



Austral and Leppington North Precincts – Historic Heritage Project

Prepared by Australian Museum Business Services
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Executive Summary

Australian Museum Business Services (AMBS) has been commissioned by the NSW Department of Planning and Infrastructure (DP&I) to prepare a Historic Heritage Assessment for the Austral and Leppington North Precincts of the South West Growth Centres (SWGCC). This report identifies and describes items and places of historic heritage significance, assesses opportunities and constraints for development in the vicinity of these items and places, and provides recommendations to ensure that heritage values are conserved for future generations. Conservation will make an important contribution to public understanding and appreciation of the local history and significance of the Precincts to enrich the lives of current and future residents.

The study area was first settled by Europeans in the early nineteenth century, on large land grants made to government officials, ex-soldiers, wealthy settlers and emancipist farmers. The construction of Cowpasture and Bringelly Roads, in 1805 and c1815 had a profound influence on the pattern of settlement of the area, forming the boundaries of numerous early land grants in the study area, and facilitating transport, communication and growth throughout the region. The Upper Canal was constructed between 1881 and 1888 as part of the Upper Nepean Scheme to provide Sydney with a reliable supply of clean water. The exceptional historic, technical, and aesthetic significance of the Canal is recognised through its listing on the SHR.

By the 1880s, increasing pressure for housing in Sydney led to the purchase of a number of the larger estates by land speculators, with an eye to subdivision for either housing or for smaller farm lots. Much of the land north of Bringelly Road was purchased by a single land development company, to form the Hoxton Park Estate subdivision. Over 1,000 small, rectangular three-acre residential lots were laid out along a regular grid of streets, which ignored natural boundaries and barriers embodied in the hills and valleys of the natural landscape. The early subdivisions were ostensibly a failure, in large part due to the lack of transport infrastructure, and it was not until the years immediately before and after WWII that the Austral and Leppington districts underwent a major phase of development and agricultural intensification, historically associated with an influx of migrant settlers from Europe.

The historic subdivision patterns of the area have been preserved substantially intact, and much of the land retains a distinct semi-rural character, with houses flanked by open paddocks, market gardens, and the occasional poultry farm. A more recent wave of migrants from Vietnam and Cambodia has contributed to the ongoing success of the market gardening industry in the area. However, the character of the area is changing, likely in association with generational change, and the retirement and death of post-war period migrant farmers.

There are four local heritage items and one State heritage item within the study area. In addition, this study has identified a further 12 potential local heritage items and one conservation area within the study area. The historic, aesthetic, scientific/technical and social or spiritual values identified for each item or place are summarised in Section 5 and in the Appendices to this report.

AMBS' preliminary recommendations regarding the future conservation of historic heritage items and potential heritage items have primarily been addressed during the development of the Indicative Layout Plan (ILP) for the Precincts, and the location of various roads and sporting facilities have been redesigned to avoid direct impacts on key identified heritage items and places within the study area. However, in some cases, the proposed road layout conflicts with the proposed heritage curtilage of potential heritage items. Moreover, the ILP does not explicitly address heritage issues,

constraints or opportunities for individual places arising from the proposed development. The overall development prefigured by the ILP has the potential to have a significant adverse impact on the SHR values of Upper Canal, where it runs along the eastern boundary of the study area. These issues will therefore need to be addressed during subsequent, more detailed planning stages for the Precincts, and during the Development Application process.

Precinct Planning

The following State, local, and potential historic heritage items, places, and archaeological site should be listed in an amendment to the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (SEPP Amendment), and in the Development Control Plan (DCP) for the Austral and Leppington North Precincts, to protect their identified heritage values during the development of the Precincts:

- Upper Nepean Scheme – Upper Canal
- Row of Bunya Pines, 145 Bringelly Road, Leppington
- Brown Memorial and water trough, 145 Bringelly Road, Leppington
- Leppington Public School, 142-148 Rickard Road, Leppington
- Austral Town Centre Conservation Area, Austral
- H J Starr Progress Hall, 264 Edmondson Avenue, Austral
- Ian's Hardware and House, 256 Edmondson Avenue, Austral
- Brick House and Garden, 275 Edmondson Avenue, Austral
- House and Garden, 170 Edmondson Avenue (125 Eighth Avenue), Austral
- Cement Rendered House, 40 Browns Road (60 Fifth Avenue), Austral
- W V Scott Memorial and Park, Austral
- Hellenic Monument, Lot 10 DP 771080, Austral
- Forest Home – Archaeological Site, 1720-1726 Camden Valley Way, Leppington
- Blacksmith's Workshop (Former) – Archaeological Site, 240 Fifteenth Avenue, Austral
- Weatherboard House – Archaeological Site, 305 Fifteenth Avenue, Austral
- Cowpasture Road – Cultural Landscape, Leppington
- Bringelly Road – Cultural Landscape, Austral and Leppington

Development controls outlined in this report provide practical guidelines for protecting and maintaining the cultural significance of the heritage items and potential heritage items, including areas of archaeological sensitivity. These guidelines should be incorporated in the DCP for the Precincts.

The potential built heritage items listed above are generally modest in scale, and are historically associated with an open, agricultural landscape setting. Future development in the vicinity of each heritage item and conservation area should have an appropriate scale and mass, which respects the aesthetic significance and landscape setting of the item. Adjacent development should not dominate or overwhelm the item. Development adjacent to the Cement Rendered House at 40 Browns Road, Austral and Leppington Public School, 142-148 Rickard Road, Leppington, in particular, should consider these principles.

Development in the vicinity of war memorials at 145 Bringelly Road and at the W V Scott Memorial Park, and in the vicinity of Forest Home at 1720-1726 Camden Valley Way, should respect the social value of these places to the local community. The original locations of the war memorials were chosen by the community, and the memorials act in lieu of graves for the deceased servicemen. Relocation of commemorative parks and plaques should only be considered as a last resort, and in consultation with family and other stakeholders.

AMBS understands that heritage items listed in the SEPP Amendment will in future be incorporated in the LEPs for Camden and Liverpool LGAs. Heritage curtilages for listed and potential heritage items should be acknowledged in the DCP and local Council heritage inventories as indicative of the minimum area required to protect significant physical fabric and/or an appropriate landscape setting for each item or place during the development of the Austral and Leppington North Precincts.

Further investigation of areas of archaeological sensitivity will be required during the development of the Precincts. Site specific Archaeological Assessments should be completed to address the impact of the development on the following sites:

- Upper Nepean Scheme – Upper Canal
- Forest Home (Dwelling and Rural Lot), 1720-1726 Camden Valley Way, Leppington
- Blacksmith's Workshop (Former), 240 Fifteenth Avenue, Austral
- House, 305 Fifteenth Avenue, Austral

Upper Nepean Scheme – Upper Canal

The SHR listed Upper Nepean Scheme – Upper Canal is the most significant element of European built heritage within the study area. An increase in the density of houses and people living in the vicinity of the Canal is likely to have gradual and cumulative impacts on the physical fabric of the Canal and its associated elements. These include problems associated with incremental changes in surface drainage patterns and related impacts on water quality, which may in turn impact on the historic and technical significance of the Canal as an operational element of Sydney's water supply system. Intensified residential development adjacent to the Canal corridor will also have an adverse impact on its rural landscape setting and other picturesque elements of the Canal corridor. Mitigation of these impacts will require long-term solutions, which should be addressed in consultation with SCA and the NSW Heritage Council, and should be consistent with the recommendations in the CMP for the Canal. A supplementary heritage management document should be prepared following exhibition of the ILP, to guide development in the vicinity of the Canal corridor, and to manage the impacts of intensified housing, roads and road infrastructure in the vicinity of the Canal corridor on the SHR values of the Canal. Objectives and development controls addressing these impacts should be incorporated in the DCP for the Precincts.

The eastern perimeter road should be designed to deter heavy through traffic to prevent the impacts of vibration on the physical fabric of the Upper Canal. The creation of additional open landscape buffering along the route of the Canal, in association with the perimeter road and walking or cycling trails, could be used to reinforce its historic rural setting, whilst maintaining passive surveillance and security for the Canal. The DCP should provide design guidelines for the perimeter road and road infrastructure, to support traffic calming and additional open landscape buffering adjacent to the Canal alignment, whilst maintaining significant view corridors. The roadside verge adjacent to the Canal should be a minimum width of five metres to provide for a broad, grassed area and a pedestrian footpath, and car parking should be restricted to the west side of the road. The DCP should also provide design guidelines for housing adjacent to the Canal corridor. Houses should address the road and Canal corridor to provide passive surveillance for the Canal infrastructure.

Road crossings over the Upper Canal adjacent to the Precincts should be limited to extant reinforced concrete beam bridges. Site specific Statements of Heritage Impact (SoHIs) should be prepared to address the impact of new, augmented or modified Canal crossings on the SHR values of the Upper Canal. Applications for approval to the NSW Heritage Council should be made in

accordance with Section 60 of the Heritage Act, or an exemption gazetted under Section 57(2) of the Act.

Leppington Public School

The ILP presupposes that Department of Education and Communities (DEC) will at some future time decommission and relocate Leppington Public School, as part of the long-term future development of Leppington Town Centre. As such, consideration should be given to a sympathetic function for the school, which retains the key weatherboard buildings, ablutions block and mature plantings in their original location, and adapts them for another use which respects the historic, social and aesthetic significance of the place. Adaptive reuse may include a child care centre, information centre, or other community/educative function.

Recognition and maintenance of the heritage curtilage will ensure that the elements of high heritage value are protected in the short- to medium-term while the staged development of the Town Centre takes place. The identification of a *reduced heritage curtilage* should not prevent the ongoing development and/or expansion of the school by DEC to accommodate new buildings or other facilities appropriate to the normal functioning of the school, including new buildings within the curtilage, provided that the elements identified as having high heritage value are also maintained in their current location within this curtilage. Appropriate maintenance also includes pruning trees where they may prove a safety issue.

The *reduced heritage curtilage* is defined by the original 1923 boundary of the school, comprising two acres at the south side of the site. In the long-term, this curtilage would provide a 30m buffer for the original school building (Building H), retaining its existing garden setting, and reducing the impacts of increased traffic noise and visual overshadowing by neighbouring commercial buildings in a future Town Centre. It would also incorporate Buildings J and Q, and key cultural plantings, listing of which are supported by DEC. Guidelines for future development adjacent to the school grounds should be addressed in the DCP for the Precincts. New buildings in the immediate vicinity of Leppington Public School's reduced heritage curtilage should be sympathetic to the scale, massing, and character of the significant weatherboard buildings and their garden setting. Ongoing augmentation of the school facilities by DEC in the short- to medium- term is compatible with the historic and social significance of the place.

Austral Town Centre Conservation Area

The proposed Austral Town Centre Conservation Area should be conserved as a cohesive group of mid-twentieth century commercial, civic and residential buildings on the west side of Edmondson Avenue, between Tenth and Eleventh Avenues. The ILP indicates that the proposed Heritage Conservation Area will form part of a small Retail/Commercial node surrounded by a discrete area of medium density housing. This zoning is consistent with the historic (and existing) function of the proposed conservation area, namely a small mixed use precinct with a strong community focus.

The proposed Heritage Conservation Area also provides an opportunity to preserve a representative sample of three mid-twentieth century fibro houses within the new Precincts. This report identifies the working-class fibro house as an unassuming, but ubiquitous element of the study area, reflecting the major period of development in the area during the years immediately before and after WWII. This building type will become increasingly rare as the area is developed as part of the SWGC. Listing the houses as contributory elements in the proposed conservation area may entail less onerous regulatory control by permitting some modifications to the houses, while focusing on the protection of the form and character of the street-facing facades and overall character of the streetscape.

Listing as a Conservation Area does not preclude further development of the vacant land between Ian's Hardware and the H J Starr Progress Hall, nor to the rear of the fibro houses. On the contrary, new retail, community or other commercial development would contribute positively to the ongoing use of significant heritage buildings as active elements of a neighbourhood centre. That being said, new development in the vicinity of the conservation area should not detract from the character of the conservation area. Detailed design guidelines for development within and immediately adjacent to the conservation area should be addressed in the DCP for the Precincts.

W V Scott Memorial and Park, Austral

The proposed redevelopment of the W V Scott Memorial Park as a regional Aquatic and Indoor Recreation Centre should be compatible with the historic heritage significance of the place. Continuity in the use of the land for community recreational purposes, retention of the name 'W V Scott Memorial' for any future recreational facilities, and ongoing conservation of a commemorative monument to W V Scott are in keeping with the local community's desire not to forget the sacrifice of local residents in WWII, and will contribute to the conservation of the social and historic significance of the place. The commemorative monument should retain the inscription recorded on the present monument, and should be located at the main entrance to the facility, within an appropriate garden setting.

Historic Subdivision Patterns and Road Alignments

Roads and property boundaries provide an important, tangible link with the history of land use and settlement of the area, but are less likely to warrant individual heritage listing or other special protections. In general, the ILP has retained key historic roads along their original alignments, and the historic grid pattern of roads and streets associated with the late nineteenth century Hoxton Park Estate subdivision will be retained substantially intact. Bringelly, Edmondson and Fifteenth Avenue will be upgraded, retaining their historic and technical significance as important local transport and communications corridors.

In contrast, new local roads within the precincts will generally cut across pre-existing property boundaries. This will gradually reduce the physical evidence of early property boundaries within the landscape. In cases where new local roads coincide with the historic boundaries of early land grants, future naming of these roads could take into consideration the historic names of the land grants and the people associated with them, thereby forming part of the interpretation of early settlement patterns within the landscape. Future naming of local roads could also address historic themes associated with more recent migrant history of the area.

Cowpasture Road – Cultural Landscape

Cowpasture Road was the earliest road in the Liverpool area, southwest of Sydney, and formed the boundary of several early land grants in the study area. The road has an important historic and visual relationship with the route of the Upper Canal: construction of the Canal in 1886-1888 led to a re-alignment of Cowpasture Road at its junction with Bringelly Road. The original junction of Cowpasture and Bringelly Roads is marked by a row of three Bunya Pines, which are prominent landmarks within the local landscape, and a disused section of the original nineteenth century alignment is retained to the south of Bringelly Road, east of the Canal. A short section is also retained further south on the west side of the Canal, with the bend in the present, active road marking the junction with the original alignment.

Incorporating the original, disused section of the Cowpasture Road alignment into Open Space and Environmental Conservation zones within the Leppington North Precinct represents an opportunity to conserve this section of the historic road within a natural landscape setting. A SoHI,

that includes an assessment of the archaeological potential, should be prepared prior to redevelopment of the disused section of the original road corridor for park, recreation, or other purposes.

Views

The ILP for the Austral and Leppington North Precincts includes strategies for addressing impacts of future development on culturally significant views and landscapes, including views which have been identified in this report at Judges Hill and Carnes Hill.

Interpretation

Interpretation of individual items of historic heritage, as well as the broader cultural landscape of the Austral and Leppington North Precincts, is an important tool in the conservation of heritage significance. It presents the story of a place in a way that will engage the community in its continuing care and protection. It can also be a source of enjoyment for local residents and visitors to the area. The interpretation strategy outlined in Section 6.6 of this report should be implemented as part of the Precinct planning process, during the assessment of future development applications, and in other Council-sponsored initiatives.

Consultation

DP&I should give written notice to the owners and occupiers of properties identified by AMBS as potential heritage items, areas of archaeological sensitivity, and of properties within the proposed Austral Town Centre Conservation Area, to advise them of recommendations to list the property on the SEPP Amendment, to explain the implications of heritage listing, and to invite written submissions regarding the proposed listing. DP&I should take submissions into consideration before a final determination is made as to the listing of each property on the SEPP amendment. Objections should be relevant to the assessment of significance and long-term conservation of potential heritage items.

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1 Introduction

1.1 Preamble

In December 2004, the NSW Government announced a new land release plan for the South West and North West Growth Centres as a key component of the Metropolitan Strategy for Sydney. The Growth Centres are anticipated to accommodate up to 30 percent of Sydney's long term housing growth.

Australian Museum Business Services (AMBS) has been commissioned by the NSW Department of Planning and Infrastructure (DP&I) to prepare a Historic Heritage Assessment for the Austral and Leppington North Precincts of the South West Growth Centres (SWGC). This report identifies and describes items and places of historic heritage significance, assesses opportunities and constraints for development in the vicinity of these items and places, and provides recommendations to ensure that significant heritage items and places are conserved for future generations. This report will inform the Urban Form Analysis and preparation of the Precincts' future development footprint.

AMBS has also been commissioned to prepare an Aboriginal (Indigenous) heritage assessment for these Precincts.

1.2 Study Area

The Austral and Leppington North Precincts (the study area) comprise part of the NSW Government's SWGC land release. DP&I is currently undertaking Precinct Planning for these precincts. The Austral and Leppington North Precincts are second release precincts in the SWGC. The precincts fall within the boundaries of the Camden and Liverpool Local Government Areas (LGAs) and are located in the central eastern portions of the SWGC, approximately 50km west of Sydney.

The precincts comprise a total area of approximately 2,025 hectares, with a target population of 50,000 people and 20,000 new homes. The Austral Precinct covers an area of approximately 930 hectares and is expected to contain around 8,000 dwellings for up to 20,000 people. The Leppington North Precinct covers an area of approximately 1090 hectares (including land recently added as a result of the Boundary Review process) and is expected to contain approximately 12,000 dwellings for up to 30,000 people. The Leppington North Precinct also contains the proposed Leppington Town Centre, identified as a major centre under the Sydney Metropolitan Strategy to provide for commercial, retail, employment, government and high density residential uses.

During the Boundary Review process, two investigation areas (additional lands that may be included in the Precincts) were identified. The first has an area of approximately 100 hectares and is located to the east of the Leppington North Precinct. This land was previously included within the Western Sydney Parklands. However, access to and use of the land will be impacted by the extension of the South West Rail Link to Leppington and major upgrades to Bringelly Road and Camden Valley Way. As such, alternative suitable uses of the land are to be investigated through the Precinct Planning process. The second investigation area is located at the south east corner of the Austral Precinct and is approximately 4.5 hectares.

This Historic Heritage Assessment addresses all lands in the Austral and Leppington North Precincts, and the two investigation areas (see Figure 1.1).

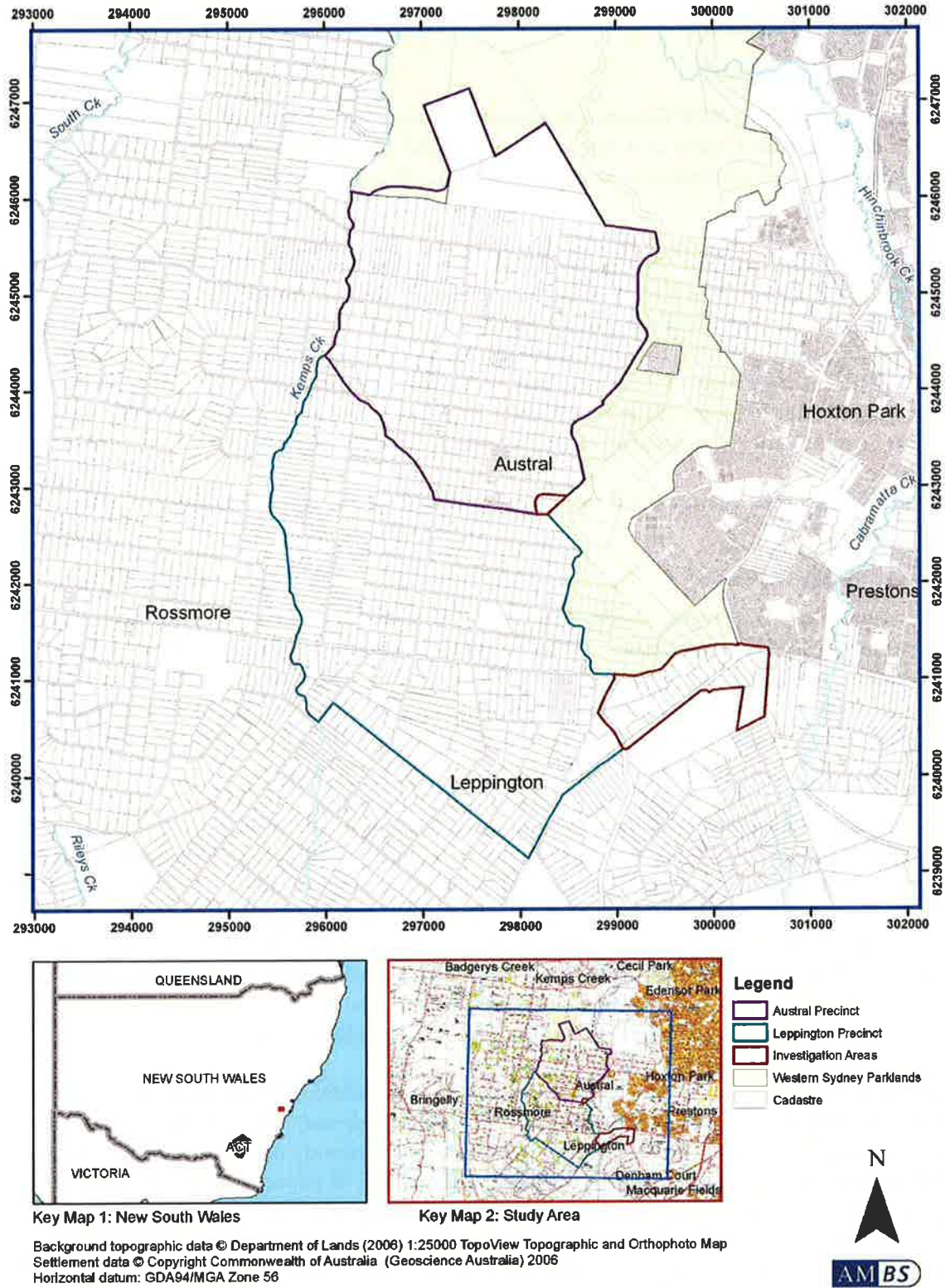


Figure 1.1 Location of the study area.

1.3 Methodology

This report is informed by the principles and guidelines of the Burra Charter (*The Australia ICOMOS charter for the conservation of places of cultural significance*).

The report has been prepared in accordance with current best-practice heritage guidelines as identified in the *NSW Heritage Manual* (1996), published by the Heritage Office and Department of Urban Affairs and Planning (now the Heritage Branch, Office of Environment and Heritage, Department of Premier and Cabinet), and associated documents including *Heritage Curtilages* (1996), *Assessing Heritage Significance* (2001), and *Assessing Significance for Historical Archaeological Sites and 'Relics'* (2009).

The assessment of constraints and opportunities was based on the following:

- Review of statutory and non-statutory lists and registers, to identify heritage items and places in the vicinity of the precincts:
 - National Heritage List (NHL),
 - Commonwealth Heritage List (CHL),
 - Register of the National Estate (RNE),
 - National Trust Register,
 - State Heritage Register (SHR),
 - State Heritage Inventory (SHI),
 - Sydney Catchment Authority (SCA) draft Heritage and Conservation Register,
 - Roads and Traffic Authority (RTA) Heritage and Conservation Register,
 - Department of Education and Communities (DEC) (formerly the Department of Education and Training) Heritage and Conservation Register,
 - Camden Local Environmental Plan 2010, Schedule 5 'Environmental Heritage,'
 - Camden Development Control Plan 2006, Part D, Chapter 5, Schedule A 'Potential Heritage Items,'
 - Liverpool Local Environmental Plan 2008, Schedule 5 'Environmental Heritage;'
- Historical background research, to provide an historical context to the study area, to identify other potential historic structures and landscape features within the study area, and to identify areas of potential historical archaeological sensitivity. Background research included:
 - Review of relevant historical studies and heritage consultants' reports,
 - Analysis of relevant historical maps, plans, and aerial photographs, and
 - Land title searches;
- Field surveys, to analyse the historic character of the area and to confirm the location and condition of known and potential historic heritage items and places;
- Statements of significance for existing heritage items; and
- Assessments of significance for potential heritage items, places, and areas of historical archaeological sensitivity.

Surveys of the study area were conducted by Libby Percival, Ngaire Richards, and Jennie Lindbergh during November and December 2010, and January and February 2011.

1.4 Limitations

This report was initially prepared and issued in June 2011, and placed on public exhibition from 26 October until 2 December 2011. The current version of the report includes minor amendments that address the Indicative Layout Plan (ILP) for the Precincts issued after the public exhibition period, in June 2012. It does not address new background information or other changes to statutory heritage lists and registers which have taken place between June 2011 and June 2012.

Background research for the field survey included a review of aerial photographs of the study area from 1930, 1955, and 2010. The series of photographs available from 1930 covered the central, northern and eastern parts of the study area only; the southern and western parts of the study area were not photographed at this time. Other sources of data included historic maps and subdivision plans of the study area.

The datasets were digitised and georeferenced in a Geographic Information System (GIS). Ground control points (features within the scans) were matched against co-ordinates derived from a mosaic of colour aerial photographs taken in 2010, and supplied by DP&I in ECW format. In some cases, inaccuracies in the historic maps meant that they could not be aligned precisely with modern topographic features or cadastral boundaries. Where this was the case, the locations of features such as buildings were only considered to be approximate for the purposes of the analysis.

Field survey was limited to public areas and individual properties for which DP&I or AMBS had obtained prior permission to enter and inspect the property. In some instances where AMBS had identified individual properties as having potential heritage value, permission to enter to assess and/or discuss the potential heritage value of the property was not granted. In the event that AMBS has been unable to gain access, the assessment of heritage significance has been based on historical documentation and preliminary visual inspection from the street.

This report does not address natural heritage values, which are the subject of separate studies.

1.5 Authorship and Acknowledgements

This report has been prepared by AMBS Project Officer Libby Percival, with contributions by AMBS Project Officer Ngaire Richards and AMBS Senior Project Manager Jennie Lindbergh. Section 3 *Thematic History* is based on a historic background report by Mark Dunn, Historian, with additional information prepared by Libby Percival, Ngaire Richards and Jennie Lindbergh. AMBS Senior Project Manager, Jennie Lindbergh, provided technical advice. AMBS Project Officer Jenna Weston reviewed the report for quality and consistency.

The authors also acknowledge the assistance of the following people:

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- Bronwyn York, Principal, Leppington Public School

2 Statutory Context

2.1 Preamble

The conservation and management of historic heritage items, places, and archaeological sites takes place in accordance with relevant Commonwealth, State or local government legislation. Non-statutory heritage lists and registers, ethical charters, conservation policies, and community attitudes and expectations can also have an impact on the management, use, and development of heritage items. The relevant statutory and non-statutory heritage listings for the study area are summarised below.

2.2 *Environment Protection and Biodiversity Conservation Act 1999*

In 2004, a new Commonwealth heritage management system was introduced under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The National Heritage List (NHL) was established to protect places that have outstanding value to the nation. The Commonwealth Heritage List (CHL) was established to protect items and places owned or managed by Commonwealth agencies. The Australian Government Department of Sustainability, Environment, Water, Population and Communities (DSEWPC) is responsible for the implementation of national policy, programs and legislation to protect and conserve Australia's environment and heritage and to promote Australian arts and culture. Approval from the Minister is required for controlled actions which will have a significant impact on items and places included on the NHL or CHL. There are no heritage items listed on the NHL or CHL within the study area or its near vicinity.

2.2.1 *Register of the National Estate*

The Register of the National Estate (RNE) was originally established under Section 22 of the *Australian Heritage Commission Act 1975* (AHC Act). Since the establishment of the NHL and CHL, there is now a considerable level of overlap between the RNE and heritage lists at the national, state and territory, and local government levels. In February 2012, all reference to the RNE will be removed from the EPBC Act and the AHC Act. The RNE is now maintained on a non-statutory basis as a publicly available archive. The following place is listed on the RNE:

Ref	Name	Primary Address	Significance
16379	Kemps Creek Natural Area	Exeter Rd, Cecil Park, NSW, Australia	Natural*

*The RNE identifies Kemps Creek Natural Area as a place of natural rather than cultural heritage significance; as such, it is not addressed in this report.

2.3 *Heritage Act 1977*

The NSW *Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects or precincts that are important to the people of NSW. These include items of Aboriginal and non-Aboriginal heritage significance. Where these items have particular importance to the state of NSW, they are listed on the State Heritage Register (SHR). The following item is listed on the SHR:

Ref	Name	Primary Address	Significance
01373	Upper Canal System (Pheasants Nest Weir to Prospect Reservoir)	Prospect, NSW 2148	State

The Upper Canal corridor forms much of the eastern boundary of the study area. The Canal itself is primarily outside the study area; however, a short section crosses the study area, between Camden Valley Way and Bringelly Road.

In the vicinity of the study area, the Upper Canal System is defined by the following properties:

Lot 1, 596351	Lot 2, DP 596352
Lot 2, 596351	Lot 2, DP 1086645
Lot 1, DP 725231	Lot 1, DP 1086645
Lot 1 DP 596355	Lot 1, DP 613552
Part Lot B, DP 392726	Lot 12, DP 1055232

These properties form part of Sections 8 and 9 of the Upper Canal System, as identified in SCA's Conservation Management Plan (CMP) for the Canal (Higginbotham 2002:79-80).

Sections 57 to 69 of the Heritage Act address the requirements for items and places listed on the SHR. Works which include demolition, damage or alteration of a heritage item or place require the approval of the Heritage Council or its delegates.

Section 62 of the Act, 'Matters for consideration,' requires that, when determining an application for approval in respect of a heritage item, the approval body shall take into consideration:

- (a) *the extent to which that application, if approved, would affect the significance of any item as an item of the environmental heritage,*
- (b) *the representations, if any, made with respect to that application under section 61 (3),*
- (c) *such matters relating to the conservation of that item or land as to it seem relevant, and*
- (c1) *any applicable conservation management plan (within the meaning of section 38A endorsed by the Heritage Council), and*
- (d) *such other matters as to it seem relevant.*

The Heritage Act also provides statutory protection to relics, archaeological artefacts, features or deposits. Sections 139 to 146 of the Act require that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act).

The Heritage Act defines an archaeological relic as:

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 170 of the Heritage Act requires government instrumentalities to maintain a Heritage and Conservation Register (Section 170 Register). This Register provides a list of assets which may have State or local heritage significance, including:

- (i) *heritage items under environmental planning instruments,*
- (ii) *items subject to interim heritage orders,*
- (iii) *items listed on the State Heritage Register,*
- (iv) *items identified by the government instrumentality as having State heritage significance.*

Section 170A of the Act requires that a government instrumentality must give the NSW Heritage Council not less than 14 days written notice before the government instrumentality:

- (a) *removes any item from its register under section 170, or*

- (b) *transfers ownership of any item entered in its register, or*
- (c) *ceases to occupy or demolishes any place, building or work entered in its register.*

The government instrumentality is also responsible for ensuring that the items listed on its Section 170 Register are maintained with due diligence in accordance with State Owned Heritage Management Principles.

2.3.1 Department of Education and Communities Section 170 Register

There are no heritage items within the study area or its vicinity listed on the Department of Education and Communities (DEC) (formerly the Department of Education and Training) Section 170 Register.

2.3.2 Roads and Traffic Authority Section 170 Register

There are no heritage items within the study area or its vicinity listed on the NSW Roads and Traffic Authority (RTA) Section 170 Register.

2.3.3 Sydney Catchment Authority Draft Section 170 Register

The following item is listed on the Sydney Catchment Authority (SCA) Draft Section 170 Register:

Ref	Name	Primary Address	Significance
4580005	Upper Nepean Scheme – Upper Canal	From Pheasants Nest to Prospect Reservoir	State

2.4 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the main law regulating land use planning and development in NSW, and requires consideration to be given to the environment as part of the land use planning process. The EP&A Act controls the making of environmental planning instruments (EPIs). Two types of EPIs can be made: Local Environmental Plans (LEPs), covering local government areas; and State Environment Planning Policies (SEPPs), covering areas of State or regional environmental planning significance. Clause 36(1) of the Act states that, in the event of an inconsistency between EPIs, there is a general presumption that a SEPP will prevail over a LEP. The EP&A Act also provides for the preparation of Development Control Plans (DCPs), which can include more detailed guidelines for certain types of development.

LEPs and DCPs commonly identify and have provisions for the protection of local heritage items and heritage conservation areas. The study area is located in the Liverpool and Camden LGAs. The local heritage items identified in these LGAs are listed below. Heritage items may also be identified in SEPPs.

2.4.1 Camden LEP 2010

Clause 5.10 of the Camden LEP 2010 has been prepared in accordance with the NSW Government's Standard Instrument—Principal Local Environmental Plan, and is consistent with current heritage best practice guidelines, providing for the protection of heritage buildings, places, works and trees, heritage conservation areas, and archaeological relics.

Schedule 5 'Environmental Heritage' of the LEP does not identify any individual heritage items within the study area or its vicinity.

2.4.2 Camden DCP 2006

Part D: Chapter 5 ‘Heritage Conservation’ of Camden DCP 2006 includes provisions for potential heritage items. These are items or places which may have heritage value, but require further investigation to determine if the item or place should be listed on the Camden LEP as a heritage item.

Schedule A ‘Potential Heritage Items’ identifies the following cultural landscapes in the vicinity of the study area:

Ref	Name	Description	Significance
1280131	Bringelly Road / Greendale Road	Rural cultural landscape	N/A
1280004	Camden Valley Way	The former “Cowpastures Road” road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes	N/A

Camden Valley Way has recently been the subject of a separate heritage report, completed by Cosmos Archaeology Pty Ltd (2010) for the RTA. AMBS understands that Bringelly Road is also the subject of an ongoing heritage assessment being undertaken for the RTA.

2.4.3 Liverpool LEP 2008

Clause 5.10 of Liverpool LEP 2008 has been prepared in accordance with the NSW Government’s Standard Instrument—Principal Local Environmental Plan, and is consistent with current heritage best practice guidelines, providing for the protection of heritage buildings, places, works and trees, heritage conservation areas, and archaeological relics.

Schedule 5 ‘Environmental Heritage’ of the LEP identifies the following heritage items within the study area:

Ref	Name	Primary Address	Significance
15	Sydney Water Supply Upper Canal	Denham Court to Cecil Hills	State
38	Kemps Creek forest	Gurners Avenue (off), Kemps Creek	Local*
39	Row of Bunya Pines	Bringelly Road, Leppington	Local [#]
40	Brown Memorial and water trough	145 Bringelly Road, Leppington	Local
41	Dwelling and rural lot	1720 Camden Valley Way, Leppington	Local

*The Liverpool Heritage Study identifies Kemps Creek Forest as a place of natural rather than cultural heritage significance; as such, it will not be addressed further in this report.

[#]The Row of Bunya Pines is associated within the SHR Upper Canal System and is included within the heritage curtilage of that item. As such, the pines should be considered to have State heritage significance.

Liverpool Heritage Study Review

In 2005, FORM architect (aust) pty ltd completed a review of the Liverpool Heritage Study. The review incorporated an inventory of places or items local heritage value. Some of these places were identified during the public consultation phase of the study (2004). The following places are within

the study area and as such have been addressed by this report; however, they are not listed as heritage items in Liverpool LEP:

Ref	Name	Primary Address
1970223	Bare Cottage & Landscape	Lot 351 Fifteenth Avenue, West Hoxton
1970484	Private Residence	305 Fifteenth Avenue, West Hoxton
1970487	Nissen hut	97a Bringelly Road, Leppington
1970489	Nissen hut	Cnr Seventh and Edmondson Avenues, Austral
1970532	Former Blacksmith Shop	SW cnr of Fifteenth and Twentyeighth Avenues, West Hoxton
1970539	Hut	15 Seventeenth Avenue, Austral
1970544	Water Board Headquarters, West Hoxton Depot*	Twentyeighth Avenue, West Hoxton

*The Water Board Headquarters, West Hoxton Depot is associated with the SHR Upper Canal System and is within the heritage curtilage of that item. As such, the Depot should be considered to have State heritage significance.

2.4.4 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (SEPP Growth Centres 2006) establishes the development controls and objectives for the North West and South West Growth Centres. As part of the coordinated release of land for residential, employment and other urban development, the policy aims *to protect and enhance land with natural and cultural heritage value* (Clause 2(h)).

Development controls applying to the Austral and Leppington North Precincts, following finalisation of the precinct planning process, will form an amendment to the policy (SEPP Amendment). An Appendix covering these precincts will specify controls for the conservation of heritage items, heritage conservation areas and archaeological sites (if any) within the precincts. A Schedule to the policy will also specify individual heritage items, conservation areas and archaeological sites which have been identified in the precincts, and which are determined to have local or State heritage significance. This report includes an assessment of the significance of potential heritage items within the study area, and associated recommendations for the inclusion of existing and newly identified heritage items in future amendments to the policy.

2.4.5 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure 2007) provides specific provisions and development controls for essential infrastructure projects, such as roads, railways, sewerage, stormwater, and telecommunications facilities.

Clause 14 of the SEPP requires that a public authority, or a person acting on behalf of a public authority, should consult with the relevant local Council if a development proposal undertaken in accordance with the provisions of SEPP Infrastructure 2007 has the potential to impact on local heritage items listed on Council's LEP.

SEPP Infrastructure 2007 does not affect the approvals processes of the Heritage Act.

2.5 National Trust of Australia (NSW)

The National Trust of Australia is a private, not-for-profit organisation committed to conserving Australia's heritage. Listing with the National Trust of Australia does not have statutory authority; however, it does have a role in raising public awareness of heritage issues.

The following items are classified by the National Trust:

Ref	Name	Primary Address
8644	Kemps Creek Landscape Conservation Area	Approx 1km south of Elizabeth Drive (Part of Cumberland Plain Remnant Communities Landscape Conservation Area)
10080	Sydney Water Supply: Upper Canal	Blacktown, Fairfield, Liverpool and Campbelltown LGAs

3 Thematic History

3.1 European Exploration and Settlement

In 1789 Captain John Hunter surveyed the Georges River from Botany Bay to close to present day Liverpool, to the east of the study area. This marked the first incursion by Europeans into the area, and although Hunter was unimpressed, over the next year a number of other parties explored further up the river. George Bass and Matthew Flinders followed Hunter shortly after their arrival in 1795. Venturing further up river to the junction with Prospect Creek, they went beyond the steep timbered banks of the lower river and saw better country, about which they reported favourably (Keating 1996:9). Following Bass and Flinders' reports, by early 1798 land grants began to be offered along the Georges River in the area around what are now the suburbs of Moorebank and Chipping Norton. These early grants were characterised by their proximity to the river, which provided water for the settlers and their farms as well as a convenient means of transport for their produce back to Sydney markets (Kass 2004:10).

During the same period, rich, fertile grasslands were discovered on the southwest side of the Cumberland Plain. This land became known as the Cowpastures as it was here that a herd of wild cattle were found grazing, descended from cows which had wandered from Sydney soon after their arrival on the First Fleet. Vital to the survival of the European settlement as a source of fresh meat, the Cowpastures was restricted from settlement to allow the cattle room to graze and multiply (Liston 1988:7-8; Morris and Britton 2000:13; Kass 2004:10).

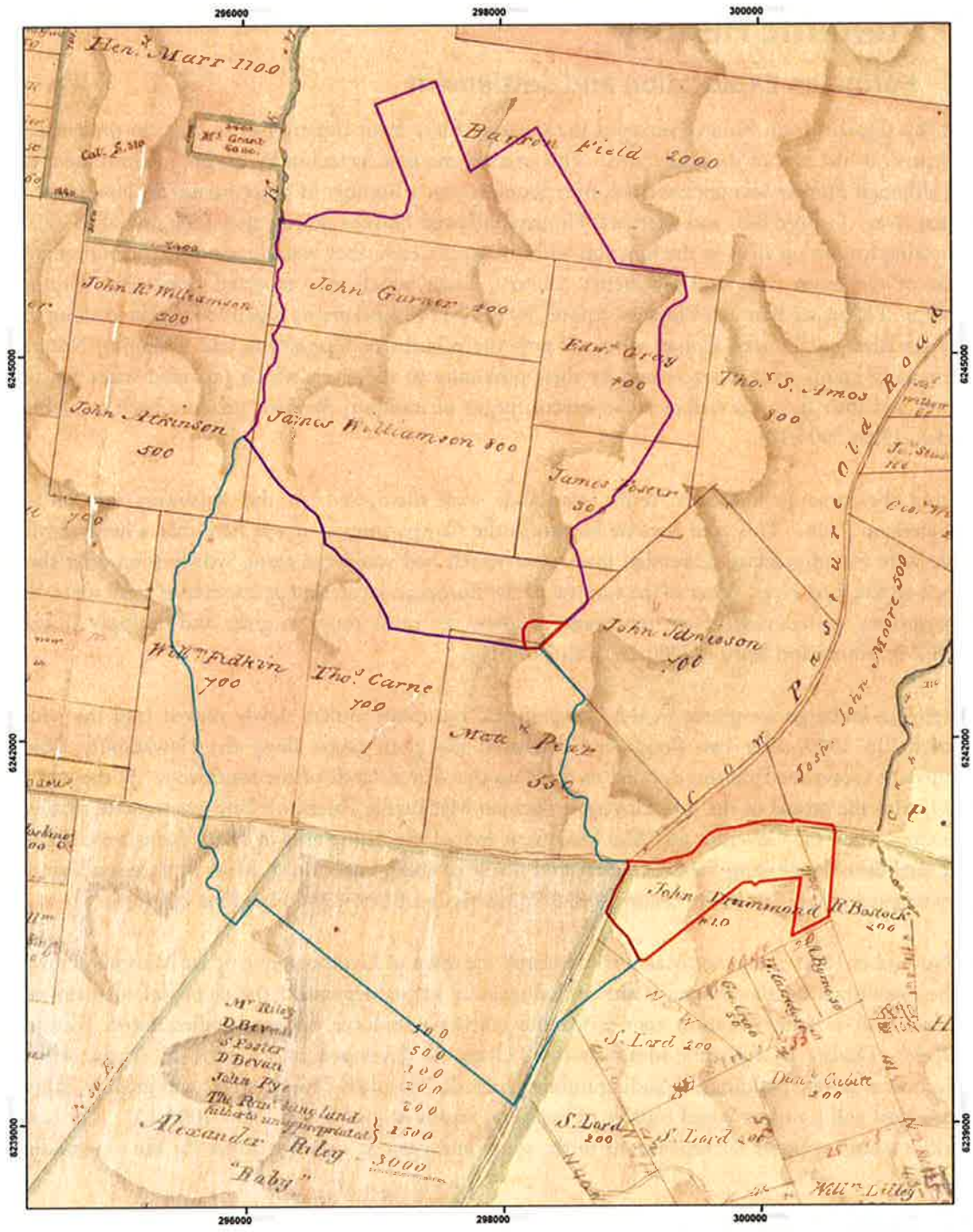
Despite an embargo on grants in the Cowpastures, European settlers slowly moved into the wider district. In 1809, after two floods had destroyed the grain crops along the Hawkesbury River, Lieutenant Governor Paterson decided to open up the 'forest' lands of the southwest. At the end of 1809, with the arrival of the new Governor Lachlan Macquarie, Paterson's land grants were recalled. However, when the Governor and Mrs Macquarie toured the Minto area in 1810, farms were already well established, including fields of wheat and flocks of sheep and cattle. Most of Paterson's grants were reissued in January 1810 (Liston 1988:8-9; Morris and Britton 2000:13; Kass 2004:11).

In November 1810, Governor Macquarie declared the town of Liverpool, one of the Macquarie towns to be established on the fringes of the settled areas to act as depots for the shipment of grain and produce and as administration centres for the convict workforce on surrounding farms (Keating 1996:7). During Macquarie's administration, Liverpool developed into a regional centre, with a collection of public buildings, including military barracks, hospital, church, stores and granary, school house, gaol and a timber wharf capable of handling vessels up to 50 tons (Kass 2004:15). The town acted as a staging point for expeditions to the south and grew as a service centre for the surrounding estates.

3.2 Early Land Grants

The land around the growing town of Liverpool was granted to a mix of government officials, ex-soldiers, wealthy settlers and emancipist farmers. The size of each grant was dependent in large part on the standing in the community and the financial situation of the grantee. Members of the colonial elite received large pastoral grants of 400 acres or more, while ex-soldiers, emancipists and native born people often received smaller grants of 100 acres or less (Kass 2004:11-12).

The earliest grants in the vicinity of the study area, made to John Jamieson and Simeon Lord, were located alongside the Cowpasture Road. Later grants spread out towards the west, with moderately large estates adjacent to Kemps Creek and along the Bringelly Road (Figure 3.1, Table 3.1).



Precinct Boundaries

- Leppington Precinct
- Austral Precinct
- Investigation Areas



Background image: Mosaic of Parish Maps, c1850s. (Source: Parish Map Preservation Project, Parish of Cabramatta, Ref: 140705; Parish of Cook, Ref: 140697; Parish of Minto, Ref: 140644)
Horizontal datum: GDA94/MGA Zone 56



Figure 3.1 Early land grants in the vicinity of the study area.

Table 3.1 Early land grants in the vicinity of the study area.

Grantee	Property Name	Parish	Date	Acres
John Jamieson	Cow-de-Knaves	Cabramatta	1-1-1810	700
Simeon Lord	Pembury	Minto	1-1-1810	200
John Drummond		Minto	20-6-1816	410
Alexander Riley	Raby	Cook	8-10-1816	3000
Urban Fidkin	Stanfield Park	Cabramatta	13-1-1818	700
Barron Field	Hinchinbrook	Cabramatta	13-1-1818	2000
James Foster	Eccleston	Cabramatta	13-1-1818	300
Edward Gray		Cabramatta	13-1-1818	400
John Gurner	Ickleton	Cabramatta	13-1-1818	400
Matthew Pear	Bellevue	Cabramatta	13-1-1818	550
James Williamson	Dungarthell	Cabramatta	13-1-1818	800
Robert Bostock		Minto	17-8-1819	200
Thomas Carne		Cabramatta	31-8-1819	700
Hannibal Macarthur (Matthew Dysert Hunter)	Eastwood	Cook	8-1819 (26-7-1841)	1060

3.2.1 Barron Field

Barron Field was appointed to replace Judge Jeffery Bent on the Supreme Court of NSW in May 1816. He arrived in NSW in February 1817 with his new wife Jane, on the female convict ship *Lord Melville*. As a senior government official, Field soon received a substantial grant of 2000 acres (809.4ha) in the District of Cabramatta, which he named *Hinchinbrook*. This land extended from Cowpasture Road in the west to Kemps Creek in the east, and is partly within the study area (Figure 3.1 and Figure 3.2). Field courted controversy with his court judgements, including his opinions concerning the rights of ex-convicts to hold property. He fell out with Governor Macquarie over his support of the exclusives in the colony, and also with John Macarthur, whom he had not supported in his quest to become a magistrate. Field is also remembered for publishing a book of poems in 1819, called *First Fruits of Australian Poetry* (Curry 1966:373-376).

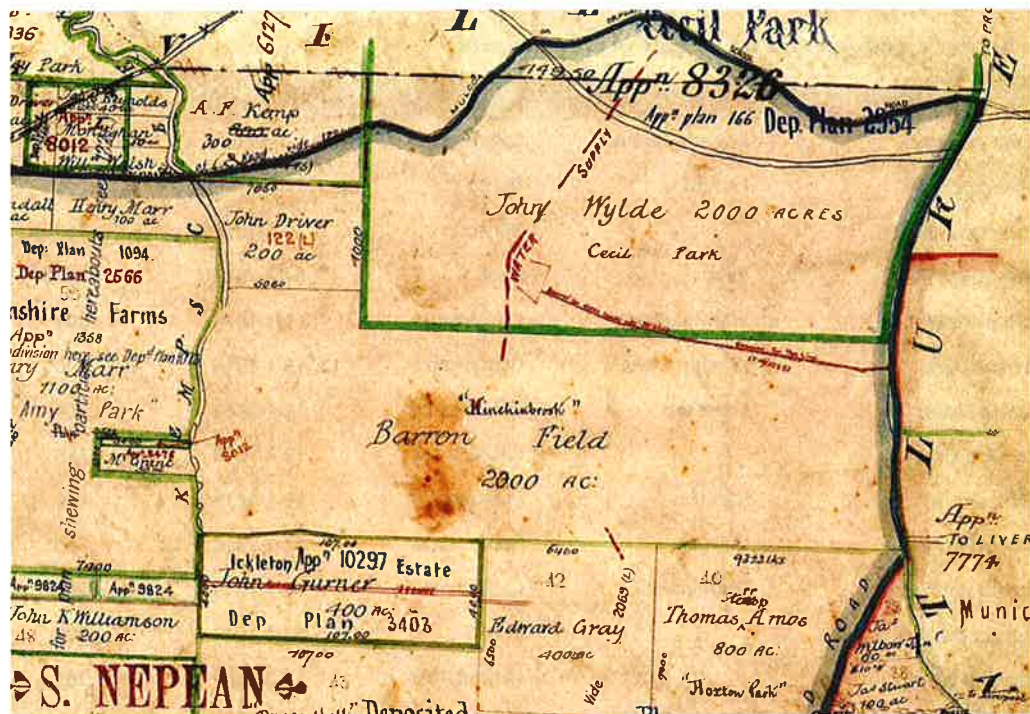


Figure 3.2 Detail of Parish Map of Cabramatta, nd, showing Barron Field’s *Hinchinbrook* and John Gurner’s *Ickleton* estates (Source: © NSW Land Information Centre, Ref: 14070401).

In 1828, Field left Sydney to take up a position as advocate-fiscal of Ceylon, after which he was appointed as a judge in Gibraltar. His *Hinchinbrook* estate was managed by his clerk and neighbour, John Gurner. In October 1834, the 2000 acre property was advertised for lease. There was no mention of any buildings on the farm, so it is possible that it was never developed by Field (*The Australian* 28 October 1834).

3.2.2 John Gurner

English solicitor John Gurner was appointed clerk to Barron Field, NSW Supreme Court Judge, in 1816. Gurner and his wife Rebecca arrived in the colony with Field in 1817. In January 1818, Gurner received a grant of 400 acres (161.88 ha) in the Parish of Cabramatta, which he named *Ickleton* after the village in which he was born in England. The farm adjoined Barron Field’s *Hinchinbrook* to the north, and also had a frontage on the east bank of Kemps Creek. Gurner, with the support of Field, was allocated a number of government convicts and some stock for his farm. Although he resided in Sydney, his land was tenanted, and in 1826 he applied for an additional grant stating that he had cultivated 40 acres, and cleared and fenced a further 80 acres of his *Ickleton* grant (Walsh 1966:494-495; Liston 2009:52).

Following Gurner’s death in 1882, *Ickleton* was put up for sale by the executors of his estate. Advertisements for the sale confirmed that about 40 acres had been cleared:

... the residue is chiefly ringbarked timber, very suitable for fire wood, for which there is a profitable market. The soil is good, of great depth, and is represented to grow anything. It was formerly known as the late Scotty’s Farm. Mr. Wayman is the tenant, at a nominal rental (SMH 8 October 1884).

3.2.3 James Williamson

Adjoining Gurner’s *Ickleton* estate to the south was the 800 acre (323.76 ha) estate of James Williamson, known as *Dungarthell Plains* (Figure 3.3). Williamson had arrived in the colony in 1795, and had been appointed as one of the colony’s commissaries. In this role, Williamson acted along with his fellow officer John Palmer as a type of banker to the elite. As well as acting as the manager of

internal trade and supply of goods through the commissariat, Williamson was involved in many of the money making schemes and ventures of the NSW Corps officer class, as well as lending public monies to officers and charging interest, which he re-invested in his own transactions. Many small landholders complained of Williamson's role and favouritism. By 1800, Williamson had amassed 359 acres of land around Sydney and was running one of the largest flocks of sheep in the colony with 320 head (Parsons 1988:112). Despite his wealth, Williamson's use of the public office to further his own interests saw him eventually accused of fraud and later dismissed from office. Williamson had returned to England in 1809-10 to testify at the trial of Lieutenant-Colonel George Johnston following the Rum Rebellion and returned to Sydney in 1817. Now a ticket of leave man, Williamson applied to Governor Macquarie for a grant of land and received his *Dungarthell Plains* estate, which he farmed until his death in 1826 (Fletcher 1967:602).

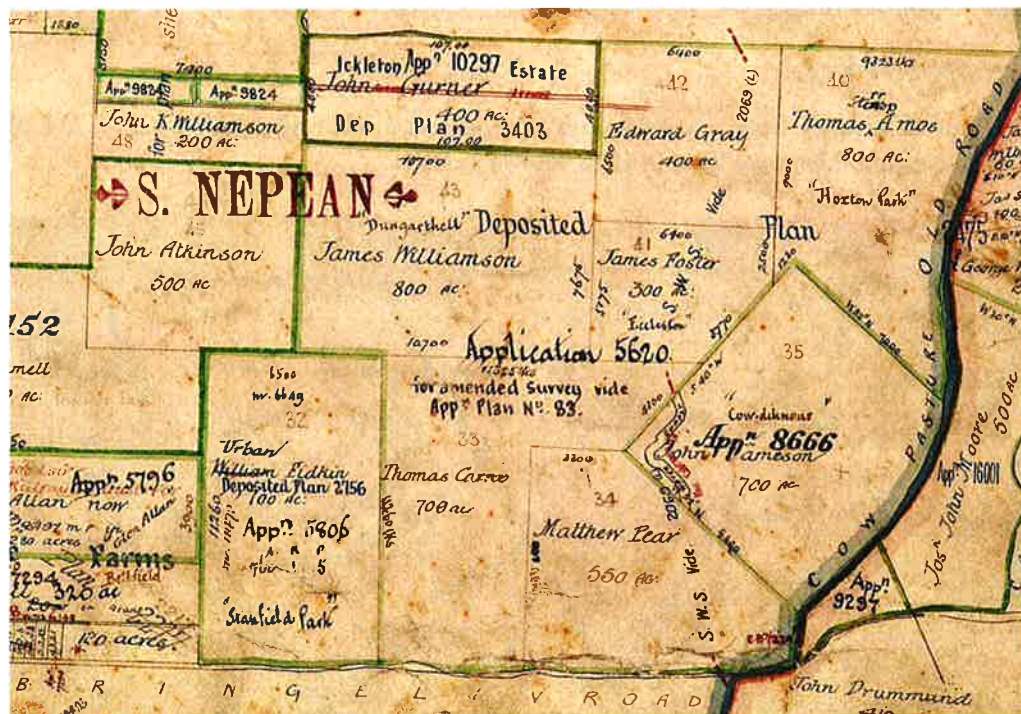


Figure 3.3 Detail of Parish Map of Cabramatta, nd, showing James Williamson's *Dungarthell*, James Foster's *Eccleston*, and Thomas Carne's estates (Source: © NSW Land Information Centre, Ref: 14070401).

3.2.4 Thomas Carne

To the immediate south of Williamson, Thomas Carne received his grant of 700 acres (283.29 ha) fronting the north side of Bringelly Road in 1818 (Figure 3.3). Carne came to Australia in 1814 as a Lieutenant in the 46th Regiment. In 1816, he married Mary Ann Broughton, daughter of First Fleeter William Broughton and convict Elizabeth Heathorn (also known as Ann Glossop) (Vallance 1979: 565-566). Carne was appointed Coroner of the Town of Liverpool and surrounding districts in January 1820, and Deputy Provost Marshall for the same area in April 1820 (*The Sydney Gazette and NSW Advertiser* 1 January 1820; 29 April 1820).

Carne soon acquired and occupied the neighbouring property of Matthew Pear, known as *Bellevue Farm* (*The Sydney Gazette and NSW Advertiser* 27 February 1823). A prominent hill at the east end of the property became popularly known as Carnes Hill (Liston 2009:52). However, by 1822 Carne was advertising this property for sale:

That most desirable FARM and PREMISES known by the Name of Bellevue Farm, and situated within 7 miles of Liverpool, near the four Cross-roads on the Cow-pasture Road, consisting of 565

Acres of excellent Land, upwards of 200 of which are fallen and 100 cleared; 7 large paddocks are fenced in by upwards of 2000 rods of 3 and 4-railed fences. The House affords every accommodation for a genteel family, with kitchens, granaries, stables, stock-yards, and all necessary out-offices; a verandah upwards of 100 feet in length, most completely finished; and in front is a lawn of 12 acres, totally cleared of stumps, and laid down with clover and the choicest of pasturage. Also, an extensive garden and garden-house in complete order, affording every variety of fruits and vegetables. The limits of an Advertisement are insufficient to explain the beauties and advantages of this most desirable Estate, the value of which can only be appreciated by inspection. (*The Sydney Gazette and NSW Advertiser* 1 November 1822)

Carne apparently failed to sell the estate, and upon his return to England in 1825 he undertook to let *Bellevue Farm* and the adjoining 700 acres of his original grant (*The Sydney Gazette and NSW Advertiser* 13 January 1825).

3.2.5 Alexander Riley

To the south of Bringelly Road, the study area takes in part of the original 3000 acre (1214.10 ha) crown grant issued to Alexander Riley in 1816, known as *Raby*.

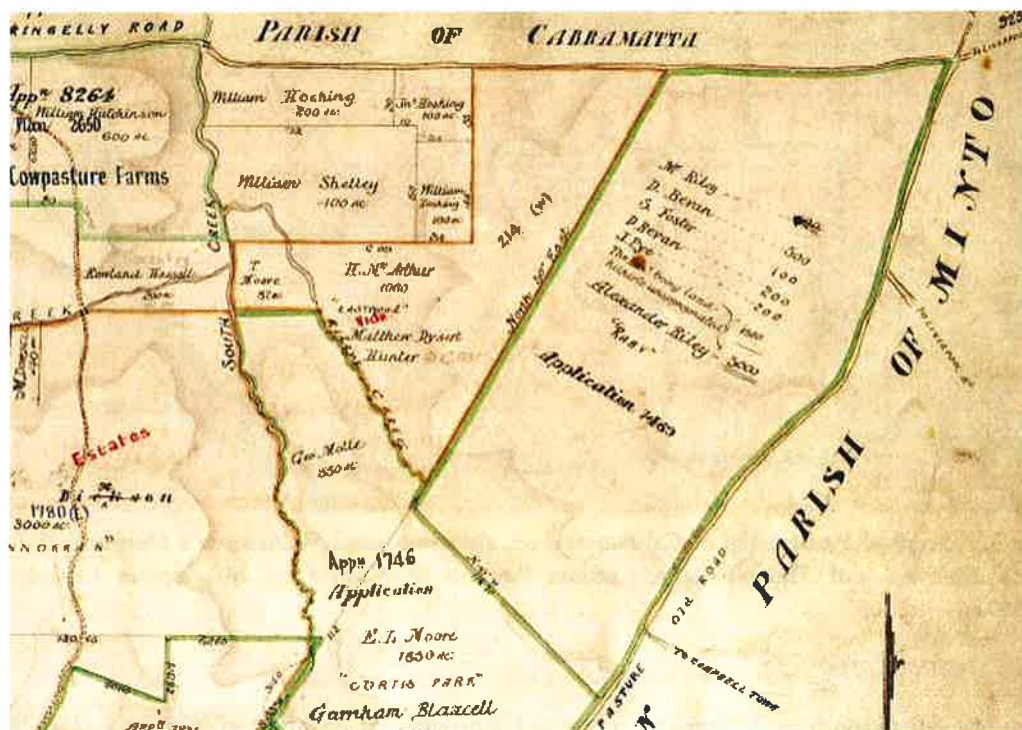


Figure 3.4 Detail of Parish Map of Cook, nd, showing Alexander Riley's *Raby* and Hannibal Macarthur's *Eastwood* estates (Source: © NSW Land Information Centre, Ref: 14069601).

Alexander Riley was the son of George Riley, a London bookseller, and Margaret Raby. He arrived in the Colony as a free settler in 1804, with his wife Sophia Hardwicke, and was appointed store-keeper and magistrate at Port Dalrymple. He returned to Sydney in 1809, taking up the position of Secretary to the Colony (Conway 1967:379-381).

Riley was successful as a merchant, magistrate, government official, and was one of the founders of the Bank of NSW. However, from 1812 onwards he became more and more involved in the development of the pastoral industry and the wool trade. Although he had little farming experience, he began to raise sheep on his *Raby* estate (Conway 1967:379-381).

Riley returned to England in 1817, but retained ownership of *Raby*. His commercial affairs in Sydney were left under the management of his younger brother Edward, and *Raby* was leased out for farming and grazing (LPMA CT Vol 1793 Fol 206; Conway 1967: 379-381). In 1834, the estate was described as *one of the most famous farms in the colony* (quoted in Morris and Britton 2000:15). While a substantial house and associated outbuildings were erected on the estate by the early 1820s, these were located outside the study area (Cosmos Archaeology 2010:35-36).

Raby remained in the hands of the Riley family until 1867, when the property was sold to William Moore, a grazier from Booligal, Lachlan River (LPMA CT Vol 44 Fol 161). Moore also acquired the neighbouring *Eastwood* estate. He ran a mixed farm that was stocked with horses, cattle, sheep and pigs, and undertook improvements including clearing and fencing. The farm remained in operation following Moore's death in 1878, when it was inherited by his widow Caroline, and his children William, Ada Grace, Clara Edith, Edgar Raby, Arthur Barrington, Ellen Elizabeth and Joseph Moore (Perdriau 1966:239; LPMA CT Vol 800 Fol 5).

3.2.6 Hannibal Macarthur

Hannibal Hawkings Macarthur first arrived in Australia in June 1805, as a companion to his uncle John Macarthur. John Macarthur was at this time returning to the colony as a private individual, having been sent back to England in 1801 to face court martial for duelling with his superior, Colonel Paterson. While in England, Macarthur lobbied extensively in support of his interests back in New South Wales. He subsequently resigned his military commission and returned to the colony with official sanction for his project to breed sheep and to develop a wool industry (Nairn 1967:147-149).

From 1808 to 1810, Hannibal Macarthur travelled in China and the Philippines, trading sandalwood for his uncle, before eventually returning to England. He returned to Sydney in 1812, with a cargo for disposal in the colony. Hannibal proved to be unsuccessful as a merchant, and failed to live up to his uncle's expectations. However, he usefully assisted John's wife Elizabeth in looking after the Macarthur merino flocks at Camden Park during John's absences, and later established his own substantial flocks (Nairn 1967:147-149).

In 1812, Hannibal married Anna Maria King, eldest daughter of the former governor, Philip Gidley King. The following year he bought Captain Henry Waterhouse's farm, *The Vineyard*, on the river near Parramatta, as a residence. He sought a land grant from Governor Lachlan Macquarie but was initially refused. However in 1814, he was made a magistrate, and in August 1819 he finally received recognition of his status by a grant of 1060 acres (428.98 ha) on the south side of Bringelly Road, which he named *Eastwood* (Nairn 1967:147-149). Macarthur later ceded his *Eastwood* estate back to the Crown, having received land at Werombi near Camden in lieu. The Cowpastures land was subsequently re-granted to Matthew Dysert Hunter in 1841 (*The Sydney Gazette and NSW Advertiser* 13 April 1841).

By 1826, Hannibal Macarthur had also developed banking interests and became a director of the Bank of Australia. In 1830, he joined the NSW Legislative Council, representing the conservatives of the colony, where he strongly opposed the inclusion of ex-convicts on juries. He continued in the nominated Legislative Council until its end in 1843, when he was returned unopposed to represent Parramatta in the new part-elective Council. However, the depression of the early 1840s brought a dramatic change in Macarthur's fortunes. The Bank of Australia failed and was liquidated in 1843. Hannibal lost a large part of his property and became insolvent. He retired from the Legislative Council in 1848, and in 1852 was appointed to the position of police magistrate in Ipswich, Queensland. He returned to England in 1853, following the death of his wife (Nairn 1967:147-149).

3.2.7 John Drummond

John Drummond arrived in the colony with the First Fleet in 1788 as quartermaster on the *Sirius*. He was stationed on Norfolk Island from 1796 until 1813, serving as pilot and beach master, landing stores for the outlying settlement. In 1813, with his partner the convict Ann Read, he returned to Sydney and purchased 100 acres (40.47 ha) near Liverpool known as Chipp's Farm (Liston 2009:9). In June 1816 he was granted a further 410 acres (165.93 ha) in the Parish of Minto fronting the Cowpastures and Bringelly Roads. As Chipp's Farm had a good dwelling house on it, Drummond probably used his 410 acres for cattle and cropping (Cosmos Archaeology 2010:146).



Figure 3.5 Detail of Parish Map of Minto, nd, showing John Drummond's estate (Source: © NSW Land Information Centre, Ref: 14064301).

3.2.8 Other Land Grants

Other landholders in the study area included: emancipist farmer James Foster, who had 300 acres east of James Williamson, known as *Eccleston*; Urban Fidkin, who farmed his 700 acres, possibly known as Stanfield Park, until selling it in 1821 (*The Sydney Gazette and NSW Advertiser* 24 February 1821); Matthew Pear, Edward Gray, and Richard Bostock (see Figure 3.1).

3.3 Developing Local and Regional Economies

3.3.1 Transport – Roads

The development of early roads and other transport infrastructure was one of the key means of taming the unfamiliar Australian landscape, controlling access to resources, and promoting the growth and economic development of the colony. A c.1826 plan of roads in the district of Cook shows two early roads in the region southwest of Liverpool: Cowpasture Road and Bringelly Road (Figure 3.6). These roads had a profound influence on the pattern of settlement of the area, forming the boundary of numerous early land grants in the study area, and facilitating transport and communication

throughout the district. These roads remained important regional transport links until the end of the nineteenth century. Bringelly Road is still an important road corridor today.

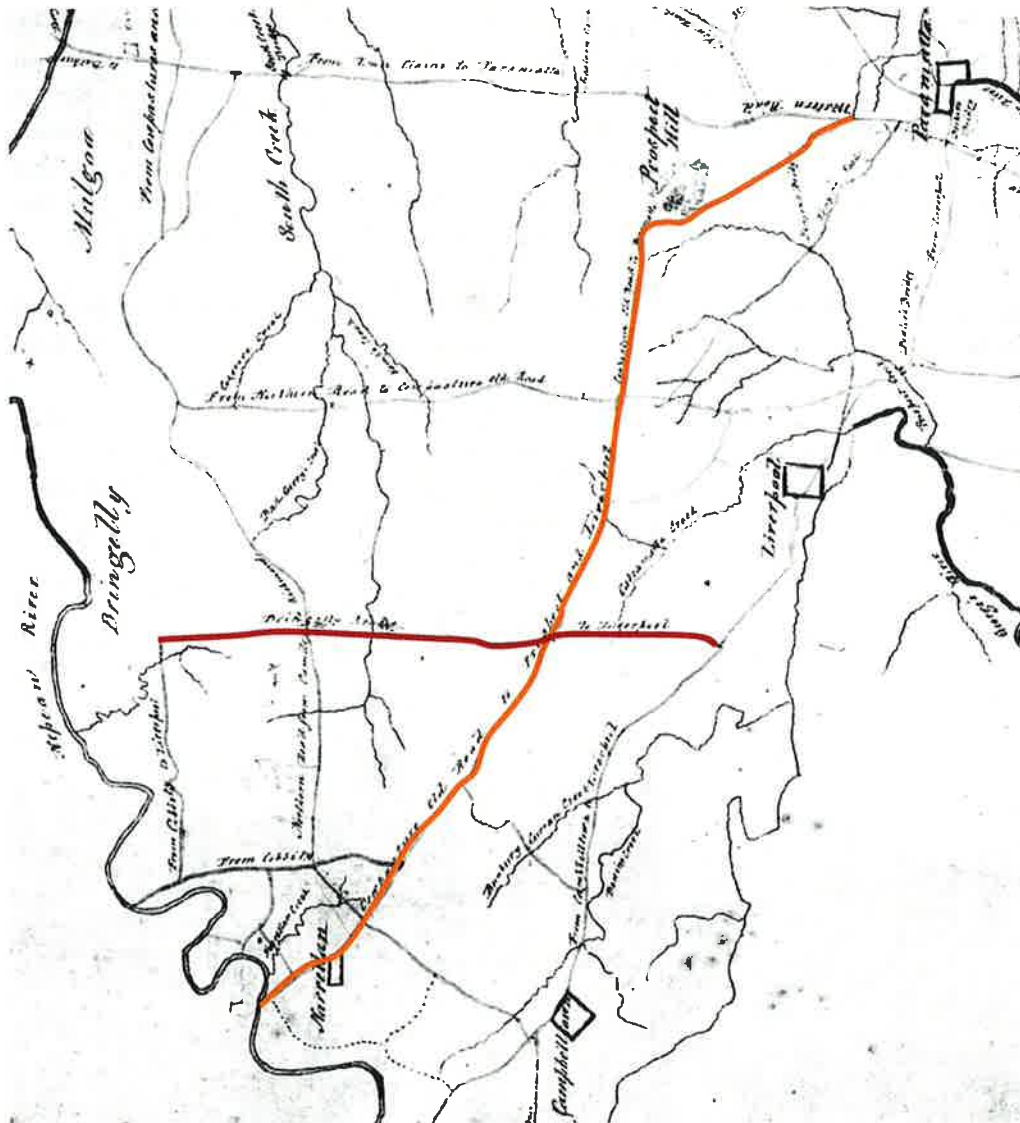


Figure 3.6 Detail of Plan of Roads in the District of Cook, c.1826, showing the route of the ‘Cowpasture Old Road to Prospect and Liverpool’ (traced in orange) and the Bringelly Road (traced in red) (Source: Mitchell Library, Ref: Z/M2 811.112/1826/1).

Cowpasture Road

In 1795, two bulls and five cows that had escaped from the First Fleet in 1788 were rediscovered near what is now Camden. The seven animals had multiplied into a substantial herd and the area became known as the Cowpastures. In 1805, a track was cut from the settlement of Prospect Hill through the bush to reach the herd and a constable was stationed at the Nepean River to protect the herd from poachers and runaway convicts. This track was surveyed by pardoned convict James Meehan under instruction from Governor King; the surveyed route formed the basis of Cowpasture Road, opening between Prospect and the Cowpastures in 1806 (Keating 1996:15).

This road was the earliest in the Liverpool area, southwest of Sydney. In order to pay for the construction and maintenance of the road, a tollgate was erected near the junction with the Bringelly

Road, at Carne’s Hill. This gate was operated by a lessee until at least the 1850s (SMH 2 March 1850; Keating 1996:15).

By 1850, Cowpasture Road was being used as an alternate route for the Great South Road, another early nineteenth century road that originally linked Sydney to Goulbourn via Campbelltown and Picton. The alternate route departed from the Cross Roads at Glenfield, following Bringelly Road to Carnes Hill, and then south to Camden along Cowpasture Road. The alternate route became the main road for traffic between Liverpool and Camden and areas further to south. As a consequence, the section of Cowpasture Road north of Bringelly Road, between Prospect and Carnes Hill was little used and eventually became derelict (SMH 2 March 1850; Hall 1931:87; Wilson 1920:6-7).

In September 1907, the alignment of Cowpasture Road at its junction with Bringelly Road was permanently altered. The point at which Cowpasture Road moved south of Bringelly Road was shifted approximately 200 metres to the west, following the west side of a triangle of land reserved in 1886 for the route of the Upper Nepean Scheme – Upper Canal (Figure 3.7 and Figure 3.8; LPMA CT Vol 796 Fol 99). There is no evidence a bridge was ever built for Cowpasture Road to cross the Canal on its original alignment, and it is therefore possible that the new alignment was informally established in 1888, upon the opening of the Canal (see Section 3.3.6 below).

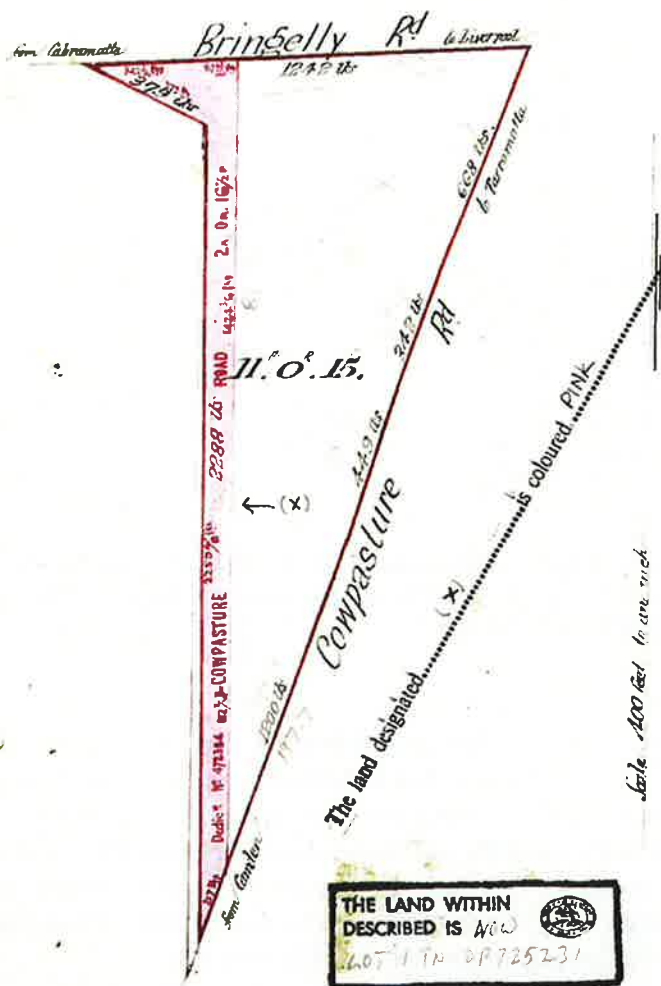


Figure 3.7 Plan of land resumed by the Minister for Public Works for the Upper Nepean Scheme, July 1886, also showing the land resumed for the deviation of the Cowpasture Road in September 1907 (Source: LPMA CT Vol 796 Fol 99).

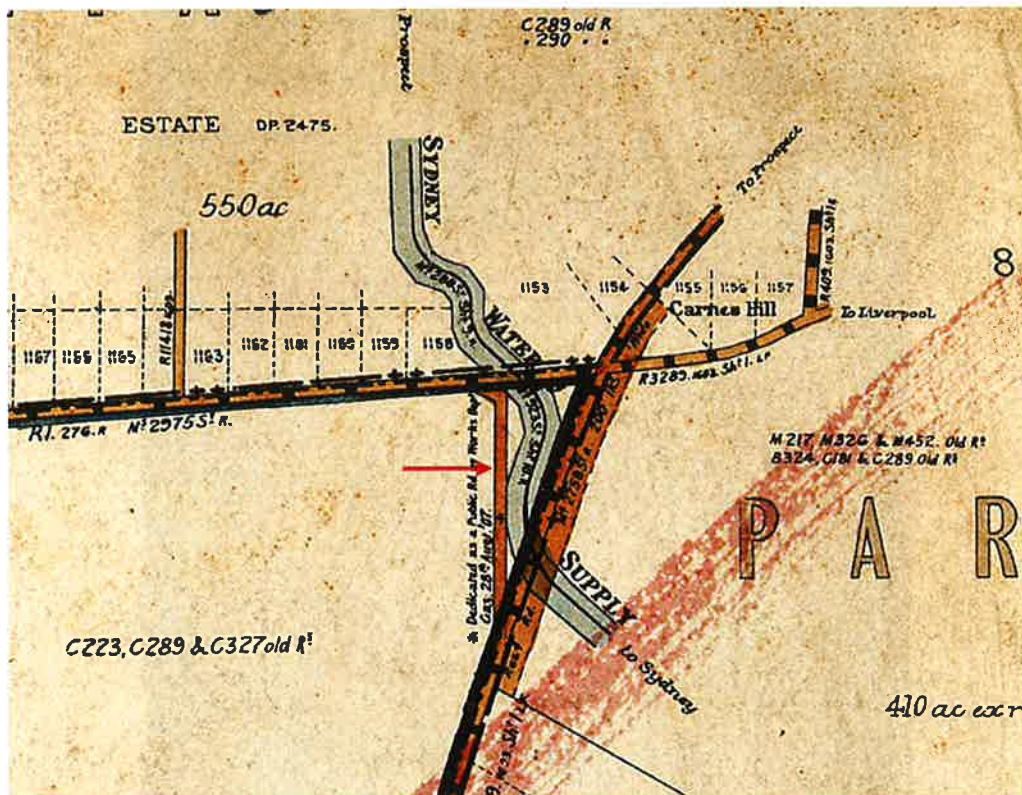


Figure 3.8 Detail of Parish Map of Cook, 1914-1928, showing the old and new alignments of Cowpasture Road, on east and west sides of the Upper Canal respectively. The new alignment is indicated with a red arrow (Source: © NSW Land Information Centre, Ref: 14090502).

In 1920, Australian born architect and artist William Hardy Wilson published *The Cow Pasture Road*, a romanticised travelogue and illustrated description of the old colonial houses and gardens along the road, between Prospect and Camden. Wilson confirmed that traffic picked up on the road south of Carnes Hill, along the route of the Great South Road; that being said, a traveller was unlikely to see more than two dozen timber or farmer's carts per day. Automobiles had also started to appear by this date; however, Wilson notes that the surface was perilous to the wheels of cars when wet, suggesting that it was simply formed of compacted clay. Wilson's whimsical map of the road, which is the frontispiece to the book, has Carnes Hill at its centre, at the junction of Cowpasture and Bringelly Roads, and the Upper Canal (Figure 3.9). This hill has expansive views of the surrounding landscape, and a traveller could

overlook the Cross Road, Bringelly Road, both parts of the divided Cow Pasture Road, the counties of Cumberland, Camden and Cook, and, on a clear day, the metropolitan cemetery [Rookwood] where multitudes are buried ... (Wilson 1920:33).

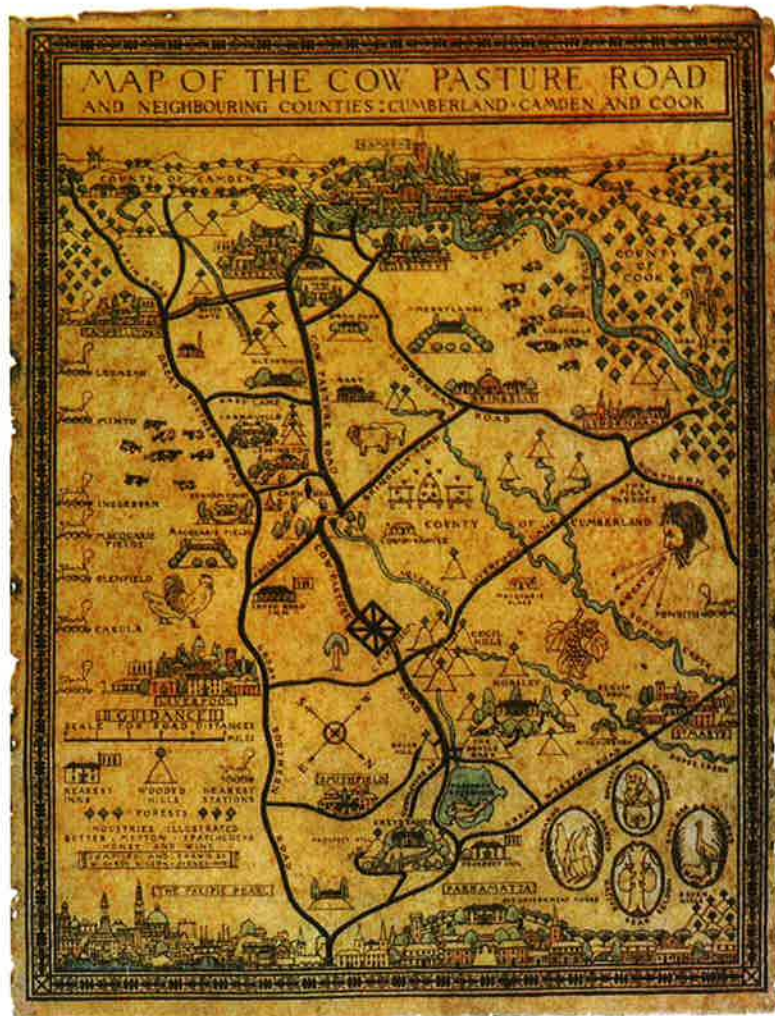


Figure 3.9 Wilson's map of The Cow Pasture Road, with 'Carn Hill' at the junction of Cowpasture and Bringelly Roads, and the Upper Canal. (Source: Wilson 1920:frontispiece)

In 1926, following commencement of the Main Roads Act (1924), the Board of Main Roads decided that the Great South Road via Carnes Hill should be upgraded to a standard width of 20 feet, with a surface suitable to carry main highway traffic, including wet weather motor traffic. In 1928, following approval of the project for Federal Aid, the Board decided to construct a deviation to the route, to the south of Carnes Hill. The deviation reduced the grade of the road from 1 in 21 (on Carne's Hill) to 1 in 13, and shortened the route by 1,200 feet (366m).

The new section of road, which cut a northeast-southwest line through the former Drummond estate, was constructed between 1928 and 1929, with an 8in sandstone Telford foundation and a 3in 'wearing course' of bituminous macadam, and a reinforced concrete bridge over the Upper Canal (Figure 3.10) (LPMA CT Vol 2858 Fol 106; Hall 1931:88, 90). Due to the unstable nature of the local clay substrate, the Board decided to continue the works south of the Canal as 7in concrete pavement, along the original route of Cowpasture Road. The change was warranted by the rapidly increasing rates of motor vehicle traffic, which by 1929 had reached an average of 600 vehicles per day travelling between Sydney and Camden (Hall 1931:89-90).

The upgraded road was opened in December 1930, as part of the Hume Highway, named in 1928 after Australian explorer Hamilton Hume (Figure 3.11) (SMH 31 December 1930). The new road can be seen on aerial photographs of the area (Figure 3.12). A series of photographs published in the

Board’s journal, Main Roads, also show before and after pictures of the road (Figure 3.13-Figure 3.14).

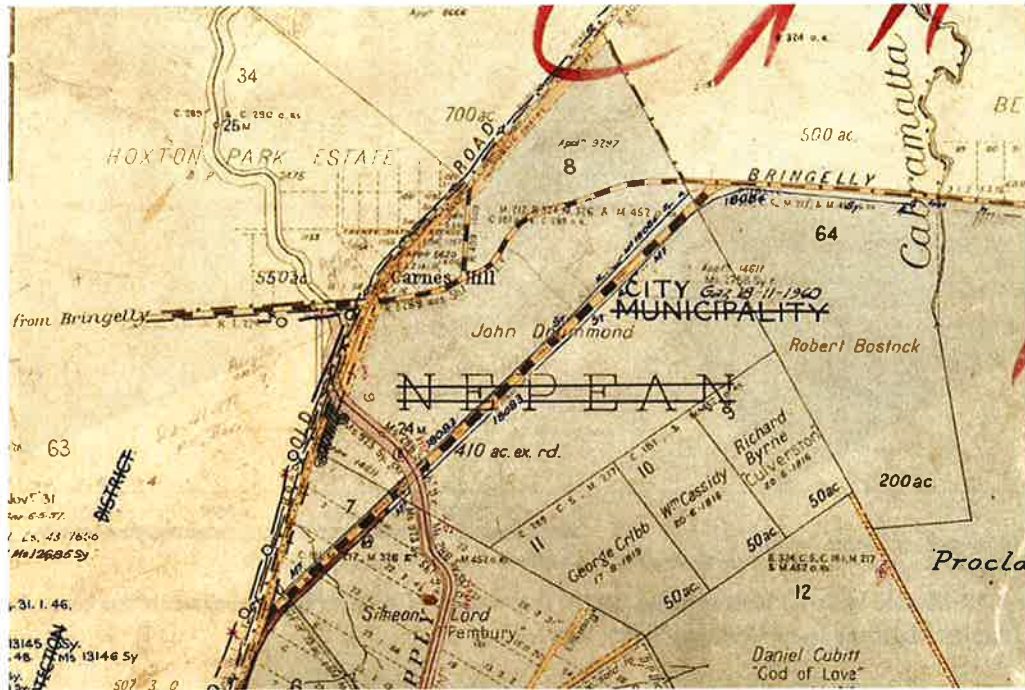


Figure 3.10 Detail of Parish Map of Minto, 1930-1962, showing the route of the Hume Highway through the former Drummond estate (Source: © NSW Land Information Centre, Ref: 14046601).

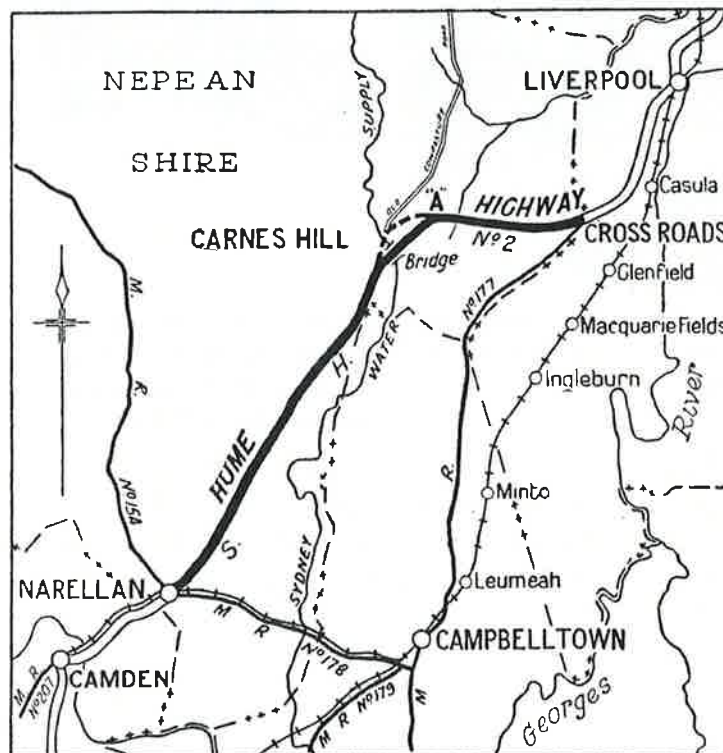


Figure 3.11 Locality Sketch of the Hume Highway between Cross Roads and Narellan. The old road at Carne’s Hill deviation is shown dotted at “A.” (Source: Hall 1931:87).

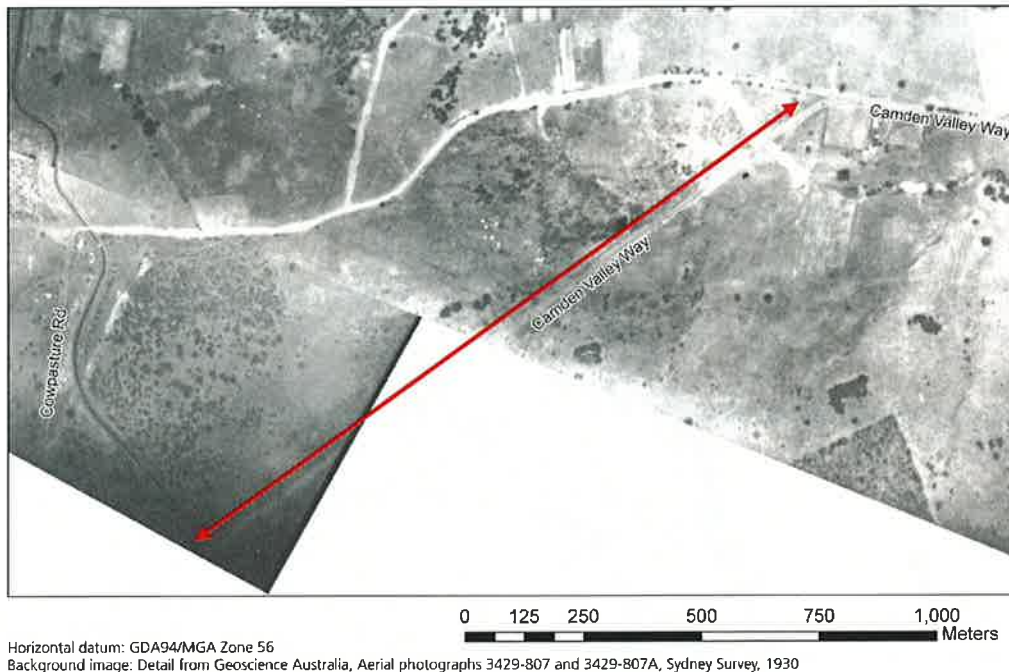


Figure 3.12 Mosaic of aerial photographs, 1930, showing the Carne's Hill deviation to the Great South Road / Hume Highway (now Camden Valley Way).

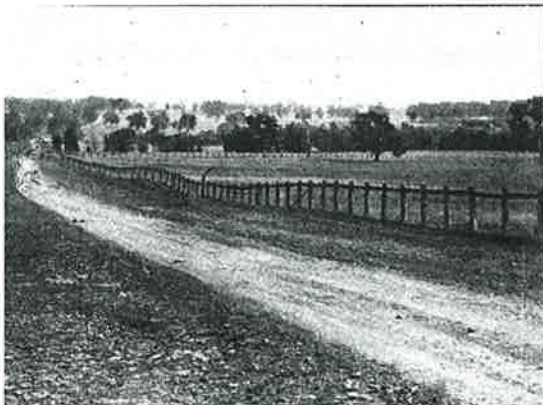


Figure 3.13 Before reconstruction: *Cross Roads-Narellan Road, 4 ½ miles south of the water race.* (Source: Hall 1931:88).



Figure 3.14 After reconstruction: *Completed concrete pavement between Carne's Hill and Narellan, 1 ½ miles south of the water-race.* (Source: Hall 1931:89).

This section of the Hume Highway is now called Camden Valley Way. The bypassed section of Cowpasture Road, north of the new junction became a local road and has retained the name Cowpasture Road (Figure 3.15). Camden Valley Way is currently being upgraded from two to four lanes, as part of the process of improving regional transport infrastructure in conjunction with development of the SWGC.



Figure 3.15 Detail of Map 94 from the *UBD Sydney Street Directory*, 1964, showing the junction of the Hume Highway (now Camden Valley Way) and Cowpasture Road. A short section of Cowpasture Road retains its original alignment (circled red).

Bringelly Road

In August 1815, Governor Macquarie ordered the construction of a new public road between Liverpool and the Cooke and Bringelly districts (*Sydney Gazette* 12 August 1815; Keating 1996:15). The area of Bringelly had been crossed in 1802 by the explorer George Caley, and in 1810 Governor Macquarie described the area as being of a *superior quality but far from being very good land for cultivation* (Keating 1996:22). The route of the Bringelly Road was laid out by James Meehan, who was at that time Deputy Surveyor General to the colony, and included timber bridges built by convict gangs across the local creeks (Keating 1996:15).

By 1822, the bridges were in need of repair, and were an ongoing source of complaint for travellers (*Sydney Monitor* 23 January 1830; Keating 1996:15). In 1906, a local resident William Brown reported that the road from Bringelly to Liverpool used to be impassable, but that it was now splendid: *it is a credit to the Government for the way they fixed it up* (NSW Legislative Assembly 1904:69). Another local resident, Edith Fitzpatrick, recalled that in the 1920s the Bringelly Road at the Upper Canal was a *shocking road ... because there [were] so many wood drays* carting loads to sawmills at Liverpool railway station (Keating 1996:131).

In 1925, Nepean Shire Council requested that the newly formed Board of Main Roads reconstruct Bringelly Road, in order to provide an adequate means of transport and communications between Liverpool and the heart of the Nepean Shire. The Board decided to upgrade the road east of the Upper Canal to carry main highway traffic, as part of the Great South Road (later Hume Highway) upgrade between Liverpool and Narellen. However, in 1928, midway through the project, it was

decided to create a deviation around the steep slopes of Carne's Hill bypassing this section of the road (see *Cowpasture Road* above; Hall 1931:87-88).

Bringelly Road is currently being upgraded from two to four lanes, as part of the process of improving regional transport infrastructure in conjunction with development of the SWGC. It will intersect the proposed Leppington Town Centre.

Fifteenth Avenue (Hoxton Park Road)

Fifteenth Avenue was likely established in the late 1880s, as part of a major subdivision of the Hoxton Park Estate (see Section 3.4.1 below). It formed one of the main transport routes from the town of Liverpool to the northern part of the study area, used by residents and for carting timber to Liverpool railway station, but was poorly maintained for much of the late nineteenth and early twentieth centuries. William Freame, a visitor to the area in 1902, described the road as *absolutely the worst in the country*, while in 1906 local resident William Brown described it as *the worst road a man could get on* (NSW Legislative Assembly 1904:69; Freame 1928:11-12).

Edmondson Avenue

Edmondson Avenue was also likely established in the late 1880s, as part of the Hoxton Park Estate. Originally named Third Avenue, it formed one of two main north-south roads through the study area, the other being Fourth Avenue to the west. Third Avenue gradually became the focus of Austral Town Centre, following the establishment of Austral Public School in 1893, and a general store in the late 1930s-1940s. The road was renamed Edmondson Avenue in the post-war era, in honour of local resident Corporal John Hurst Edmondson, who died in action during World War II (WWII) (see Section 3.5.1).

3.3.2 Transport – Railways

In 1904, the Parliamentary Standing Committee on Public Works considered a proposal to construct a new railway from Liverpool to Mulgoa, running through the centre of the Hoxton Park Estate. The proposal originated in a report in 1890 by E B Price of the Department of Public Works, which drew attention to an area of undeveloped land that lay in the angle between the Southern and Western Railways, namely the Cowpastures. This proposal attracted public attention, and in 1897 the Minister for Public Works subsequently initiated surveys of two routes, one of which passed through the middle of the study area. The Committee noted that the area was only sparsely settled, and in view of the cost of the railway, estimated at £92,148 exclusive of land, concluded that the proposal was unviable (NSW Legislative Assembly 1904:5-6).

In the late twentieth century, the question of a railway through the region was revisited, beginning with investigations by the Commonwealth Government into a proposed Second Sydney Airport (also known as Badgerys Creek Airport). By the 1990s, the NSW Government was also beginning to explore development opportunities in the region, which included the provision of new areas of suburban housing supported by new forms of public transport. In December 2004, the NSW Government announced its planning policy to develop 'growth centres' in Sydney's South West and North West. This policy included a new rail line, the South West Rail Link, which would be constructed between Glenfield and Leppington. Construction of the new line began in Glenfield in late 2010.

3.3.3 Forestry

Although some large areas of native forest were cleared for pasture during the first decades of European settlement, much of it by burning, the majority of land was cleared in the late nineteenth and early

twentieth centuries, as an important source of fuel and building timber in Sydney and as a reliable cash crop for local farmers.

In 1904, the Parliamentary Standing Committee on Public Works reported that a large percentage of settlers in the area were engaged in carting firewood to the Southern or Western railway, for conveyance to Sydney, with over 18,000 tons loaded at Liverpool Station each year (NSW Legislative Assembly 1904:7; Keating 1996:125-126). However, in his evidence to the Committee, local butcher William Brown described woodcarting as *a played out game*, a last resort if *a man had nothing else to do* (NSW Legislative Assembly 1904:68-75; Keating 1996: 126).

In 1906, a Reconnaissance Map of the Neighbourhood of Liverpool Camp confirms that a large part of the study area north of the Bringelly Road was still thickly timbered at this date, while the large pastoral estates south of the road had been cleared (Figure 3.16). The *Hinchinbrook* estate beyond the north edge of the study area has also been substantially cleared.

In 1931, the *Sands' Sydney, Suburban and Country Commercial Directory* (Sands' Directory) indicates that there was a sawmill active in the Austral area, operated by Longford & Thomas. The directory also lists three carters in the area at this date.

Aerial photographs from 1930 show a patchwork of cleared and lightly timbered land throughout the study area (Figure 3.17). However, Kemps Creek Nature Reserve, at the west side of the *Hinchinbrook* estate, was maintained as a wooded area throughout the twentieth century, and is now protected as a rare pocket of native Shale-Gravel Transitional Forest, Cumberland Plain Woodland and Alluvial Woodland (Cardno 2011:12-14).

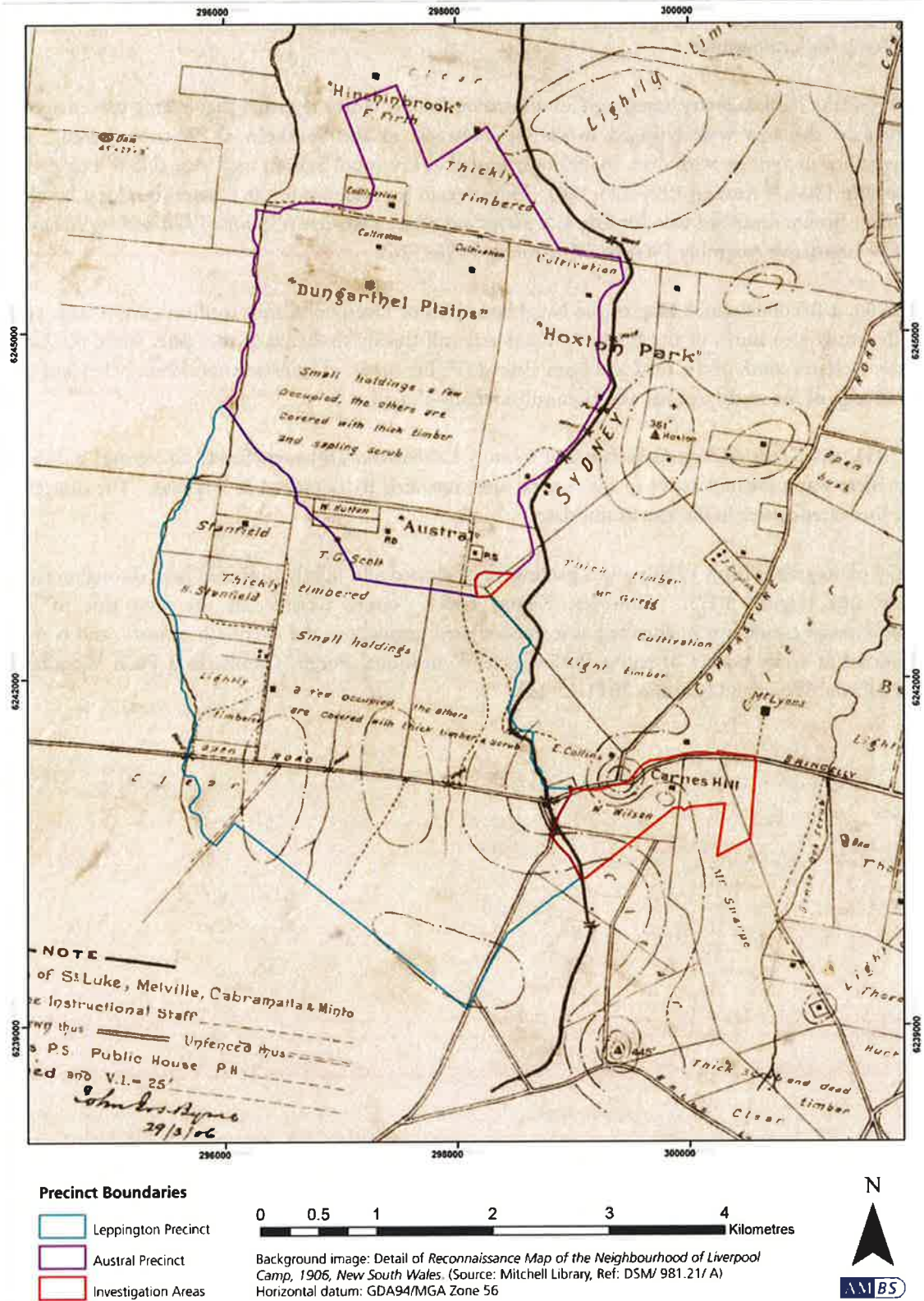


Figure 3.16 Detail of the Reconnaissance Map of the Neighbourhood of Liverpool Camp, 1906. Much of the study area was still thickly timbered at this date. Buildings, indicated by small black squares, are sparsely scattered through the area. The map contains some errors, including the misplacement of Austral Public School.



Horizontal datum: GDA94/MGA Zone 56

Background image: Detail from Geoscience Australia, Aerial photograph 3429-805, Sydney Survey, 1930

Figure 3.17 Aerial photograph of the north part of the study area, 1930, showing a series of lightly timbered three acre lots along Fifteenth Avenue. A thickly timbered area at the northwest corner of the study area (top left) is now part of Kemps Creek Nature Reserve, a rare pocket of native Shale-Gravel Transitional Forest, Cumberland Plain Woodland and Alluvial Woodland.

3.3.4 Agriculture and Pastoralism

Many of the early grants in the Liverpool district were taken up as grazing land. By 1821, when Governor Macquarie left the colony, the broader district boasted the highest stock numbers in the colony. Liverpool was recorded as having 27.5% of the sheep, 27% of the horses and 26.9% of the cattle in NSW at this time (Kass 2004:14). However, in later decades, sheep were moved across the Blue Mountains to the larger properties being developed in the west, and cattle came to dominate livestock numbers in the region.

As well as livestock, a thriving agricultural economy developed around Liverpool. In 1821 there were 2,372 acres of wheat and 1,835 acres of maize under cultivation in the district. This was in addition to 364 acres of market gardens and orchards, 170 acres of barley, 164 acres of potatoes, 97 acres of

oats, and 55 acres of pease and beans (Kass 2004:14). Wheat remained a major cash crop for the area until the 1850s and 1860s, when a series of floods was followed by an outbreak of stem rust, which destroyed the grain crops. Like the sheep farmers before them, landowners growing wheat soon moved over the mountains to the drier climates to the west.

Although the Liverpool area continued to be an agricultural region, the production of fruit, vegetables and grain crops declined towards the end of the nineteenth century, from 5,100 acres under crops in 1895 to 1,714 acres in 1904 (Keating 1996:125). Drought was a contributor to the falling numbers of farmers, with the drought in 1902 being particularly severe. The subdivision of many of the larger estates in the 1880s, during a land speculation boom, was also problematic. By the 1910s, all of the large estates except *Hinchinbrook* had been carved up into small farms, generally between three and fifteen acres in size. Ironically, it was the combination of these small acreages, which were difficult to farm at a productive scale, and the ability of farmers further west to grow crops cheaper and ship them to market via the railway, that was a major factor in the decline of the Liverpool district as a cropping centre.

The 1904 report of the Parliamentary Standing Committee on Public Works includes detailed descriptions of living conditions and early farming practices in the study area. The committee took evidence from two witnesses who lived on the Hoxton Park Estate subdivision: William Hutton, caretaker of the estate from 1896, and William Brown, butcher and resident from c.1899. Hutton stated that the chief crops grown in the area were stone fruits, citrus, grapes, cabbage, and other vegetables. Brown stated that the soil was fair and would grow anything: maize, sorghum, potatoes, pumpkins, corn and oaten hay. Two local farmers, J Gorst and G Griffin of *Ickleton*, had recently *topped the market for several weeks* in Sydney with their swede turnips. The area was also good for poultry. That being said, few farmers made a living from their land, and many had to work somewhere else to make ends meet, either splitting and fencing or doing casual jobs. The small size of the land holdings also meant that farmers on the Hoxton Park Estate could not engage in dairying (NSW Legislative Assembly 1904:14, 68-69; Keating 1996: 126).

The numbers of small-scale farms in the study area began to grow in the inter-war period. In 1921, the Sands' Directory for NSW listed 11 farmers in Austral Park, including one orchardist and one poultry farmer; and 28 farmers in Hoxton Park, including one orchardist, four poultry farmers and one dairy farmer. By 1926, there were 23 farmers in Austral Park, including seven poultry farmers and one grazier; and 36 farmers in Hoxton Park, including one orchardist, one dairyman and four poultry farmers. In 1931, Austral had 37 farmers listed, including two market gardeners, three dairymen and ten poultry farmers; Hoxton Park had 31 farmers listed, including one grazier, two dairymen and five poultry farmers; and Leppington had ten farmers, including one grazier and six poultry farmers.

The local agricultural industry received a boost in the years immediately before and after WWII, with an influx of new migrant settlers from Europe, particularly from southern Italy and Yugoslavia. These families, many of whom had been farmers or rural workers back home, found a ready local agricultural economy in Austral and Leppington, based on intensive small scale farming (Keating 1996:188).

By the middle of the twentieth century, market gardening and poultry and pig farming were the focus of local agricultural industry. Aerial photographs of the study area in 1955 show numerous clusters of small farming buildings and poultry sheds springing up across the landscape (Figure 3.18).



Horizontal datum: GDA94/MGA Zone 56

Background image: Detail from Land and Property Management Authority, Aerial photograph 228-5147, Run 26, Liverpool NSW, 1955

Figure 3.18 Aerial photograph showing market gardens and poultry farms along Sixth Avenue, Austral, 1955.

The Leppington Vegetable Growers' Cooperative was set up in 1955, and by 1958 it was selling tomatoes and other local produce direct to markets in Melbourne. The Cooperative ensured fair prices for the growers' produce, and allowed members to organise their own supplies, such as fertiliser and feed. It employed five staff by 1960 and was seen as an important component in the post-war settlement of migrant workers. Membership cost £20 and included Australian-born farmers and migrants from Croatia, Bosnia, Malta, Montenegro and New Caledonia (Keating 1996:188; *Daily Telegraph* 2 June 2010).

Another important employer was Walter Ingham's poultry farms. 'Wally' Ingham had opened his first poultry farm at Casula in the 1940s, and by 1955 he had over 148 acres. Ingham imported the American-style cage farms in the late 1950s and his business began to grow. His chicken factories expanded throughout the Liverpool area and by 1972 Ingham Enterprises owned 1,970 acres including farms at Austral and Leppington (Keating 1996:189).

From the 1980s, a new wave of migrants from Vietnam and Cambodia contributed to the ongoing success of the market gardening industry in the Austral and Leppington area. These gardens continue to supply a significant proportion of the fresh vegetables consumed by the population of Sydney.

3.3.5 Commerce and Industry

From the end of the nineteenth century, a few small shops and industries had sprung into existence to provide supporting services to the predominantly agricultural economy of the district.

In 1889 and 1890, 36 residents signed a petition calling for the establishment of a post office. The petitioners claimed that the population of the area was increasing daily, but that the roads were *so frightful ... so bad, in fact, that at times we cannot go to Liverpool for our letters for a whole fortnight*. The petitions were unsuccessful, and in 1890 a local man, John Doyle, was contracted to convey the mail on horseback twice per week from Liverpool (Keating 1996:106). However, in 1894 a mail receiving office was established on Sarah Ayshford's property, to be known as the 'Austral' office (Clarke and Haak 1993:6).

In 1906, the Reconnaissance Map of the area shows a post office on Tenth Avenue, to the west of Austral Public School (Figure 3.16). A photograph of the post office from the early twentieth century shows a simple hut clad in timber slabs, with a metal roof (Figure 3.19). In 1929, the Sands' Directory indicates that the postmaster, Herbert G Starr, was also operating as a newsagent and poultry farmer. H G Starr later moved the post office to Third Avenue (now Edmondson Avenue), between Tenth and Eleventh Avenues.



Figure 3.19 Austral post office, Tenth Avenue, c.1942 (Source: Erica Clarke).

The Sands' Directory provides some evidence of other early businesses in the area. In 1901, the directory listed two businesses in Hoxton Park: Scott Brothers Butchers and H Walcott's General Store. By 1911, there were two butchers, run by the Scott Brothers and T Brown respectively, and two general stores, run by H Walcott and J Padmore. By 1926, Sands' Directory lists E Peacock as greengrocer, and two stores run by T G Scott and A Weatherill; Peter Castle and Alexander Grierson were timber merchants, H Porch was a blacksmith, John Cherry and John Kelly were engineers, Alfred

Mildwater was a carpenter, and Alexander Munro was a stonemason. A former resident of the area, Bob Kirkpatrick, remembers that Billy Chamberlin ran a blacksmith workshop at the corner of Fifteenth and Twentyeighth Avenues in the late 1920s and 1930s, shoeing draft horses that carted the timber to Liverpool along Fifteenth Avenue (Hoxton Park Road) (pers. comm. 30 March 2011).

In December 1937, T G Scott and Sons initiated the first bus service, running from Liverpool to the corner of Fifteenth and Edmondson Avenue. During WWII, the services were extended to the corner of Tenth and Edmondson Avenues. This service was transferred to the Liverpool Transport Co. in 1956 (Clarke and Haak 1993:7; Henderson nd).

In 1938, Emma Rosetta Salome Starr, wife of postmaster Herbert G Starr, purchased Lot 837 of the Hoxton Park Estate along Edmondson Avenue, and the Starr family likely established a general store on the land around this date (LPMA CT Vol 4698 Fols 149-150; Vol 5013 Fol 142). This store was the first commercial business in what would later become the Austral Town Centre (Figure 3.20).

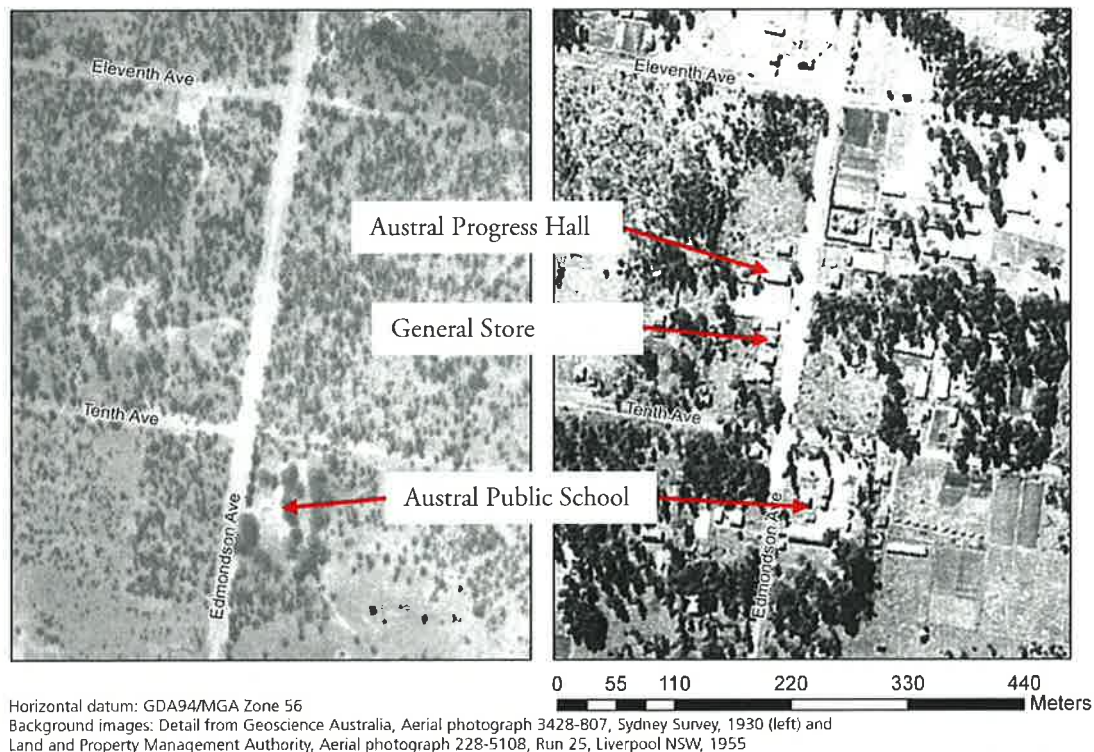


Figure 3.20 Aerial photographs of Edmondson Avenue, 1930 (left) and 1955 (right), showing the beginnings of Austral Town Centre.

South of Bringelly Road, on the former *Raby* estate, a post office was opened in 1930, with local blacksmith W Hancock as the first postmaster. The post office was called ‘Leppington,’ after the nearby Cordeaux family estate, because there was another Raby Post Office in the state. The post office stood on Cowpasture Road (now Camden Valley Way), and became the focus for a small commercial district (LPS 1982:17).

3.3.6 Utilities – Sydney’s Water Supply and the Upper Canal

In 1867, Sydney was under pressure to find a new, reliable source of drinking water for its ever increasing population. Governor John Young appointed a Commission to recommend how this might be achieved. The Commission reported in 1869, recommending a scheme whereby water from the head waters of the Upper Nepean River and its tributaries would be carried through a system of canals, tunnels, pipes and aqueducts to a new storage reservoir at Prospect. From there, the water

would be distributed to Sydney via a second system of canals and pipes (Figure 3.21). The scheme was not immediately adopted, and after six years the Government sought an independent assessment. Finally, in 1879, after a favourable endorsement by E Clark, an eminent civil engineer in England, the Government authorised a public works loan for the Upper Nepean Scheme. Construction began in the following year and was completed in 1888, for a total cost of £2,076,313. Within the study area, land was resumed for the construction of the Upper Canal in October 1882 (Figure 3.22; SMH 14 October 1882; Aird 1961:15-17; Edward Higginbotham & Associates 2002:6).

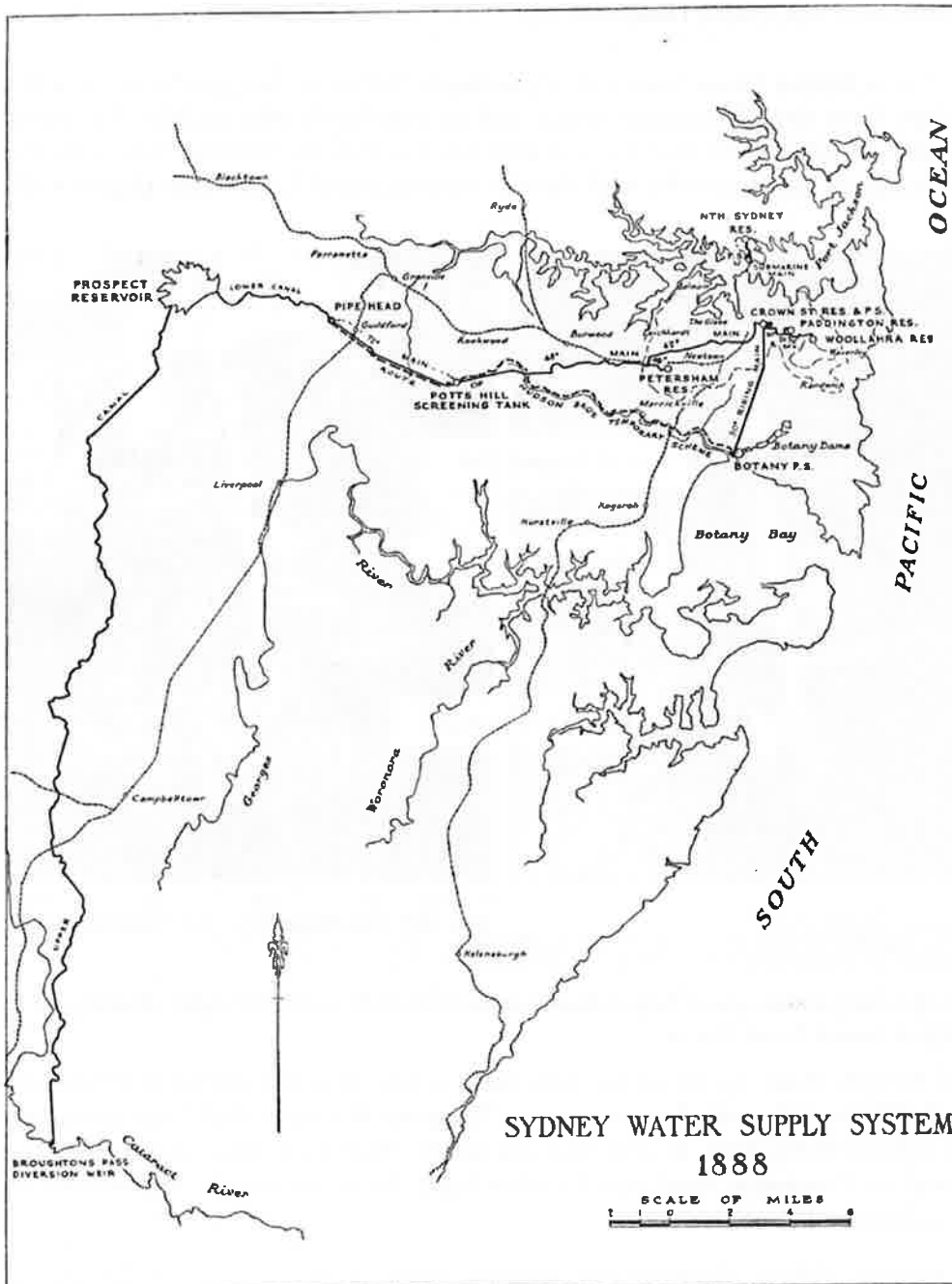


Figure 3.21 Plan of the Sydney Water Supply System, showing the route of the Upper Canal (Aird 1961:between pages 6-7).

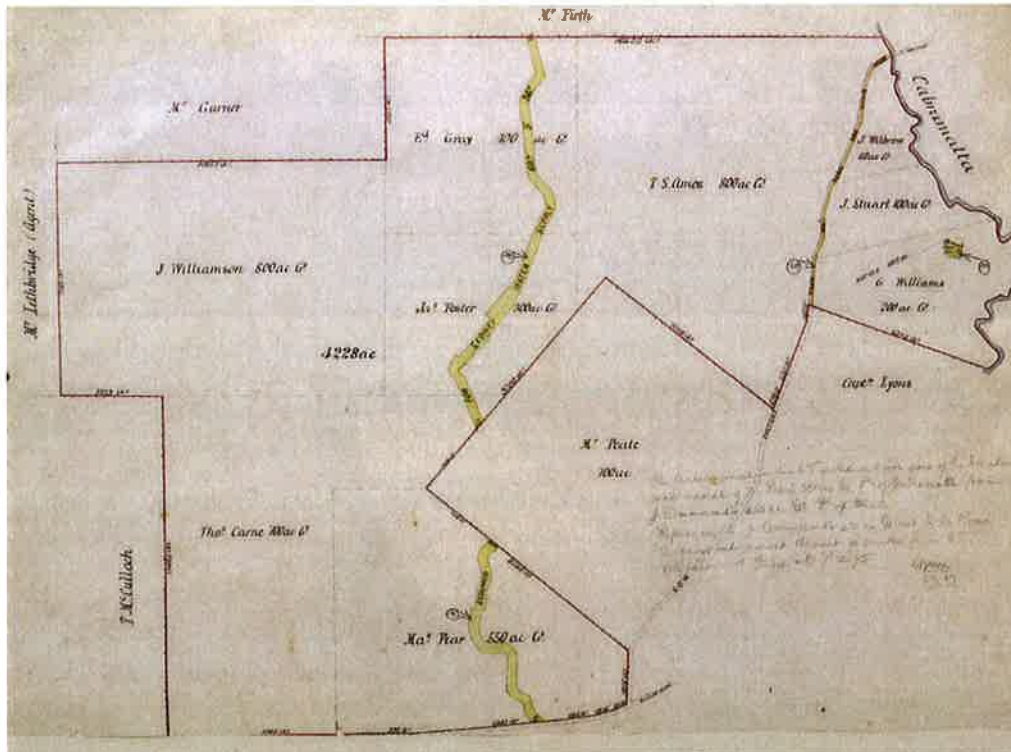


Figure 3.22 Plan of the Hoxton Park Estate, showing land resumed for the route of the Upper Canal, 1890 (Source: LPMA CT Vol 970 Fol 114).

Construction of the Upper Nepean Scheme was carried out by contractors, under the direction of the Harbours and Rivers Branch of the Public Works Department. Edward Orpen Moriarty, Engineer-in-Chief for the Harbours and Rivers Branch, was responsible for the design and execution of the works. The main virtue of the scheme was that it was an entirely gravity fed system. Water harvested in the Southern Highlands flowed all the way down the Upper Canal into Prospect Reservoir, then along the Lower Canal to Pipe Head, then by pipe to Potts Hill Reservoir, and again by pipe to Crown Street Reservoir from where it was reticulated to much of the city and suburbs (Edward Higginbotham & Associates 2002:8).

The Upper Canal itself is part of 39 3/4 miles (64km) of tunnels, open canals and aqueducts, running between the Pheasants Nest Weir and Prospect Reservoir. The method of construction and materials used differed depending on the type of terrain through which it passed. Where the ground was soft, the Canal was V-shaped and the sides were pitched with shale or sandstone slabs (Figure 3.23); in other sections, the Canal was U-shaped and the sides were walled with sandstone masonry, or cut into solid rock. Tunnels took it under hills, and again these were either brick-lined or unlined depending on the surrounding terrain (Edward Higginbotham & Associates 2002:8).



Figure 3.23 A section of V-shaped masonry Canal at 24 1/2 miles, with the original Raby Road bridge in the background (Section 6, Inventory 48). Although this section of the Canal is south of the study area, the image illustrates similar forms of construction to those used in the study area (Source: Edward Higginbotham & Associates 2002:37; from Sydney Water/SCA Historical Research and Archives Facility, Ref: X841025-8).

From the beginning, the Upper Canal was maintained by Inspectors and maintenance men, who were housed in cottages along the way. These cottages were owned by the Water Board. James Kirkpatrick was the first Maintenance Overseer for Section 9 of the canal, raising eleven children in a weatherboard cottage at the corner of Fifteenth and Twentyeighth Avenues (Bob Kirkpatrick, pers. comm. 30 March 2011).

Initially, the maintenance men walked or used horses to patrol the length of Canal, but by the late 1890s the Water Board had begun to add maintenance roads along the Canal. By 1898, a telephone line was also in operation along the whole length of the Canal (Edward Higginbotham & Associates 2002:10).

The sides of the Canal were regularly cleaned, and stopboards or bulk-heads allowed the maintenance men to close short sections of the Canal for cleaning and repairs. Early modifications included concreting rough spots along the bottom and sides, and by the late 1890s some sections of stone pitching were being relined with concrete in order to improve the flow of water along the Canal. Gradual relining of the Canal with concrete continued into the 1910s (Edward Higginbotham & Associates 2002:11-12).

A series of flumes were constructed to carry stormwater over the Canal, to prevent the stormwater entering the Canal and polluting Sydney's drinking water. At first, many of these flumes were made of timber, but gradually they were replaced by wrought iron and, later, by concrete flumes (Edward Higginbotham & Associates 2002:9).

A series of bridges were constructed to carry major roads over the Canal. In addition, ‘occupation bridges’ were built to allow large property owners, whose land had been cut by the Canal, to access either side. Early bridges in the study area are wrought iron; however, by the 1910s bridges were being constructed of concrete (Edward Higginbotham & Associates 2002:9).

Historic aerial photographs of the study area show that a number of early farms in the Hoxton Park and Raby subdivisions were established in close proximity to the Canal, despite the fact that local residents were unable to source water from the Canal (Figure 3.24). An offtake reservoir was constructed to supply water to the town of Liverpool in the 1890s, but residents of Austral and Leppington were dependent on water from local dams, wells and rain water tanks, until a water pumping station was erected at Ingleburn Dam in 1938-9 to service the area (LPS 1982:14; Aird 1961:269, 271-272).



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Geoscience Australia, Aerial photograph 3429-807, Sydney Survey, 1930 (left) and

mosaic of Land and Property Management Authority, Aerial photographs 228-5108 Run 25, 228-5147 Run 26 and 228-5149 Run 26, Liverpool NSW, 1955

Figure 3.24 Aerial photographs of the Upper Canal, 1930 (left) and 1955 (right).

As Sydney continued to grow, the Upper Nepean Scheme became inadequate to meet all the city’s water needs. A number of other dams were subsequently built to augment the city’s water supplies, including Warragamba Dam in 1946. However, the Upper Canal continues to be operational, carrying water from the Nepean River system to the Water Filtration Plant at Prospect Reservoir. This supply supplements water from the Warragamba-Prospect Pipeline.

In more recent decades, the rural setting of the Upper Canal has changed as modern housing developments have encroached. This has influenced surface water drainage in the vicinity of the Canal, in some cases causing the historic drainage system associated with the Canal to fail. The increased population living adjacent to the Canal has also created other more mundane challenges,

including traffic accidents and vandalism, which have indirect impacts on water quality in the Canal (Edward Higginbotham & Associates 2002:72; Angela Langdon, pers. comm., 5 November 2010).

3.4 Building Settlements and Towns

3.4.1 Subdivisions

By the 1880s, increasing pressure for housing in Sydney led to the purchase of a number of the larger estates by land speculators, with an eye to subdivision for either housing or for smaller farm sites. Most of the land north of Bringelly Road was purchased by a single land development company, to form the Hoxton Park Estate subdivision. John Gurner's *Ickleton* was subdivided separately, while the former Urban Fidkin grant became part of the Cowpastures Estate subdivision. Only John Jamieson's *Cow-de-Knaves* land grant was spared, forming a conspicuous diamond shaped area in the early maps of the Hoxton Park Estate. The western corner of this old estate forms part of the eastern boundary of the study area.

South of Bringelly Road, the pattern of development was slightly different. The main subdivisions for smallholders took place in the mid-1910s, when lots on the Eastwood Farms and Raby Acres Estates were offered for sale.

Hoxton Park Estate

In 1887, the former estates of Thomas Amos, Edward Gray, James Foster, James Williamson, Thomas Carne and Matthew Pear were purchased by William Edgar Harold Phillips, who together with his brother John Otis owned a land development company known variously as Phillips & Company or the Austral Banking and Land Proprietary (see Figure 3.22 above). These estates were joined together as part of a large subdivision known as the Hoxton Park Estate. The subdivision offered 1,186 lots, most of three acres (1.2 ha) each, accessed by a regular grid of streets (Figure 3.25-Figure 3.26). The grid, which identified streets by numbers rather than names, appears to have been based on the east-west alignment of Bringelly Road, and is still evident in the landscape today.

HOXTON PARK

Parish of Cabramatta
COUNTY OF CUMBERLAND

ABOUT 20 MILES FROM SYDNEY
3 Miles from Liverpool Railway Station

All Measurements in Links
ROADS 66 FEET WIDE

Vendors *Phillips & Co*
30 and 32 Castlereagh St
Sydney

(Office open from 9am to 8pm every day (Sundays excepted))

TITLE TORRENS ACT
Free Passes
INSPECT

J. H. Firth 2000 ac.

"BRIDGE IN ROAD"

Richards & Son 400 ac.

W. Lathbridge 700 ac.

LOCAL SKETCH

T. M. Colloch 700 ac.

Gibbs, Sharnard & Co. Printers.

L10/34

Figure 3.25 Advertisement for sale of the Hoxton Park Estate by Phillips & Company, 1887 (Source: Mitchell Library, Ref: SP/L10/34).

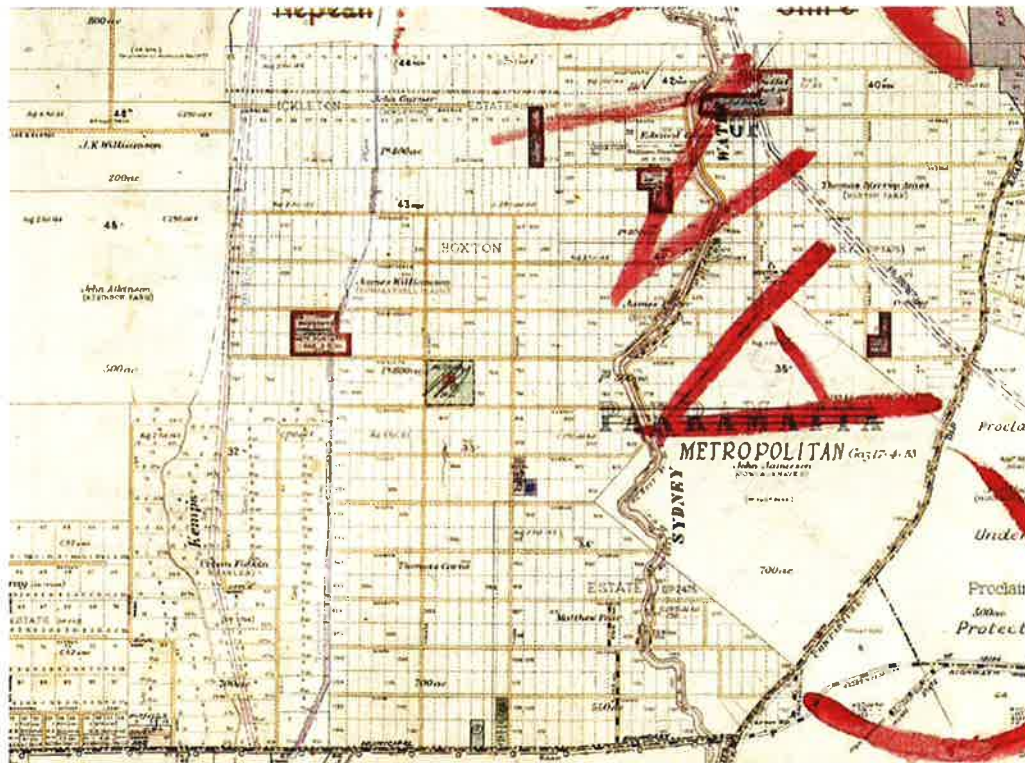


Figure 3.26 Detail of Parish Map of Cabramatta, 1940-1966, showing layout of Hoxton Park Estate subdivision in relation to the earlier land grants (Source: Source: © NSW Land Information Centre, Ref 14094802).

Phillips & Company initiated a slick advertising program for the subdivision, and produced an eloquent sales brochure entitled *Progress and Wealth*. The brochure appealed to the working man, promoting the ownership of land as the source of all wealth: *the working man who desires to receive the full reward of his labour must become the owner of a small freehold*. It described the land at Hoxton Park as *a magnificent stretch of country which we hope to make a comfortable home for about five hundred families*. The soil was:

mostly a rich and friable loam, specially suited from fruit growing; though there are parts where market gardening might be profitably carried on, while other parts are more specially adapted to poultry farming. [...] The estate is permanently watered by a fresh water creek, and about two miles of the main water supply for Sydney passes through it. The uncleared portion [approx 800 acres] carries valuable timber, mostly box, iron bark and spotted gum. [...] A Government School is also on the ground, so purchasers who intend to live on their land will find the education of their children already provided for...

The estate is liberally supplied with roads, which are all cleared, and all sixty-six feet wide [...] This grand estate is not situated away out in the wilderness, remember, but is within 23 miles of Sydney, about 3 miles from Liverpool railway station, and is surrounded by a thickly settled and prosperous district. (Powerhouse Museum 2010)

To make it easy for the working man to buy this land, Phillips & Company also introduced a subscription model, which would enable purchasers to take possession of their land following an initial upfront investment. However, like many other speculative subdivisions of the 1880s, it failed to attract buyers, with only 371 of 1,186 lots sold in the first release. In 1892, William Edgar Harold Phillips was convicted of fraud and sentenced to four years prison, and his company was declared insolvent (*SMH* 14 November 1892; Keating 1996:126).

In 1904, the Parliamentary Standing Committee on Public Works found that a large portion of the Hoxton Park Estate was still unsold and untenanted. There were only 75-80 families on the land, most of whom had occupations somewhere else. Nearly half of the original purchasers had left, primarily due to poor regional transport infrastructure and lack of communication with Sydney. Moreover, the prices of the land had crashed, from £15-£25 per acre in the boom years of the late 1880s down to as low as £7 per acre in the early 1900s. As such, many of the early purchasers would have made a significant loss on their investment. Such was the failure of the entire venture that William Hutton was forced to admit that, of all the purchasers in the last eight years, there was only one that was making a living from the land. Hutton attributed much of the ongoing problems of the estate to the lack of railway communication, which Phillips & Company had apparently promised would be constructed within five years when he bought his own land. Other physical constraints to the progress of development were the poor state of roads connecting with Liverpool, and the small size of the lots. Hutton argued that the subdivision was primarily intended to be residential. However, the people who had purchased a lot for a house had found it too difficult to access places of employment. In contrast, people interested in working the land, in line with Phillips & Company's promotional material, were obliged to take up two or three adjoining lots to create a viable farm (NSW Legislative Assembly 1904:11-16; Keating 1996:106-107, 126-127).

In his evidence to the committee, William Hutton stated that he had bought 51 acres, and that he was making a fair living on it by growing fruit. This land is marked on the 1906 Reconnaissance Map of the area, on the west side of the development between Tenth and Eleventh Avenues (see Figure 3.16 above). Sixteen buildings are also indicated in the area of the Hoxton Park Estate, of which seven are within the study area. The area is generally described as Small holdings a few occupied, the others are covered with thick timber and sapling scrub.

Subsequent sales of Hoxton Park Estate were slow, with a gradual uptake of both single and multiple lots throughout the 1910s and 1920s (LPMA CT Vol 1101 Fol 115).

Ickleton Estate

In 1897, the former estate of John Gurner, *Ickleton*, was purchased by a Sydney Conveyancer, Hardinge Gifford King, along with some small areas of the adjoining estates of Barron Field to the north and Henry Marr to the west. King subdivided the land into 43 small farming lots of approximately 10 acres each, which were gradually sold between 1897 and 1906 (LPMA CT Vol 1230 Fol 237). Although the lots were larger than those on the neighbouring Hoxton Park Estate, prospective landowners generally had to buy multiple lots to create a viable farm (Figure 3.27).

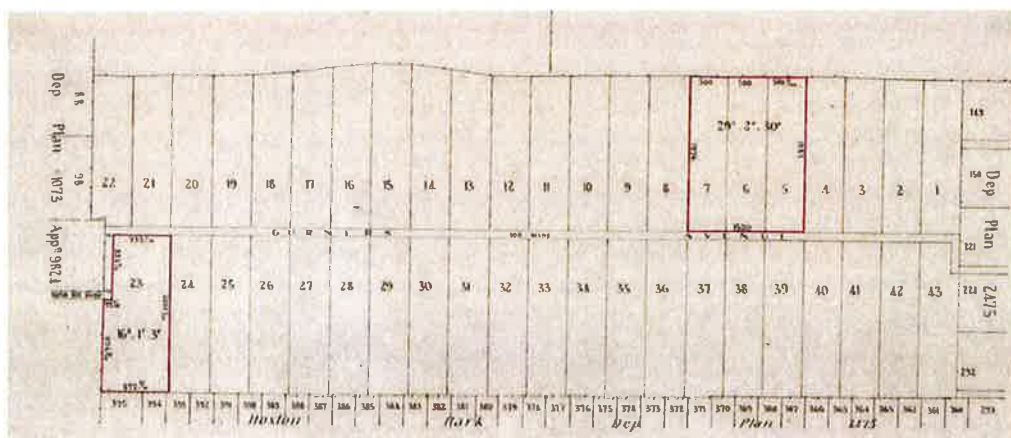


Figure 3.27 Subdivision plan of the Ickleton Estate, showing four lots purchased by Henry Steadman in 1900 (Source: LPMA, CT Vol 1339, Fol 37).

The 1906 Reconnaissance Map shows that there were only two buildings on the Ickleton Estate by this date, both associated with areas of cultivation.

Cowpasture Estate

In September 1891, the former estate of Urban Fidkin was purchased by Thomas Hussey Kelly, a Sydney-based merchant (LPMA CT Vol 1025 Fol 243-244), and incorporated into a large subdivision known as The Cowpasture Estate and Cowpasture Farms (Figure 3.28-Figure 3.29). The Cowpasture subdivision extended west from Fidkin's estate as far as the village of Bringelly, forming four discontinuous blocks on both the north and south sides of Bringelly Road. The former Fidkin land grant was the third release in the development, primarily comprising 10 acre (4 ha) blocks targeted at small-scale farmers and orchardists. However, like many of the other subdivisions in the area, the lot sizes were often insufficient for a family to make a living in either cultivation or orcharding (Keating 1996:104).

THE COWPASTURE ESTATE
AND
CECIL PARK FARMS

By order of **THE PERPETUAL TRUSTEE COY LTD.**
EXECUTORS & TRUSTEES UNDER THE WILL OF THE LATE T. H. KELLY.

TORRENS TITLE
TERMS
One fifth cash, and the balance in eight equal half-yearly payments bearing interest at the rate of 4% from date of payment calculated on the balance owing from time to time. The purchaser to have the right of paying off the whole amount at any time with interest to date of such payment.

More Shaded Lots are Sold.

For Auction Sale
AT THE PARISH HALL
ROSSMORE
ON
SATURDAY
31ST MARCH 1906
AT 3 P.M.
RAINE & HORNE
AUCTIONEERS
86 PITT ST SYDNEY

Gaug Sketch

Manager of the Estate
S R OSBORN
Newcastle, Hunter River
WENTLEY ST SYDNEY

Manager of the Estate
JOSEPH THOMPSON
Property Managers
101, 3RD STREET

Scale: 1/4 inch = 100 yards (subject to proposed plan)

CECIL PARK FARMS

Figure 3.28 Advertisement for the sale of the Cowpasture Estate, 1906 (Source: Mitchell Library, Ref: SP/L10).

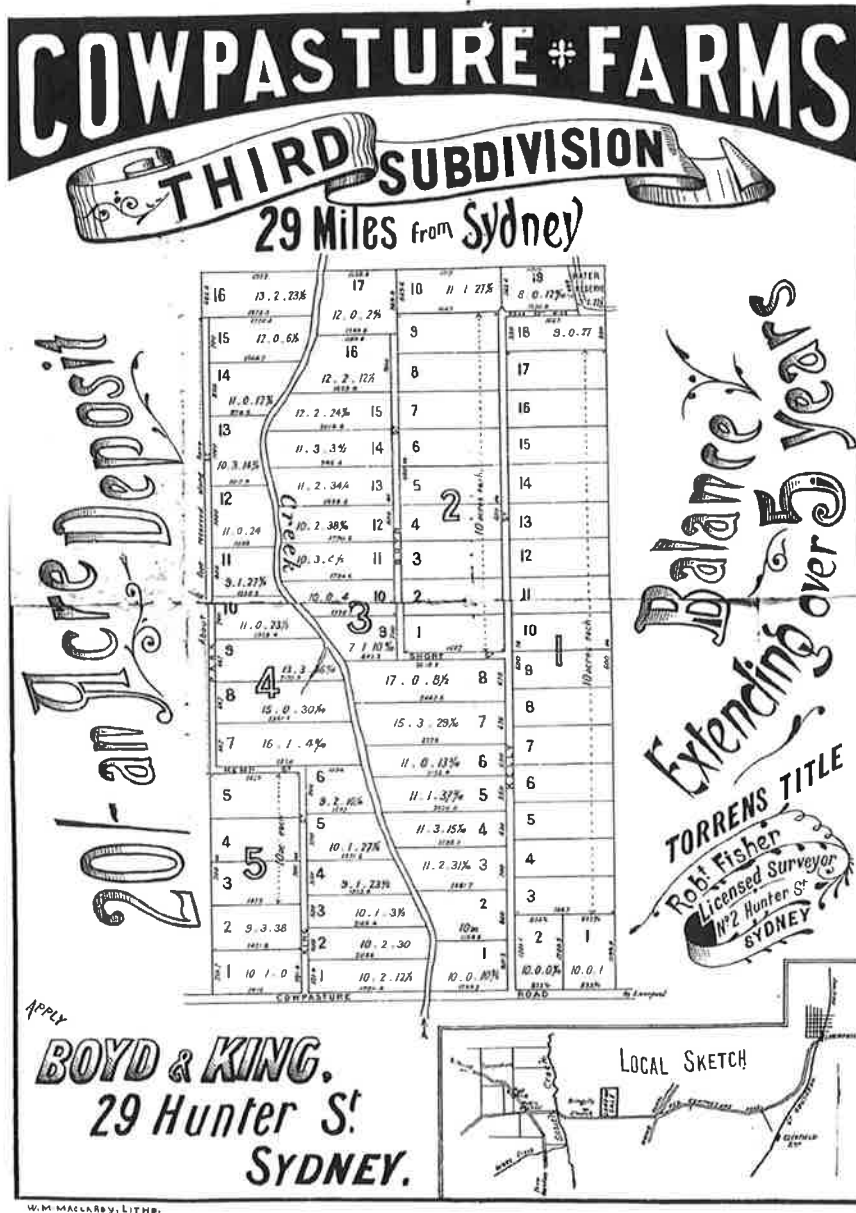


Figure 3.29 Advertisement for the sale of the Cowpasture Estate, c1906 (Source: Mitchell Library, Ref SP/L10/18).

Following Kelly’s death in 1901, the Perpetual Trustee Company Limited continued to sell the land as executors of Kelly’s estate. A subdivision plan of the Cowpastures Estate for a sale in March 1906 shows that the blocks on the east side of Kemps Creek were arranged along either side of two main north-south streets: Kelly Street and Boyd Street. Approximately half of the blocks had been sold by this date. However, the 1906 Reconnaissance Map only indicates four buildings in the area: one at the north end of the subdivision, labelled Stanfield, and a cluster of three buildings near the east side of the subdivision (see Figure 3.16 above). The north part of the area is described as ‘thickly timbered,’ while the south part is ‘lightly timbered.’ A track is indicated along the eastern boundary of the subdivision, where it joined that of Hoxton Park, connecting to Bringelly Road in the south.

Raby and Eastwood Estates

Following the death of William Moore in 1878, his widow Caroline and brother-in-law Albert Stephen Burcher were made executors of his estate. In 1905, the *Raby* estate was surveyed for subdivision into five lots (Figure 3.30). The two southernmost lots, outside the study area, were

transferred to Arthur Barrington Moore in 1907 (Lots 1 and 2). After the death of Caroline in 1913, the remaining lots passed to Burcher (Lots 3, 4 and 5) (LPMA CT Vol 1793 Fol 206; Cosmos Archaeology 2010:37).

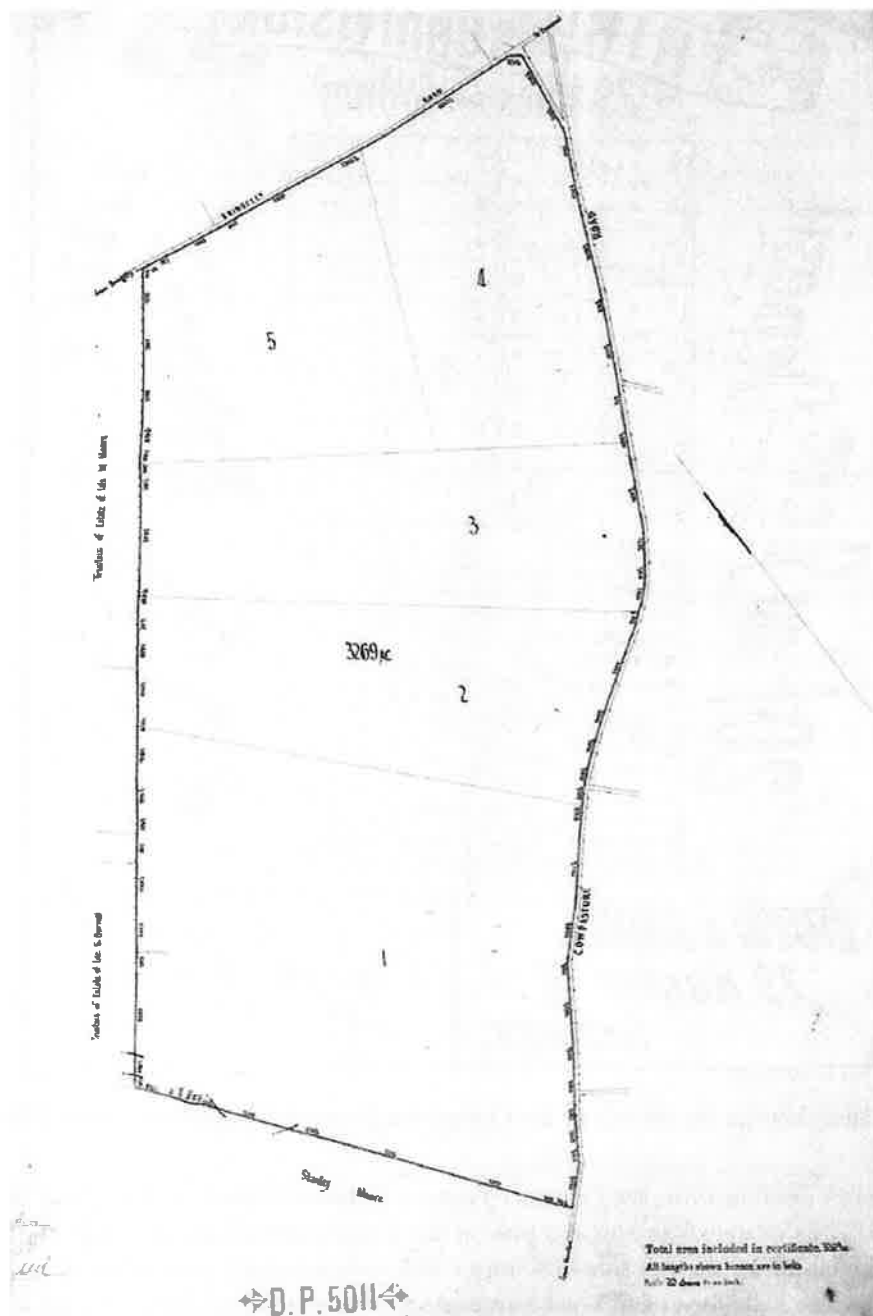


Figure 3.30 Subdivision plan of Raby, 1905 (Source: LPMA CT Vol 1793 Fol 206).

In 1913, a plan was drawn up to re-subdivide the northern part of the former *Raby* estate into 71 smaller farms, ranging in size from ten acres to over 33 acres (LPMA CT Vol 800 Fol 5; Cosmos Archaeology 2010:37; SMH 17 October 1914:9). The following year, the auctioneers Arthur Rickard & Co Ltd advertised the Raby Acres Estate for private sale, along with the neighbouring Eastwood Farms Estate (Figure 3.31). These estates were described as being similar in situation and character, with:

[...] choice, undulating, well-grassed land, having a decidedly attractive, park-like aspect, with some very valuable timber on most of the blocks. (SMH 17 October 1914:9)

Farms of Plenty



SO FAR as money-making capacity is concerned, it is not necessary for the Farmer to have his farm alongside the O.V.O. or Central Railway Station. You pay a lot more for land near the City, and, in many instances, for very inferior soil. The man further out can live very much cheaper, and obtain larger areas of good, productive soil at a fraction of the cost with the advantage of facilities for the propagation of a greater variety of profitable crops. In the Farm Estates given below you have a combination of value and good, well-watered soil within easy distance (there is a daily coach service) of important centres of population, railway and markets, that is seldom available, and are now being offered at exceptionally low prices on the easiest and most advantageous of terms—**RICKARD'S EASY TERMS.**

Those who are seeking good Farm Sites could not do better than see these. Arrangements have been made whereby intending purchasers can make appointments at our office for a conveyance to meet you either at Ingleburn or Liverpool stations and take you over the country. Call or write for plans and make an appointment to inspect these fine properties, which, owing to their unusually attractive locations, will be readily disposed of.

<p style="text-align: center;">RABY ACRES ESTATE</p> <p>This fine Estate comprises a total of over 2000 acres of rich, well-watered, well-grown land, having a splendid situation, part like superb, with some very valuable timber on some of the blocks. It is situated close to the City Water Supply Canal, and supplies by pipeline to the Corporation, Rickard and Rutland Roads, the property is but eight miles from Liverpool, six miles from Parramatta, and under five miles of the Ingleburn Station on the Railway. Liverpool and Campbelltown from the river to over thirty-three acres, large areas being easily available by taking one or more adjoining blocks. FURTHER OFFICE, FRUITLANDS, and STURTON are only about a mile from the Estate. Wonderful good value at from 40 per acre.</p> <p style="text-align: center;">Easy Terms—Torrens Title Only 1 per cent. Deposit and 1/2 per month (which includes interest) for every £10/10/- purchased.</p>	<p style="text-align: center;">EASTWOOD FARMS ESTATE</p> <p>Close by the Raby Acres Estate, and runs back from the Eastwood road to South Creek, and within easy walking distance of Parkside, Public School, and Berrara. It is situated in situation and character to Raby, and the blocks range from over acres and a half acres to over thirty acres—totaling altogether nearly 400 acres of splendid soil. One block of over six acres has a W.B. College erected on it. This is also a grand opportunity, at only 4 1/2 per acre.</p> <p style="text-align: center;">Easy Terms—Torrens Title. Only 1 per cent. Deposit and 1/2 per month (which includes interest) for every £10/10/- worth purchased.</p>
<p style="text-align: center;">ROSSMORE FARMS ESTATE</p> <p>On the Bringelly Road, six miles from Liverpool Station, with which it is connected by a daily coach service. The property is well grassed, undulating land, having a gentle slope which ensures good drainage; partly cleared. Public School, Church, and Stores on the Estate. One of the best mixed farms. Soil, poultry, and dairying properties. Blocks from nine acres upwards (adjoining blocks to form larger areas can be arranged), and splendid value from 40/10/- per acre.</p> <p style="text-align: center;">EASY TERMS—TORRENS TITLE 1 per cent. Deposit and 1/2 per month (including interest at 1 per cent. per annum) for every £10/10/- purchased.</p>	<p style="text-align: center;">CECIL PARK FARMS ESTATE</p> <p>The Raby Water Supply will run through a portion of this Estate, which will appeal to the farmer seeking substantial value. The few blocks remaining are not one with inferior to those already sold, so that the price asked is particularly low. There are two blocks together comprising over thirty-one acres (one over twenty-one and a half acres, and another over twenty-one acres, respectively), good value at only 40 per acre. Two other blocks (one of thirteen and a half, and the other over fourteen acres), 40 per acre.</p> <p style="text-align: center;">Easy Terms—Torrens Title</p>

CALL OR WRITE FOR PLANS
OPEN MONDAY AND FRIDAY NIGHTS TILL 8


Arthur Rickard & Co. Ltd.
 Realty Specialists SYDNEY

Figure 3.31 Advertisement for the sale of the Raby Acres and Eastwood Farms Estates, 'Farms of Plenty,' 1914, by Arthur Rickard & Co Ltd (Source: SMH 17 October 1914:9).

A later, undated Rickard advertisement shows a number of buildings adjacent to the Bringelly and Cowpasture Roads (Figure 3.32). However, most of the lots were acquired by the N.S.W. Realty Co. Limited between 1916 and 1920. Subsequent sales of land to the public were slow, with a gradual uptake of both single and adjoining lots throughout the area in the 1920 and 1930s (LPMA CT Vol 1793 Fol 206; SMH 17 October 1914:9).

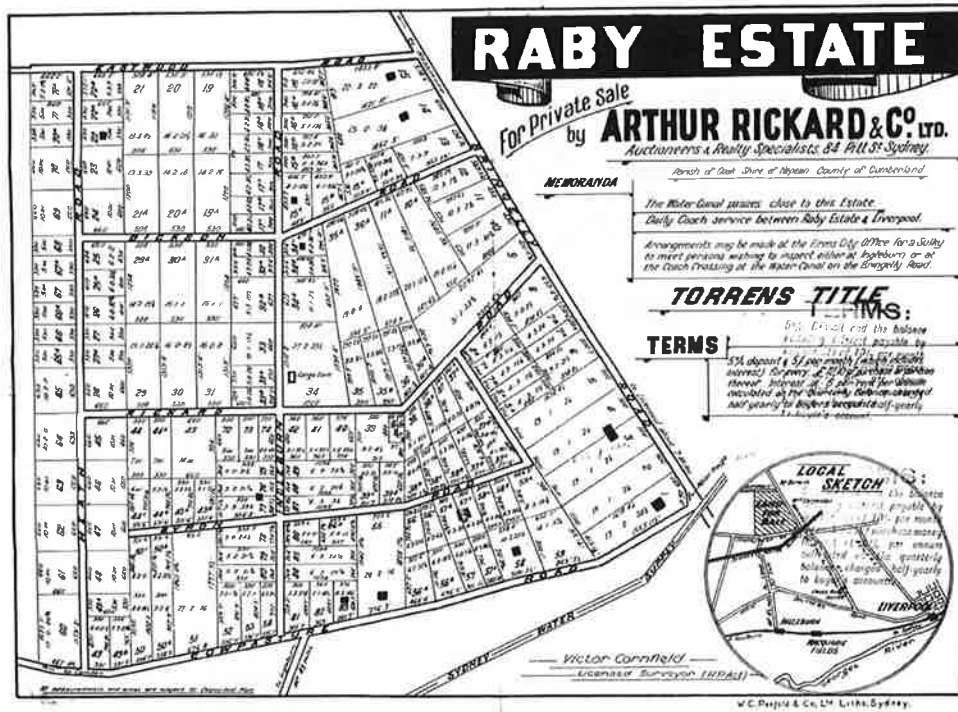


Figure 3.32 Advertisement for sale of the Raby Estate Subdivision, nd (Source: Mitchell Library, Ref: SP L10/74).

Edmondson property

The Edmondson property originally comprised approximately 564 acres to the south of the Great Southern Road, between Cowpasture Road and Cabramatta Creek (Figure 3.33). The land included John Drummond’s original crown grant of 410 acres, and part of the adjoining grants issued to Robert Bostock and Henry Kitching. It was purchased in 1906 by Joseph Edmondson, a hotel proprietor from Campbelltown. Edmondson likely built a weatherboard farmhouse on the land, known as Forest Home (LPMA CT Vol 1833 Fol 74; HLA 2003:8).

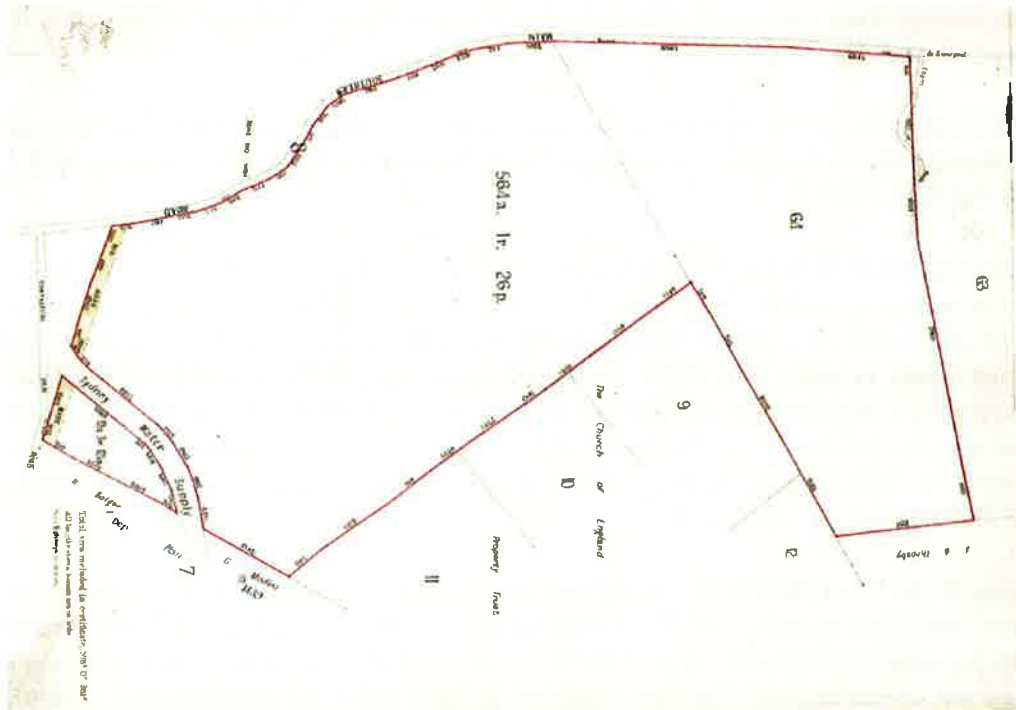


Figure 3.33 Plan of the Edmondson property, 1907 (Source: LPMA CT Vol 7823 Fol 74).

In 1918, the estate was subdivided into three lots, which were transferred to three of Edmondson's sons (Figure 3.33). All three lots were probably used as farmland (Cosmos Archaeology 2010:34). Forest Home was located on the middle lot, which was owned by Edmondson's eldest child, Joseph William Edmondson (LPMA CT Vol 2858 Fol 106).

Joseph William Edmondson was a farmer from Wagga Wagga, who had taken up residence at Forest Home in 1916, with his wife, Maude Elizabeth Hurst, and son, John Hurst Edmondson. John Hurst Edmondson worked on the property with his father, but was sent overseas on active duty after enlisting in the Australian Imperial Forces during WWII. He was killed in action at Tobruk in 1941, leaving his father to manage the property alone (Grant 2006; *Australian Women's Weekly* 1941:3).

In 1930, a strip of land through the centre of the property was resumed as a road reserve, for the Hume Highway deviation around Carne's Hill (later renamed Camden Valley Way) (LPMA Vol 2825 Fol 106; Hill 1931:87-88). The farm to the south of Camden Valley Way remained substantially intact until the 1940s, when it was subdivided and various parts sold off between 1944 and 1957. Within the study area, the house, Forest Home, and approximately 70 acres of attached farm land were retained by the Edmondson family until the death of Maude Edmondson in 1961 (LPMA Vol 2858 Fol 106, Vol 7802 Fol 141; SMH 25 April 2007). The property was compulsorily acquired by the Department of Planning in the early 1970s and is now managed by the Land and Property Management Authority (LPMA).

3.4.2 Civic Development

Local Government was first established in Sydney in 1842 and the District of Liverpool incorporated in 1843, but this first attempt at local determination was generally considered a failure. The Council raised no money and did nothing to improve regional services or roads. When Liverpool Municipal Council was declared in 1872, the land west of Cowpasture Road was excluded, such that Austral, Hoxton Park and Leppington were to remain unincorporated (Keating 1996:68, 87-88; Kass 2004:46). This finally changed in 1906, when Nepean Shire Council was established, covering the areas of Hoxton Park, Austral, parts of Luddenham and Narellan. Local grocer and bus operator

Thomas George Scott was elected Alderman to the Council from 1906 until 1948, when it was disbanded (Penrith City Council 2011).

In 1948, Leppington was incorporated in the Municipality of Camden, and Austral was incorporated in the Municipality of Liverpool. Austral was finally declared a suburb of Liverpool in April 1972 (Clarke and Haak 1993:7).

Local Progress Associations were formed in both Austral (1931) and Leppington (c.1930s), as part of a broader movement towards local, participatory involvement in the affairs of the district. These groups lobbied Council and other public bodies regarding works in the area, such as improvements to local roads and access to water. In 1939, the Austral postmaster H G Starr donated land for the construction of a Progress Hall on Edmondson Avenue. This hall burnt down in 1962, and was replaced with the present hall in 1965 (Ian Wilmington, pers. comm., 25 January 2011; Clarke and Haak 1993:7). The Leppington Progress Association also built a hall on Ingleburn Avenue, just outside the study area (LPS 1982:17).

Following World War I (WWI), the Austral area was surveyed for a soldier settlement area, but few of the farms were taken up and as the Great Depression took hold in the late 1920s, Austral remained sparsely populated (Clarke and Haak 1993:6). Progress did come, albeit slowly. A telephone exchange was opened and the electricity connected in 1938, and water was reticulated to Austral in 1939. During WWII a temporary army camp was established near the current Scott Park and between Tenth and Eleventh Avenues (Clarke and Haak 1993:7).

Prior to 1932, Austral residents travelled to surrounding areas to attend church on Sunday: Holy Innocents Anglican Church at Rossmore, The Union Church at West Hoxton, or to Liverpool. In 1932, Miss Lily Argue began to hold Sunday School lessons in the open air, and from 1935, the Church of Christ began to hold regular Sunday Services in Austral village (Clarke and Haak 1993:7).

Catholic Services were held in the Austral Progress Hall from the 1950s until 1962, when the first St Anthony's Catholic Church was constructed. This church was replaced by a new building in 1993 (Clarke and Haak 1993:7).

3.4.3 Education

Austral Public School

The town of Austral developed in the vicinity of Austral Public School, which was established in 1893 on the west side of the Hoxton Park Estate. The subdivision already had one school, at Hoxton Park village, but this school was considered to be too far away for children on the west side of estate. In order to avoid confusion, it was proposed to name the new school 'Austral' after the Austral Banking and Land Proprietary, which in 1891 had promised to donate three acres at the corner of Third (now Edmondson) and Tenth Avenues (Lot 865). This name was gradually applied to the surrounding area. The school was approved by the Department of Public Instruction in July 1891; however, the Austral Banking and Land Proprietary went bankrupt and failed to transfer the land. The lot was subsequently resumed by the Department and the new school opened in 1893, with 21 children enrolled (Clarke and Haak 1993:9).

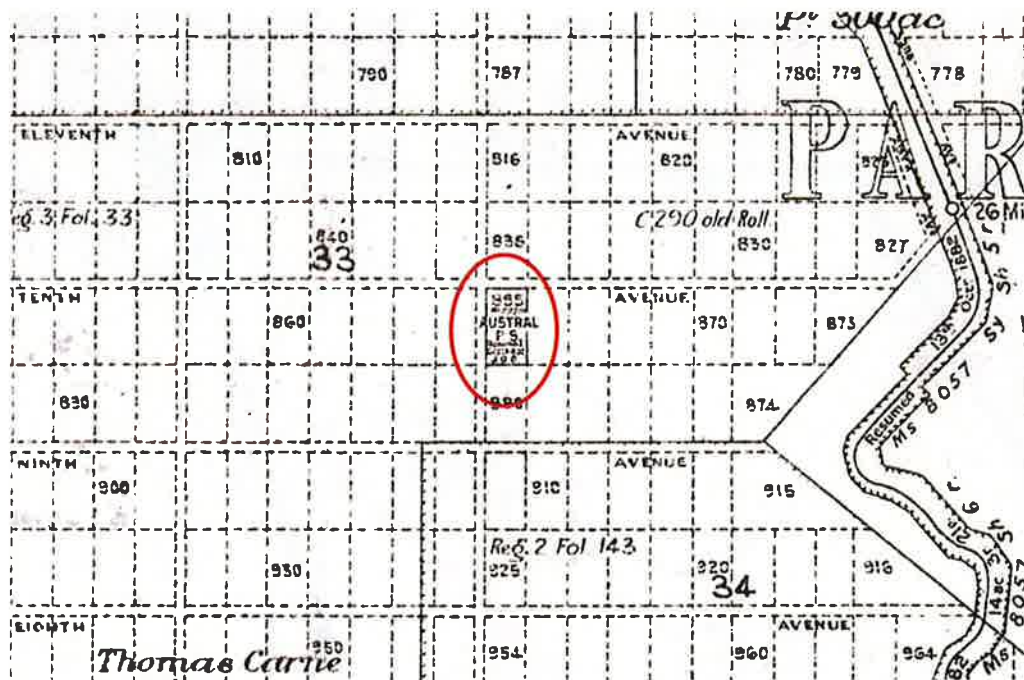


Figure 3.34 Detail of Map of Parish Cabramatta, 1940, showing Lot 865 of the Hoxton Park Estate reserved for Austral Public School (circled red) (Source: © NSW Land Information Centre, Ref: 14031202).

In 1956, a new timber school building was opened, including four classrooms with folding partitions, an office, staffroom and storeroom. The school was further expanded in 1977-1978, and some of the original buildings were relocated, possibly to Rossmore Public School (Clarke and Haak 1993:9).

Leppington (Raby) Public School

Leppington Public School is located on land within the original 3000 acre grant issued to Alexander Riley on 8 October 1816, which was known as *Raby* (Figure 3.35). In approximately 1920, the residents of the Raby Estate subdivision south of Bringelly Road began a campaign to establish their own school. Community meetings were held, with the teacher from Austral Public School in attendance, and letters were written to the Department of Education. The application for a school was eventually approved and the first building was completed in November of 1922, with 28 pupils enrolling from January 1923 (LPS 1982:16). The school consisted of a single, weatherboard building, which was extended in 1942 to accommodate more pupils. Additional buildings were erected at the school in the 1950s, and the school grounds were extended to the north in 1955-56 as the population of the area began to grow after WWII (LPS 1982:19). A series of new brick buildings were constructed on the north side of the school in the 1960s (DET 1968:2-3).

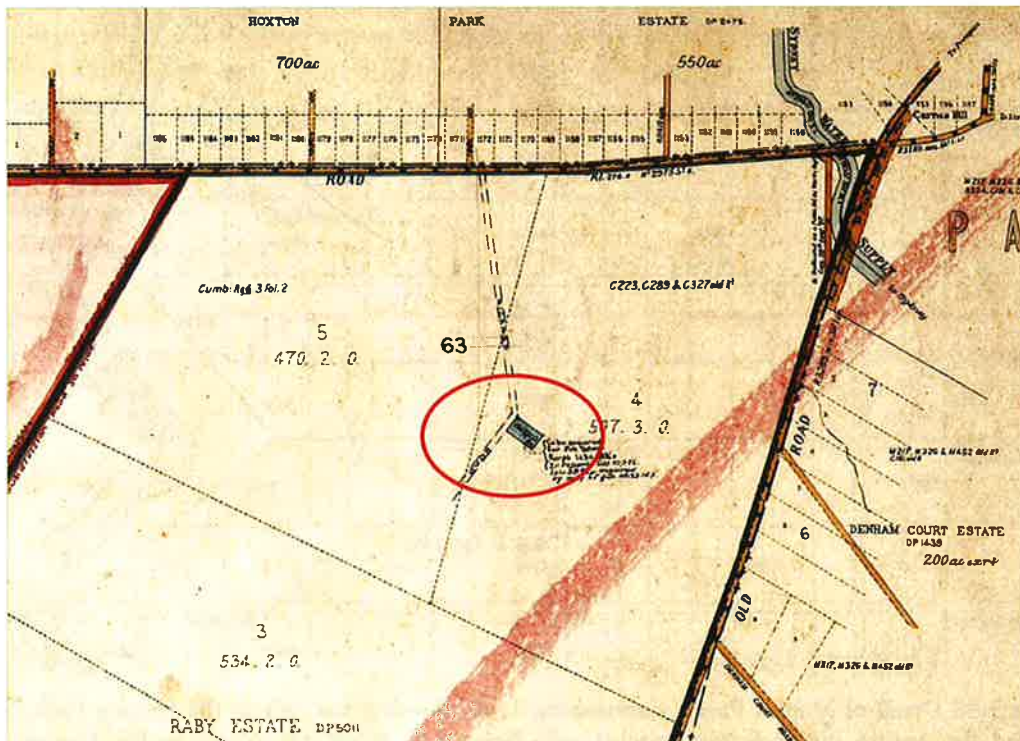


Figure 3.35 Detail of Parish Map of Cook, 1914-1928, showing land reserved for Raby Public School (circled red) (Source: © NSW Land Information Centre, Ref: 14090502).

The school was initially named Raby Public School after Riley's estate; however, the local postal district is called Leppington. To reflect this, the name of the school was officially changed to Leppington Public School in 1955 (LPS 1982: 19).

3.4.4 Migration

The Austral and Leppington areas today are characterised by the market gardens, many no longer operational, which dot the landscape, cultivated primarily by waves of migrants following the two world wars and the Vietnam War. Following WWII the Australian migration program encompassed a wider range of ethnic groups than at any time previously in Australia's history. Formal agreements were made with the United Kingdom, Malta, The Netherlands, Italy, West Germany, Turkey and Yugoslavia, which often included an offer of assisted passage. The invasion of Hungary in 1956 and the later unrest in Czechoslovakia in 1968 saw the arrival of migrants from these countries, some of whom also settled in the Austral-Leppington area (Australian Government Department of Immigration and Citizenship (2009)). However, members of these communities had been arriving earlier. Rudolf Prokoph, who had migrated to Australia from Czechoslovakia in 1928, established a poultry farm in Austral.

During WWII, Italian men interned at Liverpool interment and POW camp were transported by military trucks to work in the outlying agricultural areas on a daily basis. Following the war, many of these men returned to work in the region, with many settling within the Austral area, and during the 1950s and 1960s numbers increased in response to the government migration program. The majority established themselves as market gardeners, and many focused on the cultivation of tomatoes. Today their influence can be seen in the bilingual (English/Italian) signage throughout the Leppington Public School. The Scalabrinian Missionaries arrived in Australia in 1952, initially caring for remote Italian communities throughout NSW, Queensland and Tasmania. As populations of Italian migrants increased, their care was focused on urban areas and, today as the population ages, the provision of

community care facilities has been a priority. The Missionaries have established nursing homes and hostels, like the Scalabrini Village in Austral (Scalabrinians Missionaries 2009).

The Holsworthy-Liverpool interment and POW camp also housed approximately 740 Croatian labourers, woodcutters, miners, gumdiggers and sailors from all over Australasia during WWI. Following the war, when Yugoslavia was established, 100 of the 574 former internees were permitted to stay in Australia (Budak and Lalich 2008:91). In 1952, with the influx of new migrants, the first Croatian welfare association in Australia, Croatian Caritas, was founded in Sydney to help the new migrants with language difficulties and to find jobs. A few years later in 1958, a cooperative society of Croatian farmers was founded on 112 hectares of land near Liverpool, attracting about 40 Croatians (Budak and Lalich 2008:95).

Since WWII, immigration has diversified such that today the Austral and Leppington North precincts continue to have strong Italian, Lebanese, Maltese and Chinese communities, reflecting the waves of post war migration to the area (ABS 2006).

3.5 Memorialisation

Memorialisation is a form of public history. The erection of public monuments or the creation and naming of commemorative spaces provides a context for remembering important people and events in the local community, and in the wider world. The process of memorialisation reflects a public desire to experience a process of commemoration and public ritual, particularly in the context of death or other forms of human suffering. The ongoing maintenance of memorials acts as a buttress against forgetting and loss of a common local history.

There are a number of places in the study area which have been named after local people in the community, in recognition of their contribution to the community. For example, the H J Starr Progress Hall was named after H J Starr, local postmaster and an important donor to the Austral Progress Association; Browns Road and Avenue in Austral was named after William Brown Senior, local butcher and an Alderman on Nepean Shire Council (Clarke and Haak 1993:5; Jan Wilmington, pers. comm., 25 January 2011).

The remains of a monument apparently erected by the Federation of Hellenic Associations are on Lot 10 DP 771080, off Gurner Avenue. The Federation had intended the land to be used as a hub for recreational and community activities for the Greek community; however, little else is known concerning the monument (see below Section 5.3.9).

3.5.1 War Memorials

War memorials are some of the most common forms of memorialisation in local communities, outside of cemeteries. In many cases, where the body may still lie on the battlefield or is buried overseas, the memorial replaces a grave, acting as the focus of mourning and commemorative rituals.

A memorial at the corner of Cowpasture and Bringelly Roads commemorates the death of Second Lieutenant William Brown, son of William Brown Senior, during WWI. Brown died in September 1916, aged 22, at Mouquet Farm at the Battle of the Somme, France. The memorial was erected soon after the war, in approximately 1920, by the people of the district; it was relocated to the current site in 1994. Brown is also commemorated at the Villiers-Bretonneux Memorial in France, the Australian War Memorial in Canberra, and by a memorial erected by his parents at Rossmore Church (Clarke and Haak 1993:5; Australian War Memorial, nd). The value of the memorial to the community is recognised by its local heritage listing.

Edmondson Road in Austral is named after another local man, Corporal John Hurst Edmondson. Edmondson died in 1941, at the Battle of Tobruk, Libya. He was awarded the Victoria Cross for Valour for actions in the defence of Tobruk, the first Australian in WWII to receive the medal. He is also commemorated at the Australian War Memorial in Canberra, and in the naming of various local places and buildings. These include the John Edmondson VC Memorial RSL Club in Liverpool, John Edmondson High School in Horningsea Park, the school hall at his former high school, Hurlstone Agricultural High School, and the new suburb of Edmondson Park, amongst others (Clarke and Haak 1993:5). The contribution and prominence of the Edmondson family is acknowledged by the heritage listing of the family home, Forest Home.

Another war hero is Flying Officer William Verdun Scott, who was shot down over The Netherlands in December 1943. Scott was the son of a Leppington grocer and long-serving Alderman on Nepean Shire Council, Thomas Scott. He is remembered by a memorial at, and the naming of, W V Scott Memorial Park, at the corner of Bringelly Road and Edmondson Avenue (LPS 1982:16; Clarke and Haak 1993:5; Australian War Memorial, nd).

4 Physical Analysis

4.1 Preamble

The study area is characterised as a semi-rural landscape, with a mixture of market gardens, open grassy paddocks or vacant land, poultry farms, orchards, and large residential properties. The majority of the land is zoned for Rural Small Holdings, but there are two areas zoned for Primary Production: at the north edge of the study area and in the Investigation Area to the southeast. A small Neighbourhood Centre surrounded by Low Density Residential lots is located at the junction of Tenth and Edmondson Avenues.

The topography of the study area is gently undulating, with some moderately hilly land towards the south and east. The topography and underlying soils are well-suited to agriculture. Kemps Creek, which forms the western boundary of the study area, flows in a north-south direction and is fed by several tributaries within the study area. Kemps Creek Nature Reserve, at the northwest corner of the study area, is the only substantial area of native vegetation in the vicinity of the study area. The remainder of the land has been substantially cleared through historic timber-getting and for farming, since the mid-nineteenth century and accelerating through the early to mid-twentieth century.

The Western Sydney Parklands border the study area to the north and east. The Parklands are made up of former farmland, which is being redeveloped into a series of regional recreational facilities with regenerated natural bushlands, walking trails, and habitat for local wildlife. The Parklands are separated from the study area by the Upper Canal, the historic water supply Canal managed by the SCA.

Bringelly Road and Fifteenth Avenue are the main east-west transport corridors through the study area, and provide long views across the landscape, while Edmondson and Fourth Avenues provide north-south linkages between these corridors. Camden Valley Way, which takes in part of the historic alignment of Cowpasture Road along the southeast boundary of the study area, is a major arterial road, linking the Hume Highway, M7 and M5 interchange at Prestons near Liverpool with Camden. These are all two lane roads, and despite increasing traffic retain a strong rural character, with narrow gravel and/or grass verges and ditch drainage. That being said, Camden Valley Way and Bringelly Road will soon be upgraded from two to four lanes, in association with the development of the SWGC (Figure 4.1).



Figure 4.1 Bringelly Road, view to the west.

The urban form of the study area reflects the patterns of subdivision established in the late nineteenth century and associated use of the land for small farms and housing. The following analysis considers general physical evidence of these patterns, in the context of the historic development of the study area.

4.2 Hinchinbrook Estate

The northern part of the study area is associated with the former Barron Field land grant, originally known as *Hichinbrook* (Figure 4.2-Figure 4.3). It is unusual in the study area insofar as the original land grant has not been subdivided into small farming lots, which are prevalent in other parts of the study area. The area includes Kemps Creek Nature Reserve to the west, Kemps Creek Substation to the north, and a large area of open grassed paddocks to the east (Figure 4.2-Figure 4.7). Transmission lines cross the paddocks, with three main lines running towards the north, south and east. An underground gas pipeline runs along the eastern boundary of the study area. A series of unsurfaced tracks provides access to the transmission lines and gas pipeline.

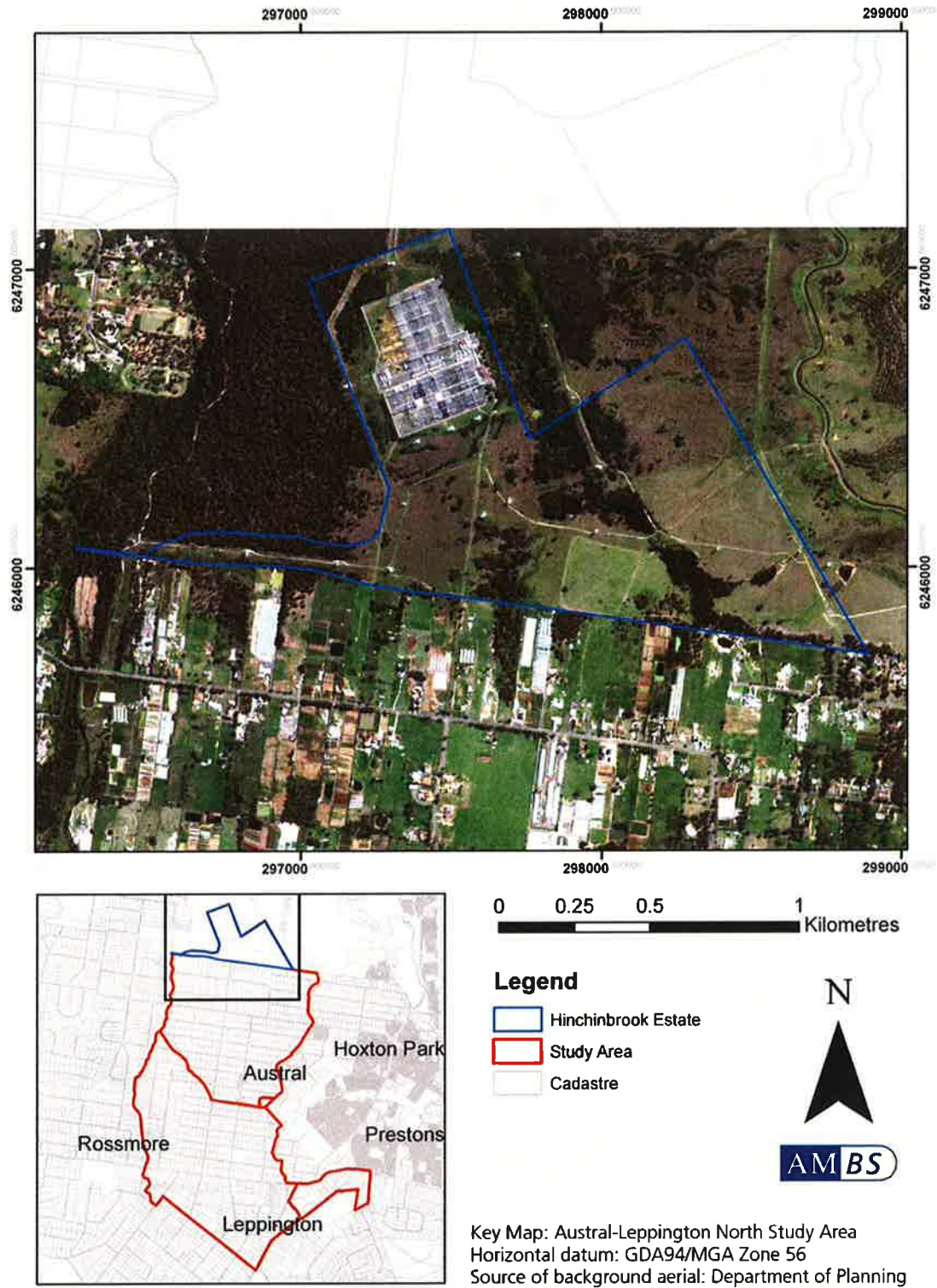


Figure 4.2 Section of study area on former Hinchinbrook Estate, overlain on 2010 aerial photograph.

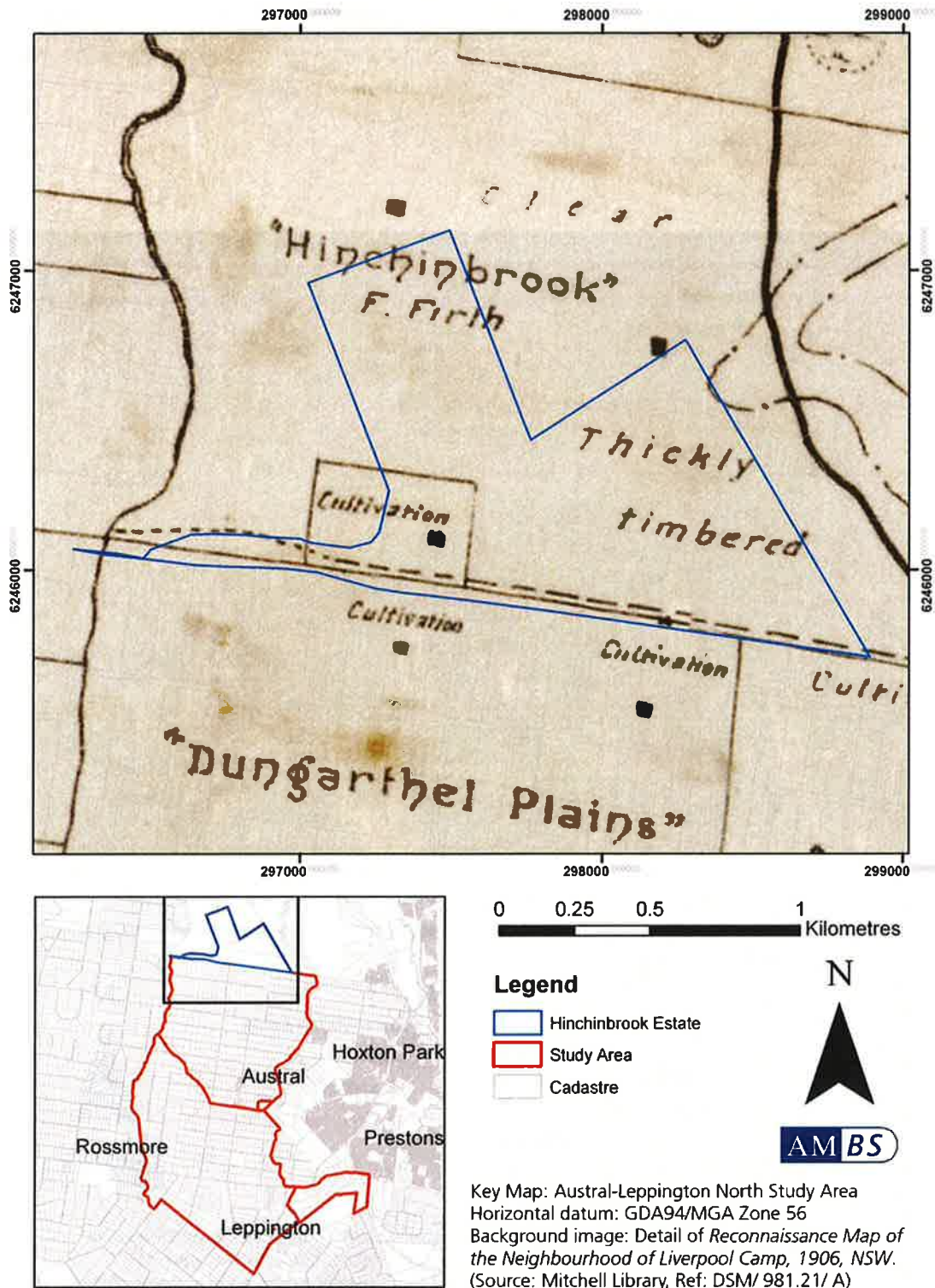


Figure 4.3 Section of the study area within former Hinchinbrook Estate, overlain on 1906 Reconnaissance Map.



Figure 4.4 Entrance to Kemps Creek Nature Reserve. View to the northeast.



Figure 4.5 Cows grazing on Transgrid land, south of Kemps Creek Substation.



Figure 4.6 Kemps Creek Substation.



Figure 4.7 Transmission lines crossing the paddocks east of Kemps Creek Substation.

Early maps and aerial photographs indicate that the area to the east of Kemps Creek Nature Reserve was almost entirely cleared of timber in the early twentieth century, and prior to 1930. Pockets of native regrowth vegetation line a series of creeks running through the area (Figure 4.8). Unsurfaced tracks cross the creeks over small stone bridges (Figure 4.9), constructed of field stones set in coarse cement and, in one case, incorporating a cast concrete pipe.



Figure 4.8 Pockets of native regrowth vegetation line creeks running through the area.



Figure 4.9 Rubble stone bridge.

An area of cultivation with a building identified on the 1906 Reconnaissance Map at the southern edge of the property appears to have been removed prior to the 1930 aerial photograph of the property, and there is no evidence of this building on the ground today (Figure 4.3).

The eastern edge of the area is dominated by a small knoll, known as Judges Hill, with expansive views to the north, south and southeast, and west. A small concrete monument, in ruinous condition, stands on the west side of the knoll, just within the boundary of the study area (see Section 5.3.9 below). An unsurfaced track connects the monument with a creek crossing to the west (Figure 4.10). The creek crossing creates a break in the trees lining the creek, opening up long views from the monument to the landscape to the west. The careful positioning of the monument in a commanding position near the crest of the knoll suggests that it was intended to be visible from long distances, and in turn that there would be long views from the monument over the surrounding landscape (Figure 4.11).



Figure 4.10 View along dirt track to small knoll and monument at the east side of the study area.



Figure 4.11 Composite panorama, showing expansive view from Judges Hill monument to the west.

4.3 Ickleton Estate

The northeast corner of the study area is associated with the former John Gurner land grant, originally known as *Ickleton* (Figure 4.12). Gurner Avenue, which crosses the area in an approximate east-west direction, marks the centreline of the original grant. The boundaries of the lots adjoining Gurner Avenue provide a good indication of the rectangular shape and extent of the land grant, which covered

approximately 400 acres (161.87ha). The anomalous northern boundaries of the lots at 125 to 185 Gurner Avenue are consistent with the alignment of a track marked on a 1906 map of the area, which roughly followed the boundary between John Gurner and Barron Field's grants, but crossed into Barron Field's grant in this area (Figure 4.13).

The subdivision pattern was established in the 1880s-1890s, when *Ickleton* was broken up into two rows of small, narrow farming lots of three acres each, with Gurner Avenue running down the middle. The subdivision pattern paid no attention to the prevailing topography, and as such Gurner Avenue traverses a series of low hills before crossing Kemps Creek at the western edge of the study area (Figure 4.14).

Just over half of the original lots have since been re-subdivided into smaller, narrower lots, of one to two acres each, and houses have been built to address the street. However, most of the land to the rear of the houses continues to be used as paddock or market gardens (Figure 4.15-Figure 4.18). Some of the land appears to have been abandoned, or lies fallow (Figure 4.17).

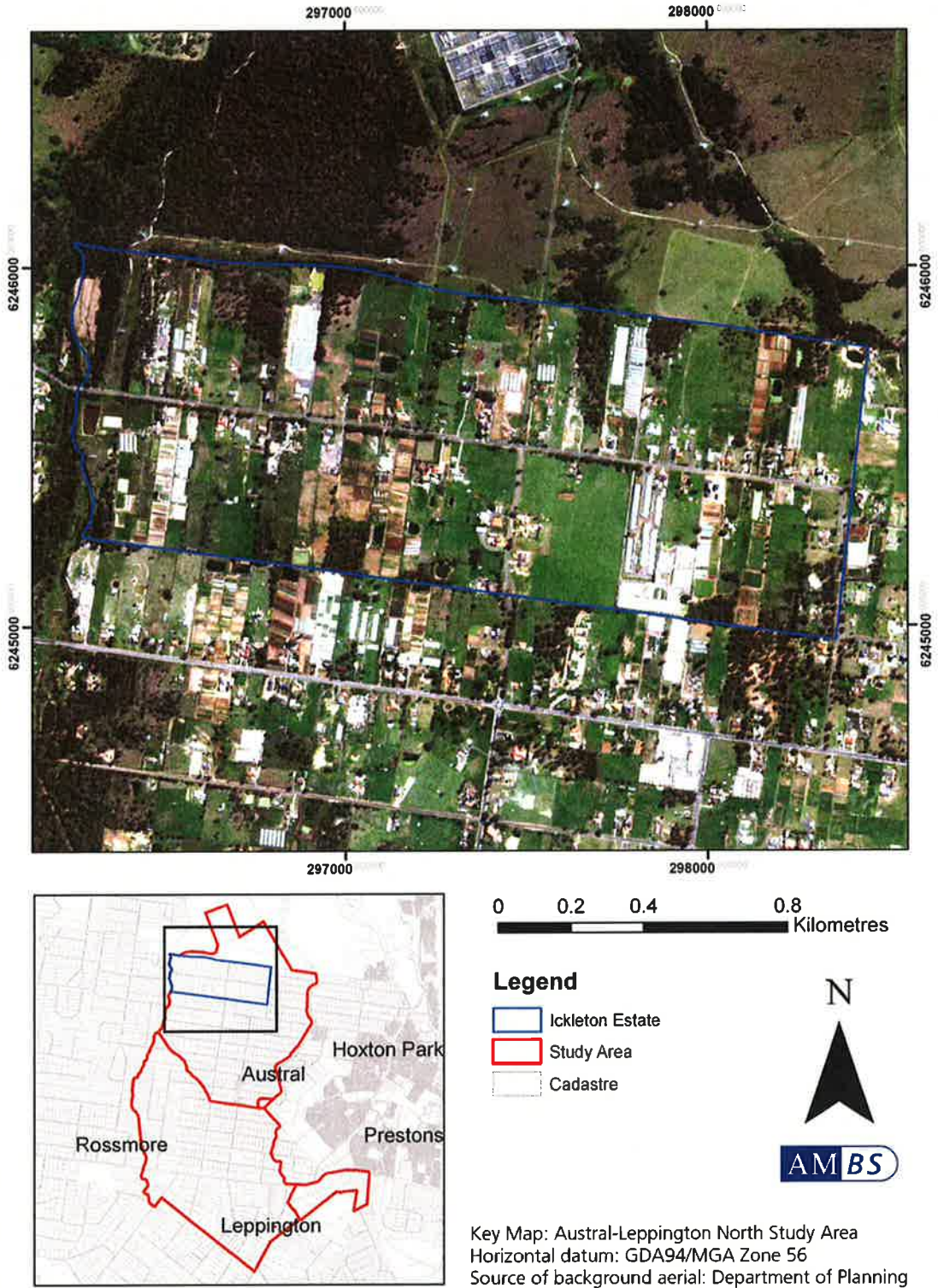


Figure 4.12 Section of study area on former Ickleton Estate, overlain on aerial photograph.

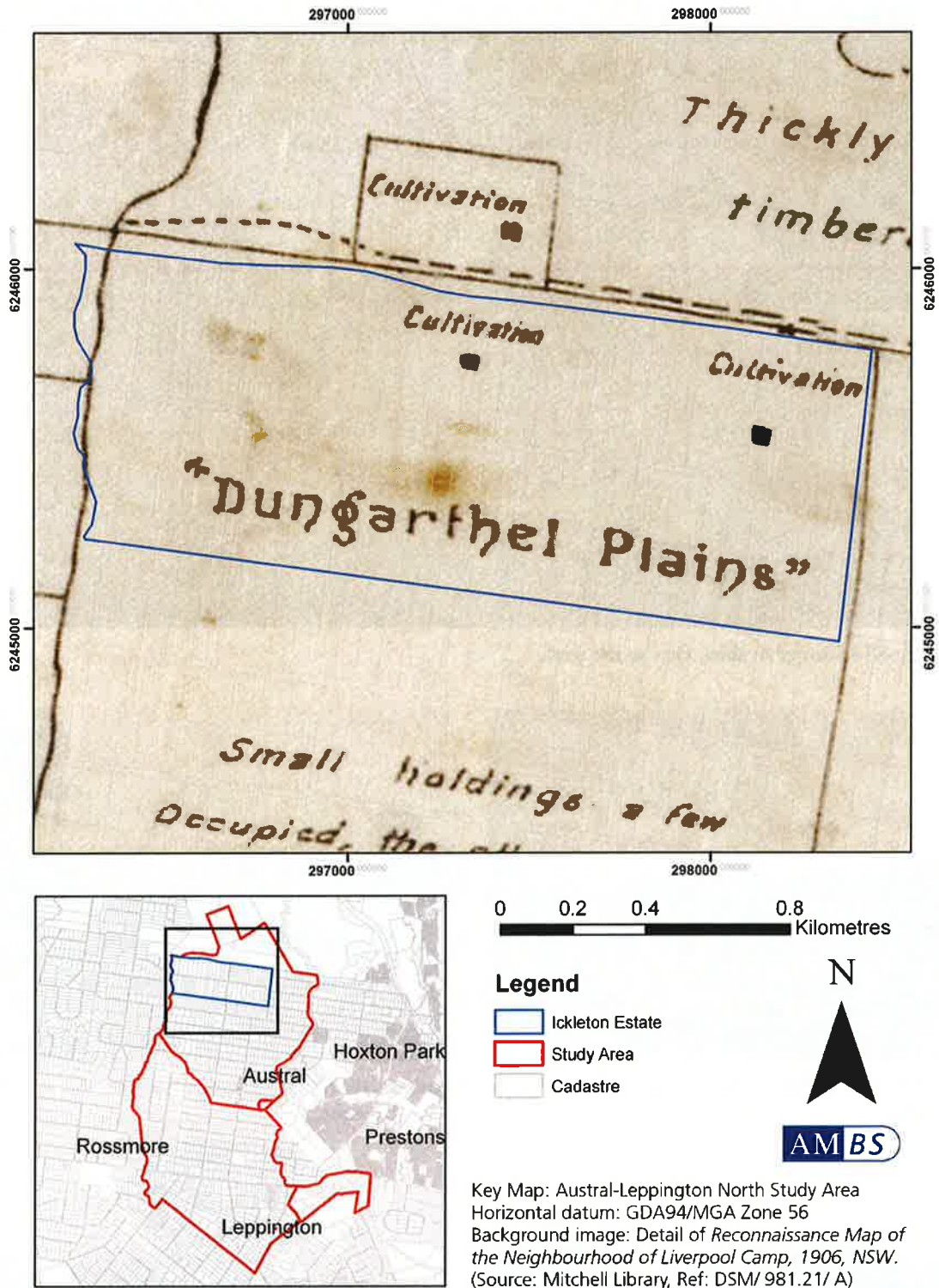


Figure 4.13 Section of the study area within former Ickleton Estate.



Figure 4.14 Gurner Avenue, view to the west.



Figure 4.15 Paddocks to the rear of 5-11 Gurner Avenue.



Figure 4.16 Market Garden to the rear of 30 Gurner Avenue.



Figure 4.17 Abandoned pig sties to the rear of 115 Gurner Avenue.



Figure 4.18 Farm buildings to the rear of 85 Gurner Avenue.

4.3.1 Houses and Gardens

The majority of the houses and gardens along Gurner Avenue date to the second half of the twentieth century, with a few large houses constructed during the past ten years (Figure 4.19-Figure 4.20). However, there are also some earlier houses and gardens, which provide evidence of the history of the area and its development during the early to mid-twentieth century.



Figure 4.19 Small brick house at 5 Gurner Avenue. **Figure 4.20** Large brick house at 67 Gurner Avenue.

The 1906 Reconnaissance Map of the area indicates two buildings and associated areas of cultivation in the vicinity of the *Ickleton* estate (Figure 4.13 above). Due to inconsistencies with the 1906 map, it has not been possible to match these buildings precisely to any one modern property. However, analysis of the 1930 aerial photographs of the area suggests that there were two buildings in the vicinity of the buildings marked on the 1906 map. These were located in the centre of blocks at 49-55 Gurner Avenue and 105-110 Gurner Avenue. A review of current aerial photographs suggests that these buildings are no longer extant.

The 1930 aerial photographs also show evidence of five additional buildings adjacent to Gurner Avenue. Of these, only one building is likely to be extant: a rambling weatherboard house at 11 Gurner Avenue (see Figure 4.21 and Section 5.4.4 below).

The 1955 aerial photograph indicates that the number of buildings along Gurner Avenue had more than doubled by this date, with at least a dozen buildings, likely houses, close to the street. Several mid-twentieth century houses are extant at the eastern end of Gurner Avenue, distinguished by their timber or fibro cladding and corrugated metal roofs.

The single-storey house at 15 Gurner Avenue has a centrally placed front door, fibro siding, and a corrugated metal hipped roof (Figure 4.22). Based on an analysis of aerial photographs, the house was constructed on the west half of a cleared lot between 1930 and 1955.

A single-storey building at 40 Gurner Avenue is set back from the street, and hidden behind a pair of pines (Figure 4.23). The building was likely constructed on the lot between 1930 and 1955, but has since been substantially altered. The 1955 aerial photograph of the property shows several rows of trees planted in front and to the sides of the building. The rows are likely evidence of an orchard; however, it is possible that the extant pines were associated with this planting.



Figure 4.21 Weatherboard house at 11 Gurner Avenue.



Figure 4.22 Fibro house at 15 Gurner Avenue.



Figure 4.23 Pair of pines in front of building at 40 Gurner Avenue.

The single-storey house at 45 Gurner Avenue has timber siding, a metal hipped roof, and a brick chimney on the east side (Figure 4.24). There is an enclosed verandah at the front, with a central door. Based on an analysis of aerial photographs, the house was constructed on the east half of a cleared lot between 1930 and 1955. A short Canary Island Date Palm (*Phoenix canariensis*) stands in front of the house, adjacent to the street.

A row of four tall pines line the fence between 37 and 45 Gurner Avenue (Figure 4.25). These pines are a prominent feature of the streetscape, but there is evidence that a fifth tree has recently been removed from the row. The pines do not appear on the 1955 aerial photograph of the properties and were therefore planted after this date.



Figure 4.24 Weatherboard house at 45 Gurner Avenue.



Figure 4.25 Row of tall pines along fenceline between 37 and 45 Gurner Avenue.

A medium-sized Bunya Pine (*Araucaria bidwillii*) is a notable element of the garden at 115 Gurner Avenue (Figure 4.26). The Bunya Pine does not appear on the 1955 aerial photograph of the property; however, it is understood that the tree was planted by the current owner, Francis Mackay, who has lived on the property for 50 years. The property has a single-storey yellow-brick building constructed in the second half of the twentieth century, and a small outbuilding with a corrugated metal roof (Figure 4.27). Francis Mackay has indicated that her family constructed the brick house to replace an earlier house to the west, on the same lot (pers. comm., 2 December 2010). The 1930 and 1955 aerial photographs confirm that a small building was previously located at the south end of the block, in the vicinity of the outbuilding. Abandoned sheds at the north end of the block are likely former pig sties.



Figure 4.26 Outbuilding and Bunya Pine at 115 Gurner Avenue.



Figure 4.27 Bunya Pine and house at 115 Gurner Avenue.

4.4 Hoxton Park Estate

The central part of the study area is associated with the Hoxton Park Estate, a major subdivision of the 1880s (Figure 4.28-Figure 4.29). This subdivision involved the consolidation of six early land grants comprising over 3500 acres, which were broken up into 1,186 small, rectangular residential lots, most of three acres each. The lots were laid out along a regular grid of streets, which ignored natural boundaries and barriers embodied in the hills and valleys of the natural landscape. The grid is parallel with the historic alignment of Bringelly Road, which also formed the southern boundary of two of the original land grants incorporated into the subdivision. Bringelly Road and Fifteenth Avenue (Figure 4.30) provide the main east-west access through the area, while Edmondson Avenue and Fourth Avenue are important north-south road routes.

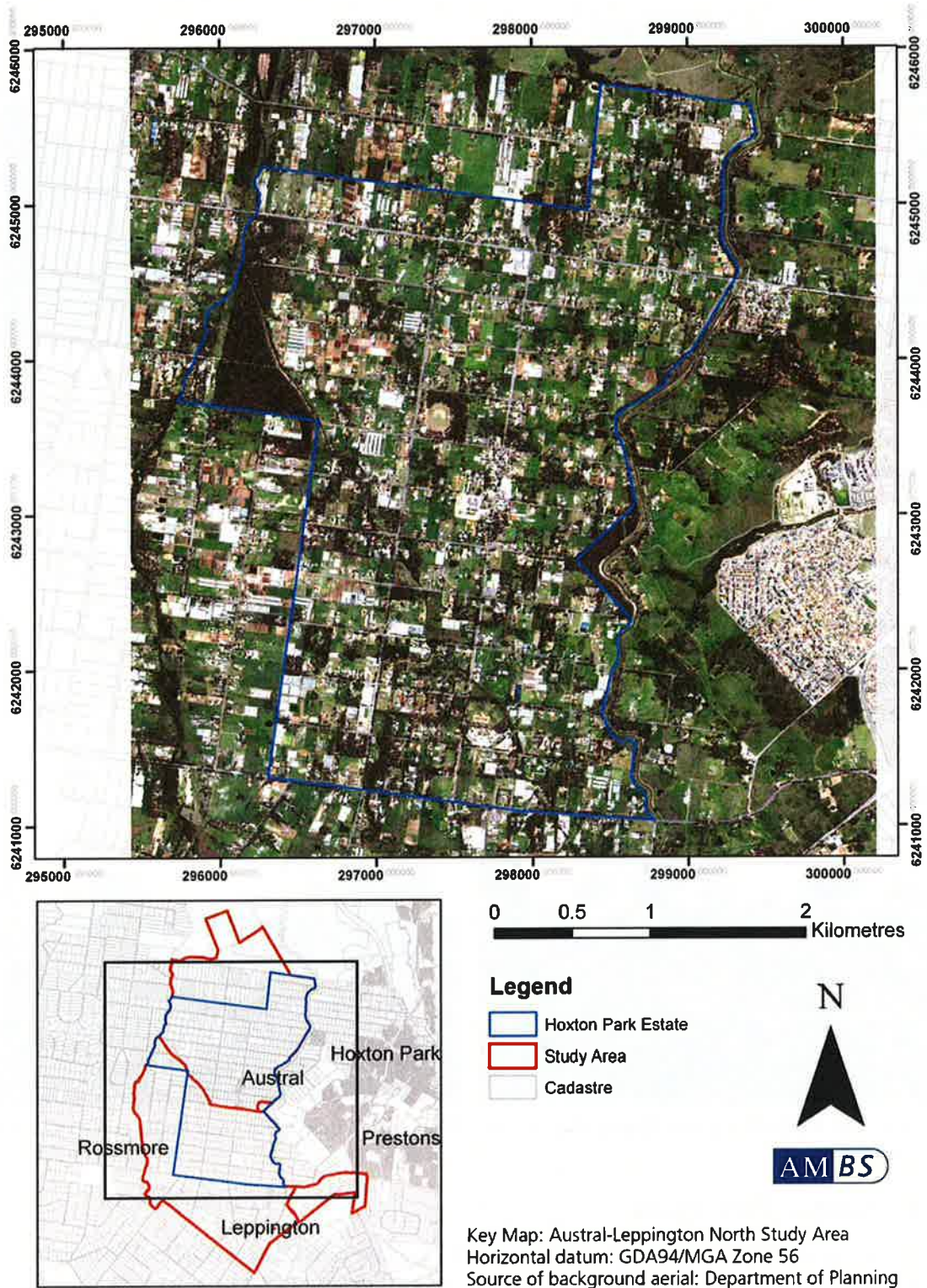


Figure 4.28 Section of study area within former Hoxton Park Estate, overlain on 2010 aerial photograph.

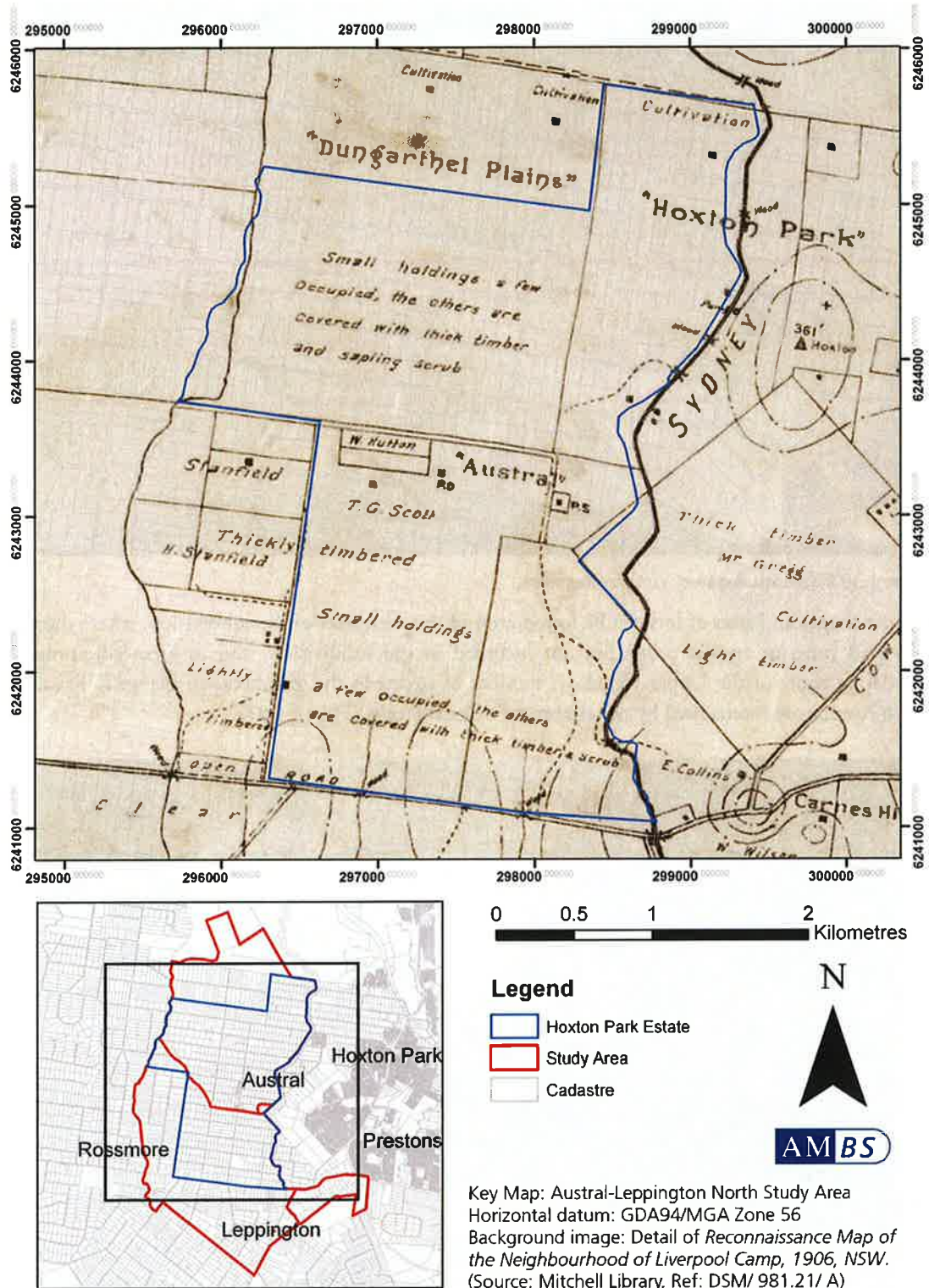


Figure 4.29 Section of the study area within former Hoxton Park Estate, overlain on 1906 Reconnaissance Map.



Figure 4.30 Fifteenth Avenue, view to the west.

Irregular shapes and sizes of lots can be found around the perimeter of the subdivision, where the rigid street grid runs up against properties not included in the subdivision, and in areas adjoining the meandering route of the Upper Canal. A number of streets in the grid between Bringelly Road and Eighth Avenue are interrupted by the alignment of local creeks (Figure 4.31).



Figure 4.31 View along Seventh Avenue, to the west. Seventh Avenue is interrupted between Edmondson and Fourth Avenues by the alignment of a local creek.

The historic subdivision pattern is substantially intact, and much of the original Hoxton Park Estate retains a distinct semi-rural character, with houses flanked by open paddocks, market gardens, and the occasional poultry farm (Figure 4.32-Figure 4.36).



Figure 4.32 House flanked by a market garden on Thirteenth Avenue.



Figure 4.33 Poultry farm on Thirteenth Avenue.



Figure 4.34 View along Eighteenth Avenue, to the west, with a market garden on the south (left) side of the road.



Figure 4.35 Market gardens on Ninth Avenue.



Figure 4.36 View of market gardens beside Twentyeighth Avenue, near junction with Fifteenth Avenue.

However, the character of the area appears to be changing, likely in association with generational change, including the retirement and death of post-war period migrant farmers. A significant number of blocks in the east-central part of the original Hoxton Park Estate are now dual-occupancy, with two large houses facing the street on each block. Much of the land to the rear of the houses is still used as paddock or market gardens, particularly on the western side of the study area, but some properties are now entirely residential, with large gardens, lawns, and/or small orchards adjacent to the houses (Figure 4.37-Figure 4.38). Two medium-density residential complexes have recently been constructed in the area: Kantarra village for ‘over-55s’ on the western side of the Austral Town Centre (Figure 4.39), and Scalabrini retirement village. Scalabrini is a Christian-run facility, closely associated with the Italian community. A low density housing subdivision comprising two cul-de-sacs has also been established on the northern side of the Austral Town Centre, beginning in the late 1970s, with more than twenty houses filling two former three acres blocks.



Figure 4.37 A large house surrounded by expansive lawn at 95 Twelfth Avenue.



Figure 4.38 House under construction.



Figure 4.39 Kantarra village for ‘over-55s’.

The former Hoxton Park Estate has two small commercial precincts: Austral Town Centre at the junction of Edmondson and Tenth Avenues, and the West Hoxton Shopping Centre at the junction of Edmondson and Fifteenth Avenues. The West Hoxton Shopping Centre includes a strip of late-twentieth century glass-fronted shops facing Edmondson Avenue, a warehouse-style Home Timber

and Hardware store facing Fifteenth Avenue, and a Speedway petrol station facing the junction of the two roads (Figure 4.40-Figure 4.41).



Figure 4.40 West Hoxton Shopping Centre, Edmondson Avenue.



Figure 4.41 Speedway petrol station at the junction of Edmondson and Fifteenth Avenues.

The Austral Town Centre also has a series of late-twentieth century shopfronts, including an IGA supermarket on the eastern side of Edmondson Ave (Figure 4.42-Figure 4.44). These are in close proximity to a series of older, inter-war period houses, and commercial and community buildings, giving the area a village-like character (see Section 4.4.2 below).



Figure 4.42 Austral shops, eastern side of Edmondson Avenue.



Figure 4.43 Austral shops, northeast corner of Edmondson and Tenth Avenues.



Figure 4.44 Austral shops, northwest corner of Edmondson and Tenth Avenues.

The study area has several well-established public parks and sports ovals, including Craik Park on Fourth Avenue between Eleventh and Twelfth Avenues, and the W V Scott Memorial Park, at the junction of Bringelly Road and Edmondson Avenue (Figure 4.45). The latter park was named in honour of a local soldier who died in action during WWII. A memorial to W V Scott is located at the southeast corner of the park. The memorial is a black granite plaque, which has been installed on top of a pre-existing concrete plinth. There are indications that a different plaque had previously been installed at the base of the plinth. The association of the park with the memorial, and the evidence of the ongoing maintenance of the memorial suggest that the park has special meaning for the local community (see Section 5.3.8 below).



Figure 4.45 W V Scott Memorial Park, at the junction of Bringelly Road and Edmondson Avenue.

4.4.1 Houses and Gardens

The majority of houses and gardens in the Hoxton Park Estate date to the second half of the twentieth century. However, a few older early- to mid-twentieth century buildings can be found on the eastern side of the estate, particularly on lots close to the Upper Canal and key historic roads: Fifteenth Avenue, Edmondson Avenue and Bringelly Road.

The 1906 Reconnaissance Map of the area indicates seven buildings in the vicinity of the Hoxton Park Estate (see Figure 4.29 above). One building is likely associated with an Upper Canal maintenance worker's cottage, which was on the southeastern corner of the junction of Fifteenth and Twenteighth Avenues. The maintenance worker's cottage has since been replaced, although there may be archaeological remains associated with this site. Two other buildings are associated with Austral Public School and the first Austral Post Office. Austral Public School is extant, but the 1906 map inaccurately records its location as being approximately 350 metres west-north-west of the land set aside for it; the first post office building has long since been demolished and mail services moved to another location. Due to inconsistencies with the map, it has not been possible to match the remaining four buildings precisely to any one modern property. However, analysis of the 1930 aerial photograph of the area suggests that a building at 10 Thirteenth Avenue, adjacent to the Upper Canal, may have been consistent with one of the locations indicated on the 1906 map. A review of current aerial photographs suggests that this building has now been demolished.

The 1930 aerial photographs do not cover the entire extent of the study area. However, based on the available evidence, there were more than 25 buildings in the area of the Hoxton Park Estate west of the Canal by this date. Of these, there is evidence that four buildings may be extant. The remainder appear to have been removed or replaced with more modern structures. It is also possible that there are additional early buildings in the area, which are obscured by trees on the early photographs.

The single-storey house at 29 Eighteenth Avenue is consistent with the location of building on the 1930 aerial photographs. The house has a medium-pitched corrugated metal roof with a front facing gable, fibro siding, and a lean-to kitchen and brick chimney at the rear. It is a modest, symmetrical building, with two casement windows facing the street (Figure 4.46).

The single-storey weatherboard house at 305 Fifteenth Avenue, consistent with the 1930 aerials, has a steep-pitched corrugated metal roof, and a corrugated metal bull-nosed verandah (Figure 4.47) (see Section 5.4.2 below).



Figure 4.46 House at 29 Eighteenth Avenue.



Figure 4.47 House at 305 Fifteenth Avenue.

The single-storey house at 110 Sixth Avenue is set back from the street, at an oblique angle (Figure 4.48). Consistent with the 1930 aerials, it has a low-pitched corrugated metal roof with a front facing gable, fibro siding, and a lean-to kitchen and brick chimney at the rear. There is an enclosed verandah at the front, with a central door. The position of the house may be associated with the nearby Upper Canal. The current owners of the house have indicated that the interior has been substantially modified (Mrs Doris Camilleri pers. comm., 1 February 2011).

The siting of a single-storey house at 10 Fifth Avenue, consistent with the 1930 aerials, may also be associated with the Canal. It is set back from the street, at an oblique angle. It has a low pitched corrugated metal roof, fibro cladding and a skillion-roof kitchen to the rear (Figure 4.49).



Figure 4.48 House at 110 Sixth Avenue, close to the Upper Canal.



Figure 4.49 House at 10 Fifth Avenue, close to the Upper Canal.

Settlement of the former Hoxton Park Estate finally took off in the period between 1930 and 1955, with aerial photographs showing the numbers of houses increasing five-fold or more. Numerous inter-war and post-war period houses are preserved in the study area. These are modest houses, constructed by and for working people, primarily with a timber frame set on brick piers and fibro cladding. Some examples of the mid-twentieth century houses and gardens noted during the field survey are described below.

A small fibro house at 5A Eighteenth Avenue is a well-preserved example of a workers cottage constructed prior to 1955 (Figure 4.50). Located immediately adjacent to the Upper Canal, the cottage has a corrugated metal gable end roof, an enclosed front verandah, and a skillion-roof addition at the rear.

A small weatherboard house at 15 Seventeenth Avenue is in poor condition, but provides a rare example of a small-scale vernacular weatherboard house in this area (Figure 4.51). The building has a corrugated metal roof with gable-end, a brick chimney in one corner, and skillion-roof additions at the side and rear. The front is asymmetrical, with an off-centre door. The house is set on a lightly wooded lot, which also includes a dilapidated timber barn. The house is not apparent on the 1930 aerial of the area, but it is possible that the building was relocated to the current site. The lot is currently surrounded by cyclone fencing, indicating that the property may be in the process of development. The site may have archaeological potential (see Section 5.4.3 below).



Figure 4.50 Small house at 5A Eighteenth Avenue, adjacent to the Upper Canal.



Figure 4.51 Small house at 15 Seventeenth Avenue.

A single-storey house at 280 Fifteenth Avenue is a representative example of a modest post-war style bungalow in good condition (Figure 4.52). Constructed after 1955, the house has a hipped tile roof and fibro cladding. The front is symmetrical, with a small covered entry. A large storage shed or garage with roller-doors has recently been constructed behind the house.

A single-storey weatherboard house at 80 Thirteenth Avenue was likely constructed between 1930 and 1955 (Figure 4.53). The house has a hipped corrugated metal roof, symmetrical front and a central front door. Although picturesque, the foundations appear to be subsiding, giving the house a lopsided appearance.



Figure 4.52 Fibro clad house at 280 Fifteenth Avenue.



Figure 4.53 Weatherboard house at 80 Thirteenth Avenue.

A single-storey house at 275 Edmondson Avenue is an early example of a brick-built bungalow in the area (Figure 4.54). Constructed in approximately 1948-9, the house has a hipped tile roof and a small front porch with brick columns and a flat awning. The curving line of the awning introduces a modernist note to the building. Two prominent Canary Island Date Palms flank a central path leading to the front door. These palms may be seen on the 1955 aerial photograph of the study area, and combined with the house, warrant further investigation as a point of historical interest in the local area (see Section 5.3.5 below).

A single-storey Californian bungalow at 170 Edmondson Avenue stands within an expansive landscaped garden, which is a prominent feature of the local streetscape and includes distinctive rows of large Canary Island Date Palms (Figure 4.55). These palms can be seen on the 1955 aerial photograph of the study area. The house and garden are well maintained, and also warrant further investigation as a point of historical interest in the local area (see Section 5.3.6).



Figure 4.54 Brick house and garden at 275 Edmondson Avenue.



Figure 4.55 House and garden at 170 Edmondson Avenue.

A small Nissen hut is prominently located beside a worker's cottage at 105-110 Edmondson Avenue. The Nissen hut is currently being used to store insulation materials (Figure 4.56). Nissen huts were prefabricated structures, commonly re-used in rural areas following WWII, in particular to house farm animals or as convenient storage areas. They are becoming increasingly rare in Australia (see Section 5.3.10 below).



Figure 4.56 House and Nissen hut at 105-110 Edmondson Avenue, view from the north.

A single-storey house at 255 Eighth Avenue is associated with a row of tall pines (Figure 4.57-Figure 4.58). The house has a low-pitched roof with a front facing gable and fibro siding. The house and pines do not appear on the 1955 aerial photograph of the properties and were therefore constructed/planted after this date.



Figure 4.57 Row of pines associated with house at 255 Eighth Avenue. **Figure 4.58** House at 255 Eighth Avenue.

A small house at 60 Fifth Avenue (corner of 40 Browns Road) appears as a good example of a timber-frame worker's cottage, with an unusual cement rendered finish (Figure 4.59). A row of Cocos Island Palms (*Syagrus romanzoffiana*) are planted along the fence line on Browns Road, on either side of a wire gate and path leading to the front door. Constructed between 1930 and 1955, the remarkable appearance of the house, including decorative architectural features more common to larger, grander residences, warrants further investigation as a point of historical interest in the local area (see Section 5.3.7 below).



Figure 4.59 Cement rendered worker's cottage at 60 Fifth Avenue (40 Browns Road).

A tall Hoop Pine (*Araucaria cunninghamii*) is a notable landscape element at 185 Fifth Avenue (Figure 4.60). The pine and associated house do not appear on the 1955 aerial photographs of the area, and were likely planted/constructed after this date.

A single-storey house at 50 Edmondson Avenue has a combination of hipped and gabled roofs made of corrugated metal, with an enclosed verandah facing Edmondson Avenue and a chimney and skillion

roof addition to the rear (Figure 4.61). The house was likely constructed between 1930 and 1955, but has been modified on several occasions, and also appears to have been reclad. A number of outbuildings and sheds constructed of various materials are behind the house to the west, and a ploughed field is between the house and Fifth Avenue to the south.



Figure 4.60 Hoop pines at 185 Fifth Avenue.



Figure 4.61 House and outbuildings at 50 Edmondson Avenue.

4.4.2 Austral Town Centre

Austral Town Centre is historically associated with Austral Public School (Figure 4.62). The school was established in 1891 on the south side of Tenth Avenue. The 1906 Reconnaissance Map shows the school and a post office in the vicinity of the current shopping centre (see Figure 4.29 above). The school is still in operation in its original location, but all of the early school buildings were replaced in the second half of the twentieth century. The earliest building on the site today dates to the 1950s (Figure 4.63). The centenary history of the school reports that some of the early school buildings were relocated to Rossmore Public School, and some were relocated to the girl guides camp, Camp Austral, at the corner of Fourth and Twelfth Avenues (Figure 4.64-Figure 4.65).



Figure 4.62 Austral Public School, east side of Edmondson Avenue.



Figure 4.63 Austral Public School, 1950s fixed timber building.



Figure 4.64 Camp Austral, view from the south.



Figure 4.65 Camp Austral, view from the east.

The prevailing character of Austral Town Centre today appears to have been established in the inter-war period, with the construction of a general store and a Progress Hall. The 1930 aerial photograph shows the land along Edmondson Avenue, between Tenth and Eleventh Avenues, as lightly timbered, with only a single small building and some larger trees in the school ground south of Tenth Avenue. Two additional buildings can be seen approximately 100-130m west of Edmondson Avenue, but these buildings are no longer extant. By 1955, six buildings had been constructed on the western side of Edmondson Avenue, between Tenth and Eleventh Avenues, including the Progress Hall, general store and telegraph, and four houses; while two houses had been constructed to the east, including the brick house at 275 Edmondson Avenue (see above). The Progress Hall subsequently burnt down, and was replaced in approximately 1965 with the current building (Figure 4.66). The telegraph building adjacent to the general store has also been removed. The former general store now forms the core of Ian's Hardware at 256 Edmondson Avenue (Figure 4.67). The two single-storey fibro houses on the south side of Ian's Hardware have at various times been associated with the Austral Post Office. Together these buildings demonstrate the character of the rural township and its local environment in the mid-twentieth century. In particular, the H J Starr Progress Hall, Ian's Hardware and associated house, as well as the two fibro houses to the south of Ian's Hardware, form a coherent group, historically associated with the Starr family (see Sections 5.3.2-5.3.4 below).



Figure 4.66 H J Starr Progress Hall, 264-266 Edmondson Avenue.



Figure 4.67 Ian's Hardware, 256 Edmondson Avenue.



Figure 4.68 View of streetscape along west side of Edmondson Avenue, with Austral Post Office (left), Ian's Hardware, and the H J Starr Progress Hall (far right).

Austral Church of Christ and hall is located at the southwest corner of Edmondson and Tenth Avenues, opposite Austral Public School (Figure 4.69-Figure 4.70). The church was established in Austral in 1932, but the extant buildings were constructed after 1955.



Figure 4.69 Austral Church of Christ and hall.



Figure 4.70 Austral Church of Christ hall.

4.5 Cowpasture Estate

The western side of the study area is associated with the former Urban Fidkin land grant (Figure 4.71-Figure 4.72). The subdivision pattern was established in the 1890s, when the property was broken up into small farming lots of between 10 and 17 acres each. Two main streets, Kelly Street and Boyd Street, were laid out in a north-south alignment, with Kelly Street connecting to Bringelly Road in the south. The 10 acre lots were laid out on the east side of Kelly Street and in the area between Kelly and Boyd Streets, while the larger lots were primarily located along the east bank of Kemps Creek.

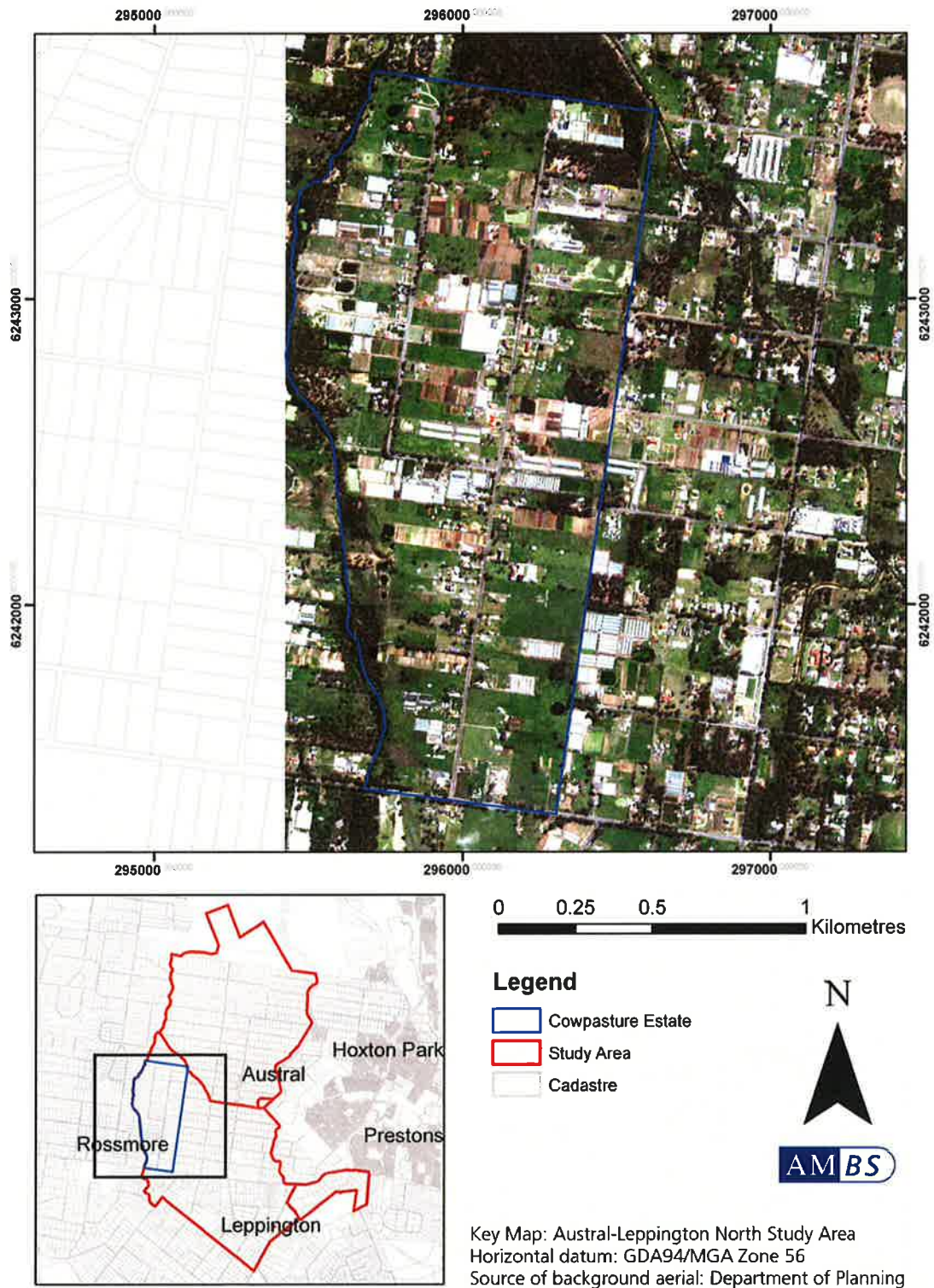


Figure 4.71 Section of study area on former Cowpasture Estate, overlain on 2010 aerial photograph.

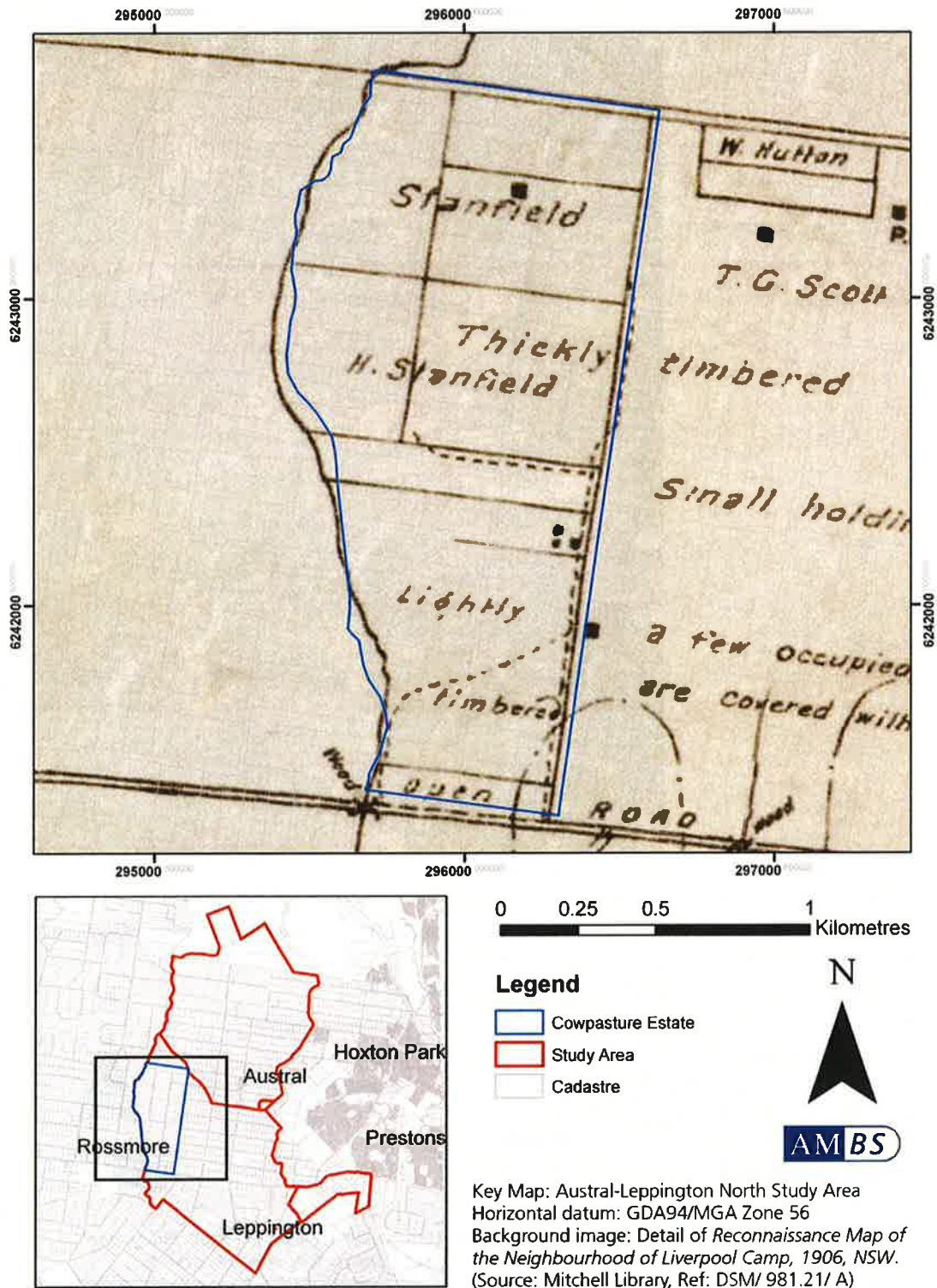


Figure 4.72 Section of the study area within former Cowpasture Estate, overlain on 1906 Reconnaissance Map.

The majority the original lots have since been re-subdivided into smaller, narrower lots, of five to six acres each, and houses have been built on many. However, the area retains a strong rural character and land to the rear of the houses continues to be used for agriculture. Abandoned and disused farm equipment in fields at the north end of Kelly and Boyd Streets is evocative of former land uses (Figure 4.73-Figure 4.75).



Figure 4.73 Paddock with small dilapidated hut, 1 Kelly Street. **Figure 4.74 Abandoned plough, 1 Kelly Street.**



Figure 4.75 Disused stock loading run and holding pen, north end of Boyd Street.

Transmissions lines leading south from the Kemps Creek Substation pass over the area, between Boyd Street and Kemps Creek (Figure 4.76).



Figure 4.76 Transmission lines leading from the Kemps Creek Substation; view from Boyd Street.

4.5.1 Houses and Gardens

The majority of housing has been built during the second half of the twentieth century, with a few early- or mid-twentieth century buildings at the northern end of Kelly Street.

The 1906 Reconnaissance Map indicates four buildings in the area of the former Cowpasture Estate: one at the northern end of the subdivision, and a cluster of three buildings near the eastern side of the subdivision (Figure 4.72). Due to inconsistencies with the 1906 map, it has not been possible to match these buildings precisely to any one modern property. Moreover, the 1930 aerial photographs do not cover this part of the study area. However, it is possible that the cluster of three buildings on the 1906 map was associated with a series of small farm buildings that can be seen on the 1955 aerial photographs of the area, at the eastern end of 42-44 Kelly Street. These buildings are no longer extant, and the area has been heavily disturbed by market gardening. The house at 46 Kelly Street, to the south, has a low retaining wall at the front of the property, built of large squared sandstone blocks, with a sandstone step leading up to the path to the house (Figure 4.77-Figure 4.78). This wall is likely constructed of reused blocks from the foundations of another building. However, it is not known whether these blocks have been sourced locally.



Figure 4.77 Low retaining wall built of squared sandstone blocks, 46 Kelly Street.



Figure 4.78 Sandstone step and retaining wall, 46 Kelly Street.

By 1955, much of the land on either side of Kelly Street had been cleared for agriculture, particularly market gardens, and there are more than 20 houses extant along the street. The aerial photographs show that houses at the southern end were constructed to address the street, while a few buildings at the northern end were set back further in the block. This pattern is still apparent today, although few buildings can be positively dated to the mid-twentieth century or earlier. That being said, a fibro clad hut with a pitched metal roof at 1 Kelly Street can be clearly matched to a building on the 1955 aerial, as can a Californian bungalow with a green metal roof at 2 Kelly Street (Figure 4.79-Figure 4.80). Both of these buildings appear to be in poor condition.



Figure 4.79 Small, dilapidated hut at 1 Kelly Street.



Figure 4.80 Californian bungalow at 2 Kelly Street.

The 1955 aerial photographs also show that the land on the western side of Boyd Street, adjacent to Kemps Creek, was undeveloped at this date. All of this land was therefore cleared of timber and houses built in the second half of the twentieth century. In contrast with Kelly Street, many of the houses on the western side of Boyd Street have extremely large setbacks, particularly at the northern end of the street (Figure 4.81-Figure 4.82).



Figure 4.81 House at 100-106 Boyd Street, with an extremely large setback from the road.



Figure 4.82 House at 108 Boyd Street.

4.6 Raby-Eastwood Estates

The study area south of Bringelly Road is primarily associated with land granted to Alexander Riley and Hannibal Macarthur in the early nineteenth century (Figure 4.83-Figure 4.84). The area between Cowpasture Road, Bringelly Road, and Eastwood Road formed the northern part of Riley's grant, originally known as *Raby*. The area to the west of Eastwood Road formed the northeast corner of Macarthur's grant, originally known as Eastwood. Eastwood Road therefore marks the boundary of these two estates. The Upper Canal cuts through a triangle of land at the northeast corner of the former Raby estate. As noted above, this land was resumed from the estate for the construction of the Canal in 1886. The alignment of Bringelly Road, and part of Cowpasture Road, predates the granting of land in the study area.

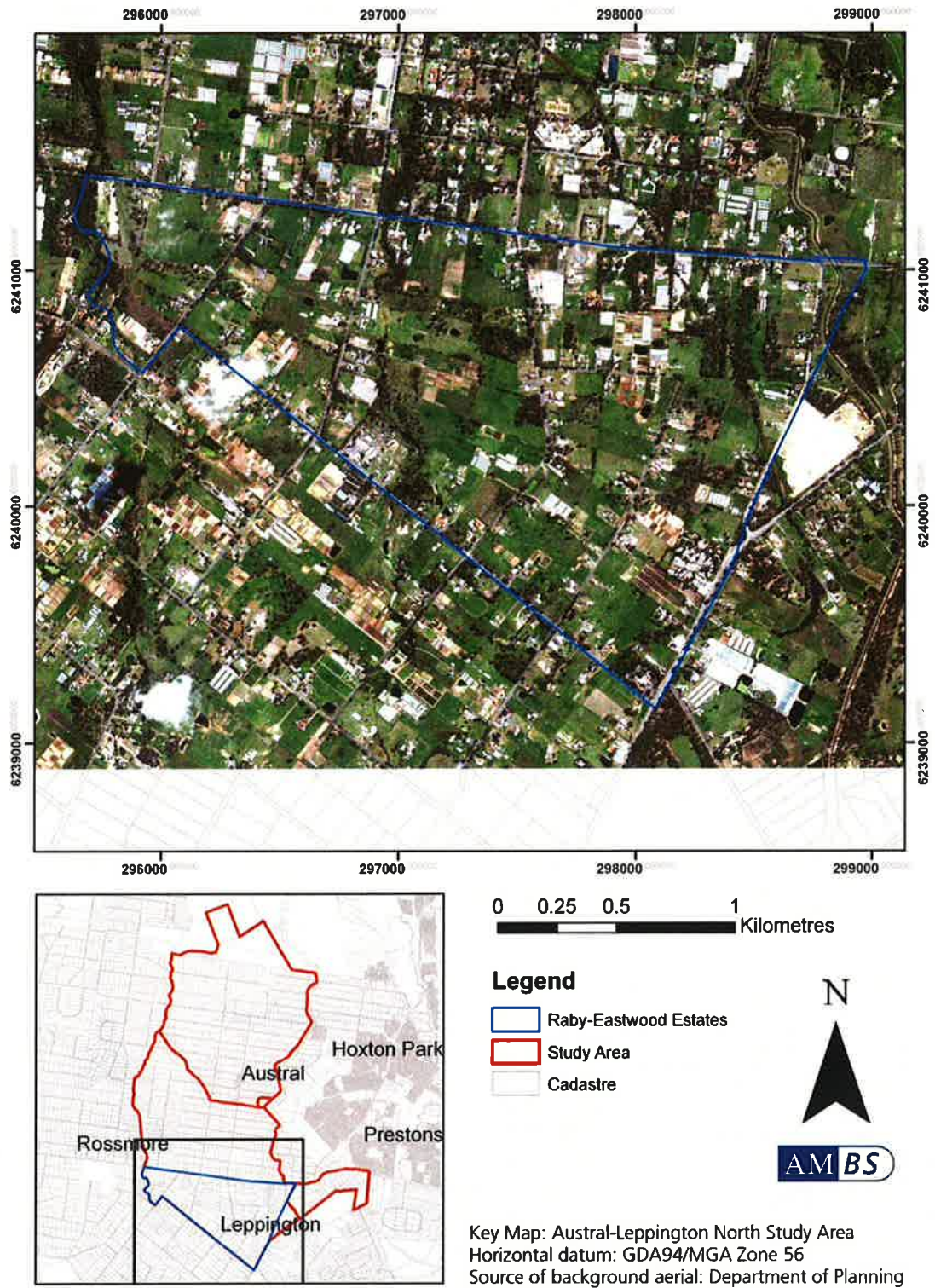


Figure 4.83 Section of study area on former Raby-Eastwood Estates, overlain on 2010 aerial photograph.

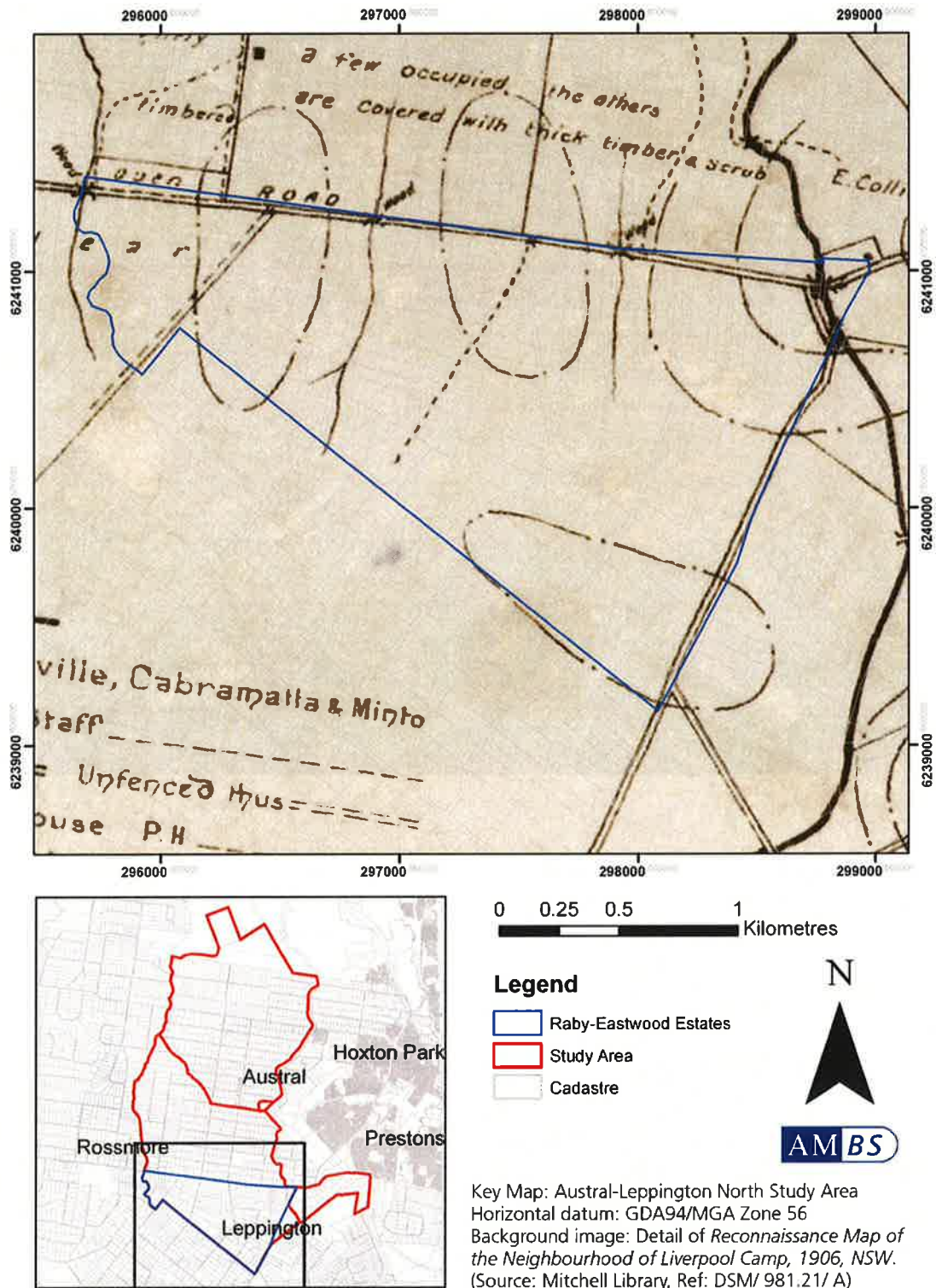


Figure 4.84 Section of the study area within former Raby-Eastwood Estates, overlain on 1906 Reconnaissance Map.

The subdivision pattern and street layout for the Raby and Eastwood Estates was established in the 1910s, when the northern part of these estates was broken up into a series of small to medium sized farming lots, ranging from four to 31 acres in size. In contrast to the northern part of the study area, the lots are irregular in shape, partly to accommodate the pre-existing alignments of Bringelly and Cowpasture Roads. The area includes four streets that were laid out as part of the subdivision: Byron,

Dickson, Rickard and Ingleburn Roads. The alignment of Ingleburn Road provided for a more regular, grid-like pattern of subdivision of land to the south of the study area.

Most of these lots have since been re-subdivided into smaller lots, particularly along Bringelly Road; however, there is still a wide variety of lot sizes in this area. Like much of the study area, the Raby and Eastwood Estates retain a distinct semi-rural character, with houses flanked by open paddocks, market gardens, and the occasional poultry farm (Figure 4.85-Figure 4.87).



Figure 4.85 View of paddocks on the western side of Rickard Road.



Figure 4.86 Market garden, at the junction of Bringelly and Eastwood Roads.



Figure 4.87 Farm buildings on the eastern side of Byron Road.

There is a small shopping strip along Camden Valley Way, and Lockies Hotel is a prominent feature at the corner of Camden Valley Way and Ingleburn Road, incorporating an old tramway car as part of the building (Figure 4.88).



Figure 4.88 Tramway car at Lockies Hotel, corner of Camden Valley Way and Ingleburn Road.

4.6.1 Houses and Gardens

The extant housing primarily dates to the second half of the twentieth century, but a few older early- to mid-twentieth century buildings can be found scattered through the area (Figure 4.89-Figure 4.90). A new, compact housing subdivision has been created on a lot of approximately six acres near the junction of Cowpasture Road and Camden Valley Way.



Figure 4.89 Large new house on Byron Road.



Figure 4.90 Mid-twentieth century house on Rickard Road.

The 1906 Reconnaissance Map of the area predates the subdivision of the Raby and Eastwood Estates. It shows that the area has been cleared, but there do not appear to be any houses or tenant farmers on the northern part of the estates (see Figure 4.84 above). A subdivision plan of the 1910s indicates that there were ten buildings in the area, likely constructed soon after the first release sale. Due to the schematic nature of the map, it has not been possible to precisely match these to any one modern property. However, based on stylistic evidence, two buildings are likely to be extant: one on the western side of Cowpasture Road, near the junction with Bringelly Road; and the other at the junction of Eastwood and Bringelly Roads.

The house at 111 Cowpasture Road, which can be seen on the 1930s aerial photographs of the area, has a Dutch gable roof of corrugated metal, fibro cladding, and an internal chimney (Figure 4.91).

There is an enclosed front verandah with a central door, and a skillion roof addition to the rear. The house does not appear to be in good condition.

The house at 5 Eastwood Road has a medium-pitched corrugated metal roof with a front facing gable, brick chimney on the side, and skillion roof additions to the front and rear (Figure 4.92). The roof, windows and siding have all been updated. An associated barn has also been re-clad. This part of the study area is not covered by the 1930s aerial photographs, but the house and barn are consistent with buildings seen on the 1955 aerials.



Figure 4.91 Early twentieth century house at 111 Cowpasture Road. **Figure 4.92** House at 5 Eastwood Road.

By 1955, the area was a patchwork of small farms, with more than 50 houses and other buildings, although there were still some pockets of uncleared land, particularly west of Eastwood Road.

A house at 419 Bringelly Road is a good example of the ‘Post War Austerity’ style, a style coined by architect Robin Boyd to describe the basic fibro clad bungalows of the late 1940s and early 1950s (Stapleton & Stapleton 2003:86). It has a hipped tile roof, fibro cladding, brick chimney to the side and a skillion roof addition to the rear. The central front door with glass panels is a modest decorative element (Figure 4.93).



Figure 4.93 Post War Austerity cottage at 419 Bringelly Road.

4.6.2 Leppington Public School

Leppington Public School is within the study area, on the eastern side of Rickard Road. The school opened in 1923, and the original weatherboard school building is extant on the site (Figure 4.94). A row of blue-painted weatherboard buildings are adjacent to the original building, along the southwest boundary of the school property, while more recent brick buildings are arranged to the north (Figure 4.95). A mature fig and pine tree are growing adjacent to the front fence of the property, and together with the collection of timber buildings marks a point of historical interest in the area (Figure 4.96) (see Section 5.3.1 below).



Figure 4.94 Original 1923 timber school building, Leppington Public School.



Figure 4.95 Row of timber demountables, Leppington Public School.



Figure 4.96 Mature fig at the front of Leppington Public School.

4.7 Edmondson Estate

The area east of Cowpasture Road is associated with the Edmondson family farm, established in 1906 on part the former Drummond and Bostock land grants (Figure 4.97-Figure 4.98). The area is bordered by two major roads: Bringelly Road to the north and Camden Valley Way to the south. The

northern part of the area along Bringelly Road is dominated by a prominent knoll, known as Carnes Hill, which has expansive views to the southeast, east, northeast, and northwest, including distant views of the Sydney CBD and the Blue Mountains (Figure 4.99-Figure 4.100).

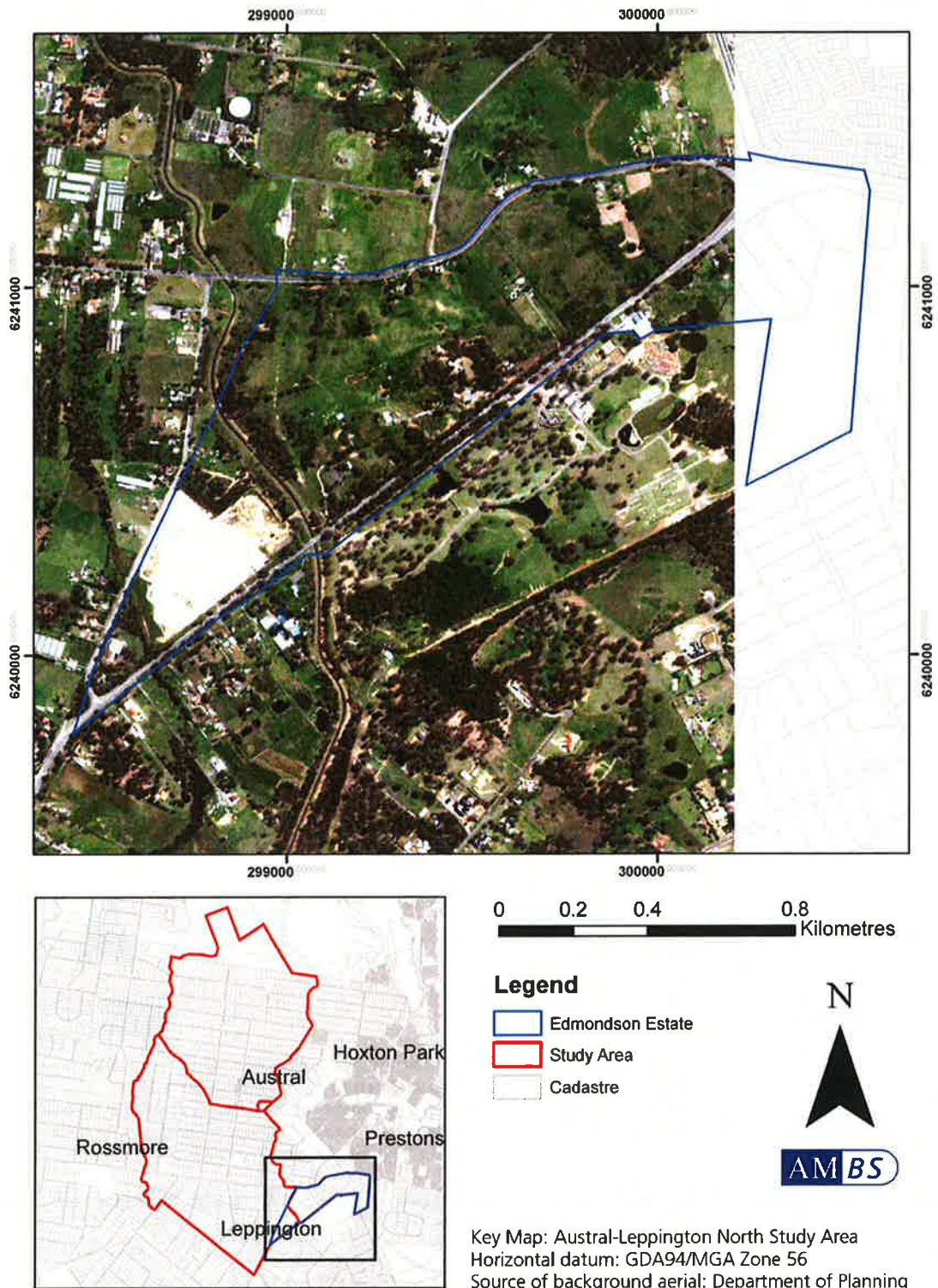


Figure 4.97 Section of study area on former Edmondson Estate, overlain on 2010 aerial photograph.

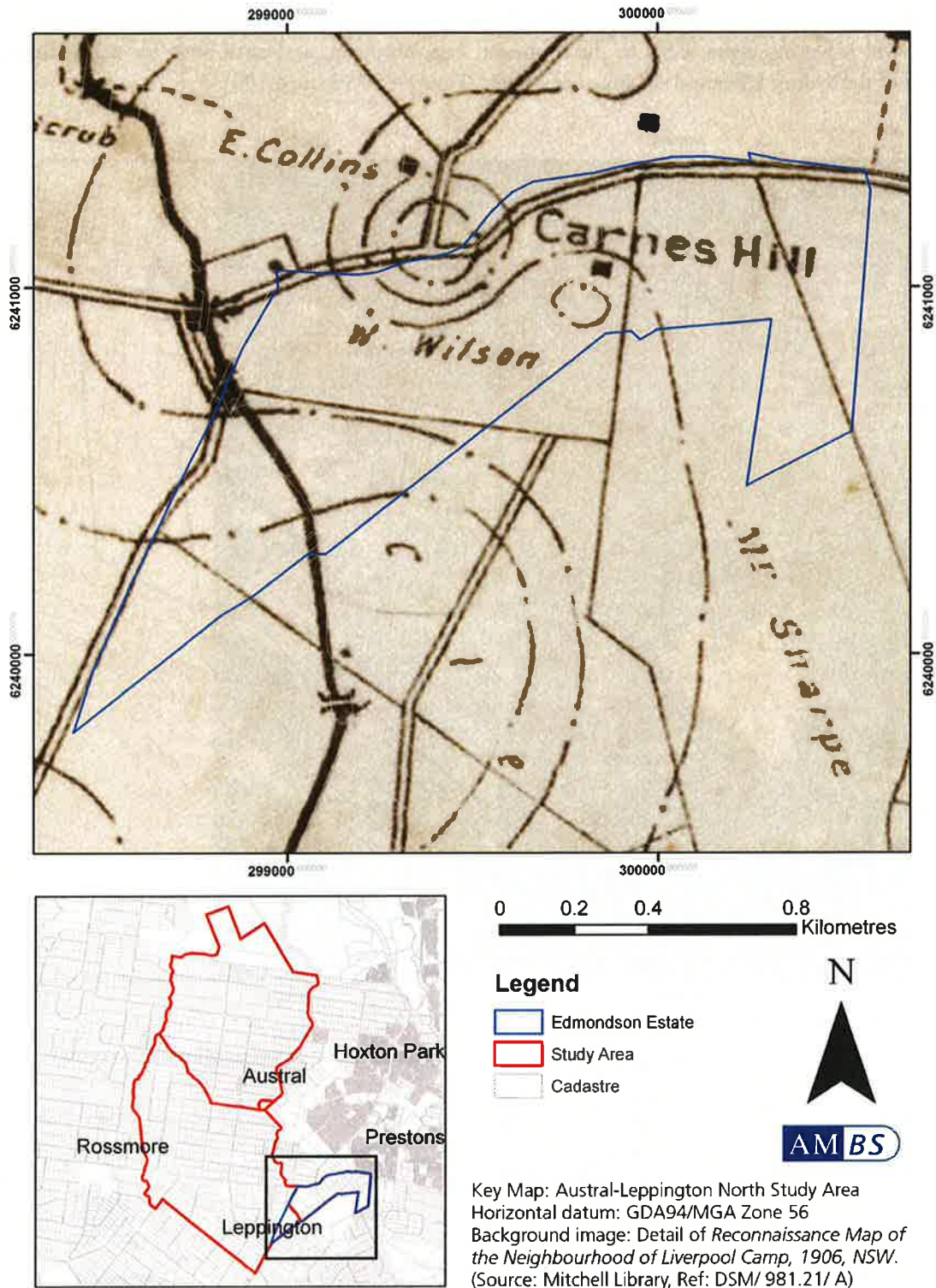


Figure 4.98 Section of the study area within former Edmondson Estate, overlain on 1906 Reconnaissance Map.



Figure 4.99 Panoramic view from Carnes Hill to the plains to the northeast. Red arrow to Sydney CBD.



Figure 4.100 View from Carnes Hill, Bringelly Road, to the east, including distant view of Sydney CBD.



Figure 4.101 View of farmland south of Bringelly Road.

The subdivision pattern dates to the middle of the twentieth century, when the Edmondson property was broken up into a series of smaller farms. The area has retained its rural character, and much of the land comprises open fields and pasture (Figure 4.101). The exception is an area of approximately 27 acres between Cowpasture Road and the Upper Canal, which was developed as the former Casa Paloma caravan park.

The 1906 Reconnaissance Map of the area indicates that there was one building in the area at this time, to the east of Carnes Hill (see Figure 4.98 above). This building is drawn approximately 600m west of the Edmondson family home, Forest Home, and it is possible that it represents an earlier cottage or hut. However, in view of other inconsistencies in the map, the building may also represent Forest Home. There do not appear to be any buildings extant in this location today.

The area is substantially covered by the 1930s aerial photographs, which shows a small cluster of buildings at the eastern edge of the area, consistent with the location of Forest Home, and a second cluster of small huts or other farm buildings in the centre of the area, between 1701 and 1725 Camden Valley Way. By 1955, there are at least nine houses in the area in addition to Forest Home. A few of these houses are extant, including a derelict Nissen hut at 97A Bringelly Road. The 1955 aerials also show a large area of terracing in the vicinity of 1661 Camden Valley Way. This terracing can also be seen on the 2010 aerial photographs of the area, albeit somewhat overgrown.

Forest Home, on Lot 6 DP205472, has been substantially modified, and now bears little resemblance to the Federation cottage seen in early photographs of the property (see below Section 5.2.4). The house is obscured from view by an overgrown garden, including poinsettia, jacaranda trees, oleander bushes, pepper trees, hibiscus, impatiens and roses (Figure 4.102-Figure 4.103).