, leaving



Narellan eclipsed. By 1848, Camden had 52 houses and 242 inhabitants, while Narellan had only 3 houses, a pound, an inn, the church and school building, and a few mechanics (Mylrea 2002:33).

The township of Bringelly grew even more slowly than Narellan and, like other rural towns, its progress was marked by the establishment of institutions to service the growing community. A post office was opened in 1857, but the town was not officially named until 1863, when the post office was named Bringelly Post Office (Liverpool City Council n. d.). A public school was opened in 1878 on the intersection between Bringelly Road and The Northern Road, with an initial attendance of 20 children, which grew to 50 in the early 1890s as settlement in the area increased. During the twentieth century, further community services were established around the post office. In 1914, an agency of the Commonwealth Bank opened, and by 1925 a grocery business was being conducted in conjunction with the post office. In the 1960s, the post office was moved into the new complex of shops built on the corner of The Northern Road and Greendale Road (Austral Archaeology 2011:98).

The population of Bringelly increased rapidly in the late 1950s, with the school's enrolment growing by 20 between 1957 and 1960 (Bringelly Public School 1978:8-9).

4.5 Agriculture

The Camden and Bringelly area was predominately an agricultural district until recently, and even now agricultural activities play a role in the local area. During the 1840s, wheat cultivation was a major industry in the district and several flour mills were established to process this wheat, including Perry's flour mill at Orielson (Atkinson 1988:31). However, in the early 1860s, an outbreak of rust destroyed the wheat industry and landholders diversified into other avenues of agricultural production (Atkinson 1988:95). These included sheep, cattle, dairying, crops such as oats, and fruit and vegetable cultivation. During the 1930s depression, many of the large properties in the area were subdivided and smaller farms for orchards or poultry became more common (Willis n. d.).

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5.0 Heritage listed items

The following section presents information on each of the heritage listed items located in the vicinity of the study area. Those items that are situated at some distance from The Northern Road will be addressed briefly, while the four items whose heritage curtilages fall within the study area will be discussed in greater detail, with assessments of heritage significance and heritage impacts provided for each. The results of the site survey are also taken into account in the following discussions.

5.1 Harrington Park

Harrington Park is listed on both the SHR and the Camden LEP. However, the site boundaries provided by each heritage register are significantly different, with the item's curtilage substantially reduced on the LEP listing (see Figure 6). This inconsistency is not relevant to the current assessment as the item does not fall within the study area according to either listing.

As it is not within the study area, Harrington Park would not be directly impacted by the proposal. Neither would it be indirectly impacted by any obstruction to the existing vistas to Orielton or other local landmarks. Views towards the homestead complex and its signal plantings of Bunya and Hoop pines would also be unaffected.

Figure 6: Harrington Park – alternate heritage curtilages⁴



⁴ SHR curtilage highlighted in pink; Camden LEP 2010 curtilage outlined in blue; The Northern Road marked in red. (Background image from www.nearmap.com)

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5.2 Oran Park

Oran Park is listed on the Camden LEP, however it does not fall within the study area and, since a large hill is located between it and The Northern Road, the landscape setting and views to and from the item would not be impacted (Figure 7).

Figure 7: Oran Park - heritage curtilage⁵



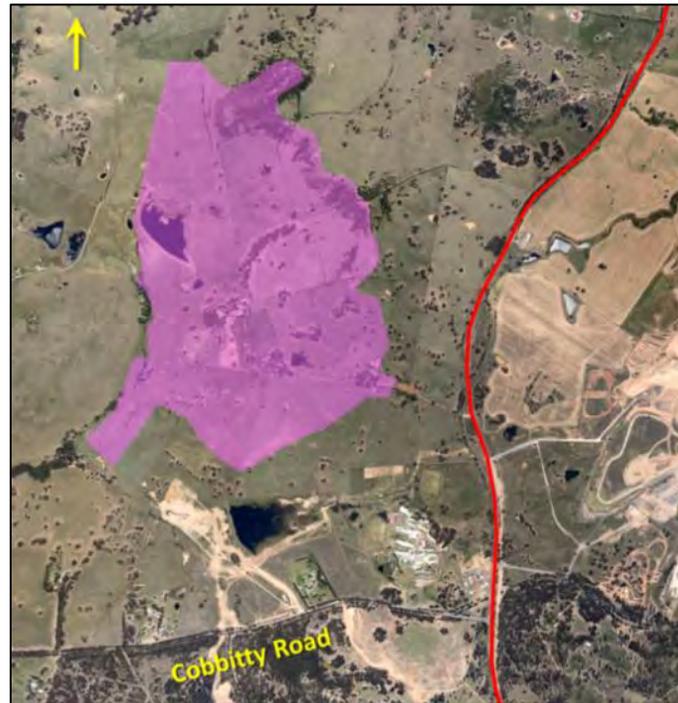
5.3 Denbigh

Denbigh is listed on the SHR, though not on the Camden LEP. According to the SHR listing, Denbigh is not within the study area (see Figure 8). However, it is important to note that until 2010, the property was listed on the Camden LEP (LEP No. 48) and that according to this listing, its eastern boundary did fall within the study area (AMAC 2008a:13). The entrance to Denbigh is located on The Northern Road and in their 2008 survey, AMAC identified two gate posts at this entrance and assessed them to be significant at a State level due to their association with Denbigh. These consist of two pairs of large wooden posts, painted white, with a section of fence between each pair. These gate posts are similar in style to the gate posts at both Maryland entrances and may therefore be of a similar date. (AMAC 2008a:121). The section of The Northern Road in which the gate posts are located is just outside the study area and would not be impacted by the proposal. The Peter Brock Drive intersection section is being separately upgraded. The gate posts will therefore not be addressed in this study.

⁵ Camden LEP 2010 heritage curtilage in pink; The Northern Road marked in red. (Background image from www.nearmap.com)

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Figure 8: Denbigh - heritage curtilage⁶



5.4 Orielton

5.4.1 Heritage listings

Orielton is listed on the SHR and on the Camden LEP 2010. According to both listings, the eastern boundary of Orielton fronts The Northern Road for about 750 m. The LEP map of the heritage curtilage of the item is slightly different to the SHR listing map (see Figures 9 and 10); however, both listings encompass the main homestead, the grounds, outbuildings, remnants of the original driveway to The Northern Road, remnants of original outbuildings, and remnant plantings. The SHR listing also explicitly includes the views and landscape setting of the item (Table 4). The study area intersects the curtilage of the item.

Table 4: Register listings for Orielton

Register	Area included in listing	Individual elements named in listing
Camden LEP 2010	Lot 101, DP 1003658 (this Lot/DP may be incorrect as it does not return any results in Land and Property Information searches)	<ul style="list-style-type: none"> • Homestead • Grounds • Outbuildings including stables, stockyards and silos

⁶ SHR heritage curtilage in pink; The Northern Road marked in red. (Background image from www.nearmap.com)

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Register	Area included in listing	Individual elements named in listing
State Heritage Register	Part Lot 7, DP 270613	<ul style="list-style-type: none"> • Orielton house • Outbuildings • Garden layout • Terracing and mature plantings • Entry drive from The Northern Road • Remnants of the original driveway • Remnants of original outbuildings to the north of the site and in the working area • Views and vistas • Landscape setting

It is important to note that the heritage significance of the site is not limited to those elements specifically named in the register listings. Rather, everything within the heritage curtilage as depicted in Figures 9 and 10 is considered to be of heritage significance and is under statutory protection. This includes potential archaeological remains, as well as views to and from the item.

Figure 9: Orielton - SHR curtilage

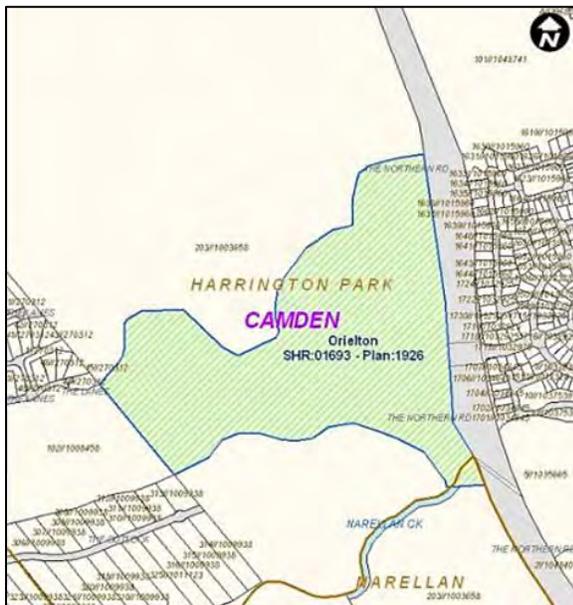


Figure 10: Orielton - Camden LEP 2010 curtilage⁷



⁷ Red indicates The Northern Road

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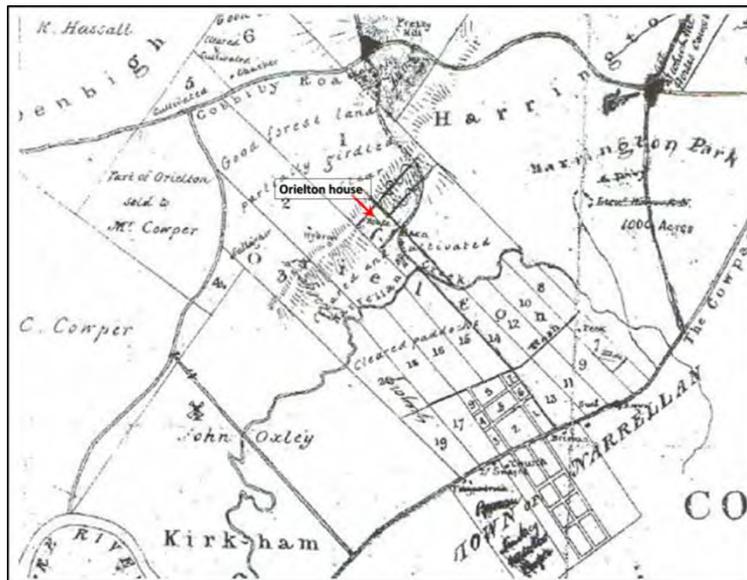
Figure 11: Orielton - SHR heritage curtilage⁸



5.4.2 History

On the 10 June 1815, 1620 acres in the District of Cooke were granted to Edward Lord, to be known by the name of 'Orielton Farm' (AMAC 2008a: 59). The following year, Orielton was acquired by John Oxley, owner of the adjoining property, Kirkham Park.

Figure 12: 1840 plan showing subdivision of the southern portion of Orielton⁹



⁸ SHR heritage curtilage in pink; The Northern Road marked in red. (Background image from www.nearmap.com)

⁹ Edward J.H. Knapp (1840) "Reduced plan of the Cowpasture estates, formerly J. Dickson's" (Mitchell Library Z M2 811.113/1840/1).

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In 1822, Orielson was purchased by John Dickson, who already owned Nonorrah to the north. Dickson established a steam mill on the property, to process the wheat grown in the district. By 1834, along with Dickson's other nearby properties, Orielson was under the management, if not ownership, of Thomas Barker. The following year, 231 acres of the property were incorporated into the neighbouring estate, Wivenhoe (AMAC 2008a). An 1840 advertisement for the sale of Orielson highlights the presence of "a substantial built brick cottage, commodious stabling, an excellent built barn" (*The Sydney Monitor and Commercial Advertiser* Tuesday 28 July 1840:4).

Figure 13: 1847 plan showing subdivision of the southern portion of Orielson¹⁰



In 1841, the property was bought by M. D. Hunter, before being sold to John Perry in 1847. Plans from 1840 and 1847 show that the southern part of the property was subdivided during this time (Figure 12 and 13). Perry later leased the main part of the property to Charles Thompson, the Clerk of the Bench to Camden Court, while subdividing and selling the rest (Morris and Britton 2000a:36).

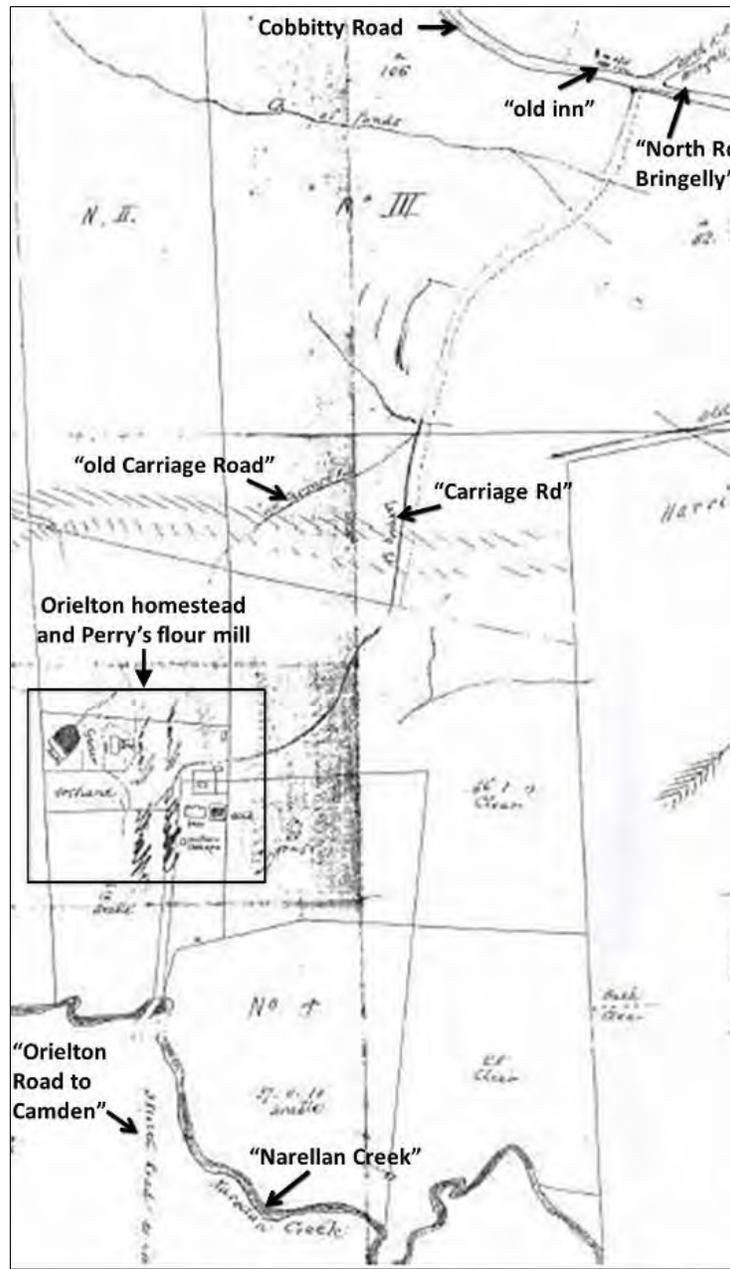
An undated subdivision plan of 'Orielson Park', probably drawn between 1847 and 1862 (Figure 14), provides useful information about both structural and landscape features during this period. Close to the house, on the west, were a barn, garden and orchard. Between the orchard and Narellan Creek was an area of arable land, while north of the house was a large expanse of pasture. The mill, a miller's cottage, and a tank were located to the

¹⁰ Samuel Lyons (1847) "Plan of the Cowpasture Estates, the property of M. D. Hunter Esqr., for sale by Mr Lyons on Monday 30th August 1847" (Mitchell Library Z M2 811.1133/1847/1).

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south-east of the house, and a grassed paddock and arable land beyond them. A carriage road ran from the intersection of the Northern Road and Cobbitty Road to the western side of the mill. An “Old Carriage Road” was marked branching off from this one, midway between the mill and the Cobbitty Road intersection. Beside the mill the line of the carriage road became straight and continued to Narellan Creek, over which there was a bridge.

Figure 14: A subdivision plan of Orielson, probably dating to between 1847 and 1862¹¹

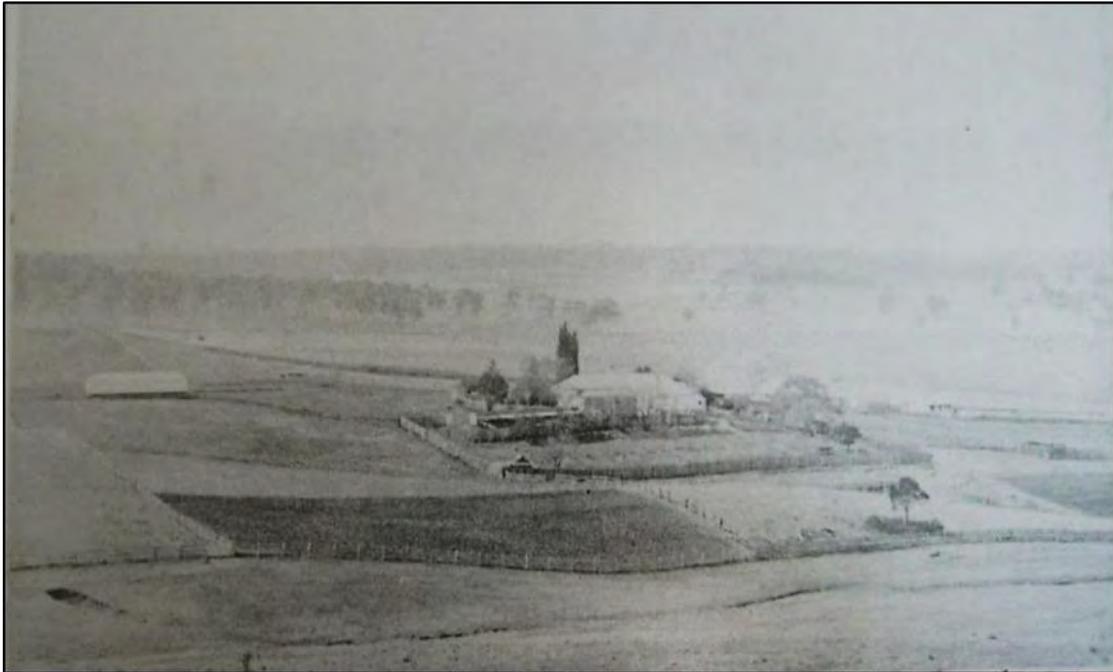


¹¹ “Plan of Orielson Park near Camden, the property of John Perry Esqre., Parish of Narellan” (Mitchell Library, Subdivision Plans – Camden, ZTP:C1/9).

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In 1863, Lot 1 of 'Orielson Farm' (24 hectares) was purchased by Abraham Davy, the owner of neighbouring Harrington Park (Office of Environment and Heritage n. d. "Orielson"). A newspaper advertisement for the sale of the property described it as, "about 600 acres, beautifully situated...It comprises the homestead Orielson Villa, orchard, and grounds. An extensive steam mill, with machinery, engine, gear, etc., complete; and the several noted grazing and cultivated paddocks (The *Sydney Morning Herald* [SMH] Mon 29 June 1863:7)". A photograph of Orielson, probably from the late 1860s or early 1870s, shows the property almost entirely cleared of trees (Figure 15). The steam mill machinery and plant were advertised for sale in 1873 (SMH Tues 15 July 1873:6).

Figure 15: Photograph of Orielson, probably dating from the late 1860s or early 1870s¹²



The property passed through several hands during the 1860s, including butcher John Peisley, solicitor John Thomas Neile, Mrs Harriet Beard, and William Bernard Pilling (Wrigley August 2006). In 1874, William Rudd bought Lot 1 of Orielson, along with Harrington Park. Rudd also purchased the remaining parts of the Orielson estate, and both Orielson and Harrington Park remained in the ownership of his descendants until 1933.

In the late nineteenth century significant additions were made to the house and it was reoriented to face toward Camden (Figure 16 shows the altered southern elevation of the house). At some time before 1947, the driveway was realigned to its current route, although the former route is still visible in the 1947 aerial photograph (Figure 17) (Morris & Britton 2000:37).

¹² This view looks east across Orielson house. The row of trees in the background seems to indicate the line of The Northern Road. "My Grandfather Peisley's Country home" (Mitchell Library, Small Picture File, Camden NSW – Residences – Orielson Park).

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In 1933 Arthur and Elaine Swan bought both Orielton and Harrington Park and managed the farms as a single entity (Office of Environment and Heritage n. d. “Orielton”). During World War Two, Orielton was used by the Air Force attached to the nearby Camden Aerodrome for training and accommodation purposes. Since 1944 the property has belonged to the Fairfax family who also owned Harrington Park. The family resided at Harrington Park, and Orielton was managed as part of the estate (Morris & Britton 2000:37).

Figure 16: The front of Orielton house in 1930¹³



An aerial photograph from 1947 (Figure 17) shows outbuildings located just west of the Northern Road. In 1947 these consisted of four main complexes as well as two small structures, possibly privies, located at the southern end of the property and near the main house. By 1961, three silos had been constructed to the west of the sheds, while the southernmost shed complex had been demolished and has since been replaced with another building. Two dams are also visible in the 1947 photographs, one about 640 m north of the house and the other around 100 m west (AMAC 2008a:86).

Oral history sources indicate that terraced rose gardens were once present south of the house, while the 1947 aerial photograph shows that the garden directly in front of the house was defined by a curved line of planting which also bordered a section of the driveway. More planting was located in an outer area of the garden beyond, while other plantings defined the edges between “house paddocks” and grazing or cropping paddocks (Morris & Britton 2000:37).

¹³ <www.library.camden.nsw.gov.au/camdenimages/scripts/home.asp>.

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Figure 17: 1947 aerial photograph of Orielton¹⁴



¹⁴ The red arrows indicate dams that have been built into old creek systems, the blue arrow indicates an outbuilding to the south of the main buildings, and the orange circle encompasses an area where the alignment of The Northern Road is different to present. Top inset details outbuildings at Orielton. Bottom inset details Narellan Creek bridge (Source: AMAC 2008a:86).



5.4.3 Description

Orielton is located around two kilometres north of the main township of Narellan and is enclosed by a ridge to the north and to the west, and by Narellan Creek to the south. The homestead complex is situated on the side of a knoll, with views of Narellan. To the east of the house are now stables, sheds, and an agistment area, while empty paddocks remain to the south.

The existing entry to Orielton follows an earlier alignment of The Northern Road southwards from the roundabout at the entrance to Hillside Drive, before curving sharply to the northwest. The driveway is bordered with pine trees, while evidence of earlier hedges and other remnant gardens is visible to the south of the homestead complex. More mature plantings are located on the north-east side of the house, including a mature Bunya pine. West of the main homestead is a dam, and another, empty, dam is located around 200 m south of the house. An old well is located near the top of the north ridge (Office of Environment and Heritage n. d. “Orielton”).

Orielton still retains much of its original character, based on the traditional juxtaposition of the main homestead area and garden, with cleared pastureland beyond (as seen in Figures 18 and 19). The residential development of Harrington Park in the 1990s visually encroached upon Orielton (see Figure 20); however the original grant and its past use for grazing can still be understood in the broader landscape of the Narellan valley (Office of Environment and Heritage n. d. “Orielton”).

Figure 18: View toward Orielton house from the road reserve, facing north-west (9/11/11).



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Figure 19: Outbuildings to the east of Orielson house, from ridge to the north (9/11/11).



Figure 20: View toward the Hillside Drive roundabout, with Orielson sheds on the right (9/11/11).



5.4.4 Archaeological potential

Perry's flour mill complex

John Dickson established a flour mill at Orielson in the 1820s, and it remained in use until 1873. On a plan of Orielson dating to between 1847 and 1862 (Figure 14), the mill and a miller's cottage were located to the south-east of the house. Two structures were labelled "Perry's Mill" on the 1862 plan, immediately west of the Northern Road.

In 1864 the mill was described as a "spacious and substantial building (60 feet by 30 feet) ... built of brick on stone foundations, roofed with galvanised tiles. It contains three floors, a verandah, smithy, engine-house, smutt and dressing rooms, etc. The plant and machinery comprise engine (12-horse power) with boiler complete, 2 pair stones, smutting and dressing machines, pulleys and gear complex. There are also, close to the mill, a brick-built cottage residence for the miller, eight-stall stable, pigsty, milking and stockyards, and a waterdam yielding a never-failing supply" (SMH Wed 20 Jan 1864:6).

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The above description demonstrates that the mill was a substantial structure with stone foundations, and therefore it would be likely that archaeological remains of the building exist. A comparison of current aerial photographs with the 1847 subdivision plan (Figure 21) suggests that the mill was located in roughly the same position as the present-day shed complex. This location would fit in relation to the topography, as a terrace slopes downwards to the south, just to the south of the sheds. It would be unlikely that the mill would have been built on a slope. Therefore, it is possible that the structure of the mill was disturbed through the construction of other buildings and may even have been recycled for use in the new structures. However, the three-storey mill would have required deep foundations and it is probable that these have survived at least partly intact. The construction of the extant sheds and stable buildings would not have involved significant disturbance in this area, as none of the buildings have deep foundations, and much of the area has not been built on at all. It is also possible that privies, yard surfaces, artefacts associated with machinery, or evidence for the stable, pigsty, milking and stockyards could be present in the vicinity of the present day shed complex.

Figure 21: Overlay of 1847 plan of Orielton and current aerial photograph¹⁵



¹⁵ It is important to note that the 1847 plan was a simple sketch plan and only gives a rough indication of the location of the flour mill and associated features.



The miller's cottage appears to have been located to the south of the present-day shed complex, in an area that is now largely undisturbed pastureland (Figure 18). The foundations of the cottage would not have been as deep or substantial as those of the mill and are less likely to have survived intact, particularly as the cottage was brick-built and the bricks are likely to have been recycled for use in other buildings. However it is possible that some archaeological remains such as postholes, footings, a privy or refuse deposits may have survived. The location of these items, if they remain is difficult to ascertain. No evidence for Perry's flour mill or the miller's cottage at Orielson was identified during the site survey.

Barn

The 1840 plan (Figure 12) showed a barn at Orielson located close to the line of the carriageway leading to Narellan Creek. Unfortunately, the position of the barn could not be accurately cited based on this plan. However, it is possible the barn was located south-eastern portion of Orielson and this may fall within the study area. If the barn was located within this area it would be unlikely that significant archaeological deposits remained, as the barn would not have had deep footings.

5.4.5 Previous studies

Proudfoot (1973) assessed Orielson to be noteworthy as one of the well-known early estates near Camden.

Morris and Britton (2000) provided an assessment of significance and management recommendations for the property. These are quoted below:

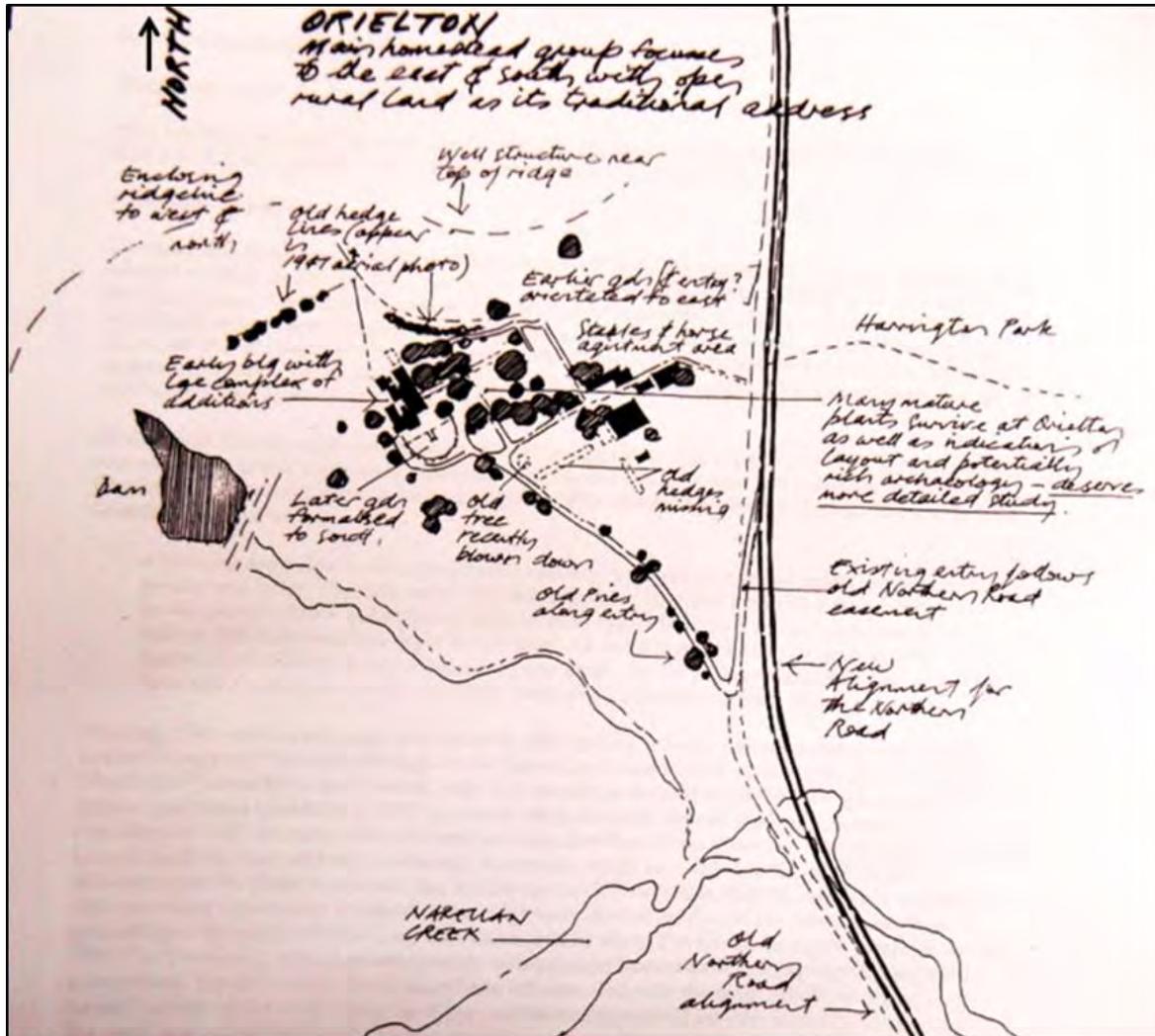
Outline of Significance:

- It still retains its quintessential landscape character – based on the traditional juxtaposition of homestead area, with its dominant garden, and cleared pastureland beyond.
- Its historical relationship to other nearby grants (Harrington Park, Wivenhoe, and Kirkham) and its place in the development of the local area can still be appreciated.
- It has associations with some notable people.
- The place retains its historical local prominence and serves as an important local landmark.
- The place retains some key historical visual relationships – vistas to Harrington Park, Studley Park, the spire of St Johns church, Camden, and the Razorback Range.
- A relatively intact estate – still able to appreciate the main homestead group in its traditional rural context and in relationship to the various natural features – Narellan Creek and the enclosing ridgelines.

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- The place has many features of individual significance such as the original homestead, the later homestead, outbuildings, garden layout, terracing and mature plantings, and the entry drive from The Northern Road (Figure 22 shows the locations of these features).
- The place has considerable capacity to demonstrate its development from c.1815 to the present.
- It is of considerable scientific interest on account of its archaeological research potential.

Figure 22: Sketch plan of Orielson homestead complex from Morris and Britton (2000)



Recommendations:

- The Orielson estate should be listed immediately on the State Heritage Register.
- Ensure no development is permitted between the ridgeline encompassing Orielson and Narellan Creek as this would seriously compromise the traditional rural landscape setting and visual prominence of the



homestead complex. This setting should extend to the south-west to protect the integrity and rural landscape character along the view to the former Kirkham estate.

- Consider an appropriate means of protecting this curtilage and its associated key vistas, e.g. rezone LEP with a special category of Zone 7 – Environmental Protection.
- Ensure appropriate controls and conditions on adjacent development areas to the south of Narellan Creek and along the southern skyline as these are within the visual catchment of the estate and are currently intrusive.
- Consider the appropriate treatment of the new road embankment to the east as it is higher than the original formation and more intrusive.

Godden Mackay Logan (2008) stated that “Orielson is considered to be of exceptional significance because of the integrity of its rural setting. The topographical features of the property contribute significance to the setting and function of the estate and its significant visual links with surrounding properties and The Northern Road.”

Tropman and Tropman Architects (2006) prepared a conservation management plan (CMP) for the property and provided the following statement of significance:

“The Orielson Homestead Complex has State significance as one of the earliest Cowpasture homesteads on the Cumberland Plain that was used as an Outstation and a Gentleman’s residence. The Orielson Complex continues to be a landmark and a focus in the Narellan Creek/Nepean and Camden Valley as part of the cultural landscape of scenic setting, remnant pastureland, residential development and open space.

The homestead, associated structures, gardens, landscape features, grazing paddocks, and contextual setting have historical, social, aesthetic and technical significance to the State of NSW.

Orielson Estate has significance for being important to Indigenous ancestors, having remnants of Cumberland Plain woodland and being run as an outstation in conjunction with some of the neighbouring large properties including Kirkham, Nonorrah and, from 1938, Harrington Park.

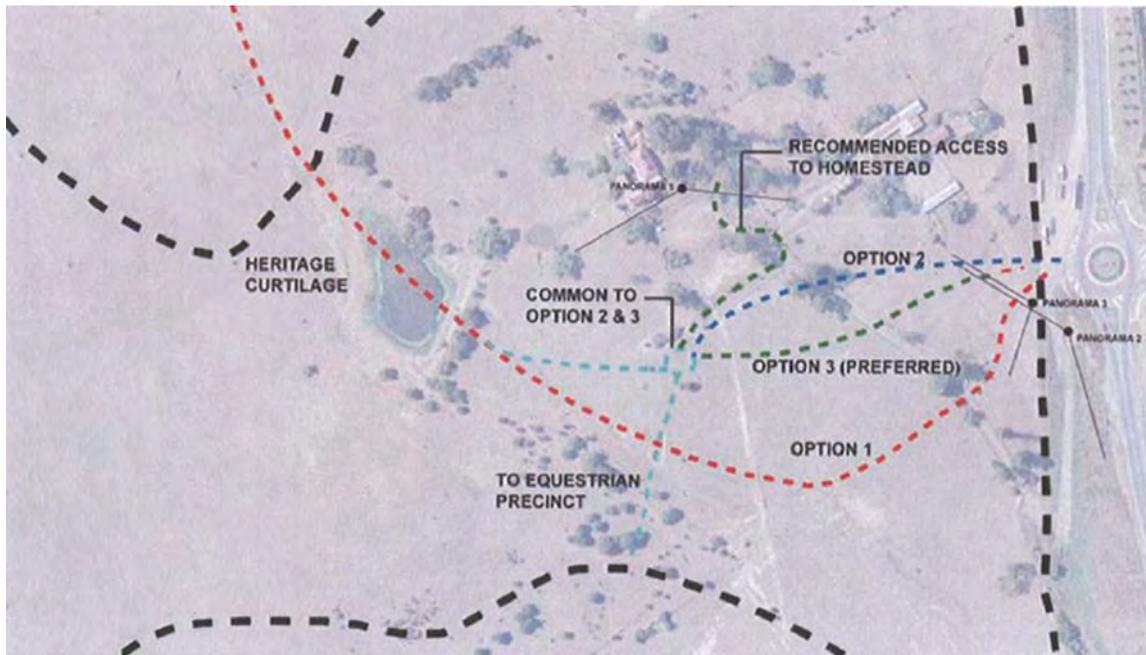
Orielson Homestead, despite its loss of intactness, is an important example of an early two storey country residence which evidences the evolutionary phases of its development to suit the changing needs of its owners from an outstation to a stately gentleman’s residence. Its connection with Dickson who developed the place as an outstation to his larger land holdings; the Perrys who built the steam flour mill at the place; the Beard family who improved the homestead and returned it to a gentleman’s residence; and the Fairfax’s who used the property as an outstation in conjunction with Harrington Park...make it a property of great importance.” (Tropman and Tropman Architects 2006:105)

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Tropman and Tropman Architects (2008) prepared a Heritage Impact Statement (HIS) for the Harrington Park subdivision which included an assessment of impacts to the Orielton site. Impacts to sites of archaeological potential such as the flour mill and miller's cottage were not specifically addressed. As part of the HIS recommendations were made regarding options for the extension of Hillside Drive into the estate. Option 3 which has now been approved by council is aligned with the design for the current proposal. The impacts of the preferred option (Option 3 – see Figure 23) are discussed in page 17 of Tropman and Tropman 2008.

'Whilst in plan form the roadway may appear to infringe upon the heritage curtilage of the homestead due to its close proximity to it, this location would make the roadway easier to conceal from the homestead by landscape treatments than Options 1 and 2 because of its proximity to and its location below the homestead terrace. It would not have as much impact upon the views and vistas over the east and south paddocks as Options 1 and 2. The option creates a more even division of the curtilage area which allows easier interpretation of the southern paddock.'

Figure 23: Options for the Harrington Grove link road (Tropman and Tropman 2008:17).



Tropman and Tropman describe the possible negative impacts of the option as follows (pg 17):

'There is a potential noise pollution problem with the roadway being located so close to the homestead, however this could be mitigated by road treatments.'



The HIS discussed the compliance of the preferred option with the policies of the CMP (Tropman and Tropman 2006). Several recommendations were made to facilitate this compliance, these were as follows:

- A suitable entrance gate to Orielson should be constructed on the new link road stub.
- The link road stub should be constructed with suitable road treatments in order to reduce noise impacts at to Orielson.

As the current proposal aligns with Spine Road location discussed in the HIS and subsequently approved under a Section 60 in 2010, the CMP policy compliance would also apply, and the recommendations of the HIS would be taken into account.

Stedinger Associates (2011) In June 2011 Stedinger Associates prepared a report for Harrington Estates Pty Ltd to support an excavation permit exemption application for construction of a Spine Road at Orielson Homestead Precinct. The report recommended that an exemption should be granted on the basis of standard exemption 4 that “the excavation or disturbance of land will have a minor impact on archaeological relics” (Standard Exemption 4[IB]) and that the area had “little or no archaeological research potential” (Standard Exemption 4[IC]). The design of The Northern Road upgrade link road is based on the Spine Road design as approved under the exemption notification (Figure 25).

An area of potential archaeological deposit previously recorded during the survey for Sydney Water (AECOM 2010) was noted in the Stedinger report. It is located to the east of Orielson house, outside the study area and 200 m to the northwest of the proposal impact area. This area of potential will not be taken into account in the current assessment.

The recommendations of the report in relation to the current study area are as follows (Stedinger 2011a:23):

- During construction works, land within the SHR curtilage boundary of Orielson Homestead should not be used for the storage of materials, as a site office or for the parking of vehicles (unless within existing car parking areas).
- During the construction of the Spine Road, the original fabric of the early driveway should be recorded by an historical archaeologist at the intersection of the early and the new roads south of the homestead.

These recommendations would be taken into account for the current proposal and have been added to the recommendations for Orielson in this report.



5.4.6 Assessment of significance

The following assessment of heritage significance for Orielton has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guidelines from the *NSW Heritage Manual*. It will include an overall assessment for the property as a whole, as well as specific assessments related to the potential archaeological remains of Perry's flour mill complex and the barn.

Orielton estate – overall significance

Overall Orielton has a State significance level. The table below outlines a selective summary of the significance assessment detailed in the SHR entry for the site.

Table 5: Significance assessment of Orielton in relation to each assessment criteria

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	Orielton is historically significant as one of the first land grants in the district that still retains its historical relationship to other nearby early grants such as Harrington Park, Wivenhoe and Kirkham. It is an important historical property in the development of the local area.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.	Orielton has several historical associations with notable people, especially Edward Lord and more recently the Fairfax family.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	Orielton retains some significant historical visual relationships, with vistas to Harrington Park, Studley Park, and the spire of St Johns in Camden. The historical landscape character can still be appreciated based on the traditional juxtaposition of the homestead area, with its dominant garden, and cleared pastureland beyond. The gardens surrounding the homestead are significant for retaining plant specimens and garden layouts associated with their early arrangement. The gardens have been arranged to provide a formal garden setting for the homestead, with its signal plantings of Bunya and Norfolk Island pines, providing a distinctive presence of the homestead against the undulating topography
D – Social	An item has strong or special association	Orielton's historical relationship to other nearby early



Criteria	Description	Significance assessment
Significance	with a particular community or cultural group in the local area for social, cultural or spiritual reasons.	grants and its place in the development of the Camden area are locally significant. Orielton retains its historical local prominence and serves as an important local landmark.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The site has considerable research potential due to its capacity to demonstrate its development from 1815 to the present, including the continuous architectural evolution of the house and the impact of World War Two. It also has archaeological potential.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	Orielton is rare as a relatively intact estate with its main homestead group still in its traditional rural context.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	Orielton is representative of past land uses, including agriculture and recreation, that reflect the emergence of Sydney’s new middle class during the nineteenth century. The estate, along with neighbouring Oran Park and Harrington Park is representative of Crown grants, subdivision patterns, ownership patterns and graziers’ homesteads typical of nineteenth century NSW.

Statement of Significance:

Orielton is of State heritage significance as one of the first land grants in the Cowpastures district, which still retains original standing structures, potential archaeological remains, and significant historical visual relationships and landscape settings. As a large property with a continuous history of farming, the item demonstrates many of the principal characteristics of this type of estate in the Camden area and the State. The property was associated with people of importance in the local area and the State, and has the potential to provide valuable information about the cultural history of the local area and the State.

Individual elements which are considered to be of heritage significance include, but are not limited to, the following:

- Orielton house.
- Outbuildings.
- Remnants of the original driveway to The Northern Road.
- Views and vistas.



- Landscape setting.
- Plantings.
- Potential archaeological remains.

Perry's flour mill complex – potential archaeological remains

The following table assesses the likely heritage significance of potential archaeological deposits associated with Perry's flour mill complex including the miller's cottage. This assessment is based on documentary evidence and is preliminary only; archaeological investigation would be necessary before the significance of any remains could be accurately assessed, based on their intactness, ability to answer research questions, and capacity for successful heritage interpretation.

Table 6: Significance assessment of potential archaeological deposits associated with Perry's flour mill

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	As an early industrial site of importance in agricultural production, the site is important in the cultural history of the local area.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	Remains of the mill may demonstrate the characteristics of early flour mills, and could indicate a high degree of technical achievement. Any remains of the cottage would not fulfil Criterion C.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	The mill site would have a moderate–high research potential and could yield information about the agricultural and industrial history of the local area and the State. The cottage site would have a low-moderate research potential and could yield information about the household life of the period.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	Remains of the mill would be a rare example of an early industrial site in the local area.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):	Relics of the mill may demonstrate the principle characteristics of early flour

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Criteria	Description	Significance assessment
	- cultural or natural places; or - cultural or natural environments.	mills in the local area and the State.

Statement of Significance:

Any archaeological remains of the flour mill once located on the Orielson property would be of heritage significance at a State level. The mill was important in the cultural history of the area, as an essential part of the agricultural industry and a long-running industrial site. Remains of the mill may demonstrate a high degree of technical achievement as well as some of the principle characteristics of early colonial flour mills. Very few early industrial sites of this type have been preserved, especially in the local area; therefore remains of the mill would be uncommon and may provide valuable information about the history of the Camden area in the context of technical development at the State level. Any archaeological remains of the miller's cottage would be of heritage significance at a local level. Information may be provided regarding domestic activities and associations with industry.

Barn

The following table assesses the likely heritage significance of potential archaeological remains of the barn marked on an 1840 plan of Orielson. This assessment is based on documentary evidence and is preliminary only; the significance of any remains could only be accurately assessed following their exposure through archaeological investigation.

Table 7: Significance assessment of potential archaeological deposits associated with c. 1840 barn

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	Any remains of the barn would be of local historical significance for their association with Orielson estate.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	Remains of the barn may provide information related to early agricultural and building practices on the estate.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): - cultural or natural places; or - cultural or natural environments.	The site could potentially demonstrate some of the characteristics of early agricultural outbuildings.



Statement of significance:

Any remains of the barn have the potential to be of local historical significance for their connection with Orielton estate. They could provide some information about the cultural heritage of the local area, and may demonstrate some of the characteristics of early agricultural outbuildings.

5.4.7 Assessment of impact

According to the current design of the proposal, The Northern Road would be widened to the west from Narellan Creek to beyond the northern boundary of Orielton's heritage curtilage (see Figure 24 and Figure 25). There are three areas of additional impact on the SHR curtilage in the current proposal that extend beyond the Standard Exemption described above for the Harrington Grove West spine road. These are works between chainage 1600-1800, the road widening along the eastern edge of the SHR curtilage, and works between chainage 1200-1300. The construction of the link road and sedimentation basin would align with the design approved under the exemption notification for the Harrington Grove spine road.

Chainage 1600-1800

The road would extend 20 m – 25 m into the Orielton SHR curtilage for the purposes of excavating out a batter slope at chainage 1600-1800 (Figure 25); however, most of this area is outside the eastern fence-line of the property and falls within the road reserve. Therefore, its connection to the Orielton property has already been weakened and the loss of this section of land will not have a significant impact on the heritage values of the item. There are no areas of archaeological potential identified within this section of impact.

Road widening

The widening of The Northern Road along the eastern boundary of Orielton would necessitate the removal of the eastern fence-line, which is a barbed-wire fence that appears to date from the twentieth century. The fence itself is of low heritage value and its removal will not reduce the heritage value of the site, however it does provide an important boundary marking and it is recommended that it be replaced with a suitable, rural-style fence following the completion of works in the area.

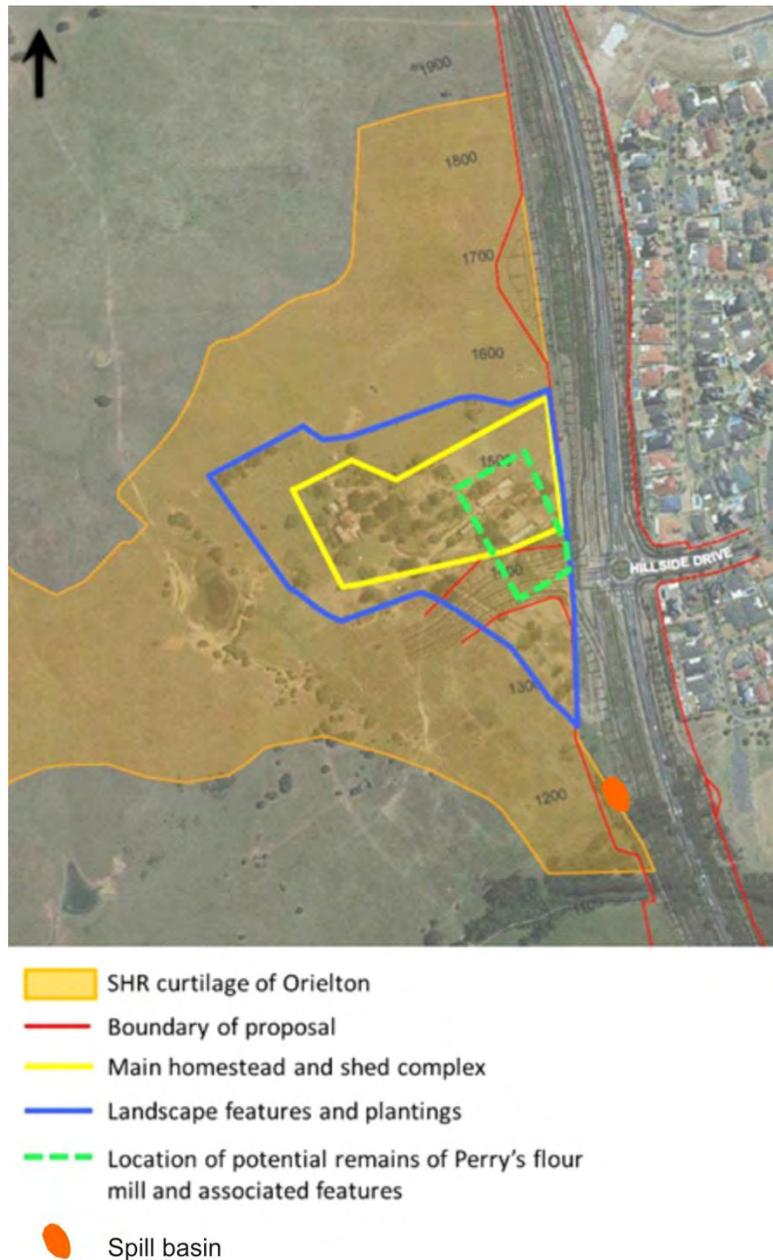
Chainage 1100-1300

In the south-east portion of the Orielton curtilage at chainage 1100-1300, the proposal extends by between 10 m - 15 m into a small area of the SHR curtilage. This incursion into the curtilage is necessary for the purposes of creating a spill basin and the entrance to a drainage culvert situated to the north of Narellan Creek (Figure 24). The construction of the spill basin would involve excavation and it is possible that archaeological deposits associated with the estate (such as household refuse dumps) could be encountered during excavation; although it is unlikely these would be of high heritage significance. The basin would be filled in and appropriately landscaped after works were completed. The proposal also involves the construction of a northbound bridge over Narellan

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Creek, which may involve works along the south-eastern edge of Orielton. The spill basin, drainage culvert, and any works associated with the new bridge, would all be located to the south of the area and if any archaeological material were encountered it would be likely to be dispersed and of low research significance.

Figure 24: Location of proposal in relation to Orielton¹⁶



¹⁶ All features within the SHR curtilage are included in the heritage listing. Background image from www.nearmap.com; concept design overlay from Sinclair Knight Merz

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are not likely to be of high heritage significance, but are likely to be cess pits, privies or rubbish dumps which would have remained below the surface after the cottage was demolished.

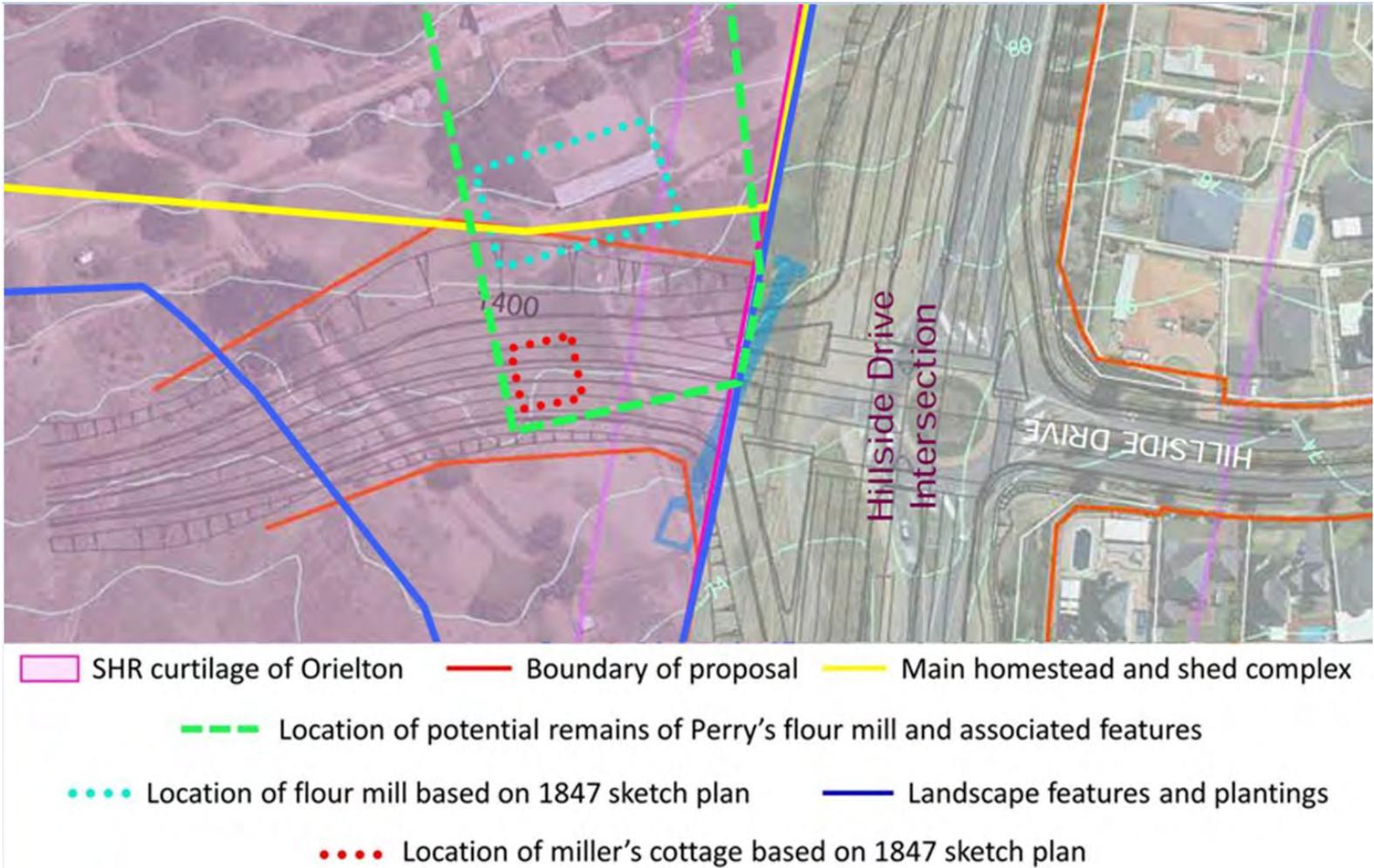
This alignment of the road has already been approved as part of the Harrington Grove West development, and was the subject of a previous HIS by Tropman and Tropman Architects (2008) and an exemption application and approval for the spine road and driveway (Stedinger 2011a and 2011b).

The Tropman and Tropman HIS assessed that the proposed roadway reserve would have some negative impact on the setting of the estate, but that it was understood that an entry to Harrington Grove West from the Hillside Drive roundabout was necessary. Of the three possible options for the alignment of the road, it recommended the chosen route as that with the least negative impact, because its close proximity to the homestead and location below the homestead terrace conceal it from the homestead by landscape treatments (Tropman and Tropman 2008:17). A Section 60 approval was granted for the Harrington Estate subdivision on the basis of this HIS in late 2010 but did not include approval for construction of the road.

A separate approval in the form of an exemption notification was approved for the spine road in June 2011 (Stedinger 2011a). The exemption application was approved on the basis of Standard Exemption 4. The concept design for The Northern Road upgrade has been modified to align with the design already approved for the Harrington Grove West development with only two small areas to the north and south of the Hillside Drive roundabout and the removal of the eastern fenceline not covered by the existing exemption. The impacts of The Northern Road upgrade on the heritage significance of Orielton would therefore be minor in relation to the impacts that have already been approved for the Harrington Grove West subdivision and associated spine road.

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Figure 26: Proposed Hillside Drive extension with overlay of Orielton curtilage and features.





In relation to the impacts already approved for Harrington Grove West, the proposal would have a minor impact on the heritage significance of Orielton.

Table 8: Orielton - Statement of Heritage Impact summary

Impact on a heritage item	Discussion
<p>The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.</p>	<p>No aspects of the project will enhance the heritage significance of Orielton.</p>
<p>The following aspects of the proposal could detrimentally impact on heritage significance.</p>	<p>The widening of The Northern Road would reduce the heritage curtilage of the item by 15 – 25 m along its eastern boundary and would necessitate the removal of the eastern fence-line. These impacts would only have a minor negative effect on the heritage significance of the item because:</p> <ul style="list-style-type: none"> - Most of the area that would be lost from the curtilage is located beyond the fence-line of the property and falls within the road reserve. Therefore, its connection to the Orielton property has already been weakened and the loss of this section of land will not have a significant impact on the heritage values of the item. - The eastern fence appears to date from the twentieth century and is of low heritage significance. Its removal will not significantly reduce the heritage value of the site. <p>The Hillside Drive extension would have a negative impact on the setting of Orielton and views toward the homestead. The approved route of the road was chosen as the option that caused the least harm to views from Orielton homestead (Tropman and Tropman 2008).</p> <p>The Hillside Drive extension may impact on archaeological deposits associated with the miller’s cottage although the location of these items is not definitively known and significant archaeological deposits are unlikely to remain.</p> <p>South of the Hillside Drive extension, the proposed spill basin, sedimentation basin, and works associated with the northbound bridge over Narellan Creek, could potentially affect archaeological deposits associated with the estate</p>

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Impact on a heritage item	Discussion
	although they are likely to be dispersed and unlikely to be of high heritage significance.
The following sympathetic solutions have been considered and discounted for the following reasons.	The route between Orielton House and the hill behind and Narellan Creek is the only practical route for the link road. The area to the south towards the creek is prone to flooding and the area to the north is too elevated on a steep slope.

5.4.8 Management and mitigation measures

A number of management and mitigation measures are recommended to minimise the potential impacts of the proposal on Orielton. These measures would be discussed with the NSW Heritage Council by RMS at the earliest possible planning stage.

As the link road has already been approved by Camden Council as part of the Harrington Grove West project (pers comm Strategic Planning - Camden Council 1/1/12) it is likely that these works would be completed before The Northern Road upgrade begins. As discussed, heritage approvals have already been granted by the NSW Heritage Council. A Section 60 approval has been granted for the Harrington Grove West subdivision and an exemption notification for the construction of the Spine Road.

Archaeological Considerations

This report has found that remains of a miller's cottage, may be located within the proposal impact area for the Hillside Drive extension/Spine Road. It is therefore recommended an additional exemption application would be completed for consideration by the NSW Heritage Council before any impacts occur to the site in relation to the RMS link road, including impacts to potential archaeological deposits such as the locally significant miller's cottage. An additional exemption would also address any minor impacts that were not considered by the original exemption. Under this exemption archaeological monitoring by a suitably qualified consultant who meets the Excavation Director Criteria with experience in SHR listed sites would be conducted during the construction of the Hillside Drive extension in the area where the miller's cottage is thought to have been located.

As documentary evidence suggests that Perry's Flour Mill itself which would be of State heritage significance is outside the proposal impact area, test excavations are not recommended.

Landscape Considerations

The Tropman and Tropman HIS recommended a number of mitigation measures in relation to the landscape and context of Orielton. These measures would be considered to align with the existing approval for the location of the Spine Road as specified in the Section 60 granted in 2010. The Harrington Grove West HIS recommends that a



suitable gateway to Orielton should be constructed to reflect the significance of the estate (Tropman and Tropman 2008: 28). The report also recommends that the increase in traffic noise resulting from the proposed link road could be mitigated by road treatments (Tropman and Tropman 2008:16).

Archival and photographic recording of the homestead and its surroundings would be conducted in order to document the character of the estate prior to the construction of the Hillside Drive extension. This would not be necessary if the works at Harrington Grove West had already been completed.

The widening of The Northern Road would necessitate the removal of the fence along the eastern boundary of the property. While the fence itself is of low heritage value, it does function as an important boundary marker and it is recommended that it be replaced by a suitable, rural-style fence when the works are completed.

5.5 Maryland

5.5.1 Heritage listings

Maryland is listed on the Camden LEP 2010. According to this listing, the curtilage of the item is bounded by Lowes Creek to the north, The Northern Road to the east, and other properties to the south and west. It covers an area of around 257 hectares and fronts The Northern Road for about 1 km (Figure 27). In their previous report, AMAC (2008) included a map of Maryland’s curtilage that was based on the Draft Camden LEP No. 149 2008. This draft listing only included Lot 1 DP218779, but has been superseded by the LEP 2010 listing, which includes both Lot 1 DP 218779 and Lot 29 DP 872135.

Table 9: Register listings for Maryland

Register	Area included in listing	Individual elements named in listing
Camden LEP 2010	Lot 1, DP 218779; Lot 29, DP 872135	<ul style="list-style-type: none"> • Homestead • Grounds • Outbuildings • Stone cottage • Former winery • Stone store building • Gatekeeper’s cottage [referred to as “gatehouse” in this report]

The LEP 2010 heritage schedule names a number of individual elements that are included in the listing, however, everything within the heritage curtilage (as marked in Figure 27) is under statutory protection, including potential archaeological deposits, the landscape setting, the gatehouse which fronts the Northern Road (referred to as the “gatekeeper’s cottage” in the LEP listing), and views to and from the item.

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Maryland has also been nominated for inclusion on the SHR. At the time of writing the item was being considered for inclusion but had not yet been listed.

Figure 27: Maryland - heritage curtilage¹⁷



5.5.2 History

In 1816, 3000 acres at Bringelly were granted to John Dickson, a Scottish engineer. According to the deed, this property was to be called Dixon's Farm, however parish maps record its name as Nonorrah (AMAC 2008a:53).

In 1833, Dickson returned to England while on bail under suspicion of forgery. His mill was advertised for sale that year, and his agent began to sell off his pastoral property, which by this time also included nearby Orielton.

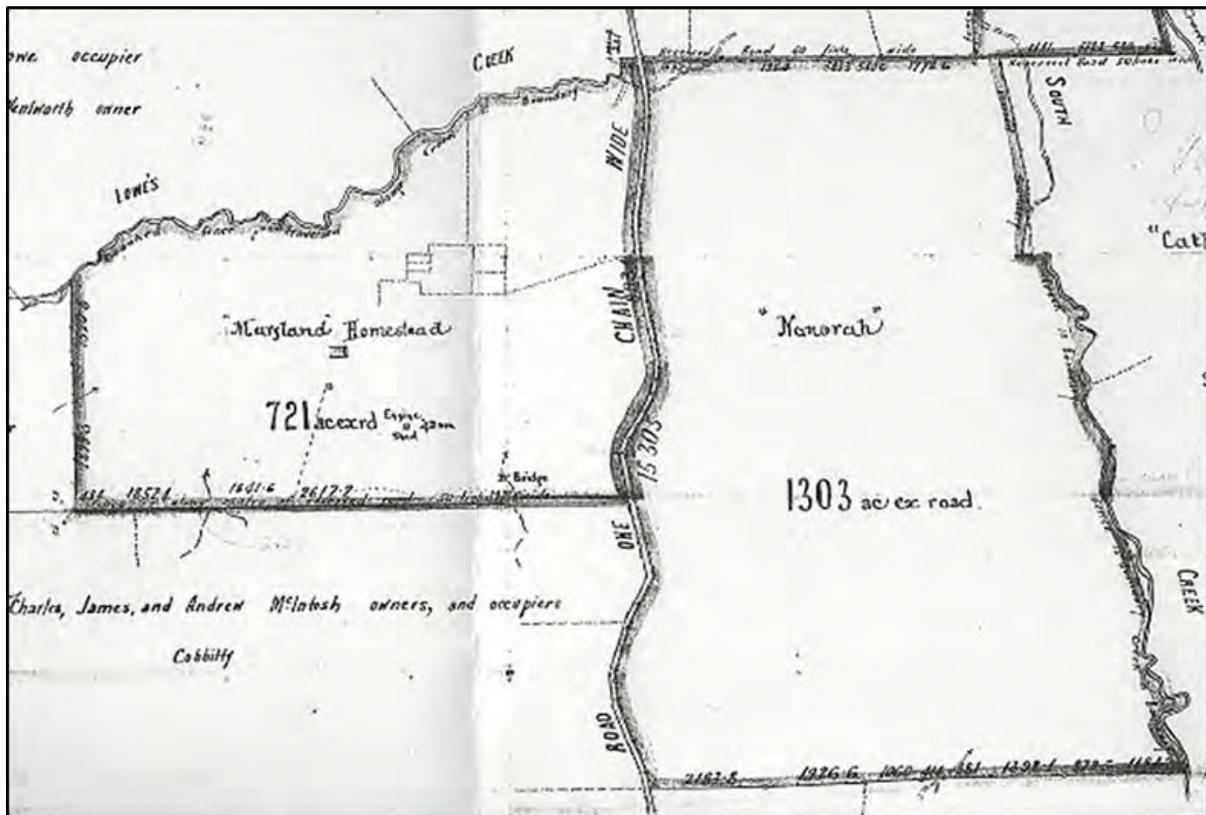
Thomas Barker, Dickson's former apprentice and the husband of his niece, was managing Nonorrah and Orielton by the mid-1830s, though there is some confusion about when he took formal ownership of the property (AMAC 2008a:53). According to Broadbent there is an unsubstantiated tradition that the land was given to Barker and his wife as a wedding gift, however more recent research appears to indicate that Barker purchased the homestead in 1854 (Broadbent 1982:337). The present house at Maryland was probably constructed by Barker in the late 1830s or 1840s, though it has been suggested that it replaced an earlier house built by Dickson in the early 1820s (Broadbent 1982:340).

¹⁷ Camden LEP 2010 heritage curtilage in pink; The Northern Road marked in red (background image from www.nearmap.com).

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After T.C. Barker's death in 1940, Maryland was sold to Mr and Mrs N. A. Thompson, who left the estate to their daughters, Annette and Elizabeth (Broadbent 1982: 340). The Thompson daughters used the property for grazing, ran a dairy, and raised cattle to compete in agricultural shows. Elizabeth died in 2006 and Annette in 2009 (SMH July 17 2009).

Figure 28: Nonorrah estate and Maryland homestead in 1906¹⁸



From the 1820s to the 1870s, Barker was heavily involved in the industry of Sydney, establishing several flour mills, a tweed factory, and a woollen mill (Walsh 1966b). He played important public roles in the city as a magistrate, chairman and director of the Commercial Banking Company and a trustee of both the New South Wales Savings Bank and Sydney Grammar School. In 1853 he donated £1000 to the University of Sydney for the creation of a scholarship for mathematical science, and was elected a member of the Legislative Assembly (SMH Sat 20 March 1875:6).

Barker's wife died in 1851, and he remarried in 1857. Two years later he sold his Sydney home, Roslyn Hall, and retired to Nonorrah. He renamed the western portion of the property Maryland (as shown in Figure 28), and undertook the major development of the estate, drawing on his long-held love of gardening (Morris and Britton

¹⁸ Primary Application – Thomas Charles Barker...Vol. 1840 Fol. 53. SRNSW Item No. PA 14468



2000: 56). Thomas Barker died at Maryland in 1875, and the estate was inherited by his son, Thomas Charles Barker, who extended the garden and created the park-like landscape visible from The Northern Road (Office of Environment and Heritage n.d “Maryland (draft)”).

5.5.3 Description

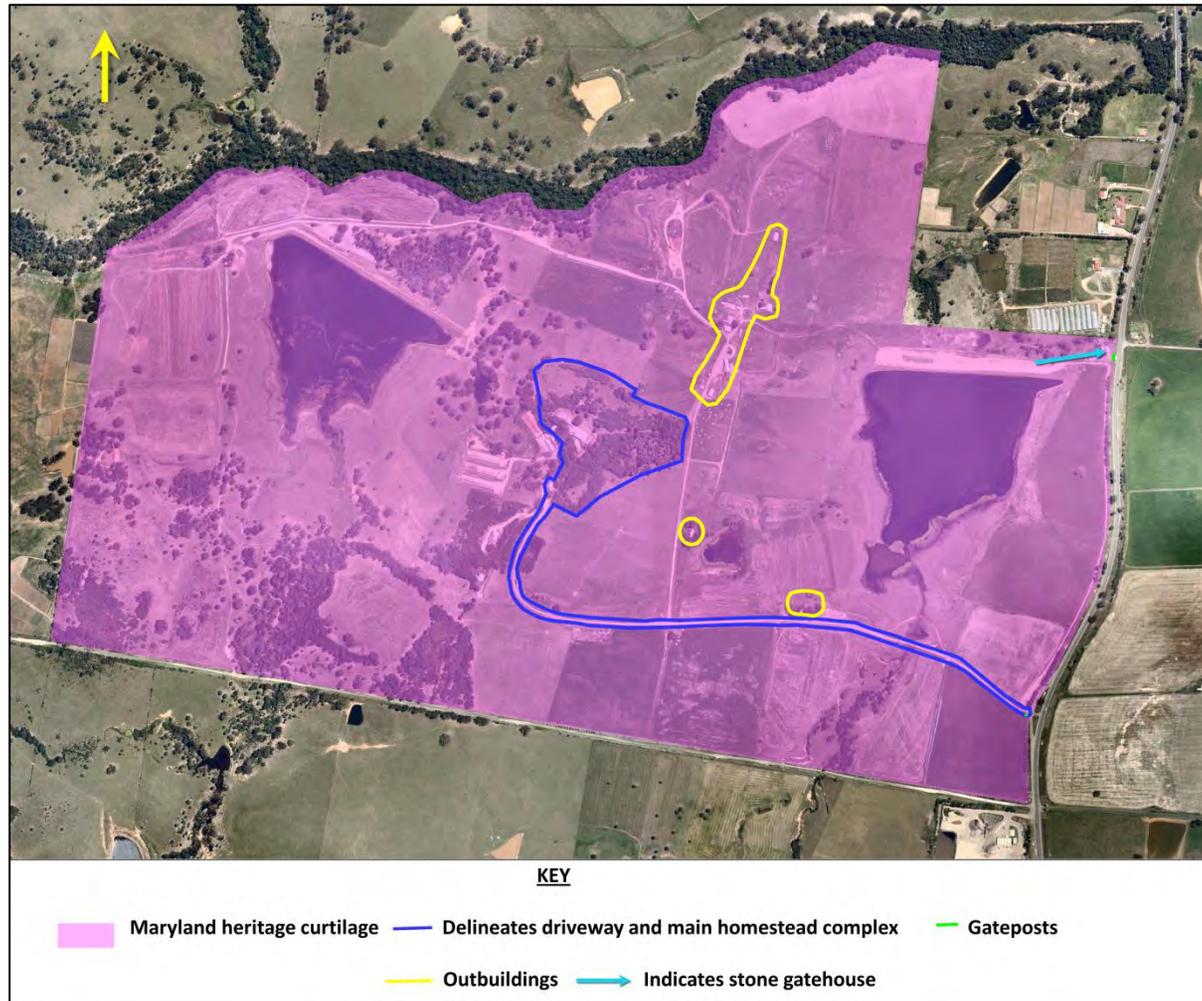
The current entrance to the Maryland property is located on the western side of The Northern Road, about four kilometres south of Bringelly Road. The driveway is around 1.5 km long and leads to the main homestead complex which is situated on a knoll and has views to the north over Lowes Creek and toward The Northern Road in the east. Outbuildings and remnant plantings are scattered along the main ridgeline and slopes, but the major plantings occur around the homestead, loop road and eastern slopes.

The outbuildings located on the hilltop include a stone cottage, former winery, stone store, and gatekeeper’s cottage. Further down the slope and to the north is a second group of outbuildings with a stone barn, stables, various sheds, and a worker’s cottage. Between these and the main homestead complex are some modern buildings.

A second gatehouse is located very close to The Northern Road, next to the alternate (and now secondary) entrance to the property (Figures 31 and 32). This gatehouse is located within Lot 29, DP 872135 and is therefore included in the Camden LEP listing. This gatehouse built of sandstone, although it is now dominated by a large addition. A post and rail fence and entry gates of characteristic local design are situated in front of the gatehouse, only three metres from the current edge of the road (Figure 31). In 2008, AMAC also identified a second set of gateposts at the main entrance to Maryland, which are similar in style to those near the gatehouse and probably date to the same period (AMAC 2008a:100) (Figure 29). Since the 2008 survey, the right gatepost of this set has been removed, leaving only one post. The locations of the above mentioned features are marked on Figure 29.

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Figure 29: Maryland - heritage curtilage and locations of individual elements¹⁹



¹⁹ Background image from www.nearmap.com

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Figure 30: Maryland – southern gatepost²⁰



Figure 31: Maryland gatehouse and gateposts, with the homestead visible in the background²¹



Figure 32: Maryland gatehouse²²



²⁰ Green arrow indicates significant gatepost, red arrow indicates location of former gatepost, no longer present.

²¹ AMAC (2008: Appendix page 82)

²² AMAC (2008: Appendix page 82)



5.5.4 Previous studies

Proudfoot (1973) assessed the heritage significance of Maryland and provided brief management recommendations, as follows:

Significance: A fine colonial estate in excellent order. Has tremendous landscape value as an estate. Key Building Group and Site.

Proposals: To be retained, together with sufficient land to include the outbuildings and the hill and garden. Best retained as a large estate.

Morris and Britton (2000) also provided an assessment of significance and management recommendations for the property. These are quoted below:

Outline of Significance:

- Maryland is a major surviving mid-nineteenth century rural estate within the Cumberland Plain which continues as a working farm. It retains substantial evidence of earlier estate layout and design by engineer Thomas Barker with an outstanding group of dairy and winery outbuildings and gatehouses.
- It occupies a prominent hilltop location, forming an important local reference point – emphasised by the old Araucarian pine plantings – along The Northern Road.
- It offers an outstanding landscape archaeological research resource with its extensive remnant vineyard fields and other remnant functional and ornamental plantings.

Recommendations:

- Ensure immediate listing on the State Heritage Register of whole remaining estate area.
- The whole remaining estate should be conserved as a cultural landscape including its historic fabric (including the outlying gatehouse and dairy group); layout (including the former entry drive to the north); and visual dominance of the hilltop homestead and garden composition from The Northern Road.

5.5.5 Assessment of significance

The following assessment of heritage significance for Maryland has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guidelines from the *NSW Heritage Manual*. It will include an overall assessment for the property as a whole, as well as specific significance assessments for individual items that are located close to the area of impact.



Maryland estate – overall significance

The table below outlines a selective summary of the significance assessment detailed in the State Heritage Inventory entry for Maryland.

Table 10: Overall significance assessment of Maryland

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	Maryland is historically significant as one of the first land grants in the district that has been in continual use as an agricultural property. It is an important historical property in the development of the local area.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.	Maryland has several historical associations with notable people - John Dickson and Thomas Barker both played important roles in Sydney's early industry.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	Maryland is significant for the high degree of creative landscape design in its vineyards and gardens. It also embodies characteristics of the 'Summit Model' (where a residence is constructed on a high point) of homestead siting, with the visual relationship between the homestead, its garden, and the surrounding pastureland still uncompromised. The property also retains significant historical views to Lowes Creek and The Northern Road.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.	Maryland's place in the development of the Camden area is locally significant, while it also serves as an important local landmark because it retains its historical local prominence.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	Maryland possesses considerable research potential as a partially intact early estate. Its standing structures, remnant plantings, fields, fence lines, and driveway offer the potential for archaeological research into mid-nineteenth century gardens and estate landscapes within the Cumberland Plain area.

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Criteria	Description	Significance assessment
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	Maryland is rare as a relatively intact estate with its main homestead group still in its traditional rural context.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): - cultural or natural places; or - cultural or natural environments.	Maryland is representative of past land uses, including agriculture and recreation, that reflect the emergence of Sydney's new middle class during the nineteenth century. The estate is representative of Crown grants, subdivision patterns, ownership patterns and rural landscapes in the English landscape tradition.

Statement of Significance:

Maryland is of State significance. It is important in the cultural history of the district as one of the earliest farms in the area, and is associated with several people of importance in the local area and the State. Through its standing structures, remnant garden, and potential archaeological remains, the property has the potential to provide information about the history of the Camden/Bringelly area, while also demonstrating many of the principal characteristics of this type of estate on a local and State level. The property retains many original standing structures, as well as its historical landscape setting and views, and is therefore a rare intact example of this type of estate.

Gatehouse

The following table assesses the significance of the stone gatehouse located in the north-east corner of Maryland's heritage curtilage, fronting The Northern Road.

Table 11: Significance assessment of Maryland gatehouse

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	The gatehouse is of historical significance as a surviving component of the Maryland estate.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.	The gatehouse is significant as a reflection of the social standing Thomas Barker.
C – Aesthetic	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or	The gatehouse was presumably constructed from locally quarried stone

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Criteria	Description	Significance assessment
Significance	technical achievement in the local area.	and locally manufactured mortar, in the period shortly after the first European settlement of the area, and therefore demonstrates a high degree of technical achievement. Due to its location close to The Northern Road, the building is an aesthetically significant landmark.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The gatehouse may provide rare information about construction techniques and materials during the early years of the estate. There may also be domestic archaeological deposits beneath or surrounding the building.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	The gatehouse is a rare surviving example of a structure built from local materials soon after European settlement in the area.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	As a gatehouse, the structure is a representative example of one of the characteristics of the early large estates in the Camden area.

Statement of significance:

The gatehouse is of State significance as part of the historic estate complex and landscape. The building is of aesthetic significance as an early vernacular building and an important landmark on The Northern Road.

Gateposts

The following table assesses the significance of the two sets of gateposts along The Northern Road that fall within the curtilage of Maryland. The two sets are similar in style and are thought to date to the same period.



Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.	The gateposts are of historical significance as surviving components of the Maryland estate.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area’s cultural or natural history.	The gateposts are significant for their association with the Barker family.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	<p>The gateposts are of aesthetic significance as decorative structures erected during the 19th century to form the entrances to a gentleman’s estate. As such, they were and are an important component of the layout of the estate.</p> <p>The gateposts also possess landmark qualities due to their location near The Northern Road. This is particularly true of the northern set, which is located only three metres from the road and in close association with the aesthetically significant gatehouse.</p>
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	The gateposts are rare surviving examples of nineteenth century entrances to a rural estate.
G – Representative	<p>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s):</p> <ul style="list-style-type: none"> - cultural or natural places; or - cultural or natural environments. 	The gateposts are representative some of the characteristics of decorative timber entrances to nineteenth century rural estates.

Statement of significance:

The two sets of gateposts are of historical and aesthetic significance at State level as the decorative entrances to a prominent nineteenth century rural estate. They are rare survivors, and are representative of some of the characteristics entrances to gentlemen’s estates of the nineteenth century.



5.5.6 Assessment of impact

The proposal for The Northern Road extends between 30 m to 75 m into Maryland's heritage curtilage along its eastern boundary, and encompasses the widening of the road by around 25 m (Figures 33 and 34). The nearest outbuilding is located 500 m west of the road design boundary, and the main homestead complex is around one kilometre to the west. Therefore, this small reduction in the item's curtilage would not have a detrimental impact on its heritage significance.

The widening of The Northern Road would involve the removal of the screening vegetation that currently exists along the eastern boundary of the property. In the absence of any screening vegetation, the upgraded four-lane road would be visible from parts of the homestead, and the change from a rural road to a major road would have some negative impact on views from the homestead.

Two sets of historic gate posts associated with Maryland are located just inside the proposal impact area, as is the gatehouse in the north-eastern corner of the heritage curtilage (Figure 35 and Figure 36). The concept design shows that although the gate posts are shown to be within the proposal impact area they would be outside the area of direct impact. The southern gatepost would be located at the base of a steep slope shown running down from the edge of the proposed road on the concept design (see Figure 35). Although the northern set of gateposts and the land between the gatehouse and the road are within the study area, the concept design does not indicate that any physical impacts would occur to these elements of the Maryland heritage item (Figure 36). As the gatehouse has been situated close to a major road throughout its history, the upgrade of The Northern Road and the addition of the nearby link road would not have a significant impact on its views, setting, or heritage values.

Two temporary sedimentation basins would be constructed about 25 m – 50 m from the edge of the property (Figure 34). The creation of these basins would involve excavation and it is possible that archaeological deposits associated with the estate could be impacted. As documentary evidence does not suggest archaeological remains are located in this area it is unlikely that significant archaeological material would be encountered during works. These basins would be infilled and landscaped appropriately at the completion of works.

The proposal includes the construction of two link road stubs within the curtilage of Maryland (Figures 33 and 34). One of these roads would be located at the northern end of the property and would extend westwards into the area currently occupied by a large dam. At present, the proposal is that the road extends to the current dam, and its eventual alignment beyond this point is not known. The dam itself is a modern construction and physical impacts to it would not damage the heritage value of the site; however, by encroaching into the curtilage of the property this link road would have a significant impact on the views and setting of the item. The intact pastureland surrounding the homestead is an important aspect of Maryland's heritage significance, and the proposed link road would form an intrusion into this pastureland. The other link road stub would be located along the southern boundary of the property, following the alignment of the existing driveway to 756 The Northern Road, Bringelly. This road would encroach on the curtilage of the heritage item by up to 30 m inside its southern boundary;

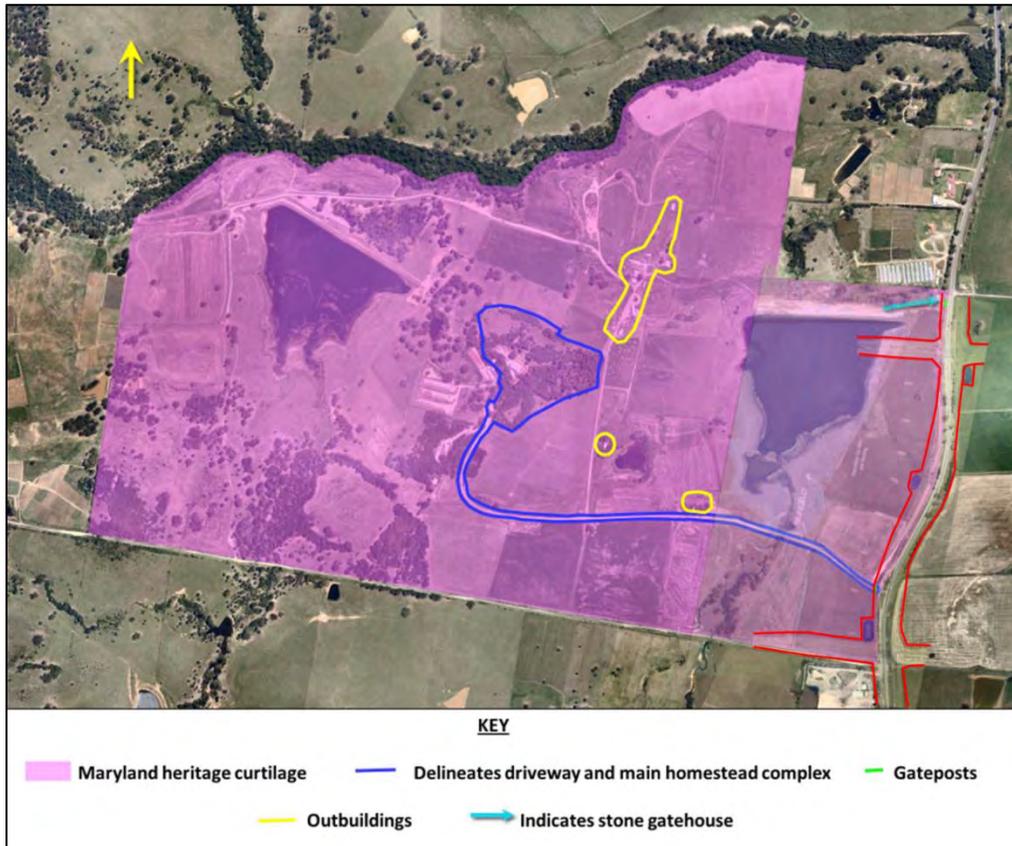
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however, it would not have a significant impact on the heritage values of Maryland, as it is located at some distance from the homestead and the outlook of the homestead in this direction is well-screened by vegetation. The loss of this small portion of the item's curtilage would not have a detrimental impact on its heritage value.

Overall the proposal would have a moderate impact on the heritage significance of Maryland.

A Statement of Heritage Impact is provided for Maryland and its elements in Table 12.

Figure 33: Location of road proposal in relation to Maryland²³



²³ All features within the pink heritage curtilage are included in the heritage listing. Background image from www.nearmap.com; concept design overlay from Sinclair Knight Merz.

• • •

Figure 34: Proposal in relation to Maryland curtilage and roadside features



KEY

-  Maryland heritage curtilage
-  Boundary of proposal
-  Gateposts
-  Indicates stone gatehouse
-  Proposed sedimentation basins

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Figure 35: Proposal in relation to the southern Maryland gatepost²⁴

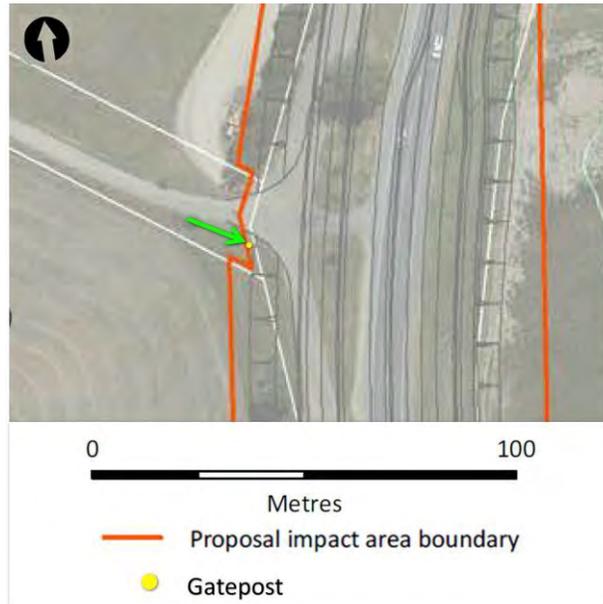
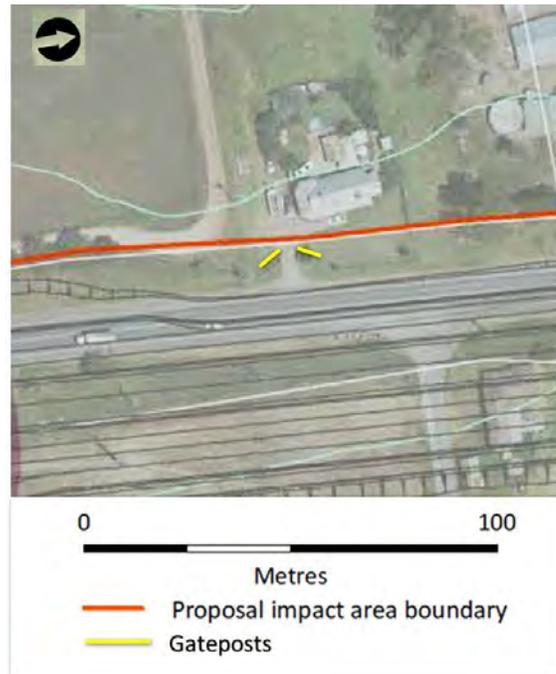


Figure 36: Proposal in relation to the northern set of Maryland gateposts



²⁴ Gatepost marked with green arrow. Sinclair Knight Merz concept design.

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Table 12: Maryland – Statement of Heritage Impact summary

Impact on a heritage item	Discussion
<p>The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.</p>	<p>As the existing heritage curtilage of Maryland is so extensive, the small reduction to this curtilage caused by the widening of The Northern Road and the construction of a link road along the property’s southern boundary would not have a detrimental impact on the heritage significance of the item.</p> <p>The stone gatehouse and northern set of gate posts within the curtilage of the item are located adjacent to the proposal but would not be subject to any direct impacts as part of the proposal.</p>
<p>The following aspects of the proposal could detrimentally impact on heritage significance.</p>	<p>The removal of screening vegetation along The Northern Road would mean that the road would be visible from some parts of the homestead, and the change from a rural road to a major road may have some negative impact on the views from Maryland.</p> <p>The Maryland gateposts would not be impacted by the proposal. All gateposts should be cordoned off during works to prevent indirect impacts</p> <p>Two temporary sedimentation basins within Maryland’s curtilage are unlikely that to impact on significant archaeological deposits.</p> <p>A proposed link road in the northern part of the property would extend 200 m into the items curtilage and would impact on the views and setting of the item.</p>
<p>The following sympathetic solutions have been considered and discounted for the following reasons.</p>	<p>No more sympathetic solutions could be adopted, as the widening of the road is necessary for the future viability of the road.</p>

5.5.7 Management and mitigation measures

To reduce impacts to views from the homestead, it is recommended that replacement vegetation should be planted along the boundary of the site, or in the road reserve, following the completion of works.

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It is recommended that an exclusion zone is created around all gateposts at the entrance to Maryland and the gatehouse during works to prevent indirect impacts occurring.

It would be preferable for the northern link road stub to be relocated outside Maryland. If the road cannot be moved, impacts should be mitigated by planting screening vegetation along the sides of the road, in keeping with the aesthetic of the nineteenth century rural estate.

This SoHI must be provided to the Council for Maryland, and the Council's response taken into consideration.

5.6 Cottage (1186 The Northern Road, Bringelly)

5.6.1 Heritage listings

1186 The Northern Road, Bringelly is listed on the Camden LEP 2010. It is located close to the intersection of Bringelly Road and The Northern Road and fronts The Northern Road on the east. The heritage curtilage includes the entire property, not just the historic cottage on the site (see Figure 37).

Table 13: Register listing for 1186 The Northern Road, Bringelly

Register	Area included in listing	Individual elements named in listing
Camden LEP 2010	Lot 4, DP 173593	<ul style="list-style-type: none">Cottage

Figure 37: 1186 The Northern Road, Bringelly - heritage curtilage²⁵



²⁵ Camden LEP 2010 heritage curtilage in pink; The Northern Road marked in red. (Background image from www.nearmap.com)

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5.6.2 History

The cottage at 1186 The Northern Road, Bringelly is located close to the corner of The Northern Road and Bringelly Road (Lot 4 DP 173593). The property on which it sits was originally part of 250 acres granted to William Hutchinson in 1818 and remained part of a larger block on the corner of Bringelly Road and the Northern Road until at least 1911. During the late nineteenth century this block was owned by Robert Watson, the Bringelly store keeper, and the store was located on its northern edge (Certificate of Title Vol. 1044 Fol. 171). By 1923, the larger block had been subdivided to create the current lot, which was then in the possession of the Council of the Shire of Nepean (Certificate of Title Vol. 3429 Fol. 151). The cottage was constructed in 1923, opposite the Nepean Shire Council Chambers, and was originally the Shire Clerk's residence (Figure 38 shows the locations of the cottage and the former council chambers). The house has been occupied by the current owners, Mr and Mrs Rogers, since 1950.

Figure 38: Location of former council chambers and cottage²⁶



5.6.3 Description

The cottage is Edwardian in style and is set back 40 m from The Northern Road, and 100 m from Bringelly Road, with the space around it vegetated with scrubby regrowth (Figures 39 and 40). The cottage is intact and in excellent condition.

²⁶ 1186 The Northern Road heritage curtilage in pink; light blue arrow indicates cottage; dark blue arrow indicates former Nepean Shire Council Chambers. (Background image from www.nearmap.com)

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Figure 39: Cottage at 1186 The Northern Road, from the north-west (9/11/11)



Figure 40: Cottage from driveway, facing south-east (27/9/11)



5.6.4 Assessment of significance

The following assessment of the heritage significance of the cottage has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guidelines from the *NSW Heritage Manual*.

Table 14: Significance assessment of the cottage at 1186 The Northern Road

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	The cottage is of local historical significance. It is situated on land originally owned by William Hutchinson, whose property was one of the earliest land grants in Bringelly, and demonstrates the history of settlement of Bringelly village. It was built in 1923 as

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Criteria	Description	Significance assessment
		the Shire Clerk's residence.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The site has local aesthetic significance as an Edwardian style house and outbuildings.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	The cottage may provide information about the characteristics of early residences in Bringelly, and could also provide information about domestic life through archaeological deposits.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	The cottage is a rare surviving residence from the early years of settlement at Bringelly.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): - cultural or natural places; or - cultural or natural environments.	The cottage may be representative of early residences in the area.

Statement of Significance

The property is significant at a local level as a surviving early residence of the town of Bringelly. It has the potential to provide information about the early development of the town, and may demonstrate the principle characteristics of residences in the area during the early twentieth century.

5.6.5 Assessment of impact

The proposal involves the widening of The Northern Road, which would encroach about 30 m into the heritage curtilage of the item on the west (Figures 41 and 42). The widening of the road would reduce the amount of open bushland between the house and the road, and would therefore have some negative impact on the rural setting of the house. If all of the trees between the house and The Northern Road are removed, the impact to the views and setting of the house would be considerable. This impact would be less significant if some screening trees remain to the west of the house. Overall the proposal would have a moderate impact on the heritage significance of the Cottage at 1186, The Northern Road, Bringelly.

A Statement of Heritage Impact summary is provided in Table 15.

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Figure 41: Location of proposal in relation to cottage²⁷



Figure 42: Location of proposal in relation to cottage



²⁷ All features within the pink heritage curtilage are included in the heritage listing. Background image from www.nearmap.com; concept design overlay from Sinclair Knight Merz.

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Table 15: Cottage - Statement of Heritage Impact summary

Impact on a heritage item	Discussion
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.	The proposal would not have a direct physical impact on the cottage itself.
The following aspects of the proposal could detrimentally impact on heritage significance.	The widening of The Northern Road and Bringelly Road would reduce the item's curtilage on the west and remove some of the existing bushland, negatively impacting on the rural setting of the house, and views to and from it.
The following sympathetic solutions have been considered and discounted for the following reasons.	No more sympathetic solutions could be adopted, as the widening of the road is necessary for the future viability of the road.

5.6.6 Management and mitigation measures

It is recommended that native screening vegetation should be planted in the road reserve to the west of the cottage when works are completed, to help retain a sense of the item's original bushland setting.

As the item's curtilage would be significantly reduced, consultation with Camden Council is required under the ISEPP. This SoHI must be provided to Camden Council and the Council's response taken into consideration.

5.7 Bringelly Public School group

5.7.1 Heritage listings

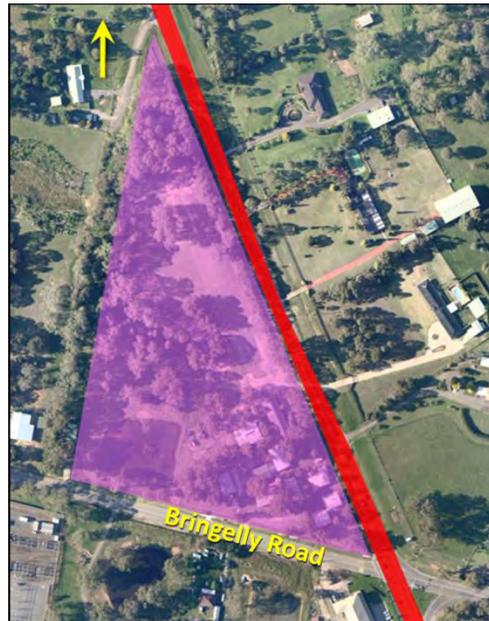
The Bringelly Public School Group, including the entire school property, is listed on the Liverpool LEP. Located at the corner of Bringelly Road and The Northern Road, the school block fronts The Northern Road along its western side. The item is also listed on the s170 Register of the Department of Education and Communities. The heritage listing includes everything within the heritage curtilage shown in Figure 43.

Table 16: Register listing for Bringelly Public School group

Register	Area included in listing	Individual elements named in listing
Liverpool LEP 2008	Lot 50, DP 746911	<ul style="list-style-type: none"> • School house • Former headmaster's residence
s170 register	Lot 50, DP 746911	<ul style="list-style-type: none"> • School house • Former headmaster's residence

• • •

Figure 43: Bringelly Public School group - heritage curtilage²⁸



5.7.2 History

The school was established in 1878 to replace an earlier and dilapidated school at Cabramatta. Initially the school property consisted of 10 acres of land, a farmhouse, and a detached slab kitchen, sold to the Council of Education by George Stanfield (SRNSW [5/15090.1] 'Letter from George Stanfield to Council of Education, 16th Aug 1877'). Formerly functioning as the local post office, the house was built of brick and was converted into a combined classroom with attached accommodation for a teacher (SRNSW [5/15090.1] Memo to District Inspector, 28th June 1889). In 1894, a new teacher's residence was built, and the old residence/classroom was converted entirely into a classroom. By 1897, the classroom building was in poor repair and it was replaced by a new building, which is still standing (Bringelly Public School 1978:9).

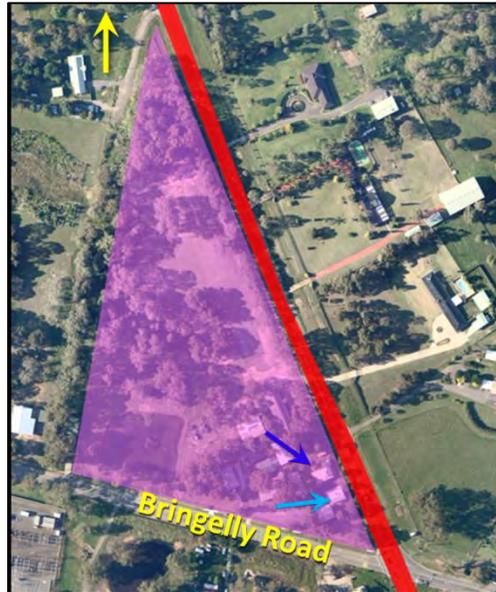
The school included an area for a garden in the corner of the grounds near the intersection of the roads, as well as grazing land for the pupils' horses. The children maintained the garden and Adams (1978:24) refers to finding old bricks, foundation material, clinkers, and cinders while digging in the garden during his attendance at the school in around 1915. It is thought that the clinkers were associated with the blacksmith's forge once located on the south-western corner of the Greendale/The Northern Road intersection, while the structural material is likely to have been the remains of the original classroom building formerly owned by George Stanfield (Austral Archaeology 2011:95).

²⁸ Liverpool LEP 2008 heritage curtilage in pink; The Northern Road marked in red. (Background image from www.nearmap.com)

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The initial attendance of the school was 20 children, which grew to 50 in the early 1890s as settlement in the area increased (Bringelly Public School 1978:8-9).

Figure 44: Bringelly Public School – locations of historic buildings²⁹



5.7.3 Description

Both the teacher's residence and the school building constructed in 1897 are still present at the site (Figure 44). The teacher's residence is a single storey building, oriented to the east, with a verandah on the eastern side (Figures 45 and 46). It had been in use as the administration centre for the school but was recently vacated due to safety concerns over large cracks in the walls (Office of Environment and Heritage n. d. "Bringelly Public School Group, Residence"). The schoolroom is also a single storey building, oriented to the east. It is currently used as a classroom, while the in-filled verandah on the northern side is used by the Bringelly Baby Clinic and the Hoxton Park Community Health Centre (Office of Environment and Heritage n. d. "Bringelly Public School Group, Primary School").

Both buildings front The Northern Road, and are located immediately outside the edge of the proposed area of impact, around 6 m from the current edge of The Northern Road. Figures 45 and 48 show the distance between The Northern Road and the eastern boundary of the school.

²⁹ Heritage curtilage in pink; dark blue arrow indicates former teacher's residence; light blue arrow indicates school room. (Background image from www.nearmap.com)

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Figure 45: The Northern Road and eastern boundary of Bringelly Public School, facing NNW³⁰ (16/11/11).



Figure 46: Former teacher's residence, facing north-west (16/11/11)



Figure 47: Former teacher's residence in relation to The Northern Road, facing south-east (16/11/11)



³⁰ The building visible behind the noticeboard is the 1897 schoolroom

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Figure 48: Greendale Road and the southern boundary of Bringelly Public School., from intersection with The Northern Road (13/9/11)



5.7.4 Assessment of significance

The table below outlines a selective summary of the significance assessment detailed in the State Heritage Inventory entries 'Bringelly Public School Group, Primary School' and 'Bringelly Public School Group, Residence'.

Table 17: Significance assessment of Bringelly Public School

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	The site demonstrates the history of the initial foundation and development of formal education in the region.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The school group is an aesthetically pleasing example of a late nineteenth century semi-rural school complex.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	Further documentary research, architectural analysis, and archaeological research could reveal information about educational practices and the domestic lives of teachers and their families.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	The former teacher's residence is a rare surviving residence from the early years of settlement at Bringelly.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): - cultural or natural places; or	The site is representative of the simple, functional design of educational buildings from the late nineteenth/early twentieth

• • •

Criteria	Description	Significance assessment
	- cultural or natural environments.	century.

Statement of Significance

The Bringelly Public School Group is significant at a local level as a site which demonstrates the history of settlement and education in the area. The classroom building is representative of educational buildings from the late nineteenth and early twentieth century, while the teacher’s residence is representative of the design of teachers’ residences commonly built in association with rural schools at this time. Further architectural, archaeological, and documentary research could reveal information about both education and domestic life during the late nineteenth and twentieth centuries.

5.7.5 Assessment of impact

While the proposal encroaches slightly on the curtilage of Bringelly Public School, the concept design does not indicate that any impacts would actually occur to the item (Figure 49).

Figure 49: Location of proposal in relation to the Bringelly Public School Group³¹



³¹ All features within the pink heritage curtilage are included in the heritage listing; blue arrows indicate the historic school buildings; concept design overlay from Sinclair Knight Merz.



The proposal involves widening of Greendale Road along its southern side on the opposite side to the school. In the vicinity of the school, The Northern Road would be widened on its eastern side in order to avoid impacts to the school, and the western side of the proposed road would be located ten metres from the historic school buildings on the site. The widening of The Northern Road would have some negative impact on the setting of the school group, by undermining the sense of a rural location. However, this impact would not reduce the heritage value of the item.

Overall the proposal would have a low level of impact on the significance of The Bringelly School heritage item. A SoHI summary is provided in Table 18.

Table 18: Bringelly Public School group - Statement of Heritage Impact summary

Impact on a heritage item	Discussion
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.	The proposal respects the heritage significance of the item by avoiding any physical impacts to the site and allowing space in front of the historic school buildings fronting The Northern Road.
The following aspects of the proposal could detrimentally impact on heritage significance.	The widening of The Northern Road would have some negative impact on the setting of the school group, by undermining the sense of a rural location. However, this impact would not reduce the heritage value of the item.
The following sympathetic solutions have been considered and discounted for the following reasons.	n/a

5.7.6 Management and mitigation measures

As the proposal will not involve impacts to the school, there are no constraints on the proposal and it is therefore not necessary to provide a SoHI to Council under the provisions of the ISEPP.

5.8 Cultural and visual landscapes

Two cultural and visual landscapes are listed in the Camden DCP (2011) as items of potential heritage significance. These are The Northern Road corridor, with its pastoral landscapes and sequential vistas and view corridors; and Bringelly Road/Greendale Road, with its associated rural cultural landscape.

5.8.1 Assessment of significance

These landscapes possess historical and aesthetic significance at a local level as rural landscapes that have remained relatively intact since early settlement, and that maintain a clear visual link to the local area's agricultural history.



The Northern Road Corridor also retains historically significant views toward important colonial estates, including Orielton and Maryland. The landscapes are of local heritage significance.

The DCP controls state that “development should optimise the preservation and interpretation of the identified significant Cultural and Visual Landscapes” (B3.1.5). As the proposal would be undertaken under the ISEPP the provisions of the DCP do not need to be adhered to, although they are taken into account in this assessment in the interests of working to best practice.

5.8.2 Assessment of impact

The road upgrade is a response to planned residential developments that will have an impact on the rural landscape of the area, and includes the partial construction of link roads to connect these development areas. Many of these link roads will have a negative impact on views from The Northern Road, by intruding on what is currently pastureland and interrupting some of the existing rural vistas that define The Northern Road Corridor. The relevant link roads are:

- The Hillside Drive extension into Orielton.
- The link road extending on either side of The Northern Road, at 640 The Northern Road, Bringelly.
- The link road extending on either side of The Northern Road, in line with the southern boundary of Maryland.
- The link road extending on either side of The Northern Road, in the northern end of Maryland.
- The link road extending on either side of The Northern Road, at 1011-1013 The Northern Road, Bringelly.
- The link road extending to the north through a historic farmstead site, Derwent Road, Bringelly.

In the context of the previously approved works such as the Oran Park and Harrington Grove residential estates, the significance of the visual landscape will be impacted regardless of the upgrade of The Northern Road. The proposal would therefore not adversely affect the significance of the visual landscape in the context of the wider development plans for the area. Overall the proposal would have a low impact on the heritage significance of the cultural and visual landscapes of the study area.



6.0 Unlisted historic sites

The following section presents information on two previously unidentified historic sites that were identified within the study area during the site survey. These were a farmstead complex and a house, both probably dating to the early twentieth century.

6.1 Farmstead (Lots 141 & 142, DP 625519)

6.1.1 History

Located along the western side of Derwent Road and extending north from The Northern Road is a farmstead complex comprised of a house, numerous outbuildings and farm buildings (both extant and ruinous), stockyards, fence lines, and dams (Figure 50).

The property originally formed part of a 700 acre granted to William Hutchinson in 1823, and during the 1890s and early 1900s was subdivided into lots that were sold as part of the Cowpasture Farms subdivision (Figure 51).

The present-day Lot 141, on which the house and other buildings are situated, consists of Lots 34–37 of Section 2 of the Cowpasture Farms Subdivision. In 1892, these lots were purchased by Richard and Alfred Lee, who owned the land as joint tenants. In 1898, Alfred Lee sold his share of the property to Mary Rebecca Oscar, of Five Dock and after her death in 1903, it passed to her son. In 1912, Richard Lee and Valentine Frederick William Oscar sold the property to John William Brown (Certificate of Title Vol. 1078 Fol. 249).

Present-day Lot 142, on which a number of old fence lines are located, consists of Lots 30–33 of Section 2 of the Cowpasture Farms subdivision. These lots were sold either singly or in pairs between 1897 and 1906. By 1906, John William Brown owned all four lots, as well as Lots 27–29 located further to the north. Brown was a master mariner, and leased Lots 30–33 to Joseph Henry Stanfield in 1906. From September 1912 to September 1930, Lots 30–37 were all leased to Robert George Buck, who ran a dairy on the land.

Following Brown's death in 1935, the property was inherited by his widow, Maggie. In 1943, Mrs Brown sold the land to Arthur Edmonson, who sold it on to Alister Gordon Leslie and Clarise Leslie in 1944. Following Clarise Leslie's death in 1950, Alister sold the land to Michael and Suzan Simko (Certificate of Title Vol. 2261 Fol. 32).

It is likely that the house and some of the farm buildings were constructed during the early twentieth century, either prior to or at the time of Robert Buck taking up the lease, with farm buildings subsequently added and altered throughout the history of the property. A 1947 aerial photograph of the site shows the house and a number of outbuildings, although the largest outbuildings that are now present at the site were built between 1947 and 1955. Some of the small outbuildings that were present in 1947 and 1955 are no longer standing. Figure 52 provides comparative aerial photographs of the site.

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Figure 50: Location of farmstead complex³²

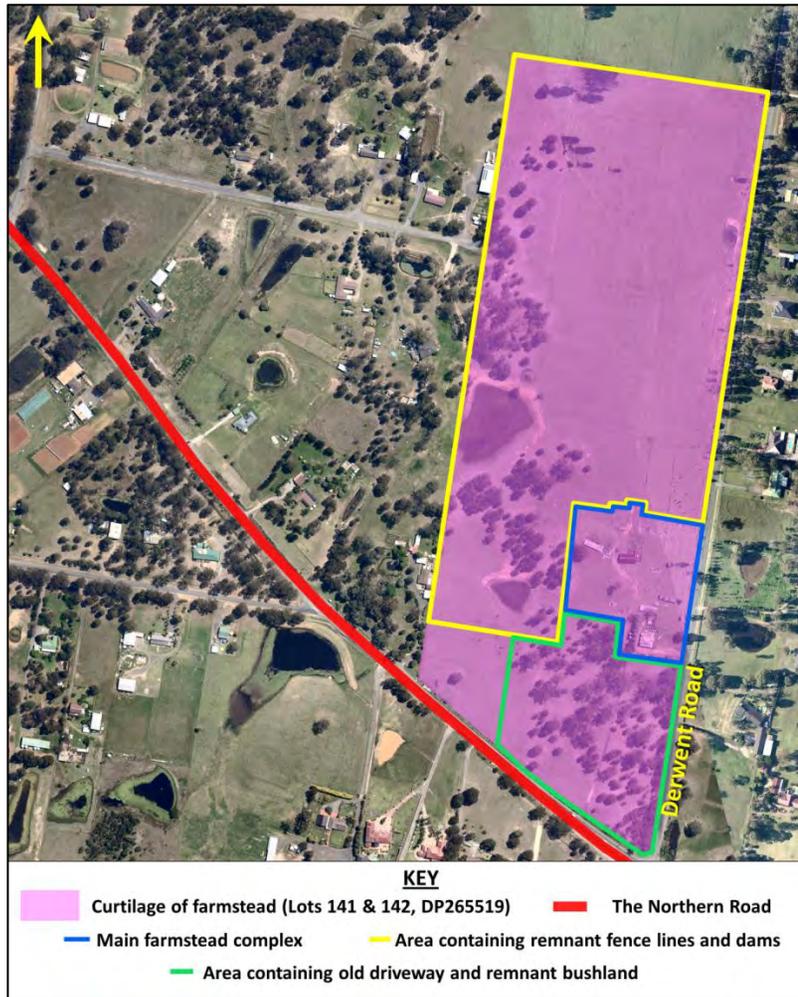
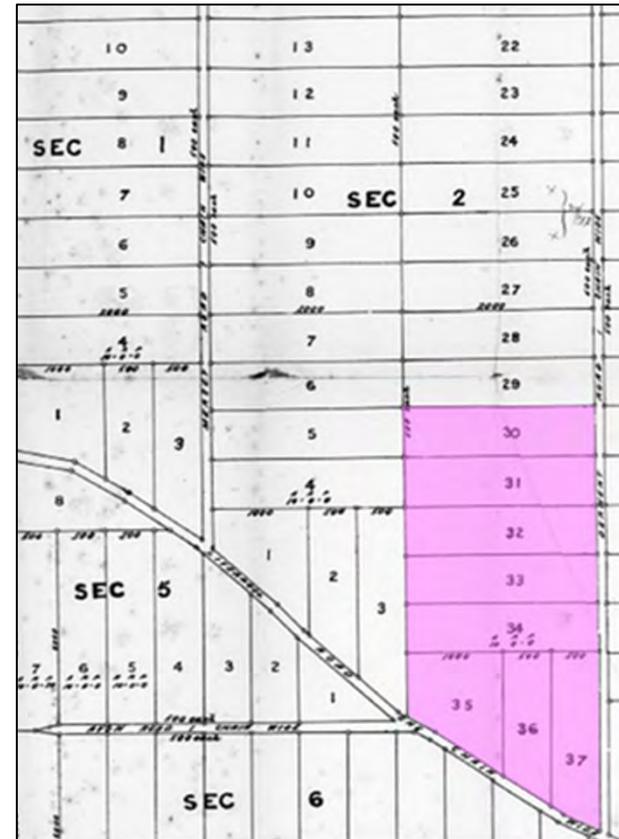


Figure 51: Farmstead site from map of the Cowpasture Farms subdivision³³



³² Background image from www.nearmap.com

³³ Source: <http://ebranch.liverpool.nsw.gov.au/electronicbooks/Subdivisionplans.pdf> Page 80

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Figure 52: Farmstead complex - aerial photograph comparison



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6.1.2 Description

The farmstead is comprised of a cottage and numerous outbuildings, both extant and ruined. These structures are clustered in the south-east portion of the property.

The cottage is set back around 200 m from The Northern Road and 38 m from Derwent Road, and is accessed by a driveway off Derwent Road, with a disused driveway also running west to The Northern Road. The cottage is of weatherboard construction with a corrugated iron hipped roof. Ornamental trees dating to at least 1947 are present along the western side of the cottage (Figure 53).

Ranged behind the cottage are six extant outbuildings, including a cow shed, a chicken shed, and a large barn with associated stock yards (Figures 54-59). There are also four collapsed or partially collapsed buildings, including what seems to be a milking shed. Not all of the buildings at the site could be accessed during the survey. Those outbuildings that could be viewed closely all appeared to have been constructed partly from recycled materials, and most also included posts of local timber in their frames. The fence posts and stockyards are also of local timber.

A series of old fences delineate several paddocks to the rear of the cottage, while two large dams are present to the north-east. West of the cottage is a vegetated area which includes numerous mature trees. It would appear that this area of the site was never completely cleared.

Figure 53: Cottage, facing south-east (28/9/11)



Figure 54: Cow shed, facing west (28/9/11)



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Figure 55: Interior of cow shed, facing east (28/9/11)



Figure 56: Local timber supporting south wall of cow shed (28/9/11)

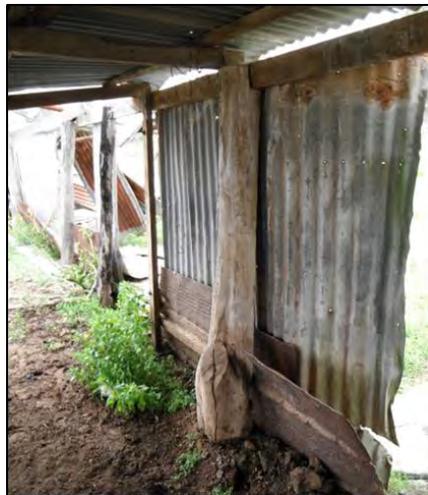


Figure 57: Shed built partly of local timber. Facing south-east (28/9/11)



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Figure 58: Ruined building with cow shed in left background, and barn and stockyards in right background (28/9/11)



Figure 59: Structures immediately north of cottage (28/9/11)



6.1.3 Assessment of significance

The following assessment of heritage significance for the farmstead has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guidelines from the NSW Heritage Manual.

Table 19: Significance assessment of the farmstead

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	The site is of historical significance as a rare surviving example of a farmstead founded during an early period in Bringelly's



Criteria	Description	Significance assessment
		development.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The site demonstrates the vernacular aesthetic characteristics and building techniques of twentieth century rural farmhouses and outbuildings.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The site has high research potential and could be the subject of architectural, landscape, and archaeological analysis. Such analysis could yield information related to the establishment, functioning, and evolution of twentieth century farmsteads.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	The site is relatively rare as an intact farmstead complex that has survived from the early-twentieth century. In NSW, such sites are increasingly endangered by expanding residential development; particularly as their heritage significance and research potential is often overlooked in favour of earlier sites or the picturesque country retreats of rich and famous colonists.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	The site demonstrates typical architectural and landscape characteristics of rural Australian farmsteads of the twentieth century.

Statement of Significance

The site is of local heritage significance as a surviving rural farmstead that embodies the architectural and landscape characteristics of twentieth century Australian farmsteads. The site is aesthetically significant as a representative of vernacular aesthetic characteristics and building techniques used in rural farmhouses and outbuildings. It has high research potential and could yield information related to the establishment, operation, and evolution of twentieth century farmsteads, through archaeological, architectural, and landscape analysis.

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6.1.4 Assessment of impact

The proposal involves the construction of a link road through Lots 141 and 142, DP 625519. The current development plans show this road intersecting The Northern Road in the north-western corner of Lot 141 and moving diagonally through the property to join Derwent Road (Figure 61).

Figure 60: Location of proposed link road through farmstead³⁴



³⁴ Concept design from Sinclair Knight Merz.

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6.2 House at Lot 1, DP 234403

6.2.1 History

Roughly opposite the entrance to Mersey Road, on Lot 1 DP 234403, is an extant house and separate kitchen building, probably dating to the early twentieth century.

The property was originally part of 700 acres granted to William Hutchinson in 1823, and was purchased by James Sherlaw in 1896, as part of the Cowpasture Farms subdivision. In December 1902, the property was sold to Henry Tate and Thomas Farrell, both of Bulli, who sold it on to George Wallace in January 1903. Wallace owned the land for the next 24 years and it is likely that he built the house soon after he purchased the property. In 1927, Henry Charles Dry bought the land, along with two adjoining lots (Certificate of Title Vol. 1188 Fol. 82). The house and outbuildings are visible on a 1947 aerial photograph (Figure 62).

In 1964, Samuel Morano, a farmer of Bringelly, bought the land and mortgaged it twice before selling it in 1967 to Charles Moxham (a dairyman) and his wife, Mary. The Moxhams sold the property to a development company in 1967 (Certificate of Title Vol. 19674 Fol. 212). Colin and Beverly McManus bought the house the following year and lived there until 1986 (Certificate of Title Vol. 19674 Fol. 212). It has been reported that in 1976, the National Trust inspected the separate kitchen building to the rear of the house, and offered to contribute funds for the restoration of the building. During the Moxham's period of ownership, the floorboards in the kitchen were replaced and a coin dating to 1823 was found on one of the piers below the building (Bringelly Public School 1978:39).

A more recent house has since been constructed on the property, south-west of the original house. Figure 63 delineates the original extent of the historical site, in relation to the neighbouring present-day buildings.

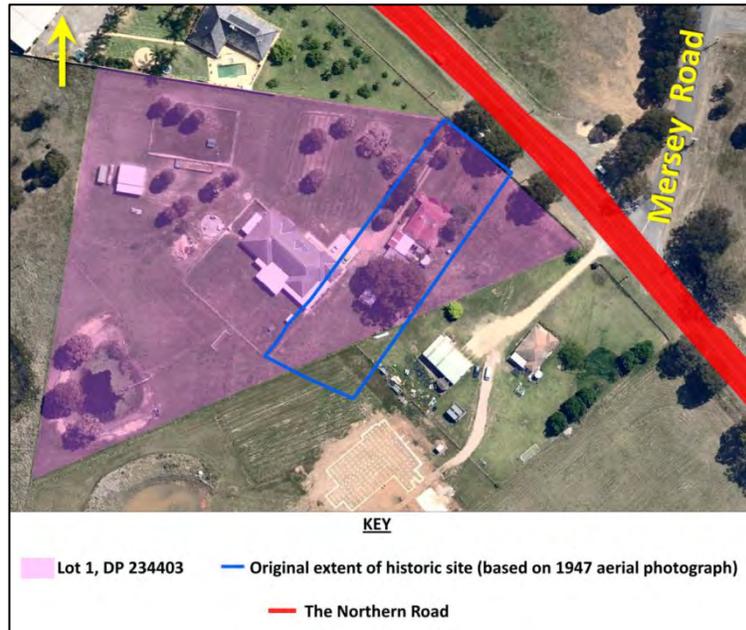
Figure 62: 1947 aerial photograph of house³⁶



³⁶ Land and Property Information Division

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Figure 63: Location of house at Lot 1, DP 234403³⁷



6.2.2 Description

The house appears to be intact and in good condition although an inspection of the inside of the house was not undertaken. The architectural form of the building supports the proposition that it was constructed during the 1900s by George Wallace. A more detailed examination of the interior and built fabric of the house would provide a more accurate date of construction.

The house is built of weatherboard, with a corrugated iron hipped roof and verandas along the front and south-eastern sides. Two brick chimneys are visible and it is thought that there are a number of outbuildings to the rear of the house, though these were largely obscured by vegetation at the time of the survey (Figures 64 and 65).

The area around the house is grassed and seems undisturbed. It would be likely that archaeological deposits around the house would survive intact (Figure 66).

A search of the heritage listings for Bringelly and the nearby localities of Rossmore, Greendale, Luddenham, Badgerys Creek, Wallacia, and Mulgoa indicates that only five timber cottages are listed on heritage registers within an area of around 20,000 hectares. Of these, only three date to the late-nineteenth/early-twentieth century. Timber cottages of this type would have been the most common form of residence in the local area during this period but, due to their ephemeral nature and vulnerability to the elements, few examples have survived to the present. Of these rare survivors, these three are the only examples that are under statutory protection.

³⁷ Background image from www.nearmap.com

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One of the listed timber cottages, 'Mount Pleasant', is located in Bringelly, however, this cottage is only visible from the end of its long driveway and therefore does not possess the valuable landmark qualities of the house near Mersey Road, nor is it accessible to public appreciation or interpretation. It is unlikely that many local residents are aware of its presence.

The remaining two listed cottages are both located in Luddenham, approximately 5.5 km to the north of Bringelly, and, like the house near Mersey Road, both front The Northern Road on its western side. The proximity of these cottages to The Northern Road is an important facet of their heritage significance; partly because it means that they are clearly visible from a major thoroughfare, but also because they illustrate the central role played by The Northern Road in the development of the local area. The house near Mersey Road is also significant for these reasons, and its presence enhances the heritage significance of the cottages at Luddenham and of The Northern Road itself, by further demonstrating the importance of the road as an early transport artery that stimulated the development of rural communities such as Bringelly and Luddenham during the late-nineteenth and early-twentieth centuries.

Figure 64: Front of house from road reserve, facing south-west (16/11/11)



Figure 65: Front of house, facing SSW (16/11/11)



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Figure 66: House and surrounds, facing west (16/11/11)



6.2.3 Assessment of significance

The following assessment of heritage significance for the house has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guidelines from the NSW Heritage Manual.

Table 20: Significance assessment of the house at Lot 1 DP 234403

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.	The house is of local historical significance as an early Bringelly residence.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The house has aesthetic significance as an example of a vernacular rural architectural form.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	The site has high research potential and could yield information related to domestic life in twentieth century Bringelly. The house and kitchen could be subject to both architectural and archaeological analysis.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	The site is a rare surviving house dating to an early period of Bringelly's history.
G –	An item is important in demonstrating the principal	The architecture of the house is representative of a class of Australian



Criteria	Description	Significance assessment
Representative	characteristics of a class of NSWs (or the local area's): - cultural or natural places; or - cultural or natural environments.	vernacular domestic architecture.

Statement of Significance

The site is of local heritage significance as a rare surviving residence from an early period of Bringelly's history. It possesses aesthetic significance as an example of a vernacular rural architectural form. The site has high research potential and could yield information related to rural domestic life during the twentieth century through archaeological and architectural analysis. The site is rare in its local context.

6.2.4 Assessment of impact

The proposal includes a new link road, roughly opposite Mersey Road, which passes directly through the historic house site (Figure 67). The construction of this road would require the demolition of the historic house and kitchen building at Lot 1, DP234403, and the removal of any archaeological deposits beneath or around the buildings.

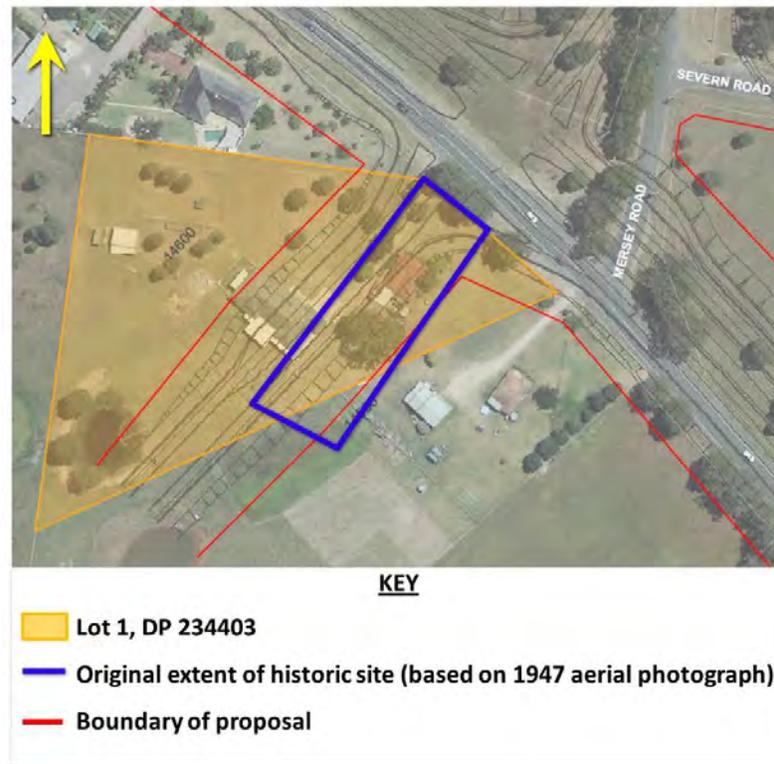
Overall the proposal would have a high impact on the significance of the residence at House at Lot 1, DP 234403, The Northern Road.

6.2.5 Management and mitigation measures

It is recommended that the route of the link road should be altered in order to avoid the demolition of the house and any archaeological deposits associated with it. If the route remains unchanged then further investigation would be required. This would include archival and photographic recording, the creation of site plans, and archaeological monitoring. A Section 140 Permit would be required to undertake monitoring at the site and to undertake archaeological excavations if they were necessary. The removal and reuse of the building may also be an option although the change in context of the item would affect its heritage values and significance.

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Figure 67: Mersey Road extension cutting through historic house on Lot 1, DP 234403³⁸



³⁸ Background image from www.nearmap.com; concept design overlay from Sinclair Knight Merz.



7.0 Potential archaeological sites

A number of potential archaeological sites in the vicinity of the study area have been identified through documentary research and an analysis of plans and aerial photographs. These include previous alignments of The Northern Road, the Prince of Wales inn, Narellan Army Camp, Bringelly church, and a structure near Maryland gatehouse.

7.1 The Northern Road

7.1.1 History

The section of the Northern Road between Cobbitty Road and Bringelly Road has been in existence since at least 1826. A plan from this time named it the “Northern Road from Camden” and showed it running straight down from Bringelly Road to Cobbitty Road, crossing Lowes Creek (Figure 68). This route differed vastly from plans made in the following years and seemed to ignore all topographic obstacles; therefore it is safe to assume that this was a simplified, schematic illustration rather than an accurate plan. This drawing also showed the road continuing from Cobbitty Road to meet The Cowpasture Road (now Camden Valley Way) in Narellan. This section seemed to follow the boundary between Harrington Park and Orielson, and bore no resemblance to the alignment of the later extension of the Northern Road that covered this area of land.

Another plan, probably from the late 1820s, showed that the Northern Road did not yet extend south of Cobbitty Road (Figure 69). Cobbitty Road itself was depicted on two different alignments, one marked with solid lines and the other dotted. In a plan from 1834, the alignment of Cobbitty Road seemed to follow the solid version presented in the earlier plan, while the Northern Road still stopped at Cobbitty Road (Figure 70).

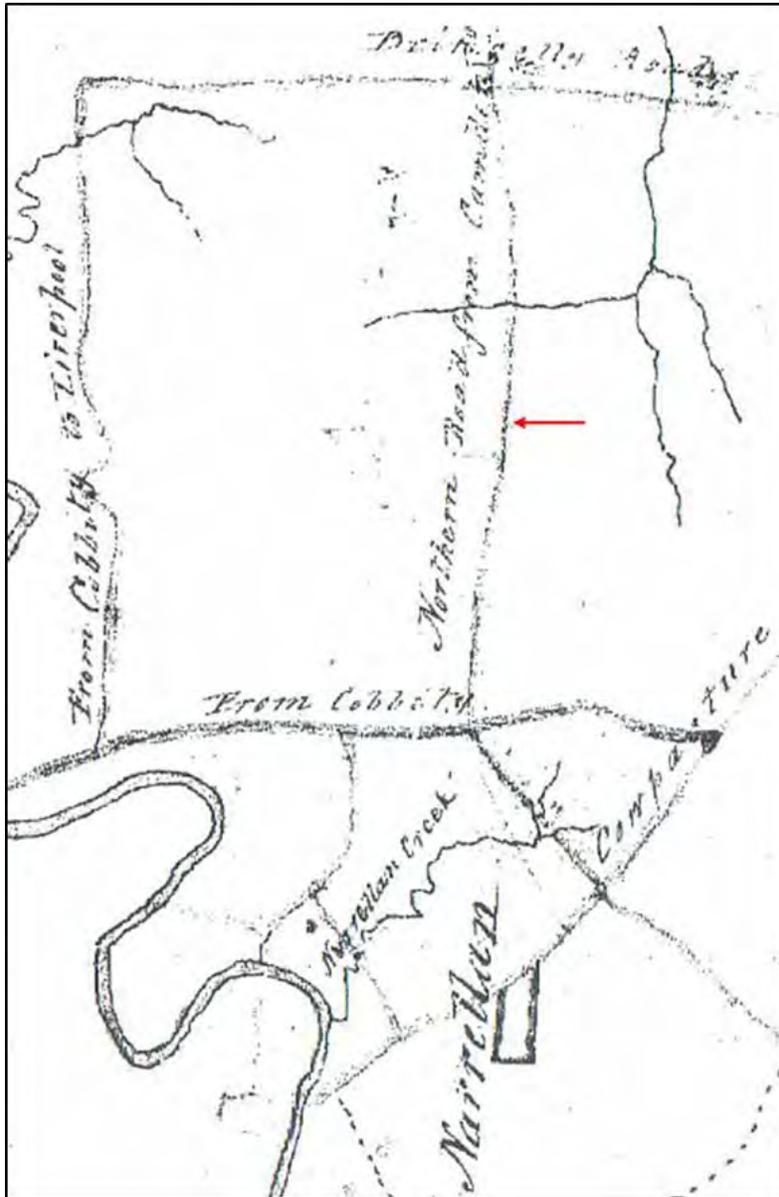
An 1840 plan showed the Northern Road continuing beyond Cobbitty Road, but ending at Narellan Creek instead of continuing into the township of Narellan (Figure 71). As a subsequent plan from 1847 once again depicted the Northern Road stopping where it met Cobbitty Road, it is possible that the extension visible in the 1840 plan was simply a carriageway leading to the mill at Orielson (Figure 72). This idea is supported by a subdivision plan of Orielson dating to between 1847 and 1862, which showed a carriage road marked in dotted lines leading down from the intersection of the Northern Road and Cobbitty Road (Figure 73). The carriage road curved down around the western side of the mill before straightening out and continuing to a bridge over Narellan Creek. Beyond the creek the road was named “Orielson Road to Camden”. The intersection of the Northern Road and Cobbitty Road shown on this plan appears to have been on a slightly different alignment to previous plans. This new alignment was also visible on a plan from 1862, which indicated that the extension south of Cobbitty Road was now in the process of being formalised (Figure 74). The extension was labelled “Private Road to Perry’s Mill” and followed the same alignment as the carriageway in the subdivision plan of Orielson, until just north of the mill. Here it came down diagonally on the south-east side of the mill before straightening and continuing beyond the

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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bridge over Narellan Creek. An alternative line of road for this section was also drawn on the plan, but an accompanying note stated that this route was not to be adopted.

Figure 68: 1826 plan showing The Northern Road³⁹



³⁹ Red arrow indicated The Northern Road. "Plan of Roads in District of Cook" Mitchell Library Z M2 811.112/1826/1

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Figure 69: Plan of the southern part of the study area, probably in the late 1820s. The Northern Road has not yet been extended through this area.⁴⁰

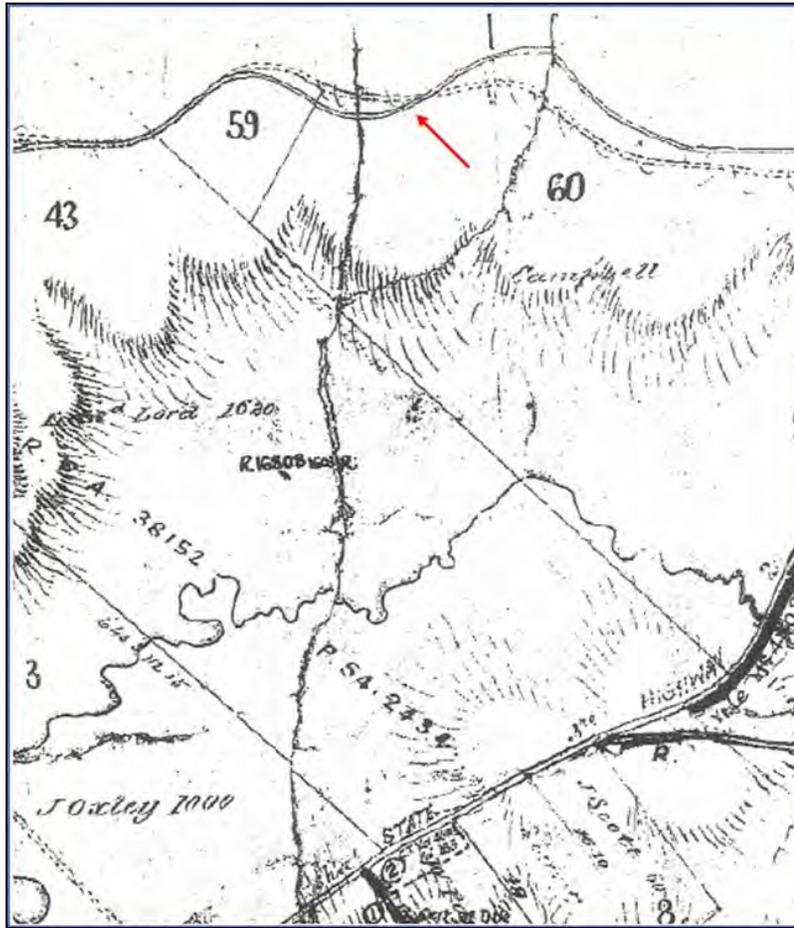
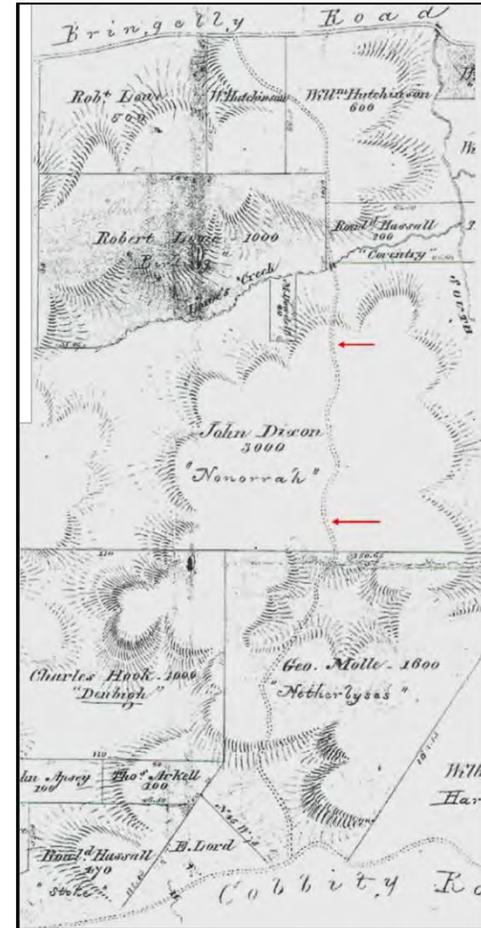


Figure 70: 1834 map showing The Northern Road⁴¹



⁴⁰ The red arrow indicates Cobbitty Road. R. Dixon (n.d.) "Map of the Parish of Narellan" SR NSW AO Map 4378 (Source: AMAC 2008:69)

⁴¹ Red arrows indicate The Northern Road. Anon. (1834) "Cook, Cobbitty District" Mitchell Library Z M2 811.1133/1834/1 (Source: AMAC 2008:70-1)

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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Figure 71: 1840 plan of The Northern Road between Bringelly Road and Cobbitty Road⁴²

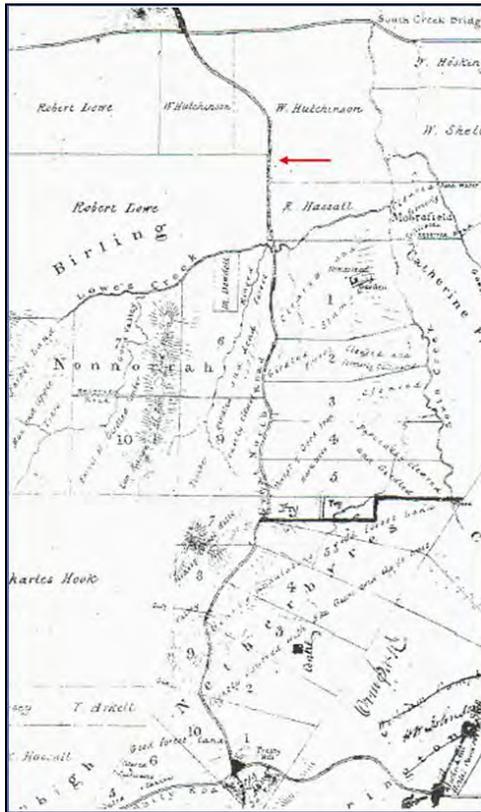
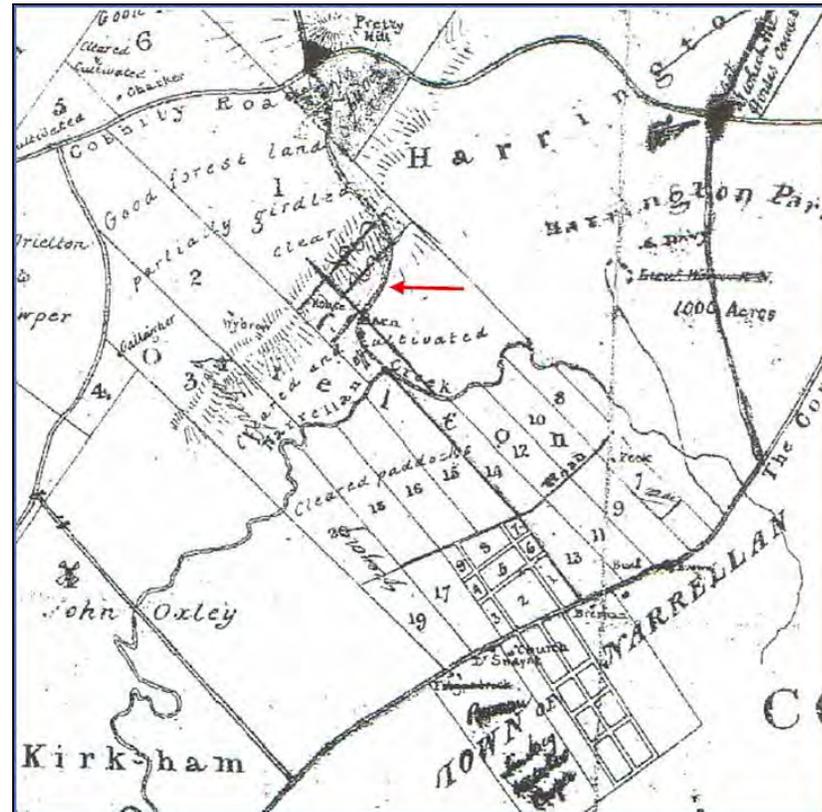


Figure 72: 1840 plan of The Northern Road between Cobbitty Road and Cowpasture Road⁴³

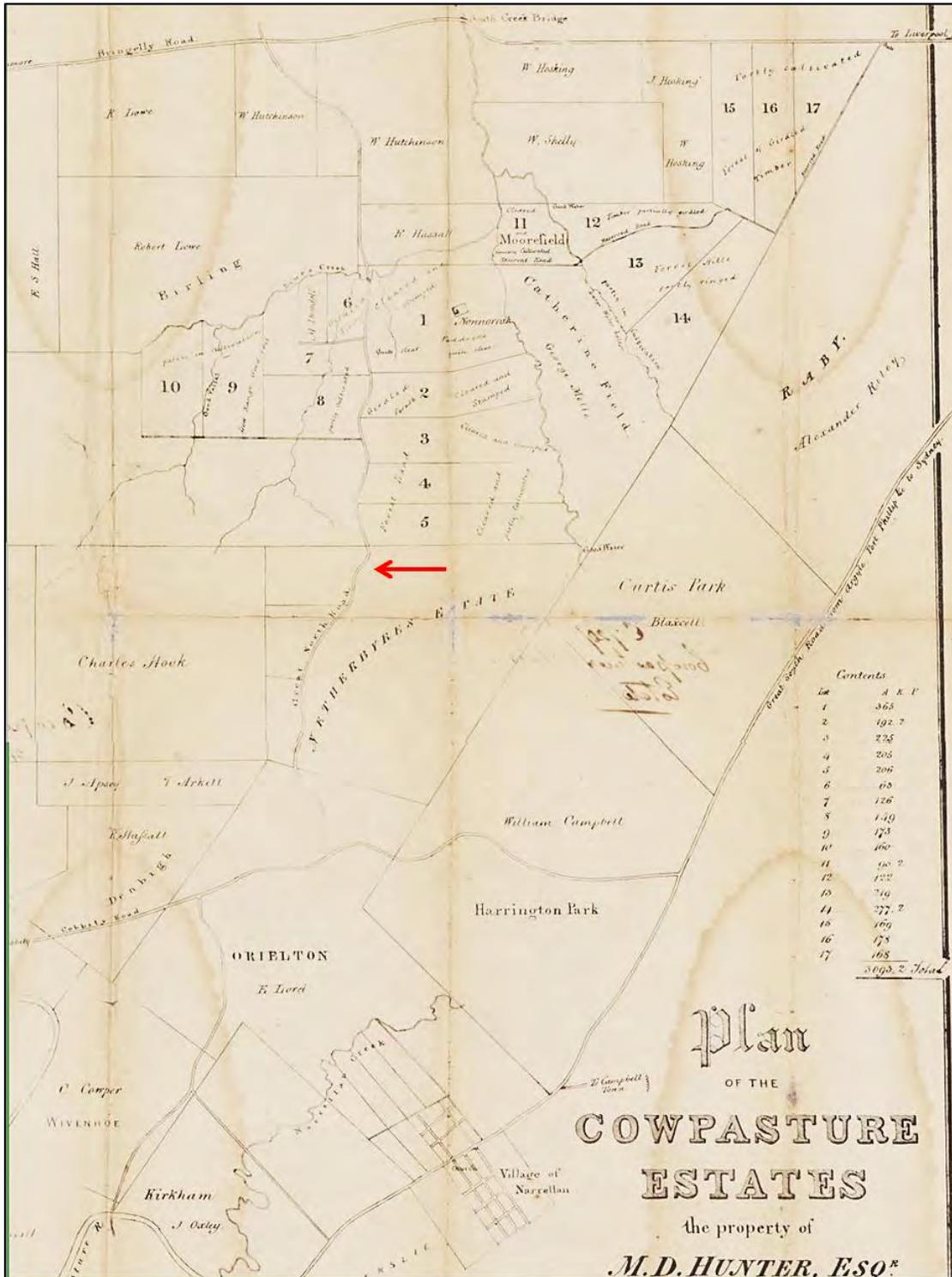


⁴² The red arrow indicates The Northern Road. Edward J.H. Knapp (1840) "Reduced plan of the Cowpasture estates, formerly J. Dickson's" Mitchell Library Z M2 811.113/1840/1 (Source: AMAC 2008:72)

⁴³ The red arrow indicates The Northern Road. Edward J.H. Knapp (1840) "Reduced plan of the Cowpasture estates, formerly J. Dickson's. Mitchell Library Z M2 811.113/1840/1 (Source: AMAC 2008:73).

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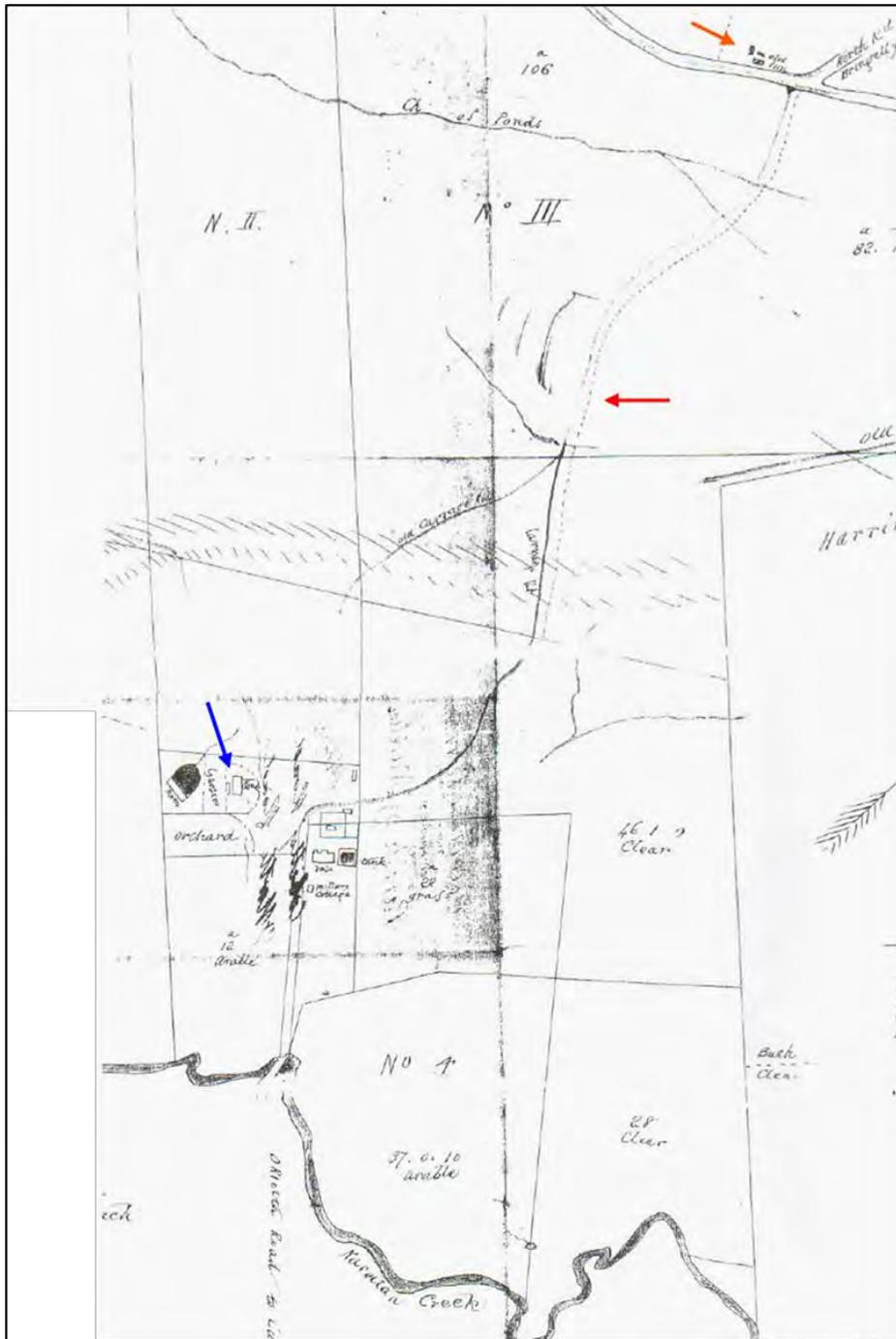
Figure 73: 1847 plan showing The Northern Road⁴⁴



⁴⁴ The red arrow indicates The Northern Road. "Plan of the Cowpasture Estates, the property of M.D. Hunter, Esqr. for sale by Mr Lyons on Monday 30th Augt. 1847" NLA MAP Folder 34, LFSP 448 (Source: <<http://nla.gov.au/nla.map-lfsp448>>)

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Figure 74: A subdivision plan of Orielson showing carriage road south of Cobbitty Road, probably dating to between 1847 and 1862⁴⁵



⁴⁵ The red arrow indicates the carriage road running past Orielson, the blue arrow indicates Orielson house, and the orange arrow indicates the inn on the corner of Cobbitty Road. "Plan of Orielson Park near Camden, the property of John Perry Esqre., Parish of Narellan" Mitchell Library, Subdivision Plans – Camden, ZTP:C1/9 (Source: AMAC 2008:76)

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Further changes to the alignment of the road were evident when comparing aerial photographs from 1947, 1961, and the present. These modifications are best illustrated and explained through the photographs themselves. Therefore, the locations of these changes have been marked on Figure 76, with more detailed comparative photographs and explanatory captions provided below.

Figure 76: Approximate locations of changes in road alignment since 1947⁴⁷



⁴⁷ Background image from www.nearmap.com

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Figure 77: Location of changed alignment in The Northern Road near Orielton, circled in yellow



Figure 78: 1947 aerial photograph of Orielton⁴⁸



Figure 79: Current aerial photograph showing changed road alignment⁴⁹



⁴⁸ Orange circle indicates different road alignment to the present, red arrow indicates a dam built into an old creek, blue arrow indicates an outbuilding to the south of the main buildings (Source: AMAC 2008: 86)

⁴⁹ The Northern Road marked in red; former alignment of The Northern Road in blue (Background image from <http://imagery.maps.nsw.gov.au/>)

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Figure 80: Location of changed road alignment near Cobbitty Road intersection, circled in yellow



Figure 81: 1947 aerial photograph of the intersection with Cobbitty Road⁵⁰



Figure 82: 1961 aerial photograph of the intersection with Cobbitty Road⁵¹



Figure 83: Current aerial photograph of Cobbitty Road intersection⁵²



⁵⁰ Orange circle indicates different road alignment to the present, while an older alignment is also visible (Source: AMAC 2008:87)

⁵¹ Orange circle indicates different road alignment to the present, while an older alignment is also visible (Source: AMAC 2008:87)

⁵² Red marks The Northern Road; blue marks the former alignment of Cobbitty Road (Background image from www.nearmap.com)

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Figure 84: Location of changed road alignment near Denbigh, circled in yellow



Figure 85: 1947 aerial photograph of The Northern Road⁵³



Figure 86: 1961 aerial photograph of The Northern Road⁵⁴



Figure 87: Current aerial photograph of The Northern Road, north of Oran Park⁵⁵



⁵³ Orange circles indicate old road alignment, red arrow indicates driveway to Denbigh (Source: AMAC 2008:88)

⁵⁴ Orange circles indicate old road alignment, red arrow indicates the driveway to Denbigh, blue arrow indicates newly constructed farmhouse (Source: AMAC 2008:88)

⁵⁵ Red line marks The Northern Road; Blue line marks the previous alignment of the road; red arrow indicates the driveway to Denbigh

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Figure 88: Location of changed road alignment 1.5km south of Maryland, circled in yellow



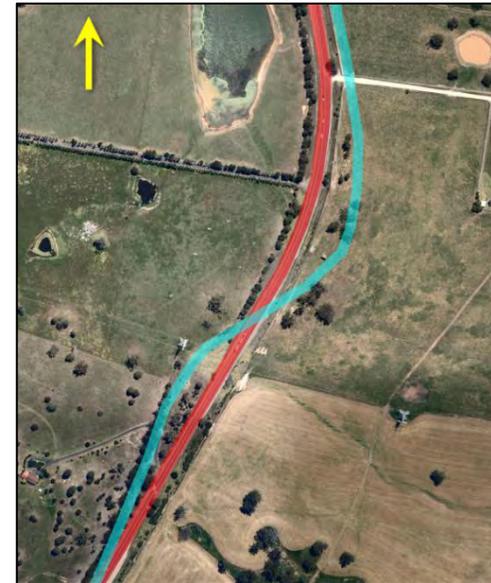
Figure 89: 1947 – 1.5km south of the driveway to Maryland⁵⁶



Figure 90: 1961 – 1.5km south of the driveway to Maryland⁵⁷



Figure 91: Current aerial photograph - 1.5km south of the driveway to Maryland⁵⁸



⁵⁶ Orange circle indicates area where road alignment is different to the 1961 alignment (Source: AMAC 2008:89)

⁵⁷ Orange circle indicates area where 1947 road alignment is visible. Red arrow indicates newly constructed farmhouse (Source: AMAC 2008:89)

⁵⁸ Red line marks The Northern Road; blue line marks the previous alignment of the road (Background image from www.nearmap.com)

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Figure 92: Location of changed road alignment at Maryland entrance, circled in yellow



Figure 93: 1947 – old road alignment near Maryland entrance⁵⁹

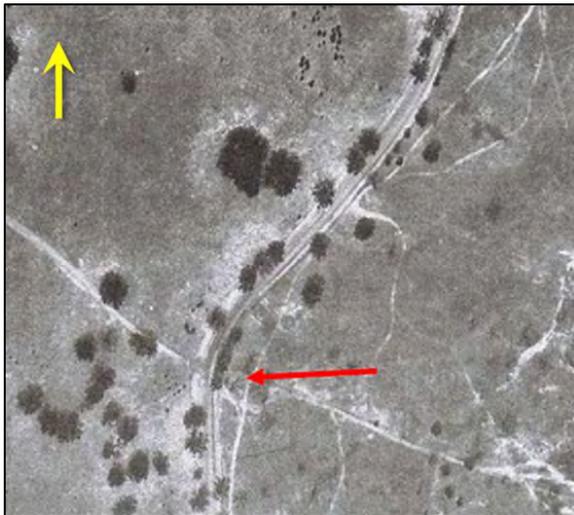
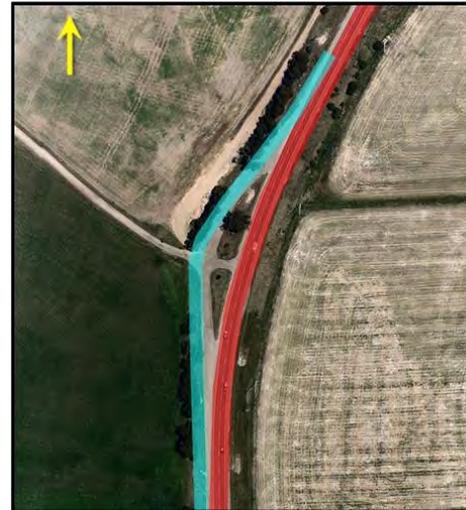


Figure 94: Current road alignment near Maryland entrance⁶⁰



⁵⁹ Red arrow indicates entrance to Maryland (AMAC 2008:90)

⁶⁰ Red line marks The Northern Road; blue line marks the previous alignment of the road (Background image from www.nearmap.com)

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Figure 95: Location of changed road alignment between Badgerys Creek and Derwent Roads, circled in yellow



Figure 96: 1947 - road alignment between Badgerys Creek and Derwent Roads⁶¹



Figure 97: Current road alignment between Badgerys Creek and Derwent Roads⁶²



⁶¹ Land and Property Information Division

⁶² Red line marks The Northern Road; blue line marks the previous alignment of the road (Background image from www.nearmap.com)



7.1.2 Archaeological potential

Archaeological potential

It is possible that archaeological remains of earlier road surfaces are preserved in the study area. Godden Mackay Logan (2008) noted that where the existing road alignment of The Northern Road follows its historical alignment, there is the potential for early road surfaces to survive beneath the current surface. However, before the mid-twentieth century these roads were unsealed or insubstantial and relics related to former surfaces would therefore be limited.

It is also possible that former sections of the road have survived in places where the road alignment has changed. A number of such places could be identified with reasonable accuracy, and these were:

- Where the Northern Road crosses Narellan Creek (Figures 77-79).
- Roughly midway between the current eastern and western branches of Cobbitty Road (the former intersection of the Northern Road and Cobbitty Road) (Figures 80-83).
- North of the entrance to Denbigh, although part of this section of the road is now outside the study area (Figures 84-87).
- Around 1.5 km south of Maryland (Figures 88-91).
- At the entrance to Maryland (Figures 92-94).
- Between Badgerys Creek Road and Derwent Road (Figures 95-97).

The above changes all occurred during the second half of the twentieth century and could therefore be roughly located through aerial photograph comparison. However, earlier changes were much harder to locate due to the inaccuracy of the nineteenth century maps and plans, which could provide only general locations for earlier sections of road, carriageways, and bridges. It is also probable that other alterations occurred but were not recorded in the available plans (AMAC 2008a: 93).

Several carriageways leading off the Northern Road were visible in the nineteenth century plans. For example, plans from 1840 and 1847 showed roads or tracks leading to lots created in the subdivision of Nonorrah (AMAC 2008a:93) (Figures 70 and 72). These probably had associated fences and gates and it is possible that evidence for these, as well as earlier road surfaces, could survive. However, their locations could not be pin-pointed with any accuracy.

Aerial photographs from the 1940s showed a complex network of roads and tracks related to Narellan Army Camp (Figures 109 and 110). While some of these were probably just dirt tracks and would be unlikely to have left visible traces, others appear to have been quite substantial. Those close to the Oran Park Raceway entrance were still visible in the 1961 aerial photograph, and there is some possibility that evidence for them may survive.



It is important to note that evidence related to the unsealed surfaces of former roads or carriageways would be much less likely to survive than sealed road surfaces dating from the mid-twentieth century.

Archaeological remains of earlier bridges along the Northern Road may also survive. Early plans showed bridges over Narellan Creek and Lowes Creek, and it would be possible that some material associated with them is still present. However, the remains of more recent structures would be far more likely to have survived until the present. The Narellan Creek Bridge visible in the 1947 aerial photograph (Figure 77) was fairly substantial, and was demolished after 1961 due to the change to the road alignment. Another bridge was built to the east, rather than on the same site, and therefore it would be likely that material or features associated with the older bridge have survived undisturbed until recently. This area has since been impacted during works by Sydney Water.

The bridge over Lowes Creek that was visible in 1947 was demolished by 1961, and a partly-built new bridge could be seen on the same location in the 1961 aerial photograph (AMAC 2008a:67). It is possible that material associated with the older bridge is present at the site.

7.1.3 Survey results

Desktop research identified six areas where changes to the road alignment have occurred since 1947 (see Figure 75). Of these, only three yielded visible evidence of former road surfaces during the site survey. An additional area was also identified to the east of the present-day road, south of the Cobbitty Road intersection. Each of these former alignments has a road surface of bitumen which has retarded vegetation growth and maintained visibility (Figures 98 –101). Their locations are marked in Figure 97. These bitumen surfaces date from the mid-twentieth century at the earliest, and do not possess significant heritage value; although there is a slight possibility that earlier surfaces are preserved beneath them. Evidence for other road surfaces may also exist elsewhere within the study area but was not visible at the time of survey due to vegetation growth.

No evidence for carriageways, roads or tracks associated with Narellan Army Camp, or earlier bridges at Narellan or Lowes Creek was identified during the site survey.

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Figure 98: Location of visible evidence for former road surfaces⁶³



Figure 99: Old road alignment south of Orielton⁶⁴



Figure 100: Surface of old road alignment north of Oran Park⁶⁵



⁶³ Yellow lines mark former road surfaces visible during survey; Red circles mark where changes to the road alignment have occurred since 1947, based on aerial photograph comparison

⁶⁴ Facing south toward Narellan Creek, bitumen visible in centre (9/11/11).

⁶⁵ Facing south-west toward current road (30/8/11)

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Figure 101: Old road alignment south of Cobbitty Road West, east of current road. Facing NNE (9/11/11)



Figure 102: Eroding side of old road alignment south of Cobbitty Road. Facing east (9/11/11)



7.1.4 Assessment of significance

The following table assesses the likely heritage significance of potential archaeological deposits associated with The Northern Road. This assessment is based on documentary evidence and a field survey and is preliminary only; archaeological investigation would be necessary before the significance of any remains could be accurately assessed, based on their intactness, ability to answer research questions, and capacity for successful heritage interpretation.

Table 21: Significance assessment of potential archaeological deposits associated with The Northern Road

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.	The road was one of the early main roads the colony and therefore is important in the cultural history of the



Criteria	Description	Significance assessment
		local area and the State.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.	The road demonstrates the aesthetic characteristics of main roads in the local area and the State. The construction methods used to build the road may also demonstrate a high degree of technical achievement.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	Low-moderate potential for archaeological evidence of former road alignments, road surfaces, and associated features such as bridges. This evidence could provide information related to the history and construction of main roads in NSW.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	The Northern Road is rare as an early main road that largely retains its original alignment.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	The road is representative of early main roads in the local area and the State.

Statement of Significance

Any archaeological remains of the Northern Road, including former road surfaces and associated features such as bridges, have the potential to be of heritage significance at a State level. The road is of importance in as one of the main routes through the early colony. Remains of the road could provide information related to the cultural history of the local area, and evidence for the construction of the road may demonstrate a high degree of technical achievement. It is also likely to demonstrate some of the principal characteristics of early main roads.

The four sections of former road surfaces identified during the site survey date from the mid-twentieth century and therefore do not possess significant heritage value. However, it is possible that evidence for nineteenth century road surfaces survives beneath the twentieth century bitumen and this evidence would be of heritage significance.

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7.1.5 Assessment of impact

The proposed excavation of a spill basin would have an impact on the former road surface visible to the south of Hillside Drive (Figure I03), and the widening of The Northern Road may have a minor effect on the former road surface south-east of Cobbitty Road West (Figure I04). The proposal would not directly impact the former road surface area identified near Denbigh (Figure I05), and only minor impacts to that between Badgerys Creek Road and Derwent Road (Figure I06). These former road surfaces all date from the mid-twentieth century and do not possess significant heritage value. However, it is possible that evidence for nineteenth century road surfaces survives beneath the twentieth century bitumen and this evidence would be of State heritage significance.

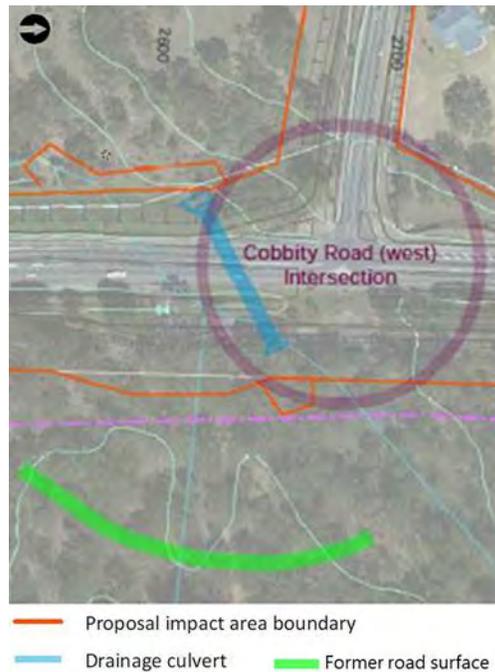
The development may also affect potential former alignments or road surfaces that were not visible during the site survey.

Overall the proposal would be likely to have a low impact on the heritage significance of the potential archaeological remains of The Northern Road.

Figure I03: Location of proposal in relation to former road surface south of Orielton⁶⁶



Figure I04: Location of proposal in relation to former road surface opposite Cobbitty Road West⁶⁷



⁶⁶ Visible former road surface highlighted in green; concept design from Sinclair Knight Merz.

⁶⁷ Former road surface highlighted in green; concept design from Sinclair Knight Merz.

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Figure I05: Location of proposal in relation to former road surface near Denbigh⁶⁸

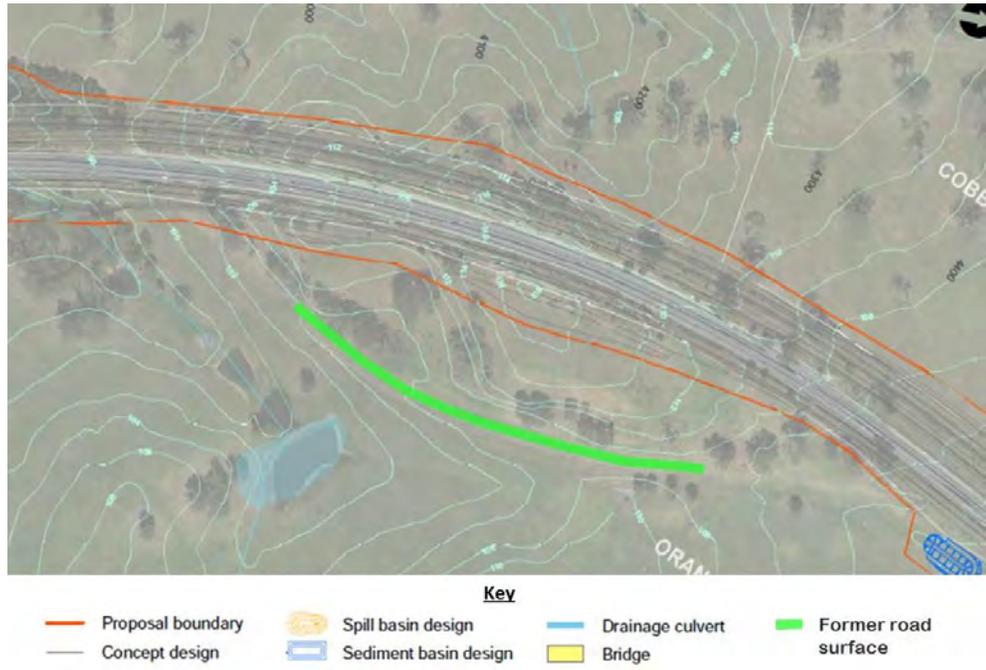
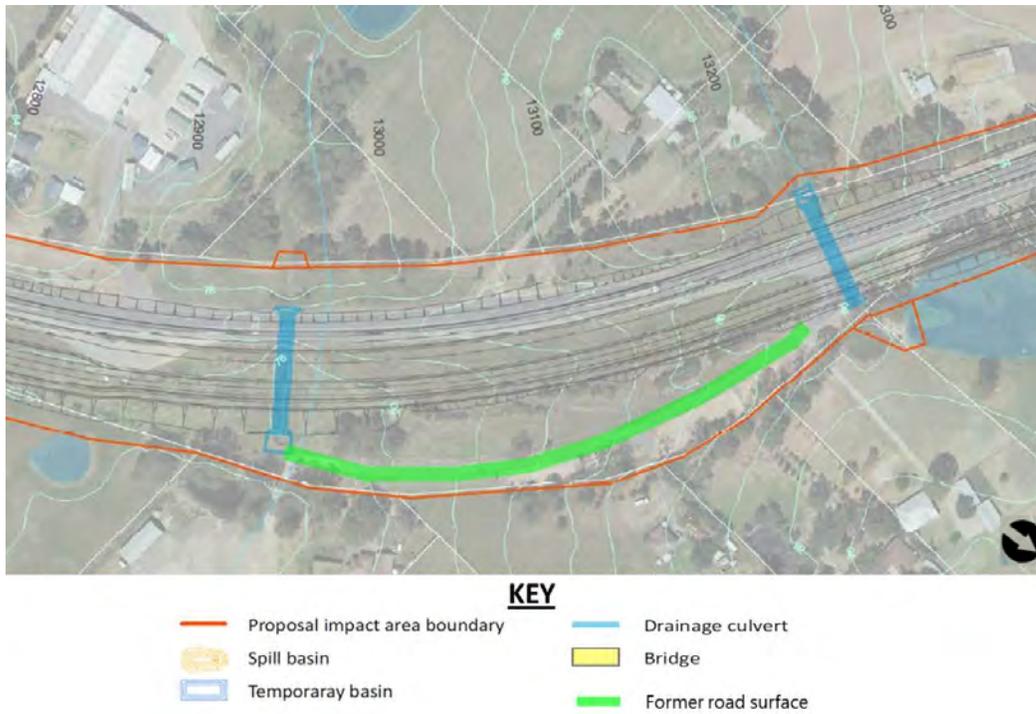


Figure I06: Location of proposal in relation to former road alignment near Badgerys Creek Road⁶⁹



⁶⁸ Former road alignment highlighted in green; concept design from Sinclair Knight Merz.

⁶⁹ Former road alignment highlighted in green; concept design from Sinclair Knight Merz.

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7.1.6 Management and mitigation measures

The section of visible former road alignment near Denbigh is outside the study area. There are no constraints in relation to the other section of mid-twentieth century road surface near Badgery's Creek Road located during the field survey, as it is of low heritage significance. A heritage induction should be presented to workers before construction. If former nineteenth century road surfaces which would be of local significance or the remains of former bridges are located during construction, work should cease immediately and the RMS Unexpected Archaeological Finds Procedure should be followed.

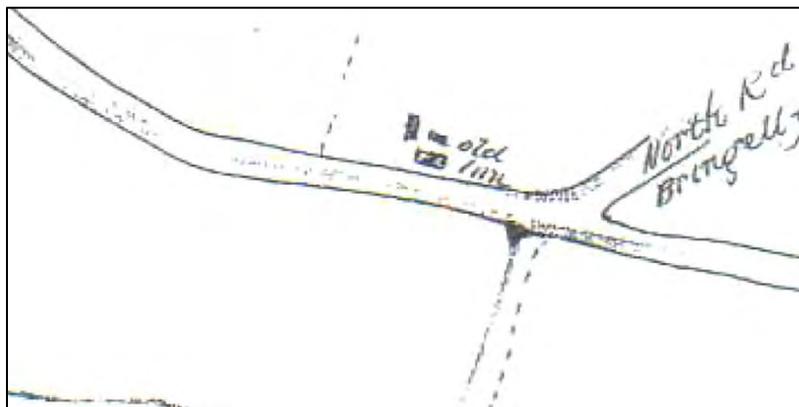
7.2 The Prince of Wales inn

7.2.1 History

In a plan dating to between 1847 and 1862, three structures labelled “old inn” were marked on the northwest corner of the intersection of The Northern Road and Cobbitty Road (Figure 107). A structure was also visible on this corner in the 1862 plan of the section of The Northern Road south of Cobbitty Road (Figure 108). In 1842, the inn was called ‘The Prince of Wales’ and was owned by John Fitzpatrick (SR NRS 14401 [4/74]; Reel 5057). Fitzpatrick had previously run ‘The Crown and Harp’ in Narellan from 1837 to 1841 (SR NRS 14401 [4/69]; Reel 5054; NRS 14401 [7/1501]; Reel 1236). The fact that the inn was labelled as “old” on the plan dating to between 1847 and 1862, suggests that the building may have been constructed sometime before Fitzpatrick established the inn in 1842. An 1842 newspaper article which mentions the inn did not provide conclusive evidence regarding the age of the building, but did imply that the inn capitalised on the increasing traffic along The Northern Road:

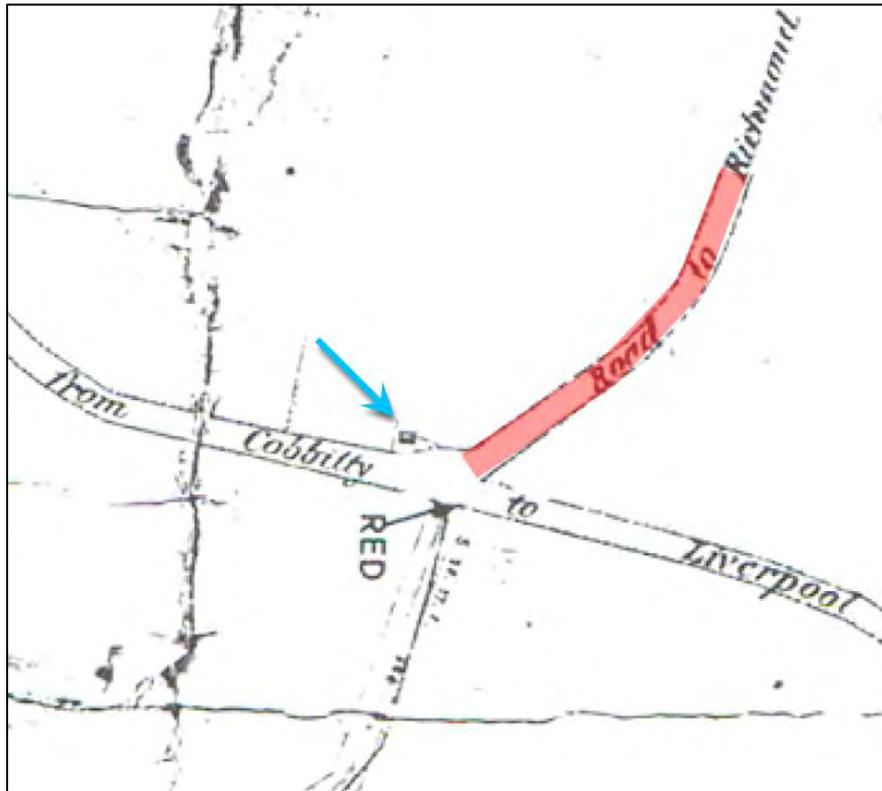
“Mr. Fitzpatrick has applied for a license for a house, to be called “the Prince of Wales” in Cobbitty [sic], on the Richmond Road, upon which the traffic is yearly increasing.” (SMH Sat 25 June 1842:2). However, despite the reported traffic, by 1844 John Fitzpatrick was insolvent and the inn was advertised for sale (SMH Tues 12 March 1844:3). It is not known what became of the inn after this time.

Figure 107: Detail of plan showing inn (1847–1862)



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Figure 108: 1862 plan showing structure on the corner of Cobbitty Road⁷⁰



7.2.2 Archaeological potential

It is possible that archaeological remains of the inn have survived. These might include building foundations, privies, yard surfaces, artefact deposits, or evidence for outbuildings. However, as the alignment of The Northern Road has changed in this area, it would be likely that any remains of the inn are located to the west of the study area.

7.2.3 Survey results

No evidence for the Prince of Wales inn was identified within the study area.

7.2.4 Assessment of significance

The following table assesses the likely heritage significance of potential archaeological deposits associated with the Prince of Wales inn. This assessment is based on documentary evidence and is preliminary only; archaeological investigation would be necessary before the significance of any remains could be accurately assessed, based on their intactness, ability to answer research questions, and capacity for successful heritage interpretation

⁷⁰ The Northern Road highlighted in red; blue arrow indicates structure. "Plan of the Road from the Cobbitty and Liverpool Road to the Old Cowpasture Road &c., Parish of Narellan, Proposed to be opened as Parish Roads". LTO Crown Plan 312.1603 (Source: AMAC 2008:77).



Table 22: Significance assessment of potential archaeological deposits associated with the Prince of Wales inn

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.	As one of the earliest inns in the local area, situated on a major road, the site is important in the cultural history of the local area.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The site possesses archaeological potential and could yield information that would contribute to an understanding of the development of the local area and the State.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.	Remains of the inn would be a rare example of an early local inn, located on a main road.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	Relics of the inn may demonstrate some of the principle characteristics of an early inn situated on a major colonial road.

Statement of Significance

Any surviving remains of the Prince of Wales inn at the corner of Cobbitty Road and the Northern Road would be of heritage significance at a local level. The inn was of importance in the cultural history of the Camden area, as one of the earliest local public houses, and its existence demonstrated the important role played by main roads and travellers in the early development of the area. The early date of the structure is rare for the Camden area and it is likely to demonstrate some of the principal characteristics of an inn on a major colonial road. If remains do exist, they are likely to be of high research potential and may contribute to an understanding of the local area and the State. It is unlikely that any remains would be located within the study area.

7.2.5 Assessment of impact

Comparisons of the former alignment of the Cobbitty Road/The Northern Road intersection with the current alignment suggest that any remains of the inn are most likely to be located to the west of the proposed area of impact and it would not be affected by the proposal.

Overall the proposal would be likely to have a low level of impact on the heritage significance of the potential archaeological remains of the Prince of Wales Inn.



7.2.6 Management and mitigation measures

Given the research undertaken to locate footings of the Prince of Wales Inn (and its close proximity to proposed new road boundary) an exclusion zone should be provided for the site during works to ensure accidental disturbance of the site (through stockpiling or vehicle movements) is avoided.

7.3 Narellan Army Camp

7.3.1 History

During World War Two, the Australian army expanded rapidly and several areas of land on Sydney's outskirts were acquired by the military for use as accommodation and training camps. In the Narellan area, the large homesteads of Smeaton Grange, Studley Park, and Orielson were appropriated for military use; while a large army camp was established around the intersection of the Northern Road and Cobbitty Road (Wrigley Feb 2003). This camp opened in 1941 and was officially called Narellan Army Camp, though it was also referred to as Cobbitty Camp and Greene's Corner (National Archives PC/1940/155). The camp was used for basic weapons training and as a holding and transit camp, both during and immediately after the war (Milsearch 2007:4).

The camp was intended to house 3,500 troops and was divided into four segments by the intersection of Cobbitty Road and the Northern Road, with the majority of the accommodation and support areas located to the north of Cobbitty Road (Milsearch 2007:3,12) (Figure 109). Wrigley, based on the recollections of two soldiers who stayed at the camp, has stated that on the northwest corner of the intersection were located the recreation and mess huts, latrines, showers, and accommodation tents. On the north-east corner were the camp administration buildings and the horse lines, with training and exercise areas extending northwards. South-east of the intersection were the guard room and hospital, and on the south-west were the engineers' depot and canteen (Wrigley Feb 2003). An engineering drawing of the camp, dated February 1942, also noted storerooms, offices, a post office, regimental aid post, and nurses quarters (Milsearch 2007:14).

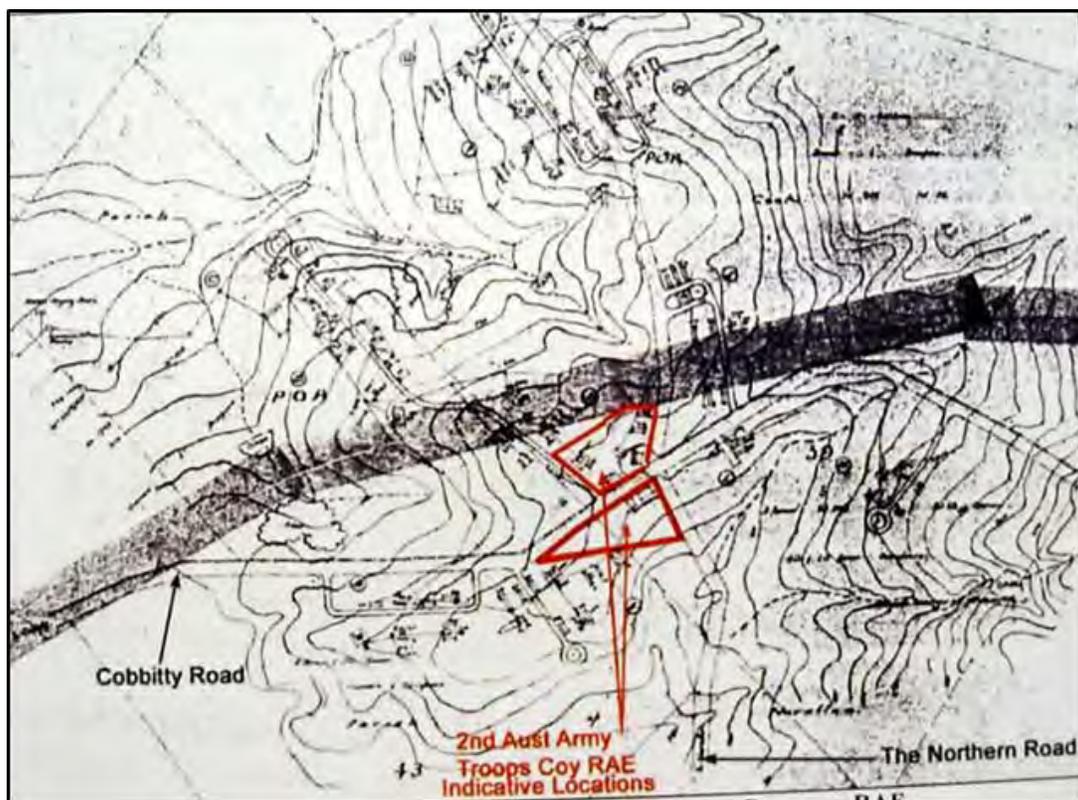
An aerial photograph from the 1940s clearly shows clusters of structures and roads immediately along both sides of The Northern Road (these were particularly concentrated near the driveway to Denbigh and the intersection with Cobbitty Road) (Figure 110).

In 2007, Milsearch Pty Ltd, a demining and unexploded ordnance company, conducted an investigation into potential sites of munitions contamination at the Narellan Army Camp site, on behalf of the Growth Centres Commission. They identified the existence of a grenade range north of Cobbitty Road and east of the Northern Road (west-northwest of the former Oran Park Raceway), and argued that other grenade ranges may exist elsewhere on the site. This would seem likely given the common use of un-gazetted ranges for army training during the war, when the need for expediency meant that ranges could be approved with only the permission of the landholder (Milsearch 2007:4, 17). Metal detector sampling revealed the presence of grenade detritus covering

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over one hectare in the vicinity of the identified site. Grenade fragments were excavated at depth between 100–150 mm, having been ploughed into the ground during subsequent agricultural activity. Also identified was a 30 yard small arms range in a disused quarry south of Cobbitty Road, although an exact location was not provided. The site is described as including the concrete base of an old target shed and a firing mound that extends for around 35 m (Milsearch 2007:22). A metal detector search revealed projectile material in the area. Other training areas could not be as accurately located, but were mainly situated to the north of Cobbitty Road and therefore within an area that has remained undeveloped. It would be likely that artefacts associated with weapons training are present in this vicinity.

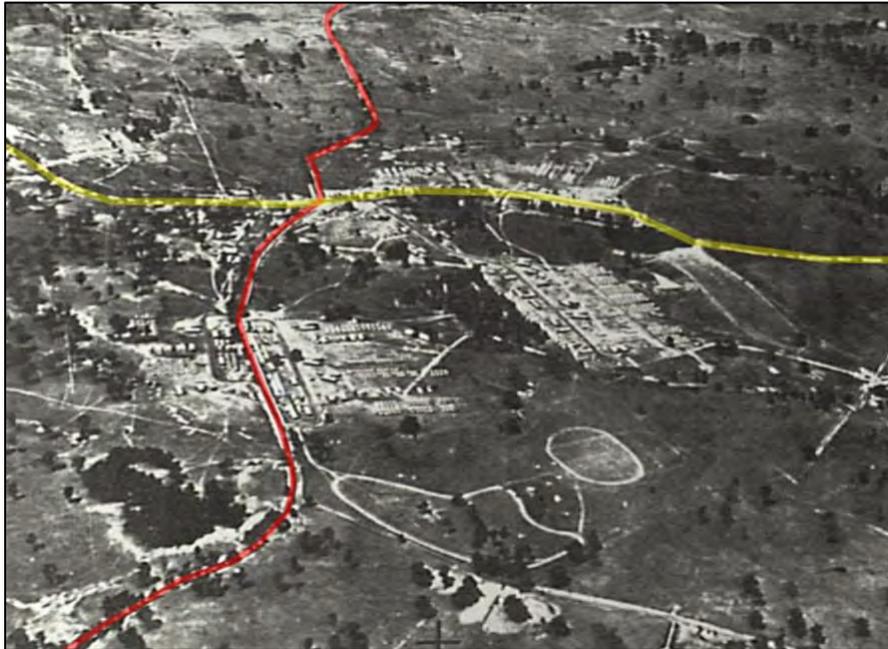
Figure 109: 1942 engineering drawing of Narellan Army Camp⁷¹



⁷¹ Milsearch 2007:14

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Figure 110: 1940s aerial photograph of Narellan camp, facing southeast⁷²



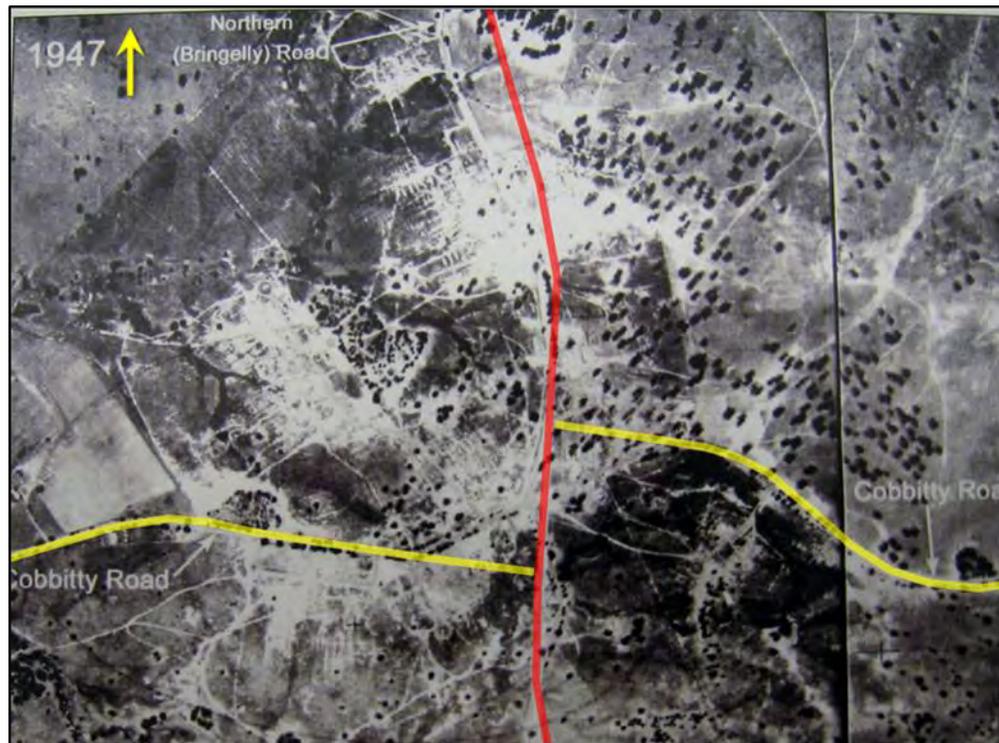
The buildings at the camp were intended to be temporary and were constructed from materials that could be easily dismantled, including timber frames, walls of asbestos cement, and ceilings of fibreboard (National Archives PC/1940/155 digital copy, page 9). Soon after the end of the war, the camp was removed (Wrigley Feb 2003). Although none of the structures remain, Milsearch noted building footings and drainage works in the areas immediately south of Cobbitty Road and on either side of the Northern Road. Some concrete slabs were also present where latrines and showers were once located (Milsearch 2007:23). Milsearch also observed that regular ploughing had disturbed the former camp and that remnant structural material had been progressively collected and removed. At the time of their survey, several small piles of former Camp debris were visible, one at the side of the gravel access road leading to Denbigh (Milsearch 2007:8). South of Cobbitty Road were several pits containing artefacts related to the army camp, as well as more recent domestic rubbish (Milsearch 2007:23), and it would be likely that refuse pits dating to the period of military occupation are present in the former accommodation areas of the camp, north of Cobbitty Road.

The location and extent of the camp was still evident in an aerial photograph from 1947, two years after it was dismantled (Figure 111). The network of roads and tracks, as well as areas eroded by high levels of traffic, were clearly visible in the photograph. In 1961, a few dirt roads were still indistinctly visible beside the Northern Road midway between Cobbitty Road and the entrance to Denbigh.

⁷² The Northern Road marked in red; Cobbitty Road in yellow (Camden Library digital photograph collection, CHS1\CHS1226)

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Figure 111: 1947 aerial photograph showing remnant roads and tracks in the area of the former army camp⁷³



Following the war, the land on which the camp was situated returned to agricultural use. In 1962, Oran Park Raceway was constructed north of Cobbitty Road, about 370 m east of the Northern Road and outside the study area. In 1997, Macarthur Anglican School was built immediately north of Cobbitty Road and around 250 m west of the Northern Road. Houses, a church, and a retirement village have since filled much of the remaining land on this corner. North of these developments, the area once covered by Narellan Army Camp has retained its agricultural role until the present, and much of it is still used as cattle pasture. However, it is planned that the Oran Park Town development to the east will eventually extend down to the eastern edge of the Northern Road.

7.3.2 Archaeological potential

Although some areas of the former army camp have since been subject to high levels of disturbance, particularly in the road reserves along The Northern Road, many areas have only undergone minimal disturbance through ploughing and grazing. These areas have high archaeological potential as it would be very likely that artefacts associated with the camp might be found here, as demonstrated by the Milsearch survey in 2000. These could include the remains of structures or infrastructure, refuse, and projectile material. Such material could be found on either side of the Northern Road between the entrance to Denbigh and about 300 m south of Cobbitty Road, or to the north and south of Cobbitty Road West.

⁷³ Present-day road alignments marked: The Northern Road (red) and Cobbitty Road (yellow). Milsearch 2007:9

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7.3.3 Survey results

Evidence for Narellan Army Camp is visible along the southern side of Cobbitty Road West, and adjacent in a small area on the northern corner formed by the intersection with The Northern Road. For the most part, remains of the camp take the form of low-density scatters of brick, pieces of concrete, and fragments of ceramic water pipes; along with some small sections of in situ brick foundations or concrete slabs (Figures 116 and 117).

In addition, around 300 m west of The Northern Road, roughly opposite the entrance to Macarthur Anglican School, is an area which includes the remains of a number of buildings (Figure 112). There are six piles of structural debris in this area, composed of brick, concrete, and stone. Some of the bricks are still mortared together (Figure 114 and 115). Comparison with a 1947 aerial photograph shows that this area corresponds with a part of the camp that fronted Cobbitty Road and was surrounded by a camp road following a half-rectangle route (see Figure 113).

Further north, the road reserve on both sides of The Northern Road has been significantly disturbed and it would be unlikely that any remains of the camp survive here. The area of pasture between Macarthur Anglican School/Cobbitty Retirement Village and the driveway to Denbigh (including the school sports ground) has much higher archaeological potential. This area is largely undisturbed and was the location of one of the main compounds of the camp. Visibility was negligible in this area due to the thick grass cover and no evidence for the camp could be seen. Figure 118 provides a plan of the remains of the camp and their varying densities.

Figure 112: Two piles of structural debris opposite Macarthur Anglican School, facing north (29/8/11)



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Figure I 13: Location of building remains south of Cobbitty Road ⁷⁴

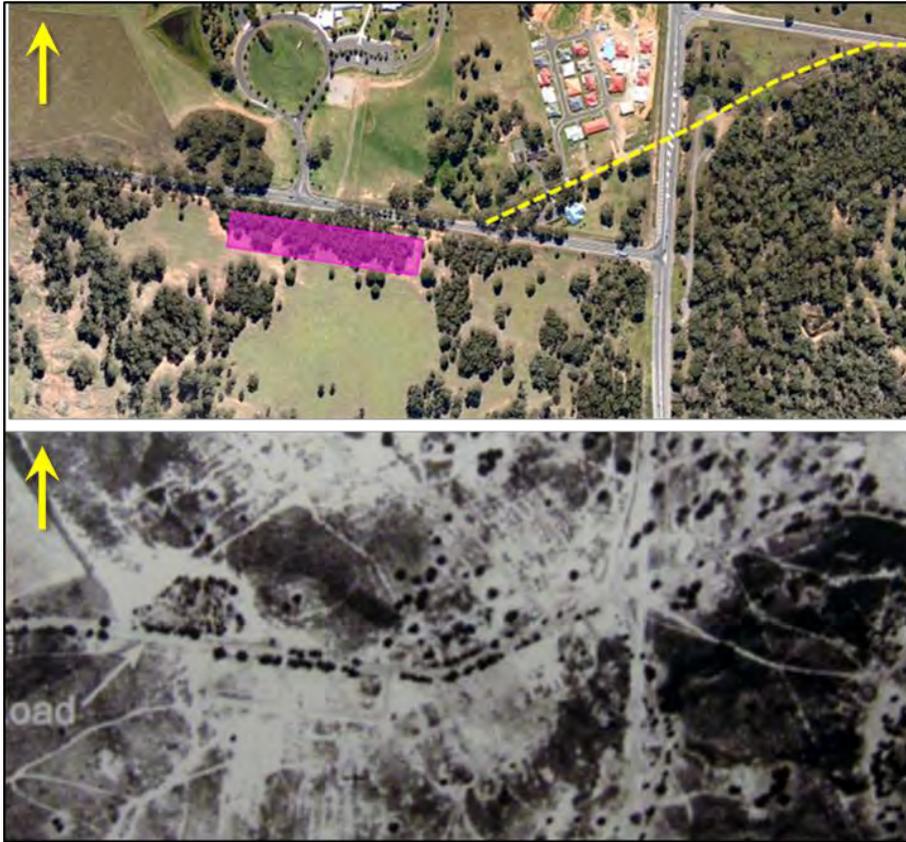


Figure I 14: Concrete and brick in debris pile opposite Macarthur Anglican School (29/8/11)



⁷⁴ Above: current aerial photograph with area containing remains of buildings highlighted in pink and former alignment of Cobbitty Road in yellow (Background source: www.nearmap.com). Below: 1947 aerial photograph showing location of former camp.

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Figure 115: Segments of brick wall, in debris pile opposite Macarthur Anglican School (29/8/11)



Figure 116: Structural remains south of Cobbitty Road West. Left: Brick fragment. Right: Ceramic pipe fragment



Figure 117: In situ brick foundations, south of Cobbitty Road West



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Figure 118: Locations of archaeological remains of Narellan Army Camp⁷⁵



7.3.4 Assessment of significance

The following table assesses the likely heritage significance of potential archaeological deposits associated with the former Narellan Army Camp. This assessment is based on documentary evidence and a field survey and is preliminary only; archaeological investigation would be necessary before the significance of any remains could be accurately assessed, based on their intactness, ability to answer research questions, and capacity for successful heritage interpretation.

Table 23: Significance assessment of potential archaeological deposits associated with Narellan Army Camp

Criteria	Description	Significance assessment
A – Historical	An item is important in the course or pattern of the	The camp is important in the cultural history of the State and the local area as

⁷⁵ Blue = low-density scatters of structural remains. Pink = high-density piles of structural remains. Red = highly disturbed. Yellow = moderate-high archaeological potential (Background source: www.nearmap.com).



Criteria	Description	Significance assessment
Significance	local area's cultural or natural history.	part of the mobilisation of the armed forces during WWII.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.	The site is associated with the army, an important group in the cultural history of the State, and is likely to be of importance to those who were barracked there during the war.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.	The site is of social significance as a relic of the drastic social change that took place during WWII, both locally and at a State level.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.	The site has high archaeological potential and could yield information about the nature of army camps during WWII.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.	Remains of the camp would be rare, as most WWII army camps were intended to be temporary and therefore did not generally survive beyond the war.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): - cultural or natural places; or - cultural or natural environments.	Relics of the camp may demonstrate the principle characteristics of army camps during WWII.

Statement of Significance

Any archaeological relics of Narellan Army Camp have the potential to be of heritage significance at a State level. The camp is important in the cultural history of the State as a component of the mobilisation of the armed forces during World War II, and is associated with other local sites including the Camden Aerodrome and Studley Park house, which accommodated The Eastern Command Training School. It is also associated with a group of people, the army, of importance in the nation's history, and is likely to be of importance to those who were barracked there. It is one of a limited number of such sites and is likely to demonstrate some of their principle characteristics. Relics of the camp could provide valuable information about the history of the local area and the State.

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Of the surface remains visible during the site survey, those highlighted in pink in Figure I 18 are the most likely to be of considerable heritage significance. However, an accurate assessment of significance cannot be formulated without further investigation of the remains.

7.3.5 Assessment of impact

According to the proposal, both sides of The Northern Road in the vicinity of the former Narellan Army Camp would be widened by between 10 m and 40 m. In addition, both sides of Cobbitty Road near its junction with The Northern Road would be widened (Figures I 19 and I 20).

The low-density scatters of structural remains to the south of Cobbitty Road West would be impacted by the proposal. The more significant remains of buildings south of Cobbitty Road West (opposite Macarthur Anglican School) are outside the proposed area of impact, as is the area of high potential between Macarthur Anglican School/Cobbitty Retirement Village and the driveway to Denbigh. Overall impacts to areas of high archaeological potential would be avoided by the proposal.

Overall the proposal would have a low impact on the heritage significance of the potential archaeological remains of the Narellan Army Camp.

Figure I 19: Location of the proposal in relation to archaeological remains of Narellan Army Camp⁷⁶



⁷⁶ Blue = low-density scatters of structural remains. Pink = high-density piles of structural remains. Yellow = moderate-high archaeological potential. concept design from Sinclair Knight Merz.

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Figure 120: Proposal and archaeological remains near Cobbitty Road West



7.3.6 Management and mitigation measures

The most significant visible evidence for Narellan Army Camp and the area of highest archaeological potential are located outside the area of proposed impact. Therefore there are no constraints on the proposal. However, as some structural material associated with camp is present within the area of impact, an exception should be obtained under Section 139 of the Heritage Act before works begin.

A heritage induction would be presented to workers before construction begins. If significant archaeological remains are found during construction, work should cease immediately and the RMS Unexpected Archaeological Finds Procedure should be followed.

7.4 Bringelly church

7.4.1 History

During the 19th century the construction of a church in a country town was a significant developmental milestone. Initially, early settlers in rural areas did not have formal places of worship and instead were periodically visited by travelling ministers who officiated in private homes. As the rural population grew, the Cumberland Plain region was divided into gradually smaller preaching circuits, while townships with a high enough population began to build churches. Churches were established in Camden, Narellan, and Cobbitty during the 1840s; however the first church at Bringelly was not built until the early 1900s.

The church was Methodist/Wesleyan and was located at 991 Bringelly Road (Lot 2 DP 918331), near the corner of Bringelly Road and The Northern Road. The land formed part of 250 acres originally granted to William Hutchinson in 1817, and in 1898 a Joint Tenancy Agreement was recorded between Robert Watson (Senior Freeholder), Robert Watson Jnr (Orchardist), William James Watson (Orchardist), Alfred Woodward (Teacher), Joseph Earl (Farmer), and Richard M Knight (Farmer), all of Bringelly (Certificate of Title Vol. 1265 Fol. 29). It is

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likely that these tenants acted as trustees for the church. In 1928, six new tenants were listed as Trustees of the land and endorsed as the registered proprietors of the land under the provisions of the *Methodist Church Property Acts 1889–1902* (Certificate of Title Vol. 1265 Fol. 29). The church and churchyard are visible in a 1947 aerial photograph (Figure 121), which is overlaid on a current aerial photograph in Figure 122.

It is understood that the church was destroyed by fire on the 31 December, 1963; however, the Methodist Church (NSW) Property Trust remain the registered proprietors of the property (Austral Archaeology 2011:51).

Figure 121: 1947 aerial photograph showing Bringelly church⁷⁷



Figure 122: Overlay of current and 1947 aerial photographs



⁷⁷ Austral Archaeology 2011:52



7.4.2 Archaeological potential

The area in which the church was located has remained undeveloped and undisturbed since its destruction, and it would be likely that archaeological remains associated with the building survive.

There is no documentary evidence to suggest that the church property ever included a graveyard. There is no sign of grave markers in the 1947 aerial photograph of the site (Figure 121) and a review of the newspaper death notices for Bringelly residents shows that all were buried outside of Bringelly, including cemeteries at Luddenham, Denham Court and Rookwood (NLA online newspaper database).

7.4.3 Survey results

The area where Bringelly church was visible in the 1947 aerial photograph was surveyed (Figure 123). A rectangular outline of ridged land delineates the site of the church (Figure 124). The ridges were overgrown with grass, but at the southern and northern ends brick fragments were visible on the surface, indicating that the ridges are formed by the remains of the church walls (Figures 125 and 126). The area has been undisturbed since the destruction of the church and therefore subsurface archaeological remains, such as the church's foundations and artefacts associated with the building, would be likely to survive.

Figure 123: Location of church remains⁷⁸



⁷⁸ Background image from www.nearmap.com

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Figure 124: Ridges of land delineating site of Bringelly church – highlighted in right image⁷⁹



Figure 125: Brick fragment from southern end of church site (9/11/11).



Figure 126: Brick fragment from northern end of church site (9/11/11).



7.4.4 Assessment of significance

The following table assesses the likely heritage significance of archaeological deposits associated with the former Bringelly Church. This assessment is based on documentary evidence and a field survey and is preliminary only; archaeological investigation would be necessary before the significance of any remains could be accurately assessed, based on their intactness, ability to answer research questions, and capacity for successful heritage interpretation.

⁷⁹ Facing north-east, toward Bringelly Road (9/11/11)



Table 24: Significance assessment of archaeological deposits associated with Bringelly Church

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.	The site has local historical significance as the first and only church built in the township of Bringelly, and a milestone of the town’s development.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The site has moderate research potential and could yield information about cultural life and religious practices in Bringelly through the twentieth century.
G – Representative	An item is important in demonstrating the principal characteristics of a class of the local areas or NSWs cultural or natural places.	Relics of the church may demonstrate the principle characteristics of rural churches dating to the 1900s.

Statement of Significance

The site has local heritage significance as the first church built in Bringelly. It has moderate research potential and could provide information about cultural life and religious practices during the twentieth century. Relics of the building may demonstrate the principle characteristics of rural churches of this period.

7.4.5 Assessment of impact

The archaeological remains of the Wesleyan/Methodist Church would not be affected by the widening of Bringelly Road, as planned in the concept design (Figure 127). There is no documentary evidence to suggest that graves were ever present in the churchyard.

Overall the proposal would have a low impact on the heritage significance of the potential archaeological remains of the Bringelly Church.

7.4.6 Management and mitigation measures

Given the research undertaken to locate footing of Bringelly Church (and its close proximity to the proposed new road boundary) an exclusion zone would be provided around the site to ensure accidental disturbance of the site (through stockpiling or vehicle movements) is avoided.

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Figure 127: Location of church remains in relation to proposal ⁸⁰



7.5 Structures at Lot 3 DP 590913

7.5.1 History

An aerial photograph from 1947 shows two main structures and two or three smaller structures on the property at the north-eastern corner of Badgerys Creek Road and The Northern Road (Figure 128). The property was originally part of William Hutchinson's grant, and was sold in 1898 as part of the Cowpasture Farms subdivision. The land was purchased by Eliza Bella Stanfield, the wife of George Stanfield and former postmistress of Bringelly. Stanfield sold the land to Jane Cole in 1902, and Cole took out a mortgage in the same year. Cole owned the land for the next 27 years and it is possible that she used the mortgage to build a house on the property (Certificate of Title Vol. 1264 Fol. 90).

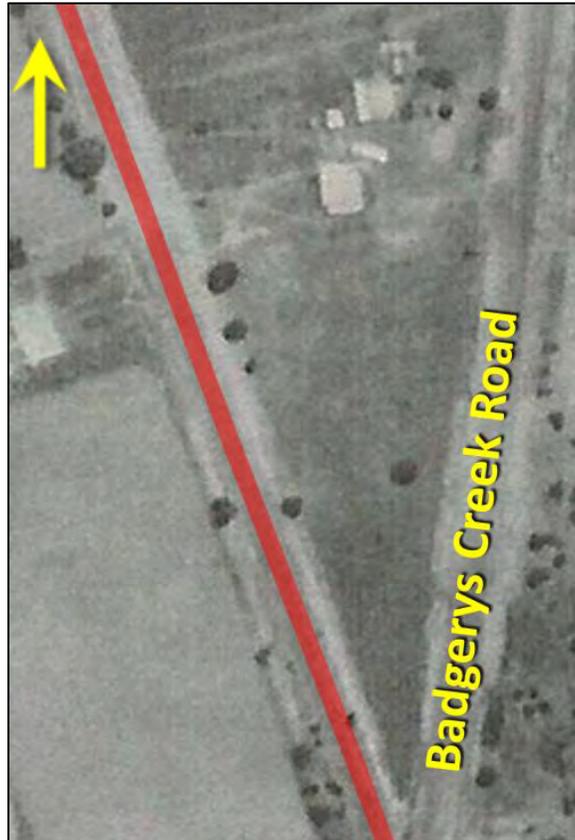
The property was sold to Thomas Bennet Lloyd in 1929, and then to George Lovell in 1932. In 1940, Jeffrey Herbert Moore and James Percival Tattam, both Bus Proprietors, purchased the land as joint tenants. In 1948, the two shares had been sold to Andrew Kent Scott and Milton Burns Scott (Bus Proprietor), who sold the land a few months later to another Bus Proprietor, Cedric Russell Neville. In 1950, Neville took out a mortgage before selling the property in 1954 (Certificate of Title Vol. 4413 Fol. 104; Vol. 5107 Fol. 63).

⁸⁰ Church remains highlighted in yellow. concept design provided by Sinclair Knight Merz

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The land was bought by Harold Francis Hughes, a school teacher from Bringelly, and was sold ten years later to Kenneth Yarwood (Senior) and Kenneth Yarwood (Junior) of Revesby and Croydon respectively. In 1971, Robert Wirrell, a salesman from Pymble, took ownership (Certificate of Title Vol. 6927 Fol. 156).

Figure 128: 1947 aerial photograph of Lot 3 DP 234403



7.5.2 Archaeological potential

The site appears to have remained undisturbed for many years and it is possible that archaeological remains of the structures are present. These may include building footings, structural material, or artefact assemblages.

7.5.3 Survey results

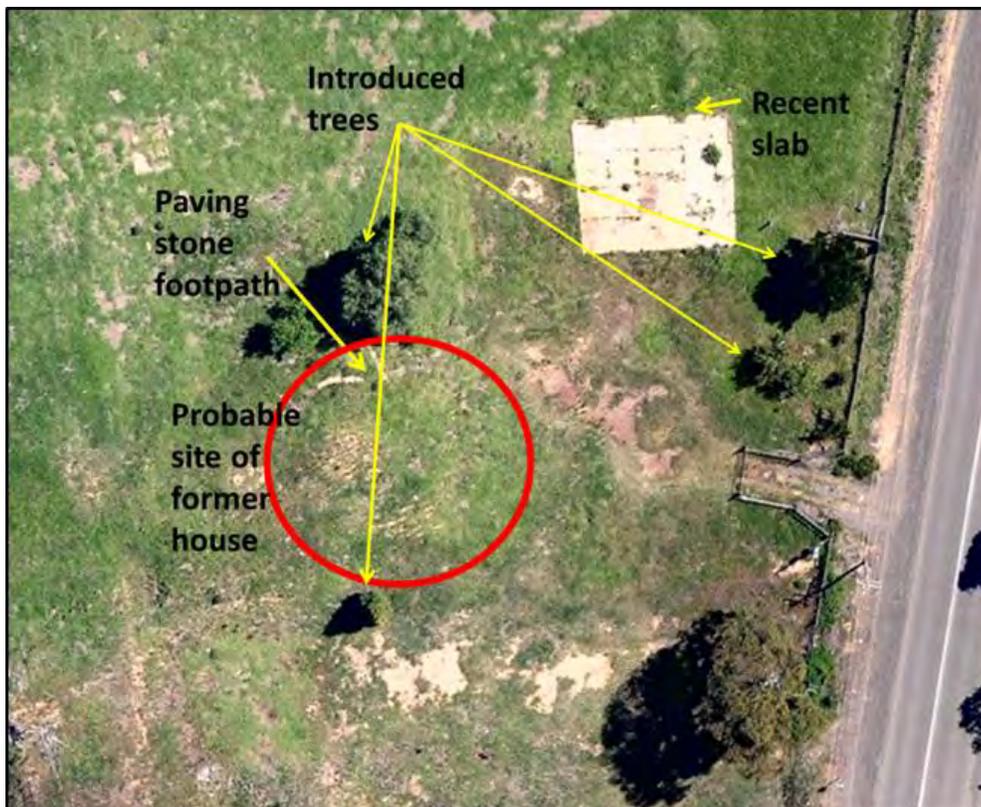
There is some visible evidence of the former structures, including retarded vegetation growth in certain areas, a paving stone footpath, and the presence of ornamental trees. The slab of a more recent structure is also present, slightly to the north-east of the site of the earlier structures (Figure 129 and 130).

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Figure 129: Concrete slab on Lot 3 DP 590913



Figure 130: Plan of site features at Lot 3 DP 590913





7.5.4 Assessment of significance

Table 25: Significance assessment of potential archaeological deposits at Lot 3 DP 590913

Criteria	Description	Significance assessment
A – Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.	The site may have historical significance as an early residence of Bringelly.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.	The site has moderate–high research potential and could yield information about domestic life in twentieth century Bringelly.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area’s): - cultural or natural places; or - cultural or natural environments.	Archaeological deposits associated with the structures could be representative of rural domestic archaeological assemblages from the twentieth century.

Statement of Significance

The site may possess local historical significance as an early residence of Bringelly. The site has archaeological potential and could provide information about domestic life in twentieth century Bringelly.

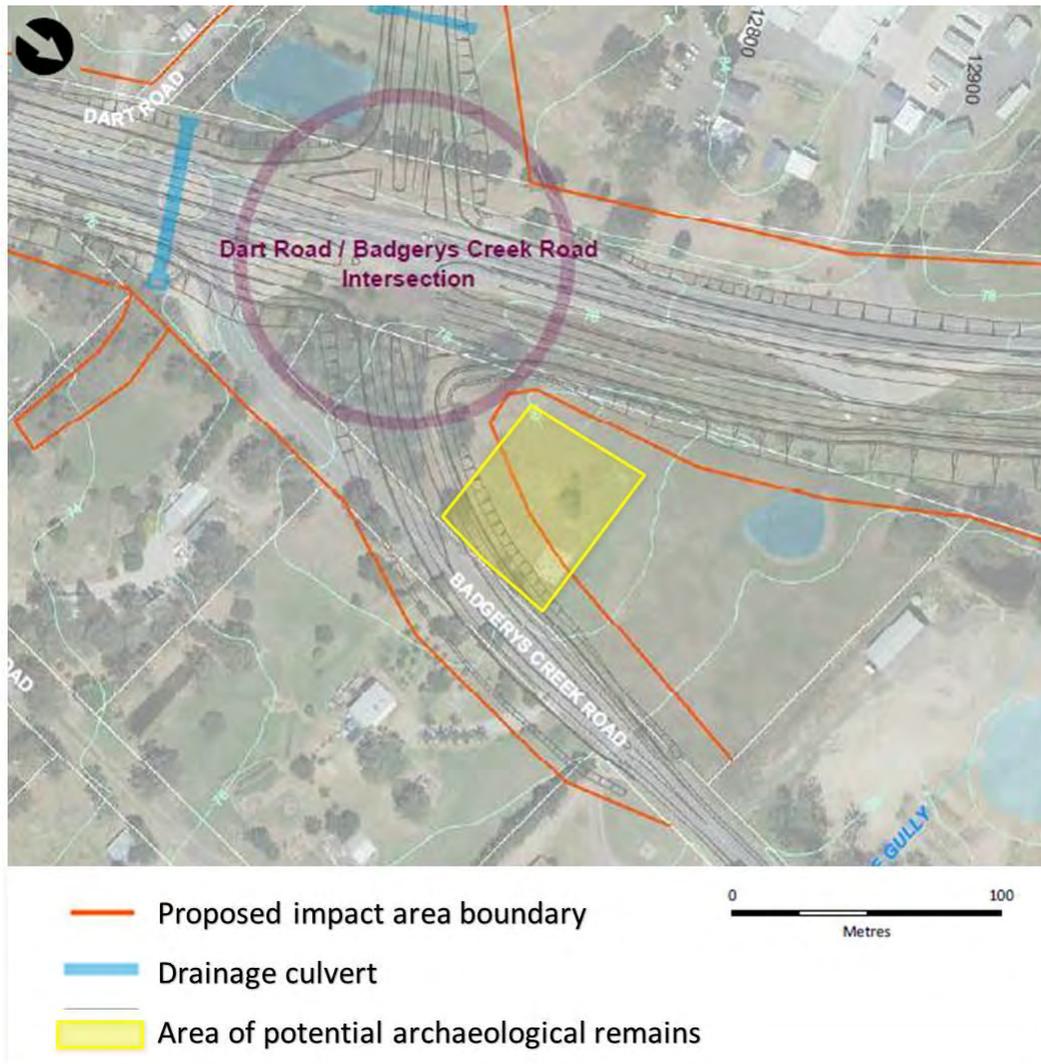
7.5.5 Assessment of impact

The proposal includes the construction of a westwards extension of Badgerys Creek Road that would replace Dart Road, running through Lot 3 DP 590913. According to the current concept plan, this road would cut across the eastern side of the property, and would impact upon the introduced trees along the fence line and the recent concrete slab (Figure 131). If more significant structural remains are present at the site, they are likely to be located to the west of the area of impact.

Overall the proposal would have a low impact on the heritage significance of the potential remains at Lot 3 DP 590913.

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Figure 131: Location of potential remains at Lot 3 DP 590913 in relation to proposal⁸¹



7.5.6 Management and mitigation measures

The proposal would impact the recent slab and introduced trees along the eastern side of the site. These are of low heritage significance and impacts to this part of the site will not require permits or exemptions. More significant archaeological remains may be located to the west of the proposal but these would not be impacted by the proposal according to the current concept design. Given the research undertaken to locate archaeological remnants of Structures at Lot DP 590913 (and their close proximity to proposed new road boundary) an exclusion zone would be provided for the site during works to ensure accidental disturbance of the site is avoided.

⁸¹ The possible extent of the potential remains is highlighted in yellow but it is likely that the most significant structural remains would be concentrated near the centre of this area. Concept design provided by Sinclair Knight Merz.

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7.6 Structure near Maryland gatehouse

In a 1947 aerial photograph, a rectangular building could be seen a short distance north of the Maryland gatehouse, on the eastern side of The Northern Road (Figure 132). No evidence of the structure was identified during the site survey and no information about the structure was gained through documentary research. As the structure is not listed on nineteenth century plans it is unlikely that it is associated with the original estate. It is possible that the structure is an agricultural building or shed as suggested by the network of vehicle/animal tracks around it (Figure 132). It appears unlikely that the structure would have been significant and therefore no further heritage constraints would apply to this area.

Figure 132: 1947 aerial photograph showing structure near the Maryland gatehouse⁸²



⁸² Gatehouse in two boxes on left, unknown structure in two boxes on right (AMAC 2008:90)



8.0 Overall assessment of impact

8.1 Summary of impacts to each item

The following table summarises the significance of each listed item, unlisted historic site and potential archaeological site, and states whether or not they may be impacted by the proposal.

Table 26: Summary of items and potential impacts

Item	Heritage listings	Significance level	Significance of impacts
Orielton	-State Heritage Register - Camden LEP 2010	State	Low (in relation to current approvals)
Maryland	Camden LEP 2010	State	Moderate
Cottage (1186 The Northern Road, Bringelly)	Camden LEP 2010	Local	Moderate
Bringelly Public School Group	- Liverpool LEP 2008 -Department of Education and Communities s170 Register	Local	No impacts
The Northern Road Corridor Cultural Landscape (potential heritage item)	Camden DCP 2011	Local	Low
Bringelly Road/Greendale Road Cultural Landscape (potential heritage item)	Camden DCP 2011	Local	Low
Historic farmstead (Lots 141 & 142, DP 625519)		Local	Moderate
House at Lot 1, DP 234403		Local	High
The Northern Road (potential archaeological remains)		State (potential significance)	Low
The Prince of Wales Inn (potential archaeological remains)		Local (potential significance)	No impacts
Narellan Army Camp (potential archaeological remains)		State (potential significance)	Low
Bringelly Church (potential archaeological remains)		Local (potential significance)	No impacts
Structures at Lot 3, DP 590913 (potential archaeological remains)		Local (potential significance)	Low



Item	Heritage listings	Significance level	Significance of impacts
Former structure near Maryland gatehouse (potential archaeological remains)		Local (potential significance)	Low

8.2 Overall Statement of Heritage Impact

The potential heritage impact of the proposal on the study area as a whole is assessed below using the guidelines provided in the NSW Heritage Manual document *Statements of Heritage Impact*.

What aspects of the proposal respect or enhance the heritage significance of the study area?

The Northern Road is significant as an intact reminder of the area's history. The historical values of the road itself would not be negatively impacted, as the proposed works are part of the ongoing use and development of the road and in keeping with its original purpose.

Within the study area there are four locally listed heritage items, one of which (Orielson) is also listed on the SHR. Two further SHR listed items are located in the vicinity of the study area. This study also identified two additional historic sites within the study area. The proposal does not enhance the heritage significance of any of these items, though it does respect the significance of Maryland and Bringelly Public School by avoiding direct impacts to Maryland's gateposts or gatehouse, or to the historical school buildings.

What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?

The proposal requires the widening of The Northern Road and the construction of several link road stubs diverging from it. Most of the impacts to heritage items resulting from the development are related to the link road stubs.

Many of these link road stubs will have some impact on views from The Northern Road, by intruding on what is currently pastureland and interrupting some of the historically and aesthetically significant rural vistas that define The Northern Road Corridor Cultural Landscape. In the broader context of development in the locality these impacts would be minor.

The Hillside Drive extension would have an impact on the setting of Orielson and views toward the homestead, which are a major facet of the item's heritage significance. As approvals for these impacts have already been gained for works at the Harrington Grove West any additional impacts as a result of the proposal would be minor. The proposed road may also impact on archaeological material associated with the miller's house.

The curtilage of Maryland would be impacted by two link road stubs which would affect the rural setting of the item and impact on views from The Northern Road.



The heritage curtilage of the cottage at 1186 The Northern Road, Bringelly would be significantly reduced through the widening of The Northern Road, and the removal of the open bushland located between the cottage and the road would negatively impact the views and setting of the cottage. The proposal would have a moderate impact on the heritage significance of this item.

The two newly identified heritage items within the study area would be impacted by the construction of link roads. The heritage significance of the farmstead complex (Lots 141 & 142, DP 625519) derives mainly from its research potential and its integrity as an intact farmstead in its traditional rural setting. The construction of the Derwent Road link road would involve the demolition of some farm buildings and fence lines. The link road would therefore have a moderate impact on the item's heritage significance. The construction of the link road opposite Mersey Road would necessitate the demolition of the historic house and kitchen at Lot 1, DP 234403 and would therefore have a high level of impact on the item's heritage significance.

Have more sympathetic options been considered and discounted?

The upgrade of The Northern Road is seen as necessary in the context of the continuing population growth of south western Sydney and the need for suitable infrastructure. Overall the proposal has sought to balance the impacts on heritage items, with the constraints of the broader proposal.

An alternate location was considered for the sedimentation basin south of the Hillside Drive link road, in order to avoid any impacts to potential archaeological remains at Orielton. However, it was not possible to move the basin due to existing utilities in the surrounding area. The concept design was modified to align as closely as possible to the design approved for the Spine Road at Harrington Grove West. This amendment aimed at minimising additional impacts to the heritage item and areas of archaeological potential.

The original concept design impacted on the Bringelly School but it was decided that the widening should be greatest on the eastern side of the road and avoid the proposed impacts to the school.



9.0 Recommendations

On the basis of background research and a site inspection and adhering to all relevant statutory obligations, a number of recommendations have been made with regard to non-Aboriginal heritage. These have been arranged under subheadings for ease of reference.

General recommendations

- 1) It is recommended that where possible heritage items and archaeological deposits are avoided by the proposal.
- 2) If any unanticipated archaeological deposits are identified within the study area during construction the RMS Unexpected Archaeological Finds Procedure (November 2011) would be followed. Further archaeological work and/or approvals may be required prior to proposed impacts on heritage items.
- 3) A heritage induction would be provided to workers before construction begins informing them of the location of heritage items, and guidelines to follow if unanticipated heritage items or deposits are located during works.
- 4) RMS would consult with the NSW Heritage Council as early as possible prior to impacts on SHR listed items and areas of archaeological potential. Camden Council and Liverpool Council would be consulted prior to impacts on items of local heritage significance and should be provided with a copy of the relevant SoHIs included in this report.

Orielton

- 5) As a Section 60 approval has already been granted for the subdivision at Harrington Grove West which included provision for a road which would align with the current proposal, a separate Section 60 approval would not be required. As additional minor impacts to the heritage significance of Orielton would occur as a result of the proposed widening of The Northern Road and link road stub an exemption notification would be sought from the NSW Heritage Council.
- 6) An exemption notification has previously been approved for the construction of a Spine Road within the Orielton SHR curtilage. Further information obtained during this study indicated that there is a potential for remains of the miller's cottage to be impacted by the construction of the Hillside Drive link road stub at this location. A further exemption would therefore be required for impacts to the potential remains of the miller's cottage. This exemption would also address any minor additional impacts not accounted for by the original exemption for the Spine Road. As a condition of the recommended additional exemption, archaeological monitoring would be conducted during the construction of the Hillside Drive link road stub in the area that may contain deposits associated with the miller's cottage. If works have been completed for Harrington Grove



West this recommendation would not apply as works would have been completed under the current exemption notification.

- 7) The widening of The Northern Road would necessitate the removal of the fence along the eastern boundary of the property. While this fence is of low heritage significance, it does function as an important boundary marker and it is recommended that it be replaced by a suitable, rural-style fence when the works are completed.
- 8) A suitable entrance gate to Orielton should be constructed on the new link road stub if this has not already been constructed during the Harrington Grove West project.
- 9) The link road stub should be constructed with suitable road treatments in order to reduce noise impacts at to Orielton.
- 10) It is recommended that archival and photographic recording of the homestead and its surroundings should be conducted in order to document the character of the estate prior to the construction of the road.
- 11) During construction works, land within the SHR curtilage boundary of Orielton Homestead would not be used for the storage of materials, as a site office or for the parking of vehicles (unless within existing car parking areas).
- 12) During the construction of the link road stub, the original fabric of the early driveway would be recorded by an historical archaeologist at the intersection of the early and the new roads south of the homestead if this has not already been completed during works for Harrington Grove West.

Maryland

- 13) The proposed widening of The Northern Road would involve the removal of screening vegetation along the eastern boundary of Maryland, and may have a negative impact on views from the homestead. To mitigate this impact, it is recommended that replacement vegetation should be planted along the boundary of the site, or in the road reserve, following the completion of works.
- 14) It is recommended that an exclusion zone is created around the southern Maryland gatepost during works to prevent indirect impacts occurring.
- 15) It is recommended that an exclusion zone is created around the Maryland gatehouse and the northern Maryland gateposts during works to prevent indirect impacts occurring.
- 16) The SoHI included in this report should be provided to the Camden Council for Maryland, and the Council's response taken into consideration.



Cottage at 1186 The Northern Road, Bringelly

- 17) It is recommended that native screening vegetation should be planted in the road reserve to the west of the cottage when works are completed, to help retain a sense of the item's original bushland setting.
- 18) As the item's curtilage would be significantly reduced, consultation with Camden Council is required under the ISEPP. The SoHI included in this report should be provided to Camden Council and the Council's response taken into consideration.

Bringelly Public School Group

- 19) There are no constraints on the proposal in relation to Bringelly Public School.

Farmstead complex (Lots 141 & 142, DP 625519)

- 20) It is recommended that, if possible, the link road should veer further to the west to avoid impacting the farm buildings. If the route of the road is not altered then archival recording would be conducted prior to any works being carried out.

House at Lot 1, DP 234403

- 21) The proposed construction of a link road at Mersey Road would involve the demolition of the house and any archaeological deposits associated with it. It is recommended that the route of the link road should be altered in order to avoid the site.
- 22) If the route remains unchanged archival and photographic recording would be required. A Section 140 Permit would be required to undertake excavation at the site. As part of the application for the permit a research design would be developed and a suitably qualified Excavation Director nominated. The removal and reuse of the building may also be an option although the change in context of the item would affect its heritage values and significance.

Potential archaeological sites

The Northern Road

- 23) A heritage induction should be given to workers before construction begins and if former road surfaces or the remains of former bridges are located during construction the RMS Unexpected Archaeological Finds Procedure (November 2011) would be followed.

The Prince of Wales Inn

- 24) An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.



Narellan Army Camp

- 25) The most significant visible evidence for Narellan Army Camp and the area of highest archaeological potential are located outside the area of proposed impact. However, as some structural material associated with the camp is present within the area of impact, an exception should be obtained under Section 139 of the *Heritage Act 1977* before works commence.

Bringelly Church

- 26) An exclusion area should be maintained around the site of the former church during works so that unintended impacts are avoided.

Structures at Lot 3 DP 590913

- 27) The proposal would affect the recent slab and introduced trees along the eastern side of the site. These are of low heritage significance and impacts to this part of the site will not require permits or exemptions. More significant archaeological remains may be located to the west of the proposal but these would not be directly impacted by the proposal. An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.



Table 27: Summary of Impacts and Recommendations

Item	Register listing(s)	Impacts of proposal	Recommendations
Orielson house and grounds	<ul style="list-style-type: none"> State Heritage Register Camden LEP 2010 	<ul style="list-style-type: none"> Hillside Drive extension would have a negative impact on views and setting, and potentially affect archaeological remains associated with the miller's cottage. Reduction of heritage curtilage on eastern side. Removal of eastern fence. Excavation of spill basin and sedimentation basin may impact on low potential archaeological deposits. Potential impacts on Oreilton Barn remains. 	<ul style="list-style-type: none"> As approvals have already been granted for the Harrington Estate Spine Road which aligns with the current proposal, a separate section 60 approval would not be required. If additional minor impacts to the heritage significance of Orielson were to occur as a result of the proposal an exemption notification would be sought from the NSW Heritage Council. The widening of The Northern Road would necessitate the removal of the fence along the eastern boundary of the property. While this fence is of low heritage significance, it does function as an important boundary marker and it is recommended that it be replaced by a suitable, rural-style fence when the works are completed. A suitable entrance gate to Orielson should be constructed on the new link road stub if this has not already been constructed during the Harrington Gove West project. The link road stub should be constructed with suitable road treatments in order to reduce noise impacts at to Orielson. It is recommended that archival and photographic recording of the homestead and its surroundings should be conducted in order to document the character of the estate prior to the construction of the road. Archaeological monitoring should be conducted during the construction of the Hillside Drive extension in the area that may contain deposits associated with the miller's cottage. A Section 60 approval or variation would be required for archaeological monitoring and a comprehensive research design would be prepared prior to application for a Section 60 approval or variation. If

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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Item	Register listing(s)	Impacts of proposal	Recommendations
			<p>works have been completed for Harrington Grove West this recommendation would not apply as works would have been completed under the current exemption notification.</p> <ul style="list-style-type: none"> • During construction works, land within the SHR curtilage boundary of Orielton Homestead should not be used for the storage of materials, as a site office or for the parking of vehicles (unless within existing car parking areas). • During the construction of the Spine Road, the original fabric of the early driveway should be recorded by an historical archaeologist at the intersection of the early and the new roads south of the homestead if this has not already been completed during works for Harrington Grove West.
Maryland house and grounds	<ul style="list-style-type: none"> • Register of the National Estate • Camden LEP 2010 	<ul style="list-style-type: none"> • Impact on views from the homestead. • Northern link road would impact views and setting of the item. • Small reduction in heritage curtilage. • Impacts to southern gatepost, at entrance to Maryland. 	<ul style="list-style-type: none"> • Screening vegetation would be planted along western side of The Northern Road after construction to mitigate impact on views. • It is recommended that an exclusion zone is created around the southern gatepost and the northern gatehouse and gateposts during works to prevent indirect impacts occurring. • It is recommended that the northern link road be relocated outside Maryland, if possible. If the road cannot be moved, impacts would be mitigated by planting screening vegetation along the sides of the road, in keeping with the aesthetic of the nineteenth century rural estate. • Under the provisions of the ISEPP, the SOHI in this report would be provided to Camden Council, as the proposal will impact on the Maryland's heritage curtilage.
Cottage (1186 The	<ul style="list-style-type: none"> • Camden LEP 2010 	<ul style="list-style-type: none"> • Reduction of heritage curtilage and removal of bushland along road frontage. 	<ul style="list-style-type: none"> • Native screening vegetation would be planted along the road reserve after completion to mitigate impact

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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Item	Register listing(s)	Impacts of proposal	Recommendations
Northern Road, Bringelly)			<p>on views/setting.</p> <ul style="list-style-type: none"> Under the provisions of the ISEPP, the SOHI in this report would be provided to Camden Council, as the proposal will impact on the item's heritage curtilage.
Bringelly Public School Group	<ul style="list-style-type: none"> Liverpool LEP 2008 s170 Register Department of Education and Communities 	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> - No constraints.
Farmstead complex (Lots 141 & 142, DP 625519)	None	<ul style="list-style-type: none"> Construction of link road would involve demolition of dam, historic fence lines and stockyards, two farm buildings and any archaeological remains. Intrusive impact on views and setting. 	<ul style="list-style-type: none"> The preferred option is to re-route the link road so that it veers further west and does not require the demolition of the farm buildings. If link road is not re-routed, further investigation including archival recording would be required.
House at Lot 1, DP 234403	None	<ul style="list-style-type: none"> Construction of link road would require demolition of house and impacts on any archaeological deposits. 	<ul style="list-style-type: none"> Re-route link road if possible. If house is to be impacted, archival recording and test excavation may be necessary. A Section 140 Permit is required and a research design would be prepared as part of the application for the permit.
Bringelly church (archaeological site)	None	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> An exclusion area should be maintained around the site of the former church during works so that unintended impacts are avoided.
The Northern Road (potential archaeological sites)	None	<ul style="list-style-type: none"> The proposal would impact on one section of former road surface from the mid-twentieth century. May be impacts to potential archaeological deposits of earlier road surfaces. 	<ul style="list-style-type: none"> A heritage induction should be presented to workers before construction. If former road surfaces or the remains of former bridges are located during construction the RMS Unexpected Archaeological Finds Procedure (November 2011) would be followed.
The Prince of Wales Inn (potential archaeological site)	None	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.

The Northern Road upgrade from The Old Northern Rd, Narellan, to Mersey Rd, Bringelly

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Item	Register listing(s)	Impacts of proposal	Recommendations
Narellan Army Camp (potential archaeological site)	None	<ul style="list-style-type: none"> Widening of Cobbitty Rd and The Northern Rd would result in disturbance to areas of low archaeological potential associated with the camp. 	<ul style="list-style-type: none"> An exception should be obtained under Section 139 of the Heritage Act before works begins.
Structures at Lot 3 DP 590913 (potential archaeological site)	None	<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.



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Wed 20 Jan 1864:6 'Peremptory Sale...Orielson Estate'

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APPENDIX I: Heritage Map

Figure 6.5a Listed and unlisted Non-Indigenous heritage items in the study area

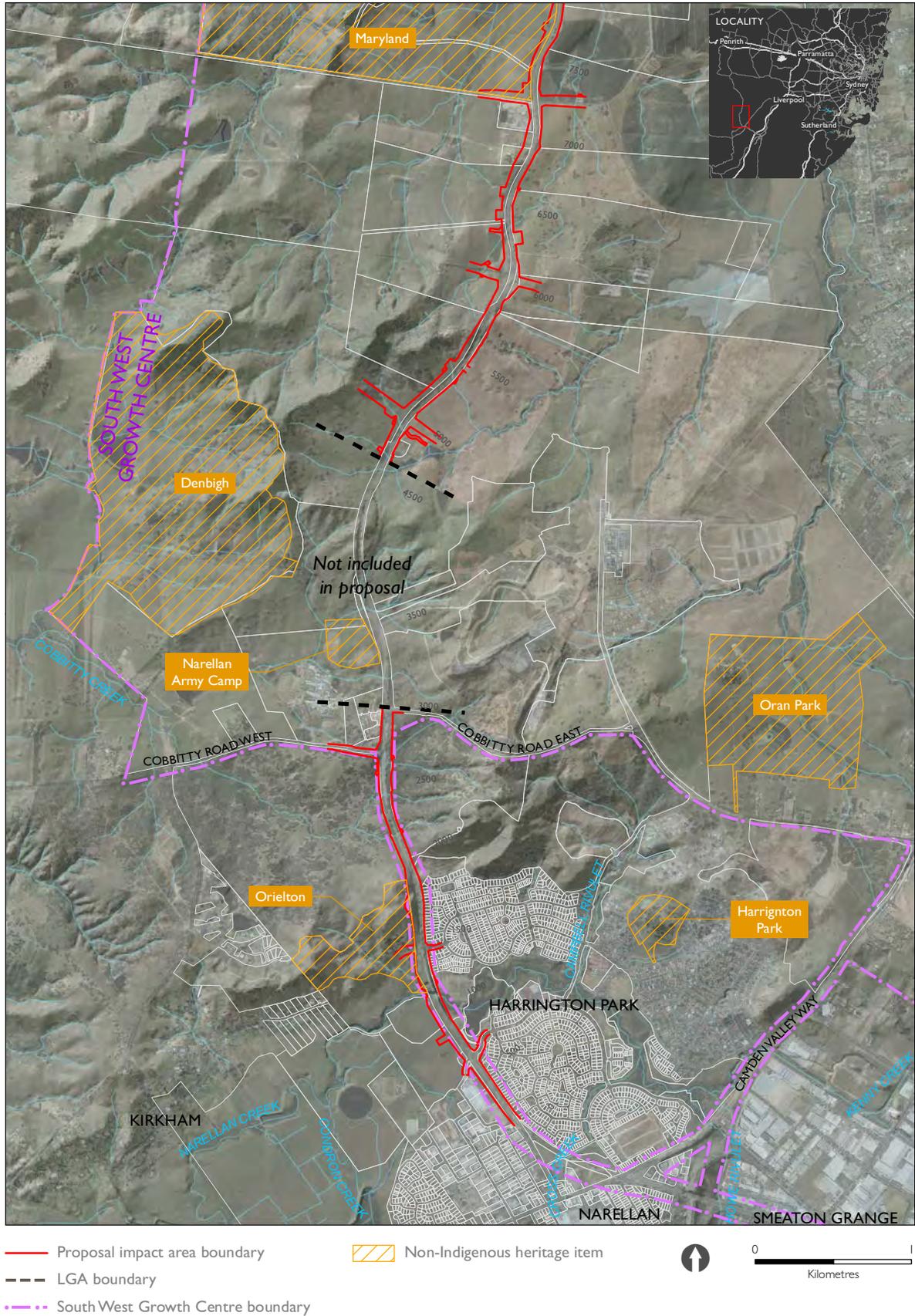
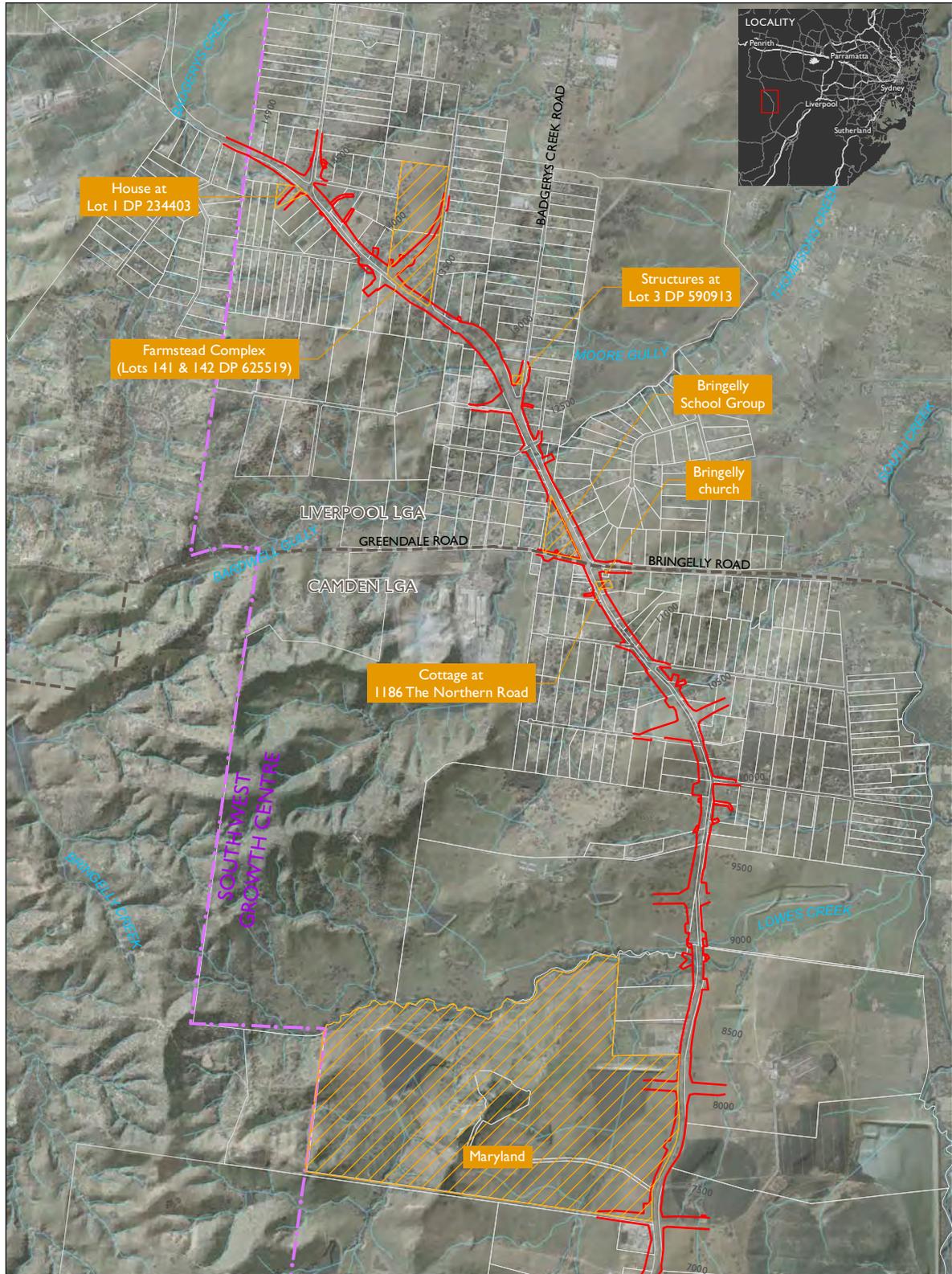


Figure 6.5b Listed and unlisted Non-Indigenous heritage items in the study area



- Proposal impact area boundary
- - - LGA boundary
- - - South West Growth Centre boundary

Non-Indigenous heritage item



0 1
Kilometres

APPENDIX 2: Heritage Inventory Sheets

The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 01			
Item Orielson (including homestead, grounds and outbuildings including stables, stockyards and silos)	Listings		
Location Lot 101, DP 1003658 179 The Northern Road, Narellan NSW 2567	National Trust		
	NSW State Heritage Register	01693	
	Camden LEP 2010	I 135	
Present use: Horse agistment	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact; it is still possible to appreciate the main homestead group in its traditional rural context and in relationship to various natural features and cultural landmarks.	
Description Orielson is located north of the township of Narellan and is enclosed by a ridge to the north and to the west, and by Narellan Creek to the south. The homestead complex is situated on the side of a knoll, with views of Narellan. The house was built between 1815 and 1834, with major alterations occurring in the late nineteenth century. To the east of the house are now stables, sheds, and an agistment area, while empty paddocks remain to the south. The driveway is bordered with pine trees, while evidence of earlier hedges and other remnant gardens is visible to the south of the homestead complex. More mature plantings are located on the north-east side of the house, including a mature Bunya pine. West of the main homestead is a dam, and another, empty, dam is located around 200 m south of the house. Orielson retains much of its original character, based on the traditional juxtaposition of the main homestead area and garden, with cleared pastureland beyond. The original grant and its past use for grazing can still be understood in the broader landscape of the Narellan valley.			
Statement of Significance Orielson is of State heritage significance as one of the first land grants in the Cowpastures district, which still retains original standing structures, potential archaeological remains, and significant historical visual relationships and landscape settings. As a large property with a continuous history of farming, the item demonstrates many of the principal characteristics of this type of estate in the Camden area and the State. The property was associated with people of importance in the local area and the State, and has the potential to provide valuable information about the cultural history of the local area and the State. Individual elements which are considered to be of heritage significance include, but are not limited to, the following: <ul style="list-style-type: none"> • Orielson house. • Remnants of the original driveway to The Northern Road. • Remnants of original outbuildings to the north of the site and in the working area. • Views and vistas. 			

- Landscape setting.
- Plantings.

(Source: NSW State Heritage Inventory “Orielton”).

Impact of Proposed Works

According to the current design of the proposal, The Northern Road would be widened to the west from Narellan Creek to beyond the northern boundary of Orielton’s heritage curtilage . There are two areas of additional impact in the current proposal that extend beyond the Standard Exemption described above.

At one location, the road would extend 15 m – 25 m into the SHR curtilage of the item for the purposes of excavating out a batter slope at chainage 1600-1700; however, most of this area is outside the eastern fence-line of the property and falls within the road reserve. Therefore, its connection to the Orielton property has already been weakened and the loss of this section of land will not have a significant impact on the heritage values of the item. There are no areas of archaeological potential identified within this section of impact.

The widening of the road would necessitate the removal of the eastern fence-line, which is a barbed-wire fence that appears to date from the twentieth century. The fence itself is of low heritage value and its removal will not reduce the heritage value of the site, however it does provide an important boundary marking and it is recommended that it be replaced with a suitable, rural-style fence following the completion of works in the area.

In the south-east portion of the site, the proposal extends into the property by between 15 m -20 m. In this area, the proposal would include a spill basin north of Narellan Creek. The temporary sedimentation basin would be placed at that southwestern edge of the end of the RMS link road to align with the basin approved for the Harrington Grove West development. Each of these basins would involve excavation and it is possible that archaeological deposits associated with the estate (such as household refuse dumps) could be encountered during excavation; although it is unlikely these would be of high heritage significance. The basins would be filled in and appropriately landscaped after works were completed. The proposal also involves the construction of a northbound bridge over Narellan Creek, which would involve works in the south-eastern corner of Orielton. The spill basin, sedimentation basin, and works associated with the new bridge, would all be located to the south of the area and if any archaeological material were encountered it would be likely to be dispersed and of low research significance.

The proposal includes the extension of Hillside Drive through the heritage curtilage of Orielton to form a Spine Road to the future Harrington Grove West suburban development area that would be located between Orielton and Cobbitty Road.

This proposed concept design passes close to the Orielton homestead and shed complex. The road is 25-30 m wide, with a slope on either side. The northern slope is between five metres and 15 m wide, while the southern slope is up to seven metres wide. The design boundary is about five metres from the southernmost building in the main homestead and shed complex.

In accordance with the previous approval the road would be cut into the hillside south of the homestead and shed complex, and construction would involve excavation of up to two metres in depth. The proposed road would pass through an area that may contain archaeological remains associated with a miller’s cottage, and the excavation of the route would have impacts on any dispersed archaeological remains that fall within it. If deposits are found they are not likely to be of high heritage significance, but are likely to be cess pits, privies or rubbish dumps which would have remained below the surface after the cottage was demolished.

This alignment of the road has already been approved as part of the Harrington Grove West development, and was the subject of a previous HIS by Tropman and Tropman Architects (2008) and an exemption application and approval for the Spine Road and driveway (Stedinger 2011a and 2011b).

The Tropman and Tropman HIS assessed that the proposed roadway reserve would have some negative impact on the setting of the estate, but that it was understood that an entry to Harrington Grove West from the Hillside Drive roundabout was necessary. Of the three possible options for the alignment of the road, it recommended the chosen route as that with the least negative impact, because its close proximity to the homestead and location below the homestead terrace conceal it from the homestead by landscape

treatments (Tropman and Tropman 2008:17). A Section 60 approval was granted for the Harrington Estate subdivision on the basis of this HIS in late 2010 but did not include approval for construction of the road.

A separate approval in the form of an exemption notification was approved for the Spine Road in June 2011 (Stedinger 2011a). The exemption application was approved on the basis of Standard Exemption 4. The concept design for The Northern Road upgrade has been modified to align with the design already approved for the Harrington Grove West development with only two small areas to the north and south of the Hillside Drive roundabout not covered by the existing exemption. The impacts of The Northern Road upgrade on the heritage significance of Orielton would therefore be minor in relation to the impacts that have already been approved for the Spine Road.

Overall the proposal would have a minor impact on the heritage significance of Orielton in relation to the impacts which have already been approved for the Harrington grove West subdivision. .

Reference

Tropman and Tropman 2008 Heritage Impact Statement for subdivision plan of Harrington Grove West – Orielton Park Estate Camden

Stedinger Associates (2011) Orielton Homestead Precinct. An Excavation Permit Exemption Application for construction of a Spine Road (Stage 3). Report to Harrington Estates Pty Ltd.

Recommendations

Recommendations regarding Orielton would be dependent on whether works have already commenced under previous approvals, particularly under the DA approved for the Harrington Grove West development which includes provision (an exemption notification) for a link road from The Northern Road at Hillside Drive. The following recommendations would be applicable if other works had not been undertaken at the site at the time of the construction of the proposal.

As a Section 60 approval has already been granted for the subdivision at Harrington Grove West which included provision for a road which would align with the current proposal, a separate Section 60 approval would not be required. As additional minor impacts to the heritage significance of Orielton would occur as a result of the proposed widening of The Northern Road and link road stub an exemption notification would be sought from the NSW Heritage Council.

An exemption notification has previously been approved for the construction of a Spine Road within the Orielton SHR curtilage. Further information obtained during this study indicated that there is a potential for remains of the miller's cottage to be impacted by the construction of the Hillside Drive link road stub at this location. A further exemption would therefore be required for impacts to the potential remains of the miller's cottage. This exemption would also address any minor additional impacts not accounted for by the original exemption for the Spine Road. As a condition of the recommended additional exemption, archaeological monitoring would be conducted during the construction of the Hillside Drive link road stub in the area that may contain deposits associated with the miller's cottage. If works have been completed for Harrington Grove West this recommendation would not apply as works would have been completed under the current exemption notification.

The widening of The Northern Road would necessitate the removal of the fence along the eastern boundary of the property. While this fence is of low heritage significance, it

does function as an important boundary marker and it is recommended that it be replaced by a suitable, rural-style fence when the works are completed.

A suitable entrance gate to Orielson should be constructed on the new link road stub if this has not already been constructed during the Harrington Grove West project.

The link road stub should be constructed with suitable road treatments in order to reduce noise impacts at to Orielson.

It is recommended that archival and photographic recording of the homestead and its surroundings should be conducted in order to document the character of the estate prior to the construction of the road.

During construction works, land within the SHR curtilage boundary of Orielson Homestead would not be used for the storage of materials, as a site office or for the parking of vehicles (unless within existing car parking areas).

During the construction of the link road stub, the original fabric of the early driveway would be recorded by an historical archaeologist at the intersection of the early and the new roads south of the homestead if this has not already been completed during works for Harrington Grove West.

Photographs and Plans

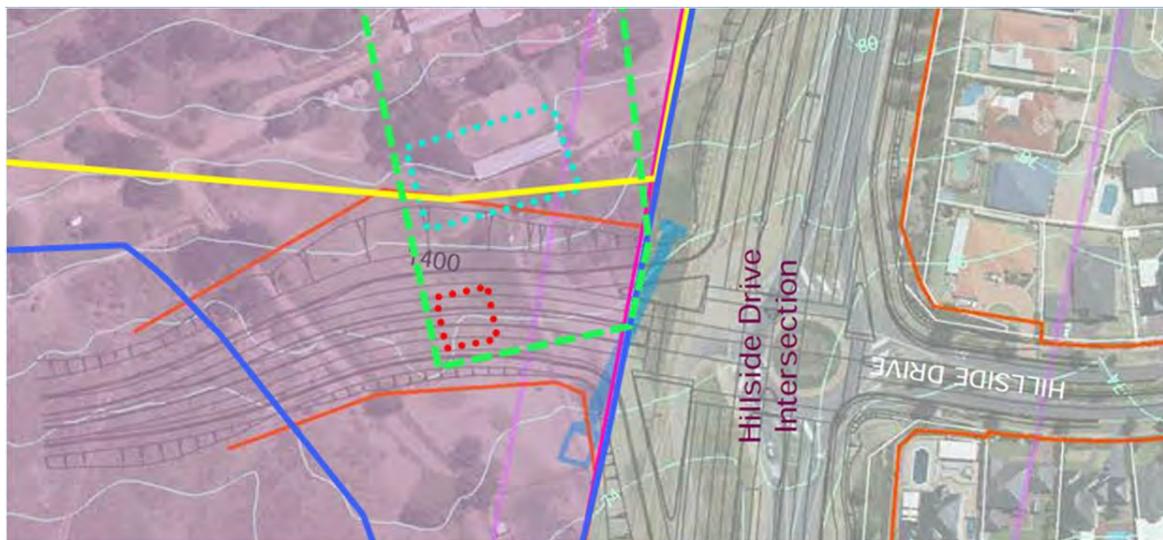
View toward Orielson from the road reserve, facing north-west (Artefact 9/11/11).



Overlay of 1847 plan of Orielton and current aerial photograph Blue arrow indicates Orielton house.
 (It is important to note that the 1847 plan was a simple sketch plan and only gives a rough indication of the location of the flour mill and associated features)



Proposed Hillside Drive extension with overlay of Orielton curtilage and features



- SHR curtilage of Orielton
- Boundary of proposal
- Main homestead and shed complex
- Location of potential remains of Perry's flour mill and associated features
- Location of flour mill based on 1847 sketch plan
- Landscape features and plantings
- Location of miller's cottage based on 1847 sketch plan

Location of proposal in relation to Orielton



- SHR curtilage of Orielton
- Boundary of proposal
- Main homestead and shed complex
- Landscape features and plantings
- Location of potential remains of Perry's flour mill and associated features

The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 02			
Item Maryland (including the homestead, grounds, outbuildings, stone cottage, former winery, stone store and gatehouse)	Listings		
	National Trust		
Location Lot 1, DP 218779; Lot 29, DP 872135 773 The Northern Road, Bringelly NSW 2556	NSW State Heritage Register		
	Camden LEP 2010		I 1
	Other:		
Present use: Private residence	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact	
Description			
<p>The current entrance to the Maryland property is located on the western side of The Northern Road, about four km south of Bringelly Road. The driveway is around 1.5 km long and leads to the main homestead complex which is situated on a knoll and has views to the north over Lowes Creek and toward The Northern Road in the east. Outbuildings and remnant plantings are scattered along the main ridgeline and slopes, but the major plantings occur around the homestead, loop road and eastern slopes.</p> <p>The outbuildings located on the hilltop include a stone cottage, former winery, stone store, and gatekeeper's cottage. Further down the slope and to the north is a second group of outbuildings with a stone barn, stables, various sheds, and a worker's cottage. Between these and the main homestead complex are some modern buildings.</p> <p>A second gatehouse is located very close to The Northern Road, next to the alternate (and now secondary) entrance to the property. This gatehouse is located within Lot 29, DP 872135 and is therefore included in the Camden LEP listing for Maryland. This gatehouse was built of sandstone, although it is now dominated by a large addition. A post and rail fence and entry gates of characteristic local design are situated in front of the gatehouse, only three metres from the current edge of the road. In 2008, AMAC also identified a second set of gateposts at the main entrance to Maryland, which are similar in style to those near the gatehouse and probably date to the same period (AMAC 2008:100). Since the 2008 survey, the right gatepost of this set has been removed, leaving only one post. The gatehouse and both sets of gateposts are all very close to the edge of the study area.</p>			
Statement of Significance			
<p>Maryland is of State significance. It is important in the cultural history of the district as one of the earliest farms in the area, and is associated with several people of importance in the local area and the State. Through its standing structures, remnant garden, and potential archaeological remains, the property has the potential to provide information about the history of the Camden/Bringelly area, while also demonstrating many of the principal characteristics of this type of estate on a local and State level. The property retains many original standing structures, as well as its historical landscape setting and views, and is therefore a rare intact example of this type of estate.</p> <p>The gatehouse is of State significance as part of the historic estate complex and landscape. The building is of aesthetic significance as an early vernacular building and an important landmark on The Northern Road.</p>			

The two sets of gateposts are of historical and aesthetic significance at State level as the decorative entrances to a prominent nineteenth century rural estate. They are rare survivors, and are representative of some of the characteristics entrances to gentlemen's estates of the nineteenth century.

Impact of Proposed Works

The proposal for The Northern Road extends between 30 m to 75 m into Maryland's heritage curtilage along its eastern boundary, and encompasses the widening of the road by around 25 m. The nearest outbuilding is located 500 m west of the road design boundary, and the main homestead complex is around one kilometre to the west. Therefore, this small reduction in the item's curtilage would not have a detrimental impact on its heritage significance.

The widening of The Northern Road would involve the removal of the screening vegetation that currently exists along the eastern boundary of the property. In the absence of any screening vegetation, the upgraded four-lane version of The Northern Road would be visible from parts of the homestead, and the change from a rural road to a major road would have some negative impact on views from the homestead.

Two sets of historic gate posts associated with Maryland are located just outside the proposal impact area, as is the gatehouse in the north-eastern corner of the heritage curtilage. The southern gatepost would be located at the base of a steep slope shown running down from the edge of the proposed road on the 100% design. It appears that this gatepost would be very close to the proposal boundary. Although the northern set of gateposts and the land between the gatehouse and the road are within the study area, the concept design does not indicate that any physical impacts would occur to these elements of the Maryland heritage item. As the gatehouse has been situated close to a major road throughout its history, the upgrade of The Northern Road and the addition of the nearby link road would not have a significant impact on its views, setting, or heritage values.

Two temporary sedimentation basins would be constructed about 25 m – 50 m from the edge of the property. The creation of these basins would involve excavation and it is possible that archaeological deposits associated with the estate could be impacted. As documentary evidence does not suggest archaeological remains are located in this area it is unlikely that significant archaeological material would be encountered during works.

The proposal includes the construction of two link road stubs within the curtilage of Maryland. One of these roads would be located at the northern end of the property and would extend westwards into the area currently occupied by a large dam. At present, the proposal is that the road extends to the current dam, and its eventual alignment beyond this point is not known. The dam itself is a modern construction and physical impacts to it would not damage the heritage value of the site; however, by encroaching into the curtilage of the property this link road would have a significant impact on the views and setting of the item. The intact pastureland surrounding the homestead is an important aspect of Maryland's heritage significance, and the proposed link road would form an intrusion into this pastureland. The other link road stub would be located along the southern boundary of the property, following the alignment of the existing driveway to 756 The Northern Road, Bringelly. This road would encroach on the curtilage of the heritage item by up to 30 m inside its southern boundary; however, it would not have a significant impact on the heritage values of Maryland, as it is located at some distance from the homestead and the outlook of the homestead in this direction is well-screened by vegetation. The loss of this small portion of the item's curtilage would not have a detrimental impact on its heritage value.

Overall the proposed development would have a moderate impact on the heritage significance of Maryland.

Reference	Recommendations
Preliminary Non-Aboriginal Heritage Assessment: The Northern Road Upgrade,	The proposed widening of The Northern Road would involve the removal of screening vegetation along the eastern boundary of Maryland, and may have a negative impact on

Camden, NSW (AMAC 2008)

views from the homestead. To mitigate this impact, it is recommended that replacement vegetation should be planted along the boundary of the site, or in the road reserve, following the completion of works.

It is recommended that an exclusion zone is created around the southern Maryland gatepost during works to prevent indirect impacts occurring.

It is recommended that an exclusion zone is created around the Maryland gatehouse and the northern Maryland gateposts during works to prevent indirect impacts occurring.

The SoHI included in this report should be provided to the Camden Council for Maryland, and the Council's response taken into consideration.

Plans and photographs

Maryland gatehouse and gateposts, with the homestead visible in the background



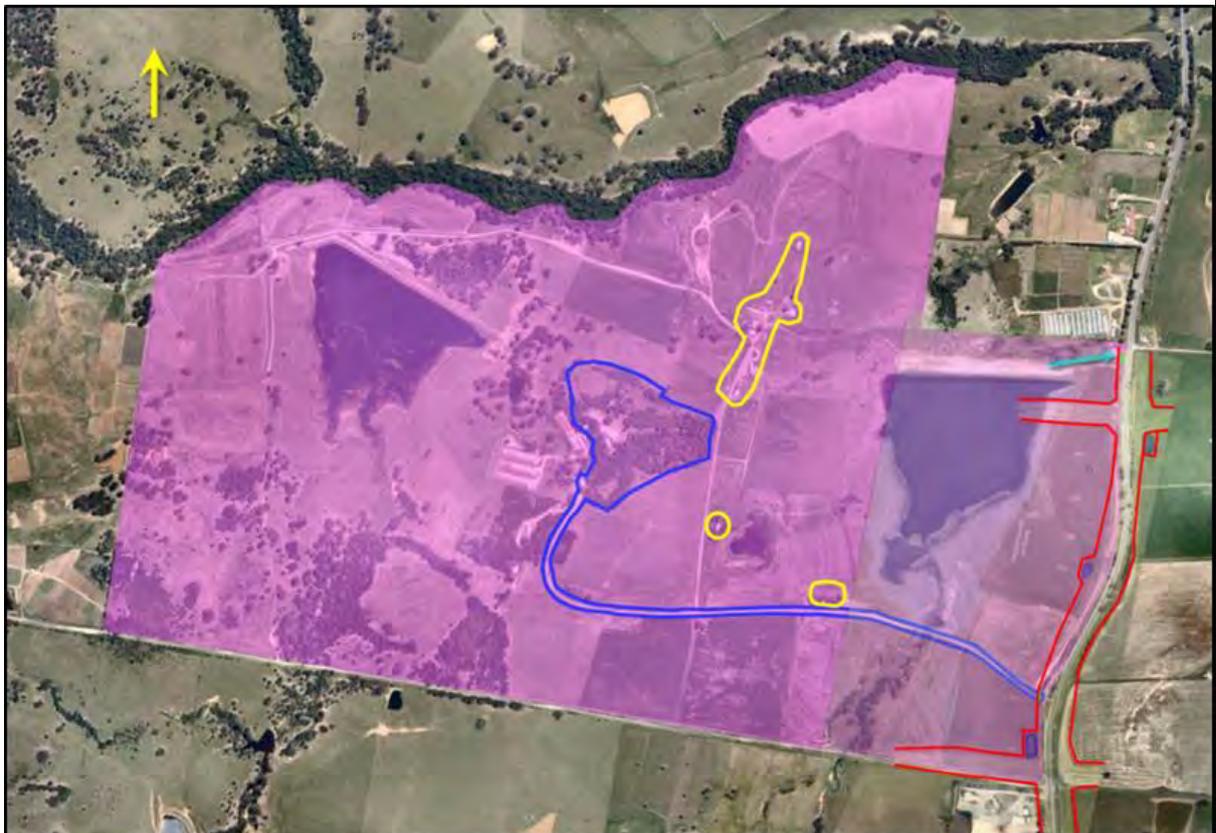
Maryland – southern gatepost



Maryland gatehouse



Road design boundary (red) in relation to Maryland



KEY

- Maryland heritage curtilage
- Delineates driveway and main homestead complex
- Gateposts
- Outbuildings
- Indicates stone gatehouse

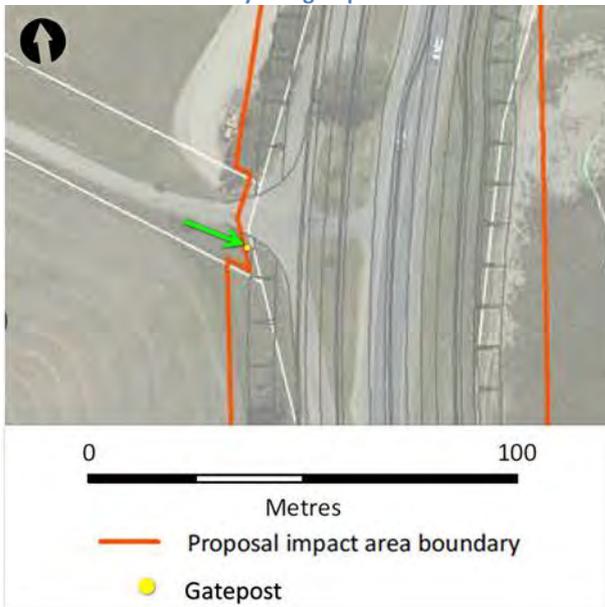
Proposed development in relation to Maryland curtilage and roadside features



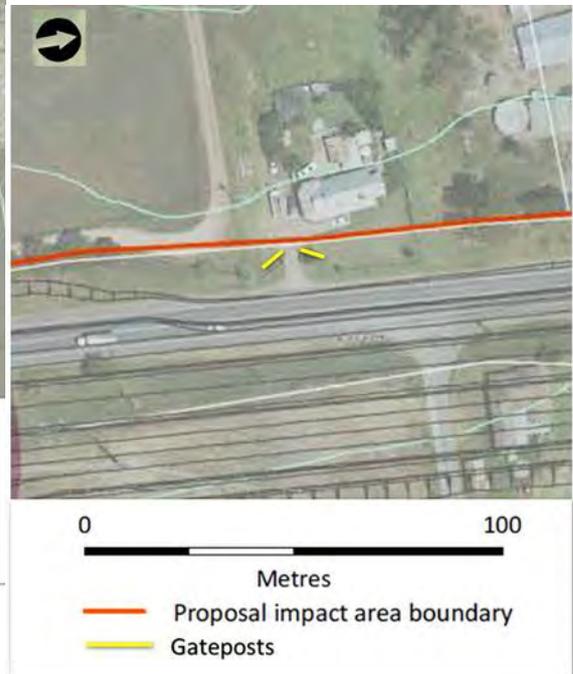
KEY

- Maryland heritage curtilage
- Boundary of proposal
- Gateposts
- Indicates stone gatehouse
- Proposed sedimentation basins

Proposed development in relation to the southern Maryland gatepos



Proposed development in relation to the northern set of Maryland gateposts



The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 03			
Item Cottage	Listings		
	National Trust		
Location Lot 4, DP 173593 1186 The Northern Road, Bringelly NSW 2556	NSW State Heritage Register		
	Camden LEP 2010		I 2
	Other:		
Present Use Private residence	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact; excellent condition	
Description			
<p>Modest, standard Edwardian style house, brick with iron roof. Verandah features timber posts and brackets, gable with fretwork timber apex. Built c. 1923. The cottage is set back 40 m from The Northern Road, and 100 m from Bringelly Road, with the space around it vegetated with scrubby regrowth.</p>			
Statement of Significance			
<p>The property is significant at a local level as a surviving early residence of the town of Bringelly, and has local aesthetic significance as an Edwardian style house. It has the potential to provide information about the early development of the town, and may demonstrate the principle characteristics of residences in the area during the early twentieth century. It is also possible that archaeological deposits exist beneath or around the cottage.</p>			
Impact of Proposed Works			
<p>The proposal involves the widening of The Northern Road, which would encroach about 30 m into the heritage curtilage of the item on the west. The widening of the road would reduce the amount of open bushland between the house and the road, and would therefore have some negative impact on the rural setting of the house. If all of the trees between the house and The Northern Road are removed, the impact to the views and setting of the house would be considerable. This impact would be less significant if some screening trees remain to the west of the house.</p>			
References	Recommendations		
Nil	<p>It is recommended that native screening vegetation should be planted in the road reserve to the west of the cottage when works are completed, to help retain a sense of the item's original bushland setting.</p> <p>As the item's curtilage would be significantly reduced, consultation with Camden Council is required under the</p>		

ISEPP. The SoHI included in this report should be provided to Camden Council and the Council's response taken into consideration.

Plans and photographs

Cottage at 1186 The Northern Road, from the north-west (9/11/11)



Cottage from driveway, facing south-east (27/9/11)



Location of proposal in relation to cottage



The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 04			
Item Bringelly Public School Group, including schoolhouse and former headmaster's residence	Listings		
	National Trust		
Location Lot 50, DP 746911 Intersection of The Northern Road and Greendale/Bringelly Road, Bringelly NSW 2556	NSW State Heritage Register		
	Liverpool LEP 2008		7
	Other: S170 Register of the Department of Education and Training		4640071
Present Use Former headmaster's residence has been vacated in recent years; school building is in use as a classroom.	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact	
Description			
<p>Bringelly Public School was established in 1878. The headmaster's residence was built in 1894, and the school building in 1897. Both the teacher's residence and the school building are still present at the site. The teacher's residence is a single storey building, oriented to the east, with a verandah on the eastern side. It had been in use as the administration centre for the school but was recently vacated due to safety concerns over large cracks in the walls. The schoolroom is also a single storey building, oriented to the east. It is currently used as a classroom, while the in-filled verandah on the northern side is used by the Bringelly Baby Clinic and the Hoxton Park Community Health.</p> <p>Both buildings front The Northern Road, and are located immediately outside the edge of the proposed area of impact, around 6 m from the current edge of The Northern Road.</p>			
Statement of Significance			
<p>The Bringelly Public School Group is significant at a local level as a site which demonstrates the history of settlement and education in the area. The classroom building is representative of educational buildings from the late nineteenth and early twentieth century, while the teacher's residence is representative of the design of teachers' residences commonly built in association with rural schools at this time. Further architectural, archaeological, and documentary research could reveal information about both education and domestic life during the late nineteenth and twentieth centuries.</p>			
Impact of Proposed Works			
<p>While the road design boundary encroaches slightly on the curtilage of Bringelly Public School, the concept design does not indicate that any impacts would actually occur to the item. The proposal involves minimal widening of Greendale Road along the southern side of the school, but this would not extend into the item's curtilage. In the vicinity of the school, The Northern Road would be widened on its eastern side in order to avoid impacts to the school, and the western side of the proposed road would be located 10 m from the historic school buildings on the site. The widening of The Northern Road would have some negative impact on the setting of the school group, by undermining the sense of a rural location. However, this impact would</p>			

not reduce the heritage value of the item.

References

Nil

Recommendations

As the proposal will not involve impacts to the school, there are no constraints on the proposed development and it is not necessary to provide a SoHI to council under the provisions of the ISEPP.

Plans and photographs

Former teacher's residence, facing north-west (16/11/11)



Former teacher's residence in relation to The Northern Road, facing south-east (16/11/11)



Location of proposal in relation to the Bringelly Public School Group



 Proposal impact area boundary

The Northern Road Upgrade Non-Indigenous Heritage Assessment		
Inventory Number: 05		
Item Farmstead complex	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 141 & 142, DP 625519 On western corner of The Northern Road and Derwent Road, Bringelly, 2556	NSW State Heritage Register	
	Liverpool LEP 2008	
	Other:	
Present Use Private residence/farm	Potential Significance (if unlisted)	
	State	Local <input checked="" type="checkbox"/> None
	Integrity	Relatively intact. Some buildings partly or fully collapsed, but the site can still be appreciated as a farm complex within its traditional rural setting.
Description		
<p>The farmstead is comprised of a cottage and numerous outbuildings, both extant and ruined. These structures are clustered in the south-east portion of the property. It is likely that the house and some of the farm buildings were constructed during the early twentieth century, with farm buildings subsequently added and altered throughout the history of the property.</p> <p>The cottage is set back around 200 m from The Northern Road and 38 m from Derwent Road, and is accessed by a driveway off Derwent Road, with a disused driveway also running west to The Northern Road. The cottage is of weatherboard construction with a corrugated iron hipped roof. Ornamental trees dating to at least 1947 are present along the western side of the cottage.</p> <p>Ranged behind the cottage are six extant outbuildings, including a cow shed, a chicken shed, and a large barn with associated stock yards. There are also four collapsed or partially collapsed buildings, including what seems to be a milking shed. Not all of the buildings at the site could be accessed during the survey. Those outbuildings that could be viewed closely all appeared to have been constructed partly from recycled materials, and most also included posts of local timber in their frames. The fence posts and stockyards are also of local timber.</p> <p>A series of old fences delineate several paddocks to the rear of the cottage, while two large dams are present to the north-east. West of the cottage is a vegetated area which includes numerous mature trees. It would appear that this area of the site was never completely cleared.</p>		
Statement of Significance		
<p>The site is of local historical significance as a surviving rural farmstead that embodies the architectural and landscape characteristics of twentieth century Australian farmsteads. The site is aesthetically significant as a representative of vernacular aesthetic characteristics and building techniques used in rural farmhouses and outbuildings. It has high research potential and could yield information related to the establishment, operation, and evolution of twentieth century farmsteads, through archaeological, architectural, and landscape analysis.</p>		

Impact of Proposed Works

The development proposal involves the construction of a link road through Lots 141 and 142, DP 625519. The current development plans show this road intersecting The Northern Road in the north-western corner of Lot 141 and moving diagonally through the property to join Derwent Road.

The road as currently planned would necessitate the demolition of a dam, historic fence lines, a stockyard, and two farm buildings. Any archaeological deposits associated with these buildings would also be impacted, although it is unlikely that significant archaeological deposits would remain within the impact area. It is more likely that rubbish dumps or cesspits would be located away from the stockyards and closer to the residence. The road would have a significant impact on the setting and heritage values of the property, as an intact farming complex that has remained in use since the early twentieth century.

References

Nil

Recommendations

It is recommended that, if possible, the link road should veer further to the west to avoid impacting the farm buildings. If the route of the road is not altered then archival recording would be conducted prior to any works being carried out.

Plans and photographs

Cottage



Ruined building with cow shed in left background, and barn and stockyards in right background



Local timber supporting south wall of cow shed



Location of proposed link road through farmstead



KEY

-  Curtilage of farmstead (Lots 141 & 142, DP265519)
-  Main farmstead complex
-  Area containing remnant fence lines and dams
-  Area containing old driveway and remnant bushland
-  Boundary of proposal

Location of proposed link road through part of the farmstead complex



The Northern Road Upgrade Non-Indigenous Heritage Assessment		
Inventory Number: 06		
Item House	Listings	
	National Trust	
Location Lot 1 DP 234403 1555 The Northern Road, Bringelly NSW 2556	NSW State Heritage Register	
	Liverpool LEP 2008	
	Other:	
Present Use Appears to be vacant	Potential Significance (if unlisted)	
	State	Local <input checked="" type="checkbox"/> None
	Integrity	Intact
Description		
<p>The house could not be examined closely due to access constraints, however it appears to be intact and in good condition. The architectural form of the building, along with documentary evidence, suggests that it was constructed during the 1900s.</p> <p>The house is built of weatherboard, with a corrugated iron hipped roof and verandahs along the front and south-eastern sides. Two brick chimneys are visible and it is thought that there are a number of outbuildings to the rear of the house, though these were largely obscured by vegetation at the time of the survey.</p> <p>The area around the house is grassed and seems undisturbed. It would be likely that any archaeological deposits around the house would survive intact.</p>		
Statement of Significance		
<p>The site is of local historical significance as a rare surviving residence from an early period of Bringelly's history. It possesses aesthetic significance as an example of a vernacular rural architectural form. The site has high research potential and could yield information related to rural domestic life during the twentieth century through archaeological and architectural analysis. The site is rare in its local context.</p>		
Impact of Proposed Works		
<p>The proposal includes a new link road, roughly opposite Mersey Road, which passes directly through the historic house site. The construction of this road would require the demolition of the historic house and kitchen building at Lot 1, DP234403, and the removal of any archaeological deposits beneath or around the buildings.</p>		
References	Recommendations	
Nil	<p>The proposed construction of a link road at Mersey Road would involve the demolition of the house and any archaeological deposits associated with it. It is recommended that the route of</p>	

the link road should be altered in order to avoid the site.

If the route remains unchanged archival and photographic recording would be required. A Section 140 Permit would be required to undertake excavation at the site. As part of the application for the permit a research design would be developed and a suitably qualified Excavation Director nominated. The removal and reuse of the building may also be an option although the change in context of the item would affect its heritage values and significance.

The removal and reuse of the building may also be an option although the change in context of the item would affect its heritage values and significance.

Plans and photographs

Front of house from road reserve, facing SSW (16/11/11)



House and surrounds, facing west (16/11/11)



Mersey Road extension cutting through historic house on Lot 1, DP 234403 (area of impact outlined in red, house indicated by green arrow)



KEY

- Lot 1, DP 234403
- Original extent of historic site (based on 1947 aerial photograph)
- Boundary of proposal

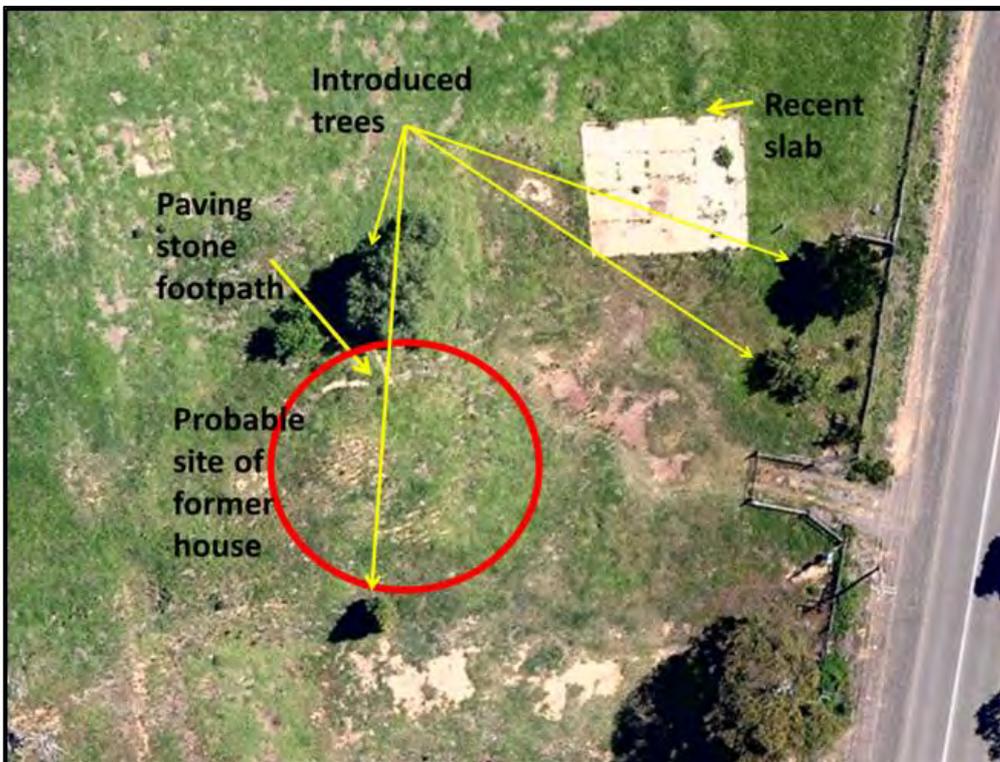
The Northern Road Upgrade Non-Indigenous Heritage Assessment		
Inventory Number: 07		
Item Remains of former structures	Listings	
	National Trust	
Location Lot 3 DP 590913 North-east corner of The Northern Road and Badgerys Creek Road, Bringelly NSW 2556	NSW State Heritage Register	
	Liverpool LEP 2008	
	Other:	
Description Two main structures and two or three smaller structures were visible at the site in an aerial photograph from 1947, however their date of construction is unknown. There is some visible evidence of the former structures at the site, including retarded vegetation growth in certain areas, a paving stone footpath, and the presence of ornamental trees. The slab of a more recent structure is also present, slightly to the north-east of the site of the earlier structures. None of the visible evidence provides information that would help to date the site. It is possible that further investigation could reveal more archaeological material.	Present Use Vacant lot	
	Potential Significance (if unlisted)	
	State	Local <input checked="" type="checkbox"/> None
	Integrity	No extant structures. The integrity of archaeological remains cannot be determined without further investigation.
Impact of Proposed Works The proposal includes the construction of a westwards extension of Badgerys Creek Road that would replace Dart Road, running through Lot 3 DP 590913. According to the current concept plan, this road would cut across the eastern side of the property, and would impact upon the introduced trees along the fence line and the recent concrete slab. If more significant structural remains are present at the site, they are likely to be located to the west of the area of impact	Statement of Significance The site may possess local historical significance as an early residence of Bringelly. The site has archaeological potential and could provide information about domestic life in twentieth century Bringelly.	
Reference Nil	The proposal would affect the recent slab and introduced trees along the eastern side of the site. These are of low heritage significance and impacts to this part of the site will not require permits or exemptions. More significant archaeological remains may be located to the west of the proposal but these would not be directly impacted by the proposal. An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.	

Photographs and Plans

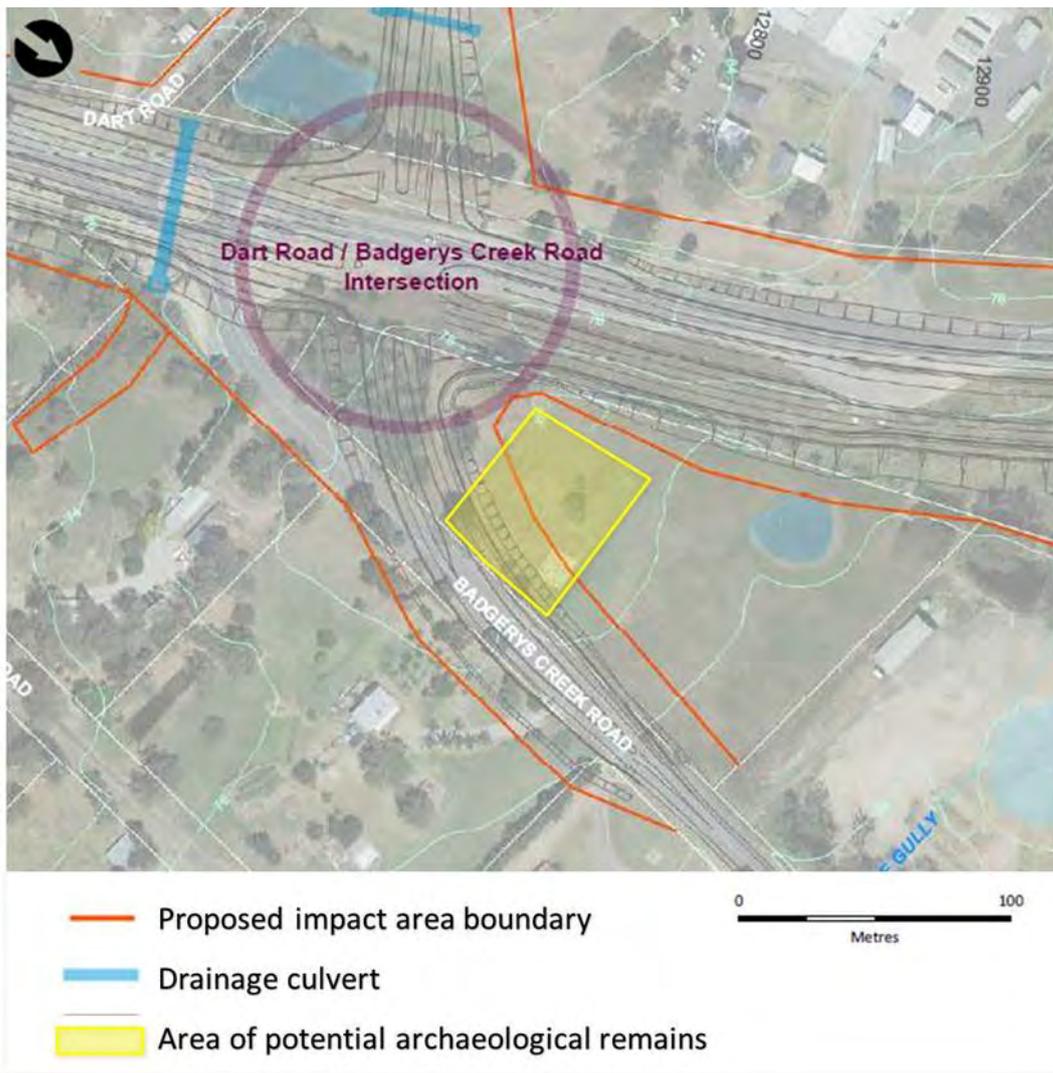
Relatively recent slab near site of earlier structures.



Plan of site features (Background source: <www.nearmap.com>).



Location of potential remains at Lot 3 DP 590913 in relation to proposal



The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 08			
Item Archaeological remains of Narellan Army Camp	Listings		
	National Trust		
Location The camp was situated around the intersection between The Northern Road and Cobbitty Road, stretching from near the driveway to Denbigh to the south of Cobbitty Road.	NSW State Heritage Register		
	Camden LEP 2010		
	Other:		
Description Evidence for Narellan Army Camp is visible along the southern side of Cobbitty Road West, and in a small area on the northern corner formed by the intersection with The Northern Road. For the most part, remains of the camp take the form of low-density scatters of brick, pieces of concrete, and fragments of ceramic water pipes; along with some small sections of in situ brick foundations or concrete slabs. Around 300 m west of The Northern Road, roughly opposite the entrance to Macarthur Anglican School, is an area which includes the remains of a number of buildings. There are six piles of structural debris in this area, composed of brick, concrete, and stone. Some of the bricks are still mortared together. Further north, the road reserve on both sides of The Northern Road has been significantly disturbed and it would be unlikely that any remains of the camp survive here. The area of pasture between Macarthur Anglican School/Cobbitty Retirement Village and the driveway to Denbigh (including the school sports ground) has much higher archaeological potential. This area is largely undisturbed and was the location of one of the main compounds of the camp. Visibility was negligible in this area due to the thick grass cover and no evidence for the camp could be seen at the time of survey.	Present Use Land currently occupied by Cobbitty Retirement Village, part of Macarthur Anglican School, and the Oran Park and Harrington Grove development precincts.		
	Potential Significance (if unlisted)		
	State <input checked="" type="checkbox"/>	Local	None
	Integrity	The archaeological remains visible on the ground surface within the study area have a low degree of intactness. The integrity of any subsurface remains cannot be determined without further investigation.	

<p>Impact of Proposed Works</p> <p>According to the current development plans, both sides of The Northern Road in the vicinity of the former Narellan Army Camp would be widened by between 10 and 40 m. In addition, both sides of Cobbitty Road near its junction with The Northern Road would be widened.</p> <p>The low-density scatters of structural remains to the south of Cobbitty Road West would be impacted by the proposed development. The more significant remains of buildings south of Cobbitty Road West (opposite Macarthur Anglican School) are outside the proposed area of impact, as is the area of high potential between Macarthur Anglican School/Cobbitty Retirement Village and the driveway to Denbigh. Overall impacts to areas of high archaeological potential would be avoided by the proposal.</p>	<p>Statement of Significance</p> <p>Any archaeological relics of Narellan Army Camp have the potential to be of heritage significance at a State level. The camp is important in the cultural history of the State as a component of the mobilisation of the armed forces during World War II, and is associated with other local sites including the Camden Aerodrome and Studley Park house, which accommodated The Eastern Command Training School. It is also associated with a group of people, the army, of importance in the nation's history, and is likely to be of importance to those who were barracked there. It is one of a limited number of such sites and is likely to demonstrate some of their principle characteristics. Relics of the camp could provide valuable information about the history of the local area and the State.</p>
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>The most significant visible evidence for Narellan Army Camp and the area of highest archaeological potential are located outside the area of proposed impact. However, as some structural material associated with the camp is present within the area of impact, an exception should be obtained under Section 139 of the <i>Heritage Act 1977</i> before works commence.</p>

Photographs and Plans

Concrete and brick in debris pile south of Cobbitty Road West, opposite Macarthur Anglican School (Artefact 29/8/11).



Segments of brick wall, in debris pile opposite Macarthur Anglican School (Artefact 29/8/11).



Archaeological remains of Narellan Army Camp. Blue = low-density scatters of structural remains. Pink = high-density piles of structural remains. Red = highly disturbed. Yellow = moderate-high archaeological potential (Background source: www.nearmap.com).



Proposed development and archaeological remains near Cobbitty Road West



The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 09			
Item Archaeological remains of Bringelly Church	Listings		
	National Trust		
Location Lot 2 DP 918331 991 Bringelly Road, Bringelly NSW 2556.	NSW State Heritage Register		
	Camden LEP 2010		
	Other:		
Description The church was built in the early 1900s, and destroyed by fire in 1963. A rectangular outline of ridged land now delineates the site of the church. At the time of survey the ridges were overgrown with grass, but at the southern and northern ends brick fragments were visible on the surface, indicating that the ridges are formed by the remains of the church walls. The area has been undisturbed since the destruction of the church and therefore subsurface archaeological remains, such as the church's foundations and artefacts associated with the building, would be likely to survive.	Present Use Vacant land		
	Potential Significance (if unlisted)		
	State	Local <input checked="" type="checkbox"/>	None
	Integrity	Intactness of archaeological remains cannot be assessed without further investigation.	
Impact of Proposed Works The archaeological remains of the Wesleyan/Methodist Church would not be affected by the widening of Bringelly Road as per the proposal. There is no documentary evidence to suggest that graves were ever present in the churchyard, and there is no possibility of encountering human remains.	Statement of Significance The site has local historical significance as the first church built in Bringelly. It has moderate research potential and could provide information about cultural life and religious practices during the twentieth century. Relics of the building may demonstrate the principle characteristics of rural churches dating to the 1900s.		
Reference Nil	Recommendations An exclusion zone should be set up around the site during works to mitigate against indirect impacts occurring.		

Photographs and Plans

Ridges of land delineating site of Bringelly church (marked in yellow in image on right). Facing north-east, toward Bringelly Road (Artefact 9/11/11).



Brick fragment from southern end of church site (Artefact 9/11/11)



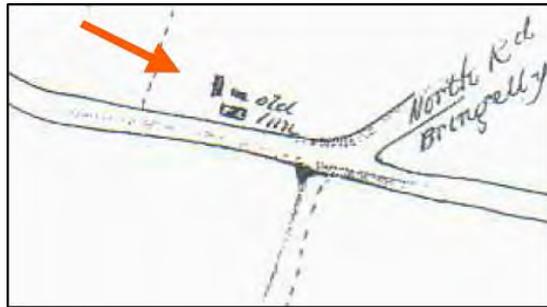
Location of church remains (shaded yellow) in relation to proposal (impact area outlined in red)



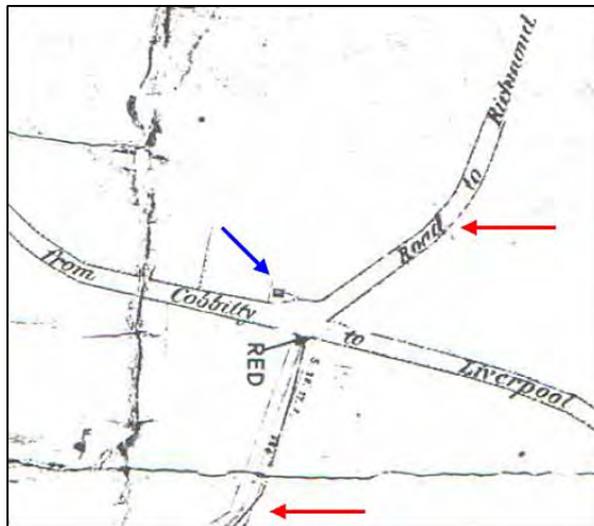
The Northern Road Upgrade Non-Indigenous Heritage Assessment		
Inventory Number: 10		
Item Potential remains of the Prince of Wales Inn	Listings	
	National Trust	
Location In a plan dating to between 1847 and 1862, three structures labelled "old inn" were marked on the northwest corner of the intersection of The Northern Road and Cobbitty Road. As the alignment of Cobbitty Road has since changed, it is likely that any remains of the inn would be located to the west of the current intersection, possibly between Merryn Close and the driveway to Macarthur Anglican School.	NSW State Heritage Register	
	Camden LEP 2010	
	Other:	
Description No evidence for the Prince of Wales inn was identified within or near the study area.	Present Use	
	Either vacant or residential land	
	Potential Significance (if unlisted)	
	State	Local <input checked="" type="checkbox"/>
	Integrity	The presence or integrity of archaeological remains cannot be determined without further investigation.
Impact of Proposed Works Comparisons of the former alignment of the Cobbitty Road/The Northern Road intersection with the current alignment suggest that any remains of the inn are probably located to the west of the proposed area of impact and it is unlikely that they would be affected by the proposed development.	Statement of Significance	
	Any relics of Prince of Wales inn at the corner of Cobbitty Road and the Northern Road are of heritage significance at a local level. The inn is of importance in the cultural history of the Camden area, as one of the earliest local public houses, and demonstrates the important role played by main roads and travellers in the early development of the area. Because of the early date of the structure, it is rare for the Camden area and it is likely to demonstrate some of the principal characteristics of an inn on a major colonial road. It has high research potential and may contribute to an understanding of the local area and the State.	
Reference Nil	Recommendations An exclusion area should be maintained around the site of the former inn during works so that unintended impacts are avoided.	

Photographs and Plans

Detail of plan showing inn (1847–1862) (Source: AMAC 2008:76).



Detail from an 1862 plan of the section of The Northern Road to the south of Cobbitty Road. The red arrows indicate The Northern Road, the blue arrow indicates a structure on the corner of Cobbitty Road Plan of the Road from the Cobbitty and Liverpool Road to the Old Cowpasture Road &c., Parish of Narellan, Proposed to be opened as Parish Roads. LTO Crown Plan 312.1603 (Source: AMAC 2008:77).



The Northern Road Upgrade Non-Indigenous Heritage Assessment			
Inventory Number: 11			
Item Potential remains of former road surfaces and alignments	Listings		
	National Trust		
Location Throughout the study area.	NSW State Heritage Register		
	Camden LEP 2010, Liverpool LEP 2008		
	Other:		
Description A number of changes to the alignment of The Northern Road are noticeable when comparing aerial photographs from the 1940s, 1960s, and the present. During the survey, evidence for previous alignments of The Northern Road was visible at four points along the survey route. Each of these former alignments has a road surface of bitumen which has retarded vegetation growth and maintained visibility. As The Northern Road was not sealed until the mid-twentieth century, these road surfaces do not possess significant heritage value; although there is a slight possibility that earlier surfaces are preserved beneath them. Evidence for other road surfaces may also exist elsewhere within the study area but was not visible at the time of survey due to vegetation growth. No evidence for carriageways, roads or tracks associated with Narellan Army Camp, or earlier bridges at Narellan or Lowes Creek was identified during the site survey. However, it is possible that such evidence could be unearthed during the proposed works.	Present Use Various		
	Potential Significance (if unlisted)		
	State	Local <input checked="" type="checkbox"/>	None
	Integrity	The integrity of any subsurface remains cannot be determined without further investigation.	
Impact of Proposed Works The proposed excavation of a spill basin would have an impact on the former road surface visible to the south of Hillside Drive, and the widening of The Northern Road may have a minor effect on the former road surface south-east of Cobbitty Road. The proposed development would have no effect on the former road surface area identified near Denbigh, and only minor impacts to that between Badgerys Creek Road and Derwent Road. These former road surfaces all date from the mid-twentieth century and do not possess significant heritage value. However, it is possible that evidence for nineteenth century road surfaces survives beneath the twentieth century bitumen and this	Statement of Significance Any archaeological remains of the Northern Road, including former road surfaces and associated features such as bridges, have the potential to be of heritage significance at the State level. The road is of importance in the cultural history of the State as one of the main routes through the early colony. Remains of the road could provide information related to the cultural history of the local area and the State, and evidence for the construction of the road may demonstrate a high degree of technical achievement. It is also likely to demonstrate some of the principal characteristics of early main roads. The four sections of former road surfaces identified during the site survey (one near Denbigh is now outside the study area) date from the mid-twentieth century and therefore do not possess significant heritage value. However, it is possible that evidence for nineteenth century road surfaces survives beneath the twentieth century bitumen and this evidence would be of heritage significance.		

<p>evidence would be of heritage significance.</p> <p>The development may also affect potential former alignments or road surfaces that were not visible during the site survey.</p>	
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>There are no constraints in relation to the mid-twentieth century road surface near Orielton located during the field survey, as it is of low heritage significance. A heritage induction should be presented to workers before construction. If former road surfaces or the remains of former bridges are located during construction the RMS Unexpected Archaeological Find Procedure should be followed.</p>

Photographs and Plans

Areas of changed road alignment circled, yellow lines indicate locations of visible evidence for former road alignments



Old road alignment south of Orielton



Surface of old road alignment north of Oran Park



Location of proposal in relation to former road surface south of Orierton (shaded purple)



Location of proposal in relation to former road surface opposite Cobbitty Road West (shaded purple)



Location of proposal in relation to former road alignment near Badgerys Creek Road

