



**Figure 5.53** Canary Island Date Palm at the West Hoxton Depot (Inventory 9.14).



**Figure 5.54** A Crepe Myrtle in flower at the West Hoxton Depot (Inventory 9.14).



**Figure 5.55** Cactus at the West Hoxton Depot (Inventory 9.14).

More recent structures on the northern part of the Hoxton Park cottage site include the yellow-brick residence/office building, and a brown brick water pumping station (WPS 152; Figure 5.56-Figure 5.57). These buildings add a new layer of history to the site.



**Figure 5.56** Brick residence/office building, West Hoxton cottage site; view from the southwest. **Figure 5.57** WPS 152; view from the west.

The site of the cottage for Maintenance Section 8 is located on the west side of the Canal at the corner of Bringelly Road and Old Cowpasture Road. The original weatherboard cottage has been demolished, but the site is marked by a small weatherboard toilet with a corrugated metal gable roof and a circular concrete septic tank (Inventory 8.32; Figure 5.58-Figure 5.59). A row of three mature Bunya Pines, lining Bringelly Road on the east side of the Canal, form a prominent backdrop to the site (Inventory 8.30; see Section 5.2.2 below). A longer row of mature Stone Pines can also be seen running along the east side of the Canal, adjacent to the cottage site; however, a number of these trees are dead or dying (Inventory 8.30; Figure 5.60-Figure 5.61).



Figure 5.58 Weatherboard toilet, Section 8 cottage site, Inventory 8.32.



Figure 5.59 Toilet and septic tank, Section 8 cottage site, Inventory 8.32; and row of Bunya Pines along Bringelly Road, Inventory 8.30.



Figure 5.60 Row of Stone Pines, along the east side of the Canal, Inventory 8.30.



Figure 5.61 View of Section 8 Cottage site across the Canal, framed by two dead Stone Pines.

The Section 8 cottage site retains evidence of an earlier garden. Remnant garden plantings include an Indian Hawthorne (*Raphiolepis indica*), a Willow (*Salix sp.*) on the eastern side of the Canal, and three flowering quinces (*Chaenomeles*, commonly known as Japonica) along the southern fence line (Figure 5.62-Figure 5.63). One of the quinces has grown over and hidden a rectangular concrete tank set in the ground and a rectangular concrete trough (Figure 5.64). A second concrete water trough and a small monument dedicated to Lieutenant William Brown MM have been placed next to the Indian Hawthorne tree (Figure 5.65). An associated plaque indicates that the memorial and water trough were relocated to the grounds of the then Water Board in 1994.



**Figure 5.62** Section 8 cottage site, with three flowering quinces along the southern fence line. View from the north.



**Figure 5.63** Row of flowering quinces along the fence line.



**Figure 5.64** Concrete trough, overgrown by a flowering quince.



**Figure 5.65** Brown memorial and concrete water trough, with Indian Hawthorne behind.

### *Interface between the Upper Canal and the Study Area*

The fence line of the Upper Canal forms much of the eastern boundary of the study area. Twentyeighth Avenue is aligned with the Canal's fence line, between Thirteenth and Eighteenth Avenues. Further to the south, the Canal is flanked by individual properties, except for a triangle of land between Eighth and Tenth Avenues, where the Canal is bordered by wooded land. This triangle marks the boundary of John Jamieson's *Cow-de-Knaves* estate, granted in 1810, which was not included in the Hoxton Park subdivision of the 1880s. As such, it provides rare physical evidence of early European land tenure in the study area.

Although the Canal is a distinct, picturesque element of the landscape, it is often obscured from view by tree cover, with long views primarily evident at the Canal crossings between Tenth and Eighteenth Avenues (Figure 5.66-Figure 5.67). SCA has constructed a series of earthen embankments or berms at T-intersections and dead-end streets adjacent to the Canal, to prevent cars inadvertently driving into the Canal and to reduce opportunities for people to dump rubbish into the Canal (Figure 5.68). The berms are an important means of passive maintenance for the Canal, but further reduce sight-lines towards and across the Canal.



Figure 5.66 View towards Upper Canal from the eastern end of Sixteenth Avenue.



Figure 5.67 Picturesque view of Upper Canal from overbridge between Seventeenth and Eighteenth Avenues.



Figure 5.68 An earthen embankment at the eastern end of Fifth Avenue prevents cars driving into the Upper Canal and dumping of stolen vehicles.

### *Archaeological Sensitivity*

Physical evidence associated with the construction of the Upper Canal is known to be present to each side of the Canal and within the SHR curtilage. Archaeological relics associated with the construction would make an important contribution to understanding late nineteenth century construction and maintenance of the Canal. Excavations associated with road and bridge widening have the potential to expose archaeological relics associated with the Upper Canal, which will need to be addressed and managed appropriately. There is some potential that associated works may have an effect on the fabric of the Canal, which would also need to be managed to ensure that the SHR significance of the Upper Canal is not undermined.

### **Summary Statement of Significance**

The Upper Nepean Scheme – Upper Canal is listed on the SHR and SCA’s draft Section 170 Register as a place of State heritage significance. The sections of the Canal that pass through Liverpool LGA are also listed on Liverpool LEP. The SHR and SCA inventories are attached in Appendix A. They include the following summary statement of heritage significance:

*The Upper Canal is significant as a major component of the Upper Nepean Scheme. As an element of this Scheme, the Canal has functioned as part of Sydney’s main water supply system for over 120 years. Apart from maintenance and other improvements, the Upper Canal has changed little.*

*As part of this System, the Canal is associated with Edward Moriarty, Head of the Harbours and Rivers Branch of the NSW Public Works Department.*

*The Canal is aesthetically significant, running in a serpentine route through a rural bushland setting as an impressive landscape element with sandstone and concrete-lined edges;*

*The Canal is significant as it demonstrates the techniques of canal building, and evidence of engineering practice. The Canal as a whole is an excellent example of 19th century hydraulic engineering, including the use of gravity to feed water along the canal.*

SCA’s assessment against the NSW Heritage Council criteria also includes the following, which are not included in the summary statement but which are relevant to this report:

- *For over half its route the canal follows, and at one point crosses, the Old Cowpasture Road which is one of the earliest European travel routes in Australia.*
- *Surviving long avenues of single and mixed pine species as a late 19<sup>th</sup>/20<sup>th</sup> century landscape feature are becoming increasingly rare within the Cumberland Plain. The Upper Canal route has two landmark features – the mixed pine avenue at Kenny Hill and the line of Stone Pines and Bunya Pines near the Old Cowpasture Road at Leppington.*
- *The Upper Nepean Scheme provides detailed and varied evidence of engineering construction techniques prior to the revolution inspired by reinforced concrete construction. Although concrete was used later to improve the durability of the system, much of the earlier technology is still in evidence along the Canal.*

*It also provides extensive evidence of the evolution of engineering practice, such as the replacement of timber flumes by wrought iron flumes to be followed by concrete flumes. The early utilisation of concrete for many engineering purposes in the System, also demonstrates the growing emergence of an engineering technology based upon man-made materials.*

The Upper Canal meets the following SHR criteria: a), b), c), e) and f).

#### **5.2.2 Row of Bunya Pines, Bringelly Road**

A row of three mature Bunya Pines on the southern side of Bringelly Road, east of the junction between Bringelly and Cowpasture Roads, is associated with the SHR listed Upper Canal (Figure 5.69-Figure 5.70). These pines are included in the heritage curtilage of the Canal, and have been assessed as having exceptional significance, directly contributing to the State heritage significance of the Canal (Edward Higginbotham & Associates 2002:Inventory 8.30). The Bunyas are also listed on the Liverpool LEP as a significant cultural planting of the late nineteenth or early twentieth century and a prominent landmark in the local landscape.

The Bunyas are planted approximately 30-35m apart, and approximately 10m from the verge of the road. They have a distinctive symmetrical form, with a dome-shaped crown. Bunya Pines can grow up to 50m tall, and comparative evidence of other *Araucaria* suggests that they can live for hundreds of years.



Figure 5.69 Row of three Bunya Pines on the southern side of Bringelly Road, east of the Upper Canal; view from the northwest.



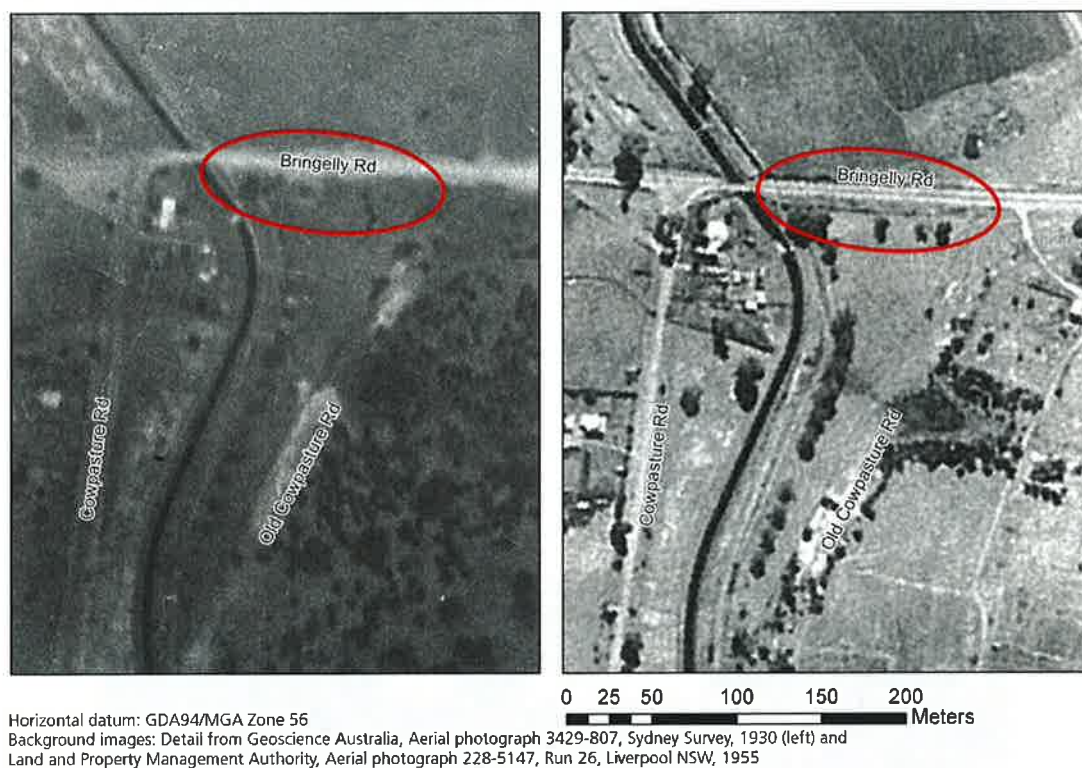
Figure 5.70 Row of three Bunyas; view from the southwest.

Imposing avenues or feature plantings of Bunya and other *Araucaria* are characteristic of nineteenth and early twentieth century landscape design in Australia, particularly in the context of public parks

and large estate gardens (Morris and Britton 2000:26, 28). The exact date of the Bringelly Road planting is not known; however, the trees are evidently associated with the former alignment of Cowpasture Road, on the eastern side of the Canal, at its junction with Bringelly Road. Predating the construction of the Upper Canal, these roads formed important transport and communication routes through the region, and their junction would have been an important spatial landmark in the colonial landscape.

There is no evidence for a Canal crossing associated with the former alignment of the Cowpasture Road, and it is possible that the new alignment on the western side of the Canal, south of Bringelly Road, was established at this time. In this context, the Bunyas may have signalled the change in the alignment of this important road and were likely planted in association with the construction of the Canal in the 1880s. The new (and current) alignment of Cowpasture Road was formalised in 1907 (see Figure 3.7 and Figure 3.8 above; LPMA CT Vol 796 Fol 99).

Aerial photographs of the study area in 1930 and 1955 show three trees in a location consistent with that of the Bunyas today, and as such, provide supporting evidence that the trees were planted before the 1930s (Figure 5.71). Moreover, the photographs show a second major planting along the western bank of the Canal, which is likely associated with a remnant row of Stone Pines today.



**Figure 5.71 Aerial photographs of the Upper Canal in 1930 (left) and 1955 (right), showing three Bunyas on the south side of Bringelly Road.**

### *Summary Statement of Significance*

The summary statement of significance for the Row of Bunyas has been updated, based on the background information collected for this report:

*A row of three Bunya Pines on the south side of Bringelly Road is a prominent local landmark, associated with the historic junction of the Bringelly and Cowpasture Roads, and the Upper Nepean Scheme – Upper Canal. The trees likely signalled a change in the alignment of Cowpasture Road*



*following construction of the Canal in the 1880s. Imposing avenues or feature plantings of Bunya and other Araucaria are characteristic of late nineteenth and early twentieth century landscape design, particularly in the context of public parks and large estate gardens; but examples of these plantings are becoming increasingly rare in the Cumberland Plain.*

The Row of Bunya Pines meets the following local heritage criteria: a), c), and f). They also meet the following SHR criteria, as an element of the SHR listed Upper Nepean Scheme – Upper Canal: a) and c).

### 5.2.3 Brown Memorial and Water Trough

The Brown Memorial commemorates William (Bill) Brown, Second Lieutenant in the 51st Battalion of the Australian Army, who died in action in France during WWI. The memorial was erected soon after the war, in approximately 1920, by the people of the district (Clarke and Haak 1993:5; Eileen Sargent, pers. comm., 18 February 2011).

Brown was the son of William and Ellen Brown of ‘Dartmoor,’ Austral. William Brown Senior was the local butcher and an Alderman on Nepean Shire Council. Born in 1894, Second Lieutenant Brown attended Austral Public School and was apprenticed as a butcher before joining the army to fight in the war. He was 22 years old when he was killed on 3 September 1916, at Mouquet Farm at the Battle of the Somme, France (Clarke and Haak 1993:5; Australian War Memorial, nd).

The memorial and water trough were originally sited on the opposite side of Cowpasture Road, at its junction with Bringelly Road. The site was an important junction in the regional road network, linking roads between the railway station at Liverpool, and Campbelltown in the south and Bringelly in the west. It was also adjacent to the maintenance worker’s cottage for Section 8 of the Upper Canal, and was used as a stock-watering place. A water trough is thought to have been established here in the 1880s (Eileen Sargent, pers. comm., 18 February 2011). The trough can be seen on a subdivision plan of the Raby Estate from the 1910s (Figure 5.72).

The memorial was originally surrounded by a small picket fence, and a tree was planted nearby (Eileen Sargent, pers. comm., 18 February 2011). A white-painted post-and-rail fence made of wrought iron pipes is extant on the original site, demarcating a small rectangular area appropriate to the scale of the memorial (Figure 5.73-Figure 5.75).

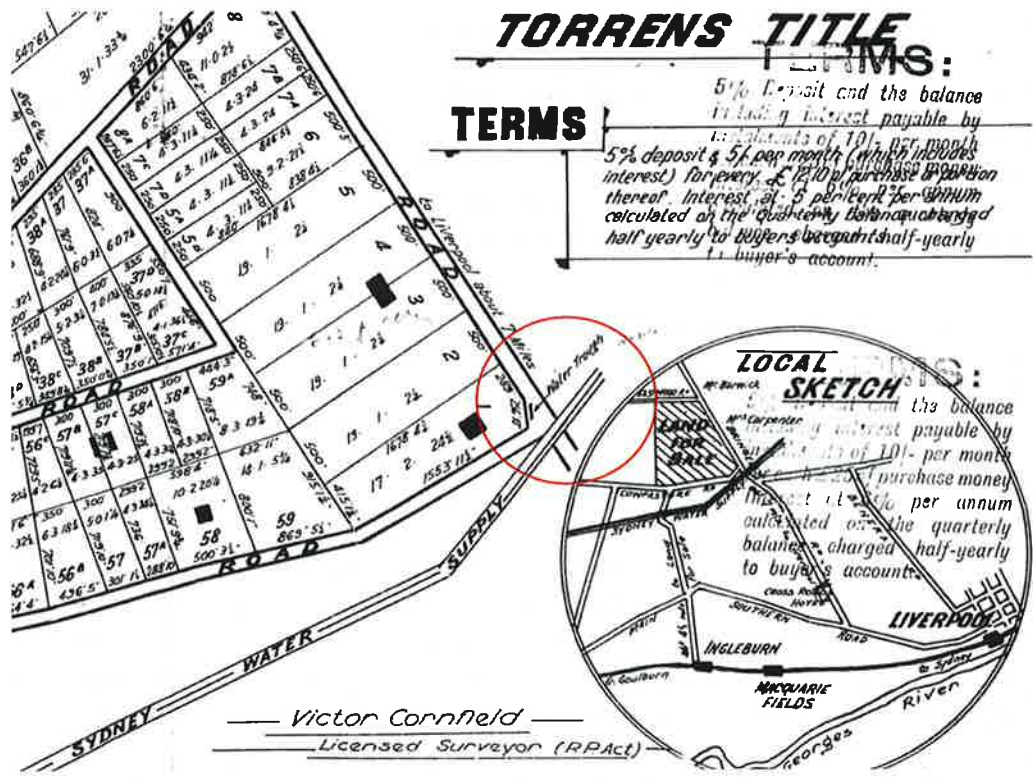


Figure 5.72 Detail of subdivision plan of the Raby Estate, c.1910s, showing the location of a water trough at the junction of Cowpasture and Bringelly Roads (Source: Mitchell Library, Ref: SP L10/74).



Figure 5.73 Post-and-rail fence; view from the north.



Figure 5.74 Post-and-rail fence; view from the west, with the current location of the Brown Memorial behind on the far side of Cowpasture Road.



**Figure 5.75** A small, white-painted, metal post-and-rail fence on the west side of Cowpasture Road, at the junction with Bringelly Road, may represent the original location of the Brown Memorial.

With increasing use of motor vehicles in the second half of the twentieth century, the memorial came to be viewed as a traffic hazard, and was damaged by cars cutting across the corner between Bringelly and Cowpasture Roads. In 1994, the memorial was removed from the site to the Liverpool City Council office; this removal was undertaken without the knowledge of the Brown family, and became something of a local scandal (Eileen Sargent, pers. comm., 18 February 2011). The memorial and water trough were subsequently reinstalled on the current site, a wedge-shaped portion of land between the Sydney Water Upper Canal, Cowpasture and Bringelly Roads, and the site of the former maintenance worker's cottage for the Upper Canal. This land is included in the historic heritage curtilage of the SHR Upper Nepean Scheme – Upper Canal. A plaque associated with site indicates that the relocation was undertaken with the 'encouragement and co-operation' of the Hon R J Webster MLC, Minister for Housing and Minister for Planning.

The memorial and water trough stand on a concrete slab, at the base of an Indian Hawthorne (Figure 5.76-Figure 5.78). The water trough is a rectangular concrete basin, with four feet and a semi-circular sheet metal cover at one end. The cover may be adapted from a metal drum.



Figure 5.76 Brown Memorial, water trough, and an associated plaque.



Figure 5.77 Water trough; end view. Figure 5.78 Water trough; side view.

The Brown Memorial consists of an inscribed, black granite plaque set on a sandstone desk-style monument on a small sandstone plinth. The inscription reads:

*In Memory Of*  
*W. BROWN.*  
*KILLED IN ACTION*  
*3<sup>RD</sup> SEPTEMBER 1916*

The plaque has been broken into four pieces, one of which is missing (Figure 5.79). The remaining pieces appear to have been repaired. The sandstone base is in poor condition, and would benefit from remedial care (Figure 5.80).



**Figure 5.79** The Brown Memorial plaque has been broken into four pieces, one of which is missing.



**Figure 5.80** The sandstone base of the memorial is suffering significant deterioration, including contour scaling.

A sign associated with the memorial has been placed at the perimeter of the property, adjacent to Cowpasture Road (Figure 5.81-Figure 5.82). The sign provides information about the memorial, including a faded photograph of Second Lieutenant Brown, and documents related to his commemoration at the Villers-Bretonneux Memorial in France, and the Australian War Memorial in Canberra.



**Figure 5.81** Information sign associated with the Brown Memorial, adjacent to Cowpasture Road.



**Figure 5.82** Detail of the information sign associated with the Brown Memorial.

### *Summary Statement of Significance*

The following summary statement of significance for the Brown Memorial and Water Trough has been prepared by AMBS, based on the background information collected for this report:

*The Brown Memorial embodies the collective grief felt by the people of Austral and Leppington at the death of a local serviceman in France during World War I. The Brown Memorial is associated with Second Lieutenant William (Bill) Brown, son of William and Ellen Brown, early settlers in the Hoxton Park subdivision at the end of the nineteenth century. The memorial stands in lieu of a grave for Second Lieutenant Brown. Erected in approximately 1920 by the people of the district, the memorial provides evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War.*

*The memorial and water trough were originally sited on the opposite side of Cowpasture Road, at its junction with Bringelly Road. The water trough is illustrative of the history and importance of this*

*junction in the regional road network, which was used as a stock-watering place in the late nineteenth and early twentieth centuries. The memorial and trough were relocated to the current site in 1994.*

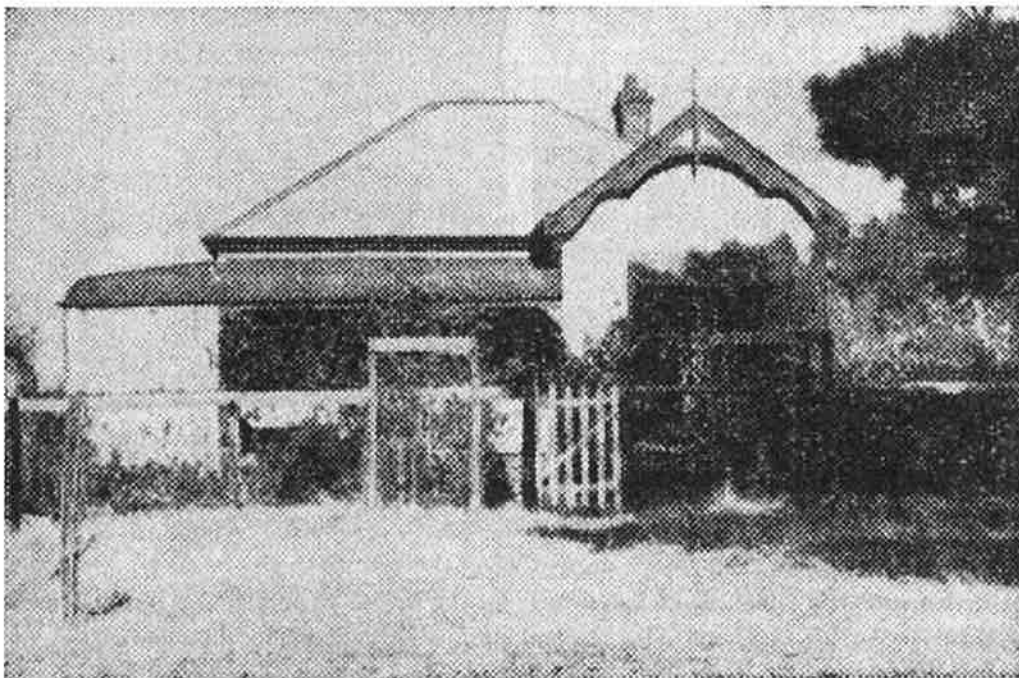
The Brown Memorial and Water Trough meets the following criteria for local heritage significance: a), b), d) and g).

#### 5.2.4 Dwelling and Rural Lot, 1720 Camden Valley Way, Leppington

The dwelling and rural lot is associated with the WWII hero, Corporal John Hurst Edmondson. The family home, Forest Home, was likely built by John Hurst Edmondson's grandfather, Joseph Edmondson Snr, following his purchase of the land in 1906 (LPMA CT Vol 1833 Fol 74).

Joseph William Edmondson, a farmer, his wife Maude Elizabeth Hurst, and their only child John Hurst Edmondson, moved from Wagga Wagga to the family home in Leppington in 1916 (Grant 2006). John Hurst Edmondson was born on 8 October 1914 in Wagga Wagga, but grew up on the property in Leppington (Beckingsale 1941:3; HLA 2003:8).

A photograph of the house from 1941 shows a timber-framed weatherboard cottage with a corrugated iron hip roof and a front facing gable. It was built in the Federation style, consistent with the first decades of the twentieth century. It was set in a formal front garden, with scarlet poinsettias planted around the bull nose verandah (Beckingsale 1941:3; Figure 5.83).



**Figure 5.83 Forest Home and garden (Beckingsale 1941:3).**

John Edmondson attended Austral Public School and Hurlstone Agricultural High School, after which he worked with his father on the family farm and became an expert cattle judge, and council-member of the Liverpool Agricultural Society (Grant 2006; Beckingsale 1941:3). Edmondson trained at Ingleburn Army Camp and served as a reserve in the 4th Battalion (The Australian Rifles) Citizen Military Forces, enlisting in the Australian Imperial Forces on 20 May 1940. He was promoted to Corporal in the 2/17th Battalion (Infantry), and was sent to the Middle East in 1940 (HLA 2003:8). Edmondson was killed in action at the Battle of Tobruk on 14 April 1941, aged 26, after saving the

life of a superior officer during a German machine-gun attack. He was posthumously awarded the first Australian Victoria Cross of WWII (Grant 2006).

Edmondson's father died in 1958 and his mother in 1961. In 1960, a mortgage was taken out on the property by Jean Maude Cummings (LPMA Vol 7802 Fol 141). The Cummings' renovated the house, removing the original roof and verandah and replacing them with a flat, corrugated iron roof. Other additions to the grounds included the construction of new silos and stables to the rear of the house. Forest Home was sold to the Bray family in the 1960s, who added fibro cladding, painted the exterior pale green, and introduced a circular stock yard (LHI: 1970123).

The property was compulsorily acquired by the Department of Planning in the early 1970s and is now managed by the LPMA. In 2004, the dwelling and rural lot at 1720 Camden Valley Way was identified as having heritage value to the local community during public consultation for the Liverpool Heritage Study Review (LHI: 1970123).

Today the dwelling is a single storey house with low pitched roof clad in profile steel. The external walls are clad in weatherboards along the west wall and former gable end. The remainder of the house is clad in fibro and weatherboard sheets, and the partially enclosed verandah, to the east of the entry, features a textured brick wall (Figure 5.84–Figure 5.86). The front entry is recessed between the brick feature section and the former gable end, but is no longer accessible (Figure 5.85). Although the interior has been extensively modified, some indications of the original house form can be discerned; however, it no longer retains the original fixtures or fittings and the original hearth is now an open fireplace.



**Figure 5.84** Front of dwelling, 1720 Camden Valley Way.



**Figure 5.85 Front of house with brick extension and fibro cladding.**



**Figure 5.86 Rear of dwelling.**

The original garden has run wild and is now very overgrown. The front garden retains the remnants of the formal garden beds, with sandstone block edging now obscured by overgrown grasses and foliage (Figure 5.87). A mature poinsettia survives on the eastern side of the house and other plantings include mature jacaranda trees, oleander bushes, pepper trees, hibiscus, impatiens and roses (Figure 5.88).

The property now appears to operate as a farrier, as indicated by the sign on the gate, with a second sign identifying the property as Pinewood (Figure 5.91). This name is referenced in the initial 'P' worked into a 1950s-style metal gate to the rear of the house (Figure 5.92). The stables, circular stock yard and silos are extant, although the stables are in poor condition (Figure 5.89-Figure 5.93). The rural lot continues to be used as a horse paddock (Figure 5.94).



**Figure 5.87 Sandstone blocks edging a circular garden bed.**



**Figure 5.88 Poinsettia to the east of the dwelling.**





Figure 5.89 Stables.



Figure 5.90 Round stock yard.



Figure 5.91 'Pinewood' sign on main gate.



Figure 5.92 Metal gate leading to the stables and stock yard.



Figure 5.93 Silos.



Figure 5.94 Rural lot with horses.

The extent of alterations and the poor condition are such that the heritage significance of the property, as the former home of a WWII hero, has been substantially compromised. The house today bears no resemblance to the original Federation cottage and as such cannot be considered to have aesthetic or architectural significance. However, the property does have an historic association with John Hurst Edmondson VC which should not be lost.

Although the former dwelling has lost its architectural and historic integrity, the property has undergone little substantial change and as such is likely to have archaeological integrity associated with its occupation by the Edmondson family and as an example of a rural property within the wider Austral and Leppington area. There is potential for intact archaeological relics and deposits with good

integrity to be present in the site, and as such the listing of the *Dwelling and rural lot, 1720 Camden Valley Way, Leppington*, should reflect the heritage value of the site as the home of the WWII hero and as an archaeological site.

### **Summary Statement of Significance**

The following summary statement of significance for Forest Home (Dwelling and rural lot), 1720-1726 Camden Valley Way, Leppington has been prepared by AMBS, based on the background information collected for this report:

*Forest Home is associated with the WWII hero, Corporal John Hurst Edmondson, who was posthumously awarded the first Australian Victoria Cross of the war. The property has importance to the local community arising from its association with Edmondson, remembered as a local digger and war hero. The property is likely to contain intact archaeological relics associated with the Edmondson family and as an example of a rural property within the wider Austral and Leppington area. The property has the potential to yield information that will contribute to an understanding of the daily life of the Edmondson family and as a representative example of rural settlement and land use in south west Sydney during the first half of the twentieth century.*

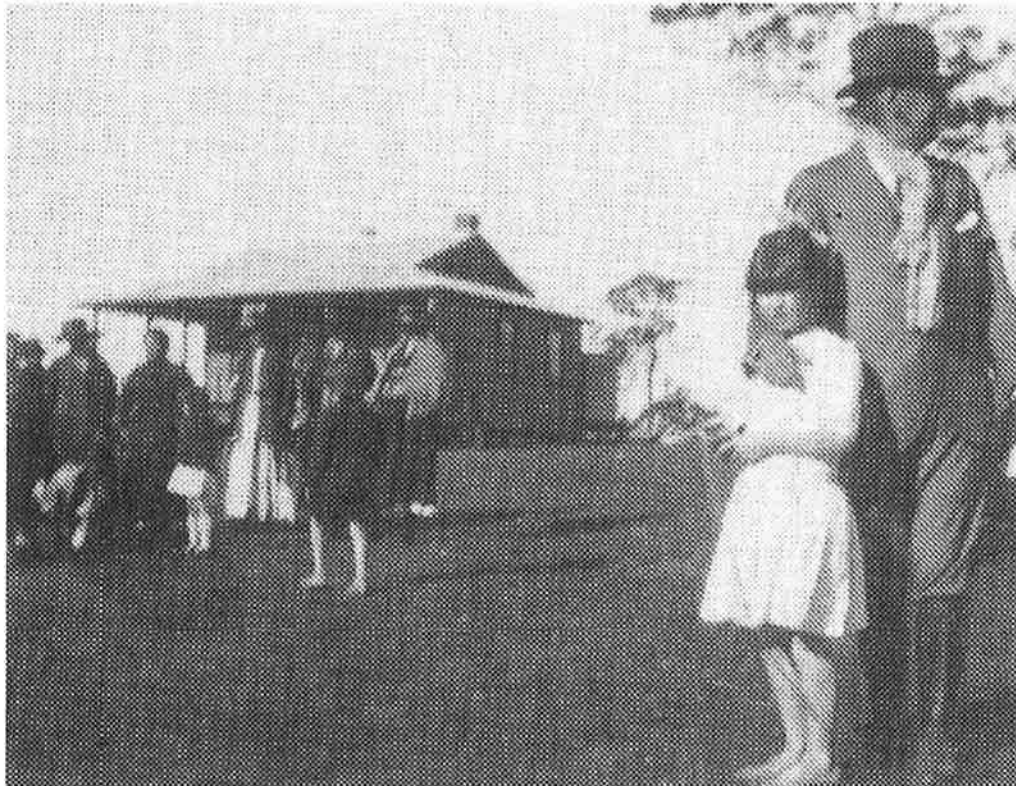
Forest Home meets the following criteria for local heritage significance: b), d) and e).

## **5.3 Potential Historic Heritage Items**

### **5.3.1 Leppington (Raby) Public School, Rickard Road, Leppington**

In the early 1920s, parents of children on the Raby Estate subdivision sent a series of letters to the Department of Education requesting the establishment of a new public school (LPS 1982:16). The application was eventually approved, and two roods of land fronting onto Rickard Road were resumed on 10 March 1922 for public education purposes (LPMA CT Vol 4484 Fol 166). The adjoining lot to the south was gifted to the crown a few months later by the NSW Realty Co. Ltd, who had bought up much of the surrounding land in the subdivision between 1916 and 1920 (LPMA CT Vol 3135 Fol 165, Vol 3339 Fol 147; DET 1968:1). This brought the total area of land to just under two acres.

Construction of the original school building was completed by the end of 1922 (Figure 5.95). The public school, originally known as Raby Public School, opened the following year as a one-teacher school with an initial enrolment of 28 pupils. The building was a single weatherboard classroom with a verandah around three sides, and an open fireplace with brick chimney. Two water tanks stood at the rear of the building, supplying water from drinking and watering the garden. In 1942, the east side of the classroom was extended by eight feet to accommodate the growing number of children enrolled, partially enclosing the verandah (LPS 1982:16-18).



**Figure 5.95 Original Raby Public School building, 1923; view from the west (Source: LPS 1982:16).**

The district population increased steadily after WWII with the arrival of migrants from various countries including Italy, Yugoslavia, Czechoslovakia and England. There was a corresponding rise in enrolments at the school, and additional classrooms were gradually built between 1951 and 1961 to accommodate the growing number of students (Figure 5.96) (DET 1968:2; LPS 1982:19). Five weatherboard buildings were erected in a row along the south-western school boundary in the vicinity of the original school building, with an adjacent weathershed and ablution shed added during the same period (Figure 5.97-Figure 5.98). The name of the school was officially changed to Leppington Public School in 1955, after the local postal district (LPS 1982: 19).



Horizontal datum: GDA94/MGA Zone 56

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

**Figure 5.96** Aerial photograph of Leppington Public School, 1955, showing two buildings in the southwest part of the school grounds: Buildings H and K. The approximate area of the school prior to 1955 is outlined in red.



**Figure 5.97** From left: group of weatherboard school buildings, ablation shed (Building Q), and original Raby Public School building (Building H); view from the southeast.



**Figure 5.98** Group of weatherboard buildings (Buildings I to M); view from Rickard Road.

The school reached its current extent in 1955-56, when approximately five acres of additional land was resumed to the north (Figure 5.99). Between 1966 and 1968, four new brick classrooms, an administration building, toilet block, and canteen were constructed in this area (DET 1968:2-3). A

row of pines was also planted along the back fence around this time; however, most had died by the end of the 1980s. A new brick library building was added in 1981 (LPS nd). (Figure 5.100-Figure 5.101).

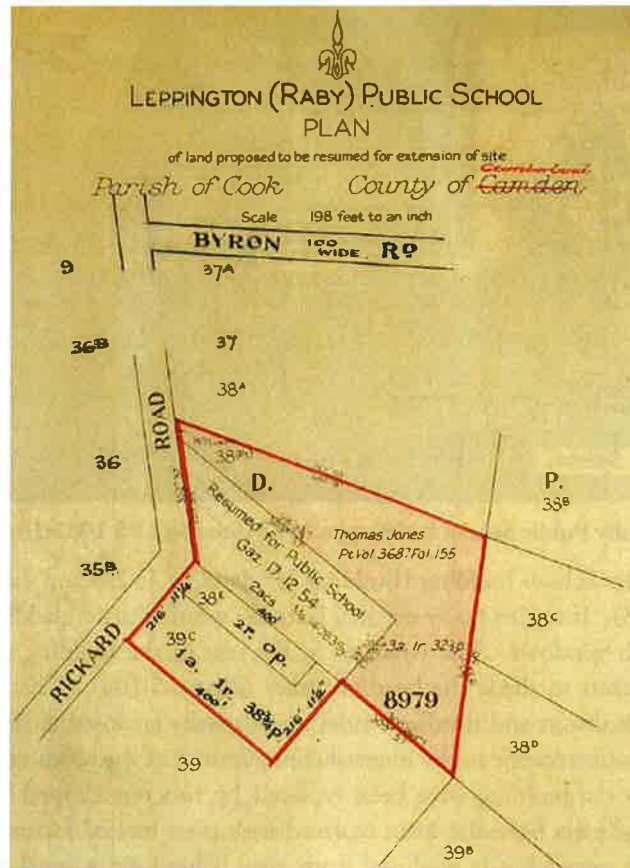


Figure 5.99 Plan of Leppington (Raby) Public School, 1956 (Source: DET Sites Register).

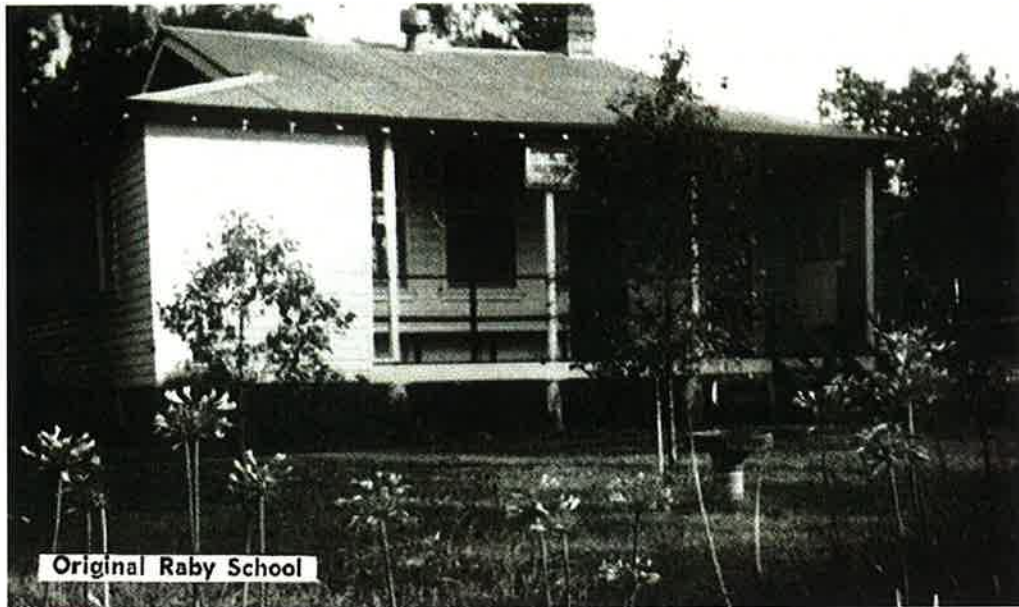


Figure 5.100 Northern group of school buildings; view from Rickard Road.



Figure 5.101 J Peck Oval, with row of pines along the back fence.

A Parents & Citizens Association (P&C) was formed in 1940, which soon raised money for a piano, a radio, and other school needs. In the 1950s, the P&C purchased a large number of rose bushes and shrubs which were planted in the school grounds. A photograph published in 1972 shows the old Raby Public School building with a grass lawn, two immature trees, a bird bath and a bed of agapanthus (LPS 1982:18-19) (Figure 5.102).



**Figure 5.102 Original Raby Public School building, c.1972 (Source: LPS 1982:18).**

The original Raby Public School building (Building H) dates to 1922, and currently functions as a staff room (Figure 5.103). It retains many original features: weatherboard cladding, Dutch gable roof, brick chimney, and sash windows. The windows at the rear of the building are fitted with timber awnings on timber brackets to shade the bottom sashes (Figure 5.104). The original verandah has been enclosed on the southwest and northeast sides and partially enclosed at the front. The original extent of the verandah is identifiable in the internal configuration of the room and ceiling panels. The original timber steps to the building have been replaced by concrete capped brick steps and metal safety rails. The original piers have also been replaced with piers treated for termites (Figure 5.105). The original fireplace is extant but is obscured from view behind an internal partition wall (Figure 5.106).



**Figure 5.103 Original Raby Public School building, 2011; view from the west**



**Figure 5.104 Rear of original Raby Public School building; view from the southeast.**



**Figure 5.105** Brick stairs with concrete capping, metal safety rails and timber piers.



**Figure 5.106** Interior partition and rear of brick chimney.

Five weatherboard classrooms aligned along the southwestern school boundary (Buildings I to M) were erected between 1951 and 1961 (Figure 5.107).

- Building I is a portable timber classroom, with sash windows that retain original glass panes (Figure 5.108). This style of building was first built in NSW in 1912, and was designed to be easily disassembled and transported. It is currently used as a community room.
- Building J is a fixed timber Van der Steen building erected in 1959 (Robert Demkiw, pers. comm., 14 December 2010). It contains adjoining rooms divided by a folding partition, with two separate entrances at the front of the building (Figure 5.109). It is currently used as the school hall.
- Building K is a fixed timber classroom of a type provided to rural areas, erected prior to 1955 (Figure 5.110). This style of classroom dates from c.1915 onwards. It is currently used as the community languages room.
- Building L is a fixed timber classroom that is currently used by the school counsellor (Figure 5.111).
- Building M is a fixed timber building erected in 1961, in a style similar to Building L. It consists of a single and double classroom joined together, and has a distinct breakfront with projecting verandah (Robert Demkiw, pers. comm., 14 December 2010) (Figure 5.112). Buildings L and M have been retrofitted with concrete access ramps.

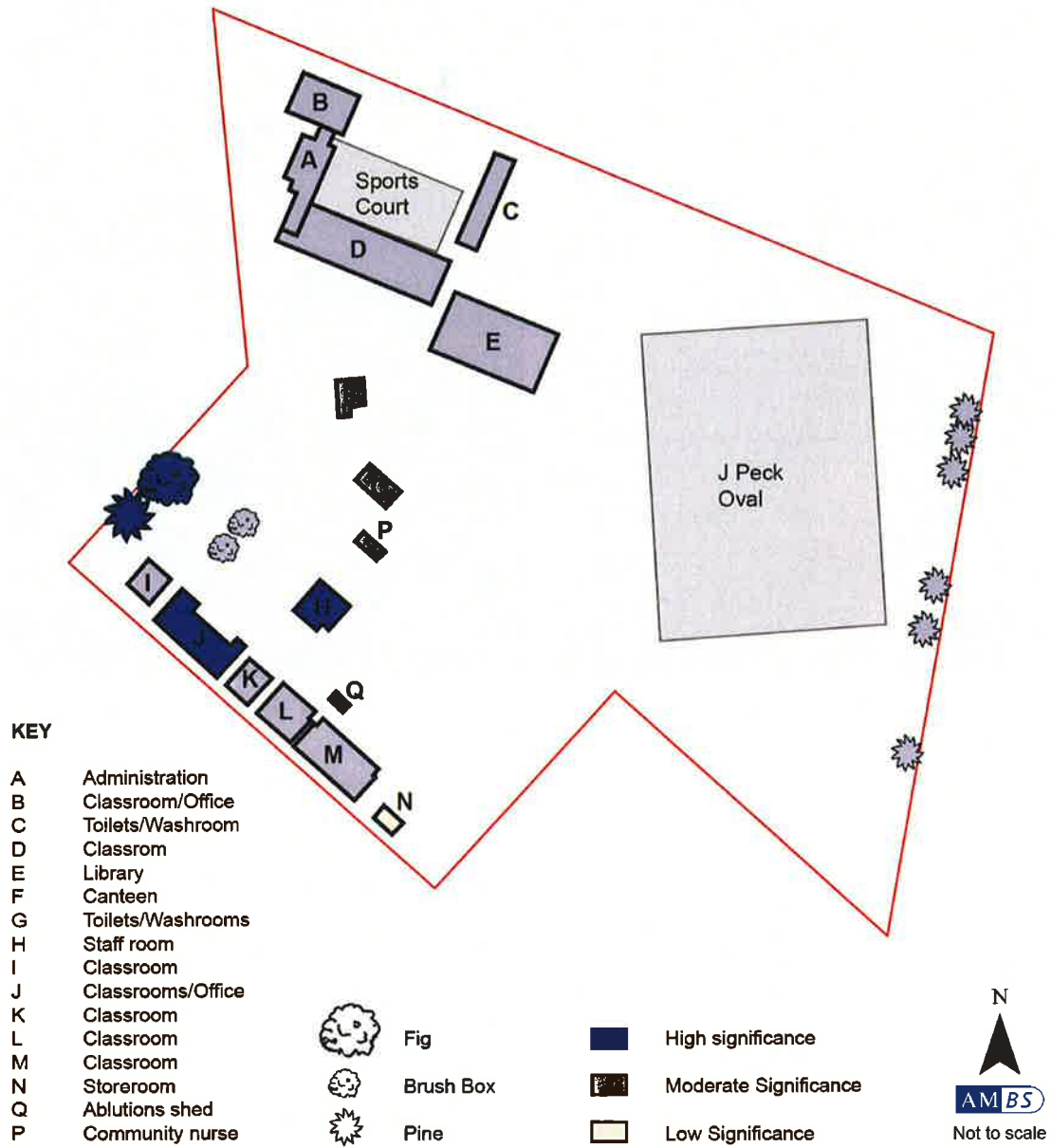


Figure 5.107 Schematic plan of Leppington Public School





Figure 5.108 Building I.



Figure 5.109 Building J.



Figure 5.110 Building K.



Figure 5.111 Building L.



Figure 5.112 Building M.

Buildings I to M form a coherent group by virtue of their predominantly timber fabric and the colour scheme of pale blue walls, dark blue detailing of window- and door-frames, and red verandah posts and rails. The colour scheme is shared with the original Raby Public School building (Building H). The classrooms retain much of their original fabric, are in good physical condition and modifications reflect ongoing maintenance and functionality. They are currently being upgraded under the Commonwealth Government's Building the Education Revolution (BER) program.

A fibro and weatherboard weather shed (Building N) and brick ablution shed (Building Q) are also within this area (Figure 5.113-Figure 5.114). The weather shed has been infested by white ants and is in poor condition. The brick ablution shed is of a standard type introduced to public schools from c.1955 to meet new standards of hygiene. Ablution sheds are now becoming increasingly rare in NSW as schools are gradually upgraded (Robert Demkiw, pers. comm. 28 March 2011).



**Figure 5.113 Weather shed (Building N).**



**Figure 5.114 Ablution shed (Building Q).**

The northern group of school buildings (Buildings A to E) were erected between 1966 and 1981. They form a complex of brick buildings, which has been physically integrated by the construction of a central sports court and COLA (Covered Outdoor Learning Area).

- Building D is a brick Van der Steen building of the same design as Building J (Figure 5.115). It was constructed in 1966, parallel to the northern school boundary. The southern external wall is decorated with a series of murals painted by students from Leppington Public School to celebrate Australia's bicentenary in 1988 (LPS nd). The murals depict scenes from Leppington's history (Figure 5.116).
- Building A, facing Rickard Road, contains the Administration block and Principal's office (Figure 5.117). It was constructed in 1967, and joins the eastern end of Building D.
- Building B is a classroom/office connected to Building A by a covered walkway (Figure 5.117). It was constructed in 1968.
- Building C contains the toilet block, washrooms, kiln and store. It was constructed in 1966 (Figure 5.118).
- Building E is the library. Constructed in 1981, it is set back from the other buildings in this complex, but maintains a similar alignment with the northern school boundary (Figure 5.119).

Buildings D and J were both designed by J Van der Steen, Design Architect with the Government Architect's Branch, 1955-1964 (Bob Demkiew, pers. comm. 14 December 2010; Jack 1980:227). Van der Steen designed several mid-twentieth century schools, including the Beverly Hills Girls' High School (documented in 1957) and Manly Girls' High School (documented in 1958) (Jack 1980:86). Building J is a rare example of a timber-framed weatherboard Van der Steen building (Robert Demkiw, pers. comm. 14 December 2010). It marks a deviation from Van der Steen's standard use of

brick and may reflect the shortage of available materials during the post-war period, and an enthusiasm for prefabrication (Jack 1980:87). It is possible that the weatherboard classrooms along the southwest boundary may all be prefabricated at the NSW Public Works Department.



**Figure 5.115 Building D, Classrooms, north side.**



**Figure 5.116 Building D, south side.**



**Figure 5.117 Building A, Administration.**



**Figure 5.118 Building C and sports court.**



**Figure 5.119 Building E, Library.**

Buildings F, G and P are located in the centre of the school grounds, to the east of the school car park..

- Building F is the brick school canteen and was constructed in 1968.
- Building G is a brick building containing toilets/washrooms, and was constructed in 1968.
- Building P is used by the community nurse and dates to 1991 (Figure 5.120).



**Figure 5.120 Building P (left) and Building G; view from the north.**

Bi-lingual signs in English and Italian, representative of the strong Italian heritage of the area, are present throughout the school.

A number of mature trees, including a fig and a pine near the front fence, stand on Rickard Road. The location of these trees is consistent with the 1955 aerial photo of the site, and it is likely that they are early plantings marking the original school site. A garden bed adjacent to Building D contains a number of rose bushes (Figure 5.121). Two brush box trees in front of Building H, and a row of pines along the eastern boundary, behind J Peck Oval, post-date 1955, and were likely planted in the 1960s. A collection of former farming equipment, including three ploughs and a chaff cutter, painted red and bolted to a brick and concrete base located between Building D and Building F, provide a reference to the farming heritage of the area (Figure 5.122).



Figure 5.121 Rose bushes next to Building D.



Figure 5.122 Farming equipment.

### Summary Statement of Significance

*The original Raby Public School building and the associated weatherboard classrooms form a coherent aesthetic group reflecting the early development of Leppington Public School and the surrounding district in the early- to mid-twentieth century. The expansion of the semi-rural school in the 1950s and 1960s, and the shift from weatherboard to brick classroom buildings, is demonstrative of a local population increase and demand for education during the post-war era in the Austral and Leppington areas. A link between the early and later periods, and between the southern and northern parts of the school, is provided in the weatherboard and brick Van der Steen designed classroom buildings. A mature fig and pine along the Rickard Road boundary likely mark the original school site and are visual landmarks in the local area. The school continues to play an important role in the local community and to provide a link with the migrant and agricultural history of the area.*

The Leppington Public School, Rickard Road, Leppington, meets the following criteria for local heritage significance: a), b), c), d), f) and g).

School Element	Grading of Significance				
	Exceptional	High	Moderate	Little	Intrusive
Old Raby Public School building (Building H)		✓			
Weatherboard Van der Steen building (Building J)		✓			
Group of weatherboard buildings (Buildings I-M)			✓		
Weather shed (Building N)				✓	
Ablution shed (Building Q)		✓			
Brick Van der Steen building (Building D)			✓		
Group of brick buildings (Buildings A-E)			✓		
Buildings F, G and P			✓		
Farming implements			✓		
Mature plantings along Rickard Road (fig and pine)		✓			
Other cultural plantings (rose bushes, brush box trees in front of Building H, row of pines behind J Peck Oval)			✓		

### 5.3.2 *Austral Town Centre Conservation Area*

The proposed Austral Town Centre Conservation Area is focused on a small mixed residential, shopping and community precinct on the west side of Edmondson Avenue, between Tenth and Eleventh Avenues. The name 'Austral' comes from the nearby Austral Public School, which was established on land originally owned by Phillips & Company, also known as the Austral Banking and Land Proprietary. The precinct incorporates a representative sample of vernacular architecture, characteristic of the local region, constructed between 1938-39 and 1965. The building styles are complementary in their character and scale, and illustrate a range of functions important to the town as it developed in the mid-twentieth century, including the general store, Progress Hall, and post office.

The commercial development of Austral Town Centre began in 1938, when lot 837 of the Hoxton Park Estate was sold to Emma Rosetta Salome Starr, wife of Herbert George Starr, Austral postmaster (LPMA CT Vol 4698, Fol 149). The Starrs constructed a general store, telegraph office and house on the land, along Third Avenue (now Edmondson Avenue). Prior to this, the Starrs were running a post office on Tenth Avenue. The Starrs subdivided the lot, and in November 1939, H G Starr donated the north part (Part Lot A) to the Austral Progress Association to build a hall (LPMA CT Vol 5096 Fol 227; Ian Wilmington, pers. comm., 25 January 2011).

In 1947, the Starrs re-subdivided the remainder of lot 837, retaining ownership of the southern part in the hands of Emma Starr, and transferring the title to the general store to their son, Herbert James Starr (LPMA CT Vol 5096 Fol 228; Vol 5721 Fol 58)

In 1953, H J Starr again re-subdivided the land with the general store, and sold the store (Part Lot E) to new owners (LPMA CT Vol 5721 Fol 58; Vol 6804 Fol 32). H J Starr later established a new store on the southwest part of the original lot (Part Lot H), at the corner of Edmondson and Tenth Avenues (LPMA CT Vol 7160 Fol 22; Ian Wilmington, pers. comm., 25 January 2011).

By 1955, there were six buildings on the western side of Edmondson Avenue, including five buildings on the original area of lot 837: the Progress Hall, General Store, and three houses (Figure 5.123). These buildings are extant, and together 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 two single-storey fibro houses to the south of Ian's Hardware, form a coherent group, historically associated with the Starr family, and representative of the development of the town as a commercial and civic centre in the mid-twentieth century



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Land and Property Management Authority, Aerial photograph 228-5108, Run 25, Liverpool NSW, 1955

**Figure 5.123 Aerial photograph of Austral Town Centre, 1955, showing a series of small buildings on the western side of Edmondson Avenue. The approximate area of Lot 837 of the Hoxton Park Estate is outlined in red.**

The H J Starr Progress Hall at 264 Edmondson Avenue is a red-brick building, constructed in 1965 to replace the original Progress Association Hall, which had been destroyed by fire (see Section 5.3.3 below for further details). The H J Starr Progress Hall is regularly used by community groups for meetings and classes, and anecdotal evidence suggests that the building has strong social value to the local community. A demountable building occupied by the Outer Liverpool Community Services is located to the rear.

The former general store forms the core of Ian's Hardware at 256 Edmondson Avenue, a single-storey timber-frame and fibro clad building with a pitched corrugated metal roof, and painted brick parapet. An associated fibro clad bungalow with a low pitched roof and street-facing gables has been relocated from the north side of the shopfront to the rear of the block (see Section 5.3.4 below for further details). A vacant block between the hardware store and the H J Starr Progress Hall provides overflow parking for the store and the hall.

The two houses on the south side of Ian's Hardware were likely to have been constructed for members of the Starr family in the Post-War period and have at various times been associated with the Austral Post Office. AMBS has not received permission to inspect the two fibro houses, and as such a thorough assessment has not been possible; however, a preliminary visual inspection has been undertaken from the street.

The house at 250-252 Edmondson Avenue is a plain, single-storey bungalow with a low-pitched corrugated metal roof, hipped to the front and gable to the rear, fibro cladding, and a skillion roof addition to the rear (Figure 5.124). The front is symmetrical, with a central front door. The house has been the residence of Ms Rose Ellen Starr for some years and as such it is possible that the house retains much of its original fabric, fixtures and fittings. The house has previously been used as the Austral Post Office (Graeme McIntosh, pers. comm. 3 February 2011). Concrete footings on the north side of the house are thought to be associated with the former telegraph office, and as such the site may have some archaeological potential.

The current Austral Post Office at 246-248 Edmondson Avenue is also a single-storey bungalow, with a hipped tile roof, and fibro cladding (Figure 5.125). The building is asymmetrical, with a single bay projecting forward on the south side. A red-brick addition with a flat roof also projects out from the front of the building on the north side. The brick addition served as the post office prior to the refitting of the house for the present post office (Graeme McIntosh, pers. comm. 3 February 2011).



**Figure 5.124 House at 250-252 Edmondson Avenue.**



**Figure 5.125 Austral Post Office at 246-248 Edmondson Avenue.**

The two fibro houses at 246-252 Edmondson Avenue are representative of a particular housing type that is currently well represented within the study area and is likely to become increasingly rare with future development. The two houses therefore make a contribution to an understanding of the development of Austral and the local area and as such warrant further investigation as built heritage items and for potential archaeological resources associated with the development of Austral town. Regardless of whether the two fibro houses meet the criteria for listing as individual heritage items, they should be identified as contributory elements in the Austral Conservation Area.

It should be noted that AMBS was not able to contact the owner(s) of Ian's Hardware or the houses at 246-252 Edmondson Avenue to undertake a formal inspection of these properties. However, AMBS understands that one of the owners may not support heritage listing of some of the properties, and has taken this into consideration during this assessment.

### ***Summary Statement of Significance***

*Austral Town Centre Conservation Area is an intact grouping of residential, commercial and community buildings, historically associated with the family of Emma and H G Starr, Austral Postmaster in the early- to mid-twentieth century. The grouping has aesthetic value, insofar as it incorporates a representative sample of vernacular architecture of the southwest Sydney region, including three fibro houses of various styles, all constructed between 1938-39 and 1965. These building forms will become increasingly rare as the area is developed as part of the SWGC. The building styles are complementary in their character and scale, and illustrate a range of functions*



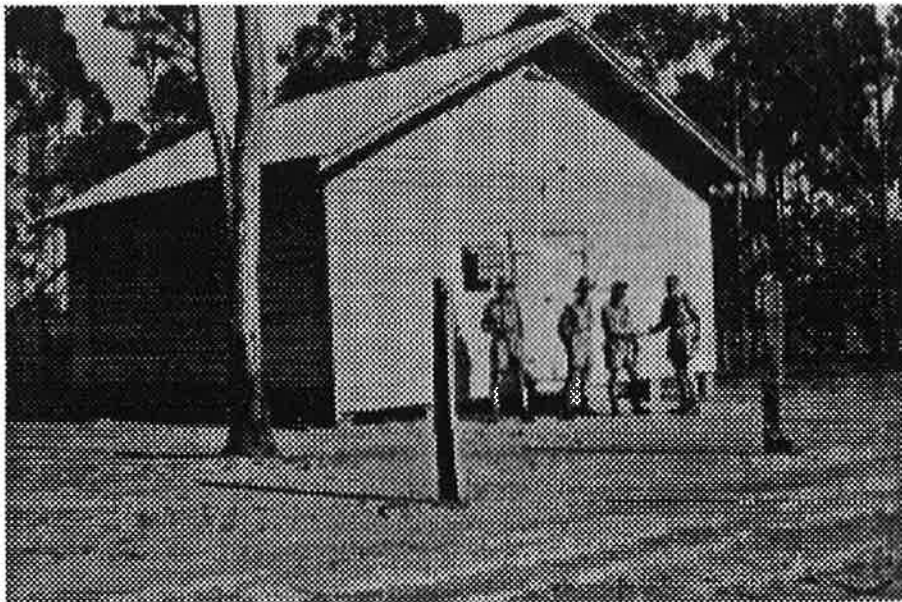
*important to the town as it developed in the mid-twentieth century, including the general store, Progress Hall, and post office.*

The Austral Town Centre Conservation Area meets the following criteria for local heritage significance: a), b), c), e) and g).

### 5.3.3 H J Starr Progress Hall, 264 Edmondson Avenue, Austral

The Austral Progress Association was formed in 1931, out of the local school's P&C. It originally had a dual role, catering to the requirements of the school, and the broader needs of the local community. Following the formation of a separate P&C in 1936, the Progress Association focused on representing and promoting the interests of local residents and the Austral community (Clarke and Haak 1993:7). This was in keeping with a broader social movement towards local, participatory involvement in the affairs of the district (Keating 1996:135-138). The Austral Progress Association was formally incorporated in 1989 (LPMA CT Vol 5096 Fol 228).

The original Progress Hall was constructed in approximately 1939 on a small parcel of land on Edmondson Avenue, donated to the Progress Association by Austral Postmaster H G Starr (LPMA CT Vol 5096 Fol 228; Ian Wilmington, pers. comm., 25 January 2011).



**Figure 5.126 Original Austral Progress Hall (Source: Clarke and Haak 1993:6).**

The original Progress Hall burnt down on 16 April 1962, and an 'Austral Queen Quest' was organised to raise money to fund a new hall. The existing hall was constructed in 1965, and upgraded with a new roof and kitchen in 1991 (Clarke and Haak 1993:7; Ian Wilmington, pers. comm., 25 January 2011).

The current hall is a simple single storey red textured brick building, with contrasting panels of pale yellow brick along the front, timber-frame windows, and a low pitched profile steel roof (Figure 5.127-Figure 5.133). The wide entry is flanked by projecting wings, with commemorative plaques mounted on the walls. Double glass doors provide access into the hall which has a stage at the far end, and the ladies and gents toilets to each side. The front wings house the kitchen to the right and a storage area to the left. The hall is lit by large, six-pane windows set high along the long walls. The roof is supported by steel trusses, which relieve the simplicity of the interior design. A demountable building to the rear houses the Outer Liverpool Community Services.



Figure 5.127 H J Starr Progress Hall, view from the southeast.



Figure 5.128 View from the street.



Figure 5.129 View from the northeast.



Figure 5.130 Commemorative plaque, in honour of H G Starr.



Figure 5.131 Commemorative plaque, for the renaming of the hall in honour of H J Starr.



Figure 5.132 Interior of the hall, with stage at the far end.



Figure 5.133 View of kitchen, installed in 1991.

The hall was renamed the H J Starr Progress Hall in December 2001, honouring the long-term patronage of H J Starr, son of H G and Emma Starr. The hall continues to be used on a regular basis by a variety of community-based groups and for private social gatherings (Ian Wilmington, pers. comm., 25 January 2011; Clarke and Haak 1993:7).

### **Summary Statement of Significance**

*The H J Starr Progress Hall is historically associated with the Austral Progress Association, originally formed in 1931 to represent and promote the interests of local residents, and with a broader social movement towards local, participatory involvement in the affairs of the district. It also has a special association with prominent members of the local community H G and H J Starr. Although the current hall does not have high aesthetic or architectural values, it is representative of its era, and it continues to play a vital role in the social and cultural life of the Austral community.*

The H J Starr Progress Hall meets the following criteria for local heritage significance: a), b), d) and g). The H J Starr Progress Association Hall makes an important contribution to the proposed Austral Town Centre Conservation Area.

#### **5.3.4 Ian's Hardware and House, 256 Edmondson Avenue, Austral**

In 1938, the land at 256 Edmondson Avenue was purchased by Emma Rosetta Salome Starr, wife of Herbert George Starr, Austral postmaster (LPMA CT Vol 4698, Fol 149-150). The Starrs likely constructed a general store, telegraph office and house on the land around this time. The store was the

first commercial business in what would later become the Austral Town Centre (see Section 5.3.2 above).

In 1947, the Starrs subdivided their land and transferred the title to the lot on which the store stands to their son, Herbert James Starr. H J Starr is described in the certificate of title as a storeman.

In 1953, H J Starr again re-subdivided the land with the general store, and sold the store (Part Lot E) to new owners: William Isaac Ratcliffe of Manly, salesman, and his wife Lyn (LPMA CT Vol 5721 Fol 58). It was subsequently purchased by Raymond Wesley Saints of Austral, merchant, and his wife June (1958); Robert Sydney Cryer of Austral, storekeeper (1960); and Gino Casella of Yagoona, box manufacturer, and his wife Nota (1963) (LPMA CT Vol 6804 Fol 32).

In 1966, H J Starr re-purchased the land, and leased the store to his nephew, Ian Wilmington. A photograph of the land from about this time shows the building being used as a hardware store, with two petrol pumps out the front, and the adjacent house flush with the front of the store (Figure 5.134). This house has since been relocated to the rear of the block (LPMA CT Vol 6804 Fol 32; Ian Wilmington pers. comm., 25 January 2011).



**Figure 5.134 Photograph of Ian's Hardware and adjacent fibro house, c1966 (Source: Ian Wilmington).**

The former general store continues to form the core of Ian's Hardware at 256 Edmondson Avenue. It is a single-storey timber-framed fibro-clad building with a pitched roof clad in corrugated roofing sheets and a painted brick parapet over the entry (Figure 5.135-Figure 5.136). A large, flat metal awning extending out at the front has been added to provide protection for two petrol pumps. The present awning is larger than that appearing in the photograph shown in Figure 5.134. The parapet provides the building with a more imposing façade than the other early buildings in the township and, as an Art Deco architectural detail, is consistent with a 1938-39 date of construction.

The original store building has been extended at the rear such that it now forms a long narrow space broken up into sections by surviving early wall sections and added counters. There is also a narrow addition along the north side of the original building. The stock includes a wide variety of items including general hardware, personal and household items, and refreshments.



**Figure 5.135** View along Edmondson Avenue to Ian's Hardware. **Figure 5.136** Ian's hardware.

The fibro house, which now stands to the rear of the store, is a modest example of the Californian bungalow style, with a low pitched roof, street-facing gables, and timber frame windows (Figure 5.137-Figure 5.138). Strapwork on the gables adds some simple decorative detail. The bungalow style of the house is also consistent with a 1939 construction date. The building currently serves as the office to Ian's Hardware. Although no longer a residence, the house has a strong historic connection with the store, as the store owner's family home. It appears to retain much of its original layout and fabric, and is in good condition.



**Figure 5.137** View along the north side of Ian's Hardware to the fibro house. **Figure 5.138** The relocated fibro house to the rear of Ian's Hardware.

There is some potential for archaeological relics associated with the construction and operation of Ian's Hardware and the lives of the people who occupied the associated fibro house to be present in the site and the adjacent vacant lot.

### ***Summary Statement of Significance***

*Ian's Hardware has historic significance arising from its association with the Starr family, who established the first general store in Austral Town Centre in approximately 1938-39. This store formed the basis of the Austral shopping district. The hardware store is demonstrative of the aspirations of the developing town in the early- to mid-twentieth century, reflecting the*

*contemporary Art Deco style of architecture, and is now a rare example of a commercial building of this period in the area.*

*The associated fibro house is no longer used as a residence, but it has a strong historic connection with the store, as the store owner's family home. The continuity of use of the store, and the continuing association of the store with the fibro house, contributes to the historic significance of the store and house as a coherent group.*

*The fibro house is a good, albeit modest example of the Californian bungalow style, and is characteristic of the mid-twentieth century housing stock that is currently well represented within the study area, but which is likely to become increasingly rare with future development.*

Ian's Hardware and House meet the following criteria for local heritage significance: a), b), c), e) , f) and g). . Ian's Hardware store and the associated fibro house also make an important contribution to the proposed Austral Conservation Area.

### 5.3.5 Brick House and Garden at 275 Edmondson Avenue, Austral

In June 1925, John Frederick Valentine Landers purchased lots 816 and 817 in the Hoxton Park Estate from the Asset Realization Company Limited (LPMA CT Vol 1101 Fol 115). Landers also accumulated numerous other blocks in the district. Following Landers' death, his son Ferdinand Landers sold lots 816 and 817 to William White, a labourer from Hoxton Park (1932; LPMA CT Vol 4391 Fol 116). White likely built a small house and established a poultry farm on the land. In 1938, ownership of the land was transferred to Anna Prokoph, wife of Rudolf Prokoph, a poultry farmer who had emigrated to Australia from Czechoslovakia in 1928. Together with their son, Rudolf Prokoph Jnr, who joined his parents in Australia in 1938, the Prokophs continued farming poultry on the land (Erica Clarke, pers. comm., 1 February 2011).

In approximately 1948-9, Rudolf Prokoph Jnr constructed a new brick house for himself and his parents on lot 816, on Edmondson Avenue (Figure 5.139). The house is thought to be one of the earliest brick houses extant in the area. (A possible late nineteenth century brick cottage at 265 Fifteenth Avenue has now been demolished.) The decision to construct in brick was made despite advice from the local Council that the subsoil was primarily clay and unsuited to brick construction (Erica Clarke, pers. comm., 1 February 2011). Following construction, Anna Prokoph planted a pair of Canary Island Date Palms in the front yard, and a privet hedge along the fence line (Figure 5.140-Figure 5.141). These plantings are extant.



Figure 5.139 House and garden at 275 Edmondson Avenue, soon after construction in 1948-9. A newly planted Canary Island Date Palm is in front of the house (left) and privet hedges are in the foreground and background (Source: Erica Clarke).



Figure 5.140 Gate posts and privet hedge in front of house at 275 Edmondson Avenue, nd (Source: Erica Clarke).

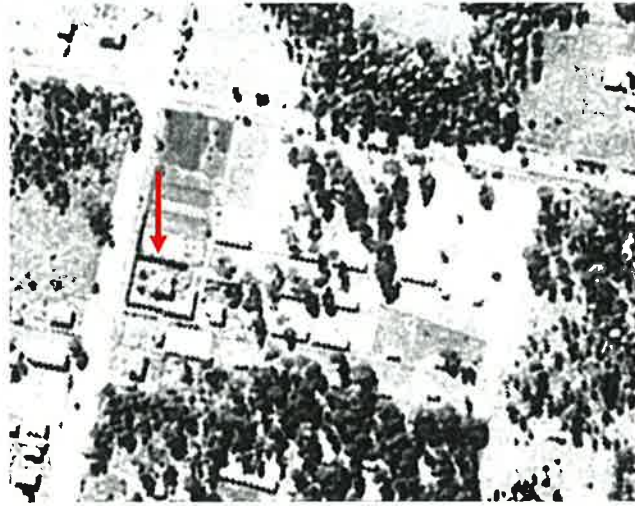
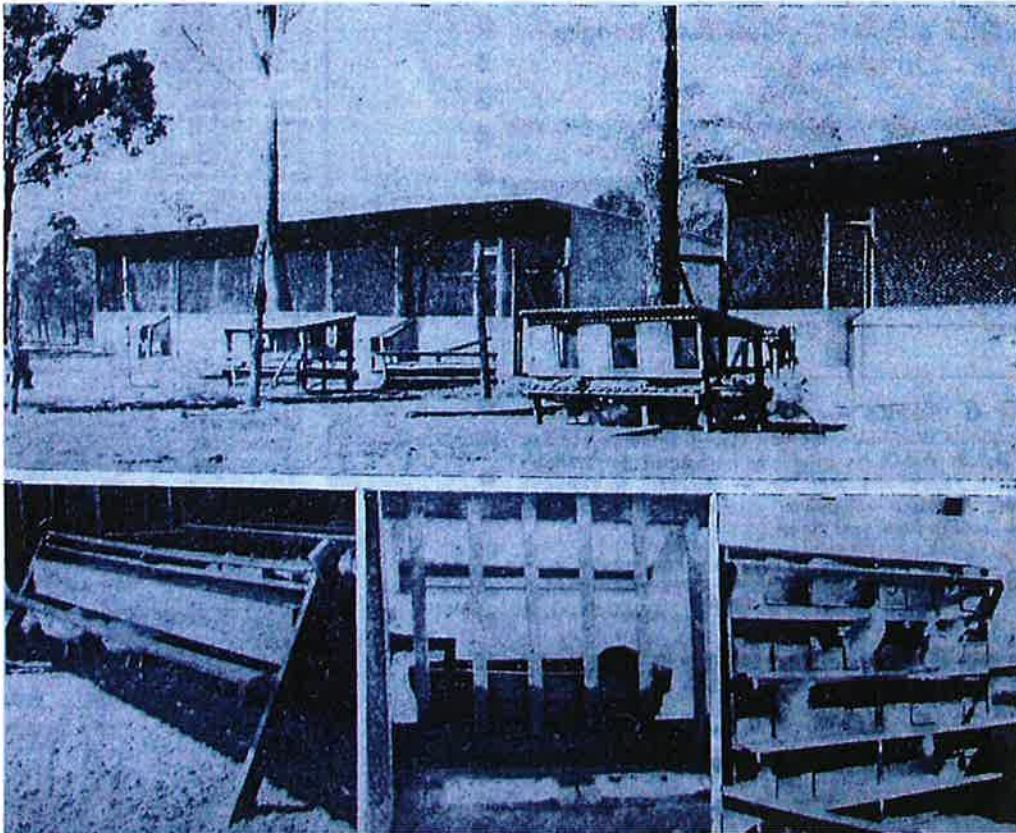


Figure 5.141 Aerial photograph of Austral, 1955, showing the Prokoph poultry farm. The brick house, two palms and privet hedge can be seen adjacent to Edmondson Avenue (Source: LPMA, 228-1508, Run 25, Liverpool).

The Prokophs maintained a model poultry farm and participated in the Colombo Plan, providing experience and training for visiting farmers from less developed countries (Erica Clarke, pers. comm., 1 February 2011). The Colombo Plan was a cooperative venture conceived at the Commonwealth Conference on Foreign Affairs held in Colombo, Ceylon (now Sri Lanka) in January 1950 and launched in 1951, aimed at the economic and social advancement of the peoples of South and Southeast Asia. The farm and farming practices of the Prokoph family were described in a 1957 issue of *Poultry*, a weekly newspaper for poultry farmers: “Greenfeed Keeps Birds Healthy”, *Says Austral Farmer* (Figure 5.142). Following the retirement of Rudolf Prokoph Jnr, the land was subdivided for a housing estate.



**Figure 5.142** *Three camera glimpses of Messrs. R. Prokoph & Sons farm at Austral, N.S.W., showing the type of laying house standardised at the farm (top) and the equipment in these houses: home made wheat hopper (bottom left), earthenware drinking troughs (bottom centre) and a battery of 24 nests in three tiers (bottom right) (Source: *Poultry* 5 October 1957, p.781; copy provided by Erica Clarke).*

The Prokoph house is architecturally consistent with its date of construction with a hipped tile roof and dark red face-brick walls (Figure 5.143). The symmetrical front has centrally placed glass-panelled French doors approached by a semi-circular entrance porch (Figure 5.144). The entry is flanked by three-bay casement windows. The concrete porch has brick-faced steps and brick columns. The house retains most of the original fixtures and fittings; however, the kitchen has been updated. A brick chimney on the south side of the house is intact, but the hearth has been concealed behind a panel (Figure 5.146). The house is well-maintained, although there is minor cracking in the walls, likely the result of shifting foundations.

A large fibro-clad shed and outdoor toilet are to the rear of the house. The shed was originally the feed shed for the poultry farm (Figure 5.147). The toilet is not original.





**Figure 5.143** House at 275 Edmondson Ave, view from the street.



**Figure 5.144** Detail of glass-panelled French doors.



**Figure 5.145** Detail of brick chimney, south side of house.



**Figure 5.146** Former feed shed, to the rear of the house.

The garden along the front and sides has a consistent mid-twentieth century character, and was established at the same time as the house. A concrete path leads directly from the street to the house via a metal gate, flanked by a pair of square, concrete gate posts (Figure 5.147). The gate replaces an earlier timber gate. The two Canary Island Date Palms, growing on either side of the path, are now a prominent feature of the corner block, and may well act as a local landmark (Figure 5.148-Figure 5.149). The privet hedge along the front of the property is somewhat overgrown, and screens the house from street.



Figure 5.147 Detail of front gate.



Figure 5.148 Pair of Canary Island Date Palms, view from the southeast.



Figure 5.149 House and garden at 275 Edmondson Avenue, view from the northwest.

### *Summary Statement of Significance*

*The house and garden at 275 Edmondson Avenue have a strong mid-twentieth century character, and are representative of semi-rural styles of this era in western Sydney. Constructed in approximately 1948-9, the house is one of the earliest brick houses extant in Austral. It has been well maintained, retaining most of its original fixtures and fittings. Two Canary Island Date Palms in the front yard are roughly contemporary with the house, and are now a prominent feature of the streetscape.*

*The house and garden are associated with the mid-twentieth century migrant population of Austral. The house was constructed by Rudolf Prokoph Jnr for himself and his parents, Anna and Rudolf Prokoph Snr, who ran a poultry farm on the land. The Prokoph family emigrated to Australia from Czechoslovakia in the 1920s-1930s. The Prokophs maintained a model poultry farm and participated in the Colombo Plan, launched by Commonwealth countries in 1951, providing experience and training for visiting farmers from less developed countries.*

The house and garden at 275 Edmondson Avenue meets the following criteria: a), b), c) and g) for an item of local heritage significance. .

### 5.3.6 House and Garden at 170 Edmondson Avenue, Austral

In February 1901, Ernest Stanley Simmonds, clerk of Woolwich, purchased Lots 925 and 926 in the Hoxton Park Estate from the New Oriental Bank Co Ltd (LPMA CT Vol 1101 Fol 115; Vol 1402 Fol 165). Two months later, the property was transferred to Henry George Simmonds, a Sydney conveyancer; and in December 1903, a warrant of execution was issued against the property for the recovery of debts owed by Simmonds. The warrant was resolved in 1912, when the property was sold by the Commercial Bank of Australia to Frank Kime, a licenced victualler of Sydney. Kime held onto the property until June 1933, when it was purchased by Violet Primrose Dudley, wife of John Dudley of Lakemba, Shoe Manufacturer (LPMA CT Vol 1402 Fol 165). The house was likely built by the Dudley family (Erica Clarke, pers. comm., 1 February 2011).

Violet Dudley was a local girl, the daughter of William Ayshford Jnr and Mary Dunn, and granddaughter of William Ayshford Snr and Sarah Morrish, nineteenth century settlers in the Hoxton Park district. Violet married John Dudley in 1927 (Kirkpatrick Family Archives 2008). The property remained in Dudley's ownership until 1956, when Lot 926 was sold to local grazier Alfred Mervyn Phillis. The land was subsequently purchased by: John Henry Tobin and his wife Elfreda (1960); Edwin George Wilce of Moorebank, retired grazier (1964); Janos Gerstner of Bankstown, factory manager, and his wife Anna (1970); Barry Patrick Geraghty (1970); and Kenneth John Montgomery of Austral, trainer, and his wife Elaine Helen (1974) (LPMA CT Vol 1402 Fol 165, Vol 7199 Fol 76, Vol 11232 Fol 158). The property remains in the hands of the Montgomery family at the present time.

A single-storey Californian style bungalow stands on the property at 170 Edmondson Avenue. A collection of farm outbuildings to the rear, and a series of overgrown animal pens and post-and-rail fenced paddocks to the south along Eighth Avenue, are associated with the house and are an important part of the property (Figure 5.150-Figure 5.151). The bungalow has white painted rendered and textured walls with a diamond pattern picked out in blue paint on the front. The hipped roof is clad in Marseilles-type roofing tiles with a prominent white painted central chimney. The front fence comprises square concrete posts with timber rails, which reflect the style of the verandah posts along the front of the house.



**Figure 5.150** House at 170 Edmondson Avenue, view from the street.



**Figure 5.151** Disused paddocks and animal pens to the south of the house.

The bungalow stands within an expansive landscaped garden, which is a prominent feature of the local streetscape, and may well act as a local landmark. Two rows of large Canary Island Date Palms flank a path that winds from Edmondson Avenue around to the front of the house. A third row of palms is aligned along the front fence, and flowering shrubs line a driveway on the north side of the property (Figure 5.152-Figure 5.154).



**Figure 5.152** Row of Canary Island Date Palms along Edmondson Avenue.



**Figure 5.153** Remnants of timber gate post.

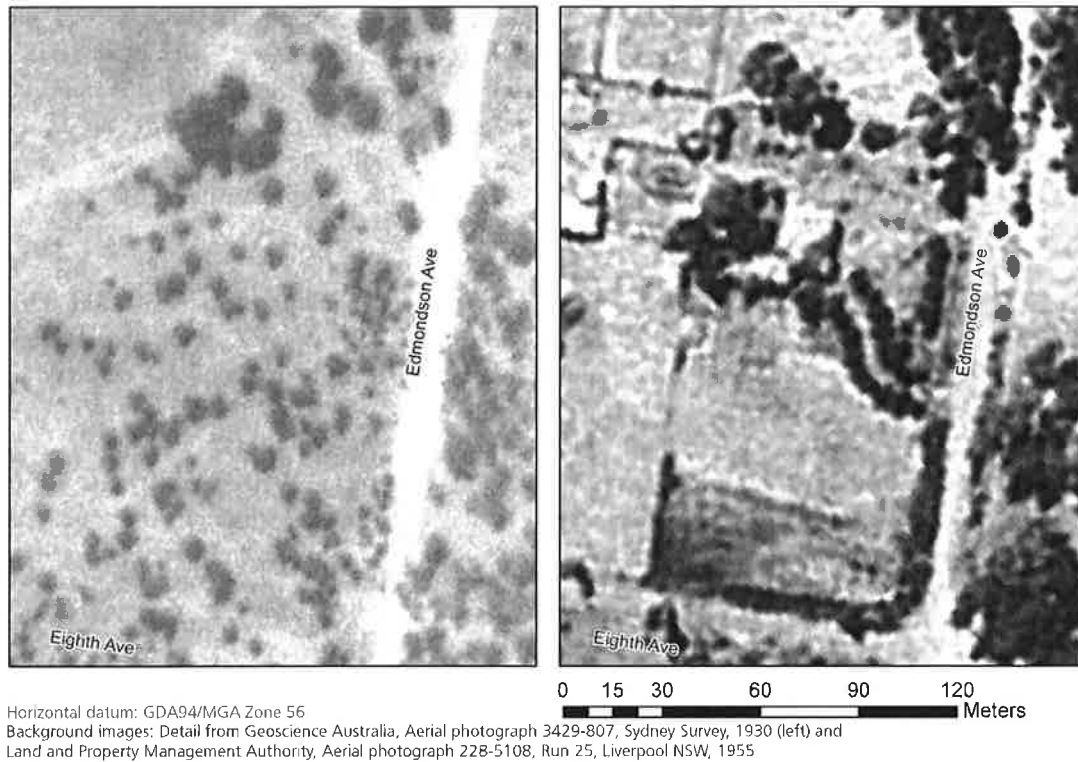


**Figure 5.154** Flowering shrubs line a driveway on the north side of the property.

The exact date of the construction of the house is unknown. However, it is clear from the 1930 aerial photographs of the property that the lot was undeveloped at this date, while the 1955 aerials clearly show the house and the three rows of palms that form a prominent feature of the garden today. The house and garden were therefore established during the intervening period, likely around 1933-1934, following the sale of the land to Violet Primrose Dudley (Figure 5.155). The Californian bungalow architectural style appears in Australia in the decade before WWI, becoming common by the 1920s, after which time variations to the style began to appear. The bungalow style of the house is consistent with a 1933-1934 construction date, which would fall into the post-Depression period, but prior to

WWII. The garden also has an early- to mid-twentieth century character, and was likely established at the same time as the house. The serpentine path and feature plantings of palms were popular in suburban front gardens during the Federation and Inter-War periods, representing a scaled-down version of grand, gardenesque style planting schemes seen in nineteenth century public parks and large estate gardens. Palms generally went out of fashion after the war, not coming back in until the 1970s (Cuffley 1991:144; 2007:150).

The house and garden stand on their original 3 acre block, and as such provide good evidence of late nineteenth to early twentieth century patterns of land tenure in the Austral and Hoxton Park area.



**Figure 5.155** Aerial photographs of the property at 170 Edmondson Avenue, 1930 (left) and 1955 (right). The house and garden are established between these two dates.

AMBS was refused permission to enter the property at 170 Edmondson Ave (also known as 125 Eighth Avenue); however, the house and garden appear to be well maintained, and an inspection from the street indicates that the house is currently being renovated.

### *Summary Statement of Significance*

*The garden at 170 Edmondson Avenue is an excellent representative example of suburban gardening styles in the southwest Sydney region in the Inter-War period, and the three rows of Canary Island Date Palms in the front yard are now a prominent feature of the local streetscape. Mature gardens of this date are rare in the region.*

*Too little is known of the history and associations of the bungalow at 170 Edmondson Avenue to assess its historic significance with any credibility. However, the bungalow was likely established at the same time as the garden, possibly 1933-1934, and the pairing of bungalow and garden is unique within the study area.*

*The house and garden stand on their original 3 acres block, and as such provide good evidence of late nineteenth to early twentieth century patterns of land tenure in the Austral and Hoxton Park area.*

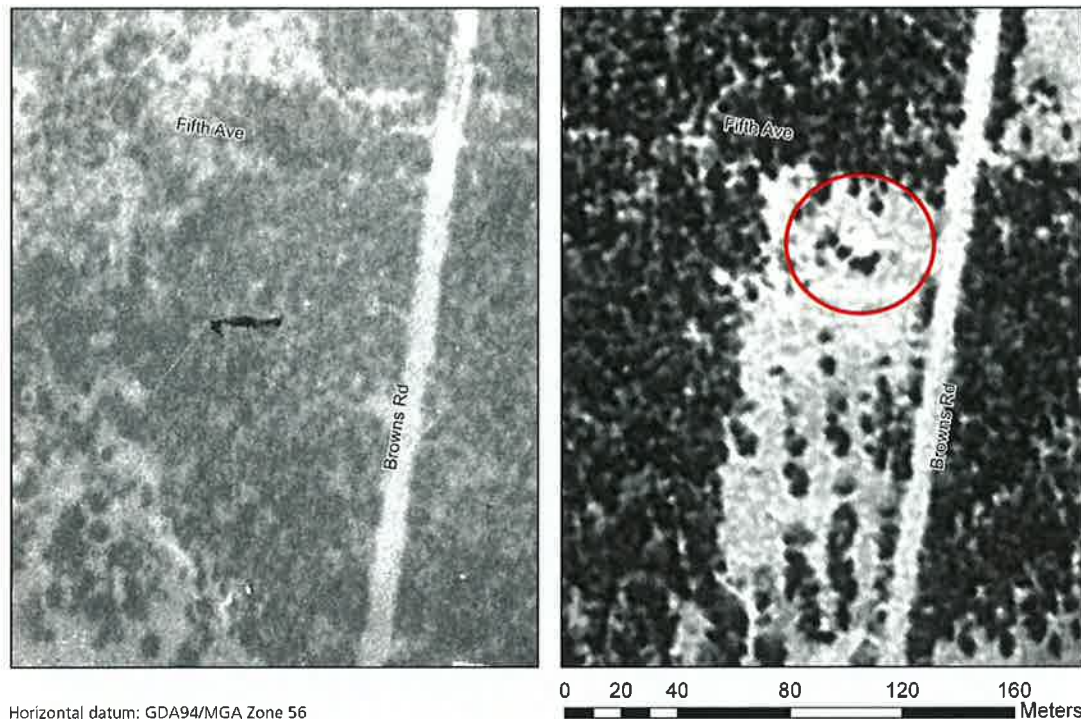
The house and garden at 170 Edmondson Avenue meets the following criteria: c) f) and g) for an item of local heritage significance.

### 5.3.7 Cement Rendered House at 40 Browns Road, Austral

In March 1894, Charles Bowles, chairmaker of South Brisbane, purchased Lot 1147 in the Hoxton Park Estate from Marie Sophie Nicholson Bellasis, mortgagee executing power of sale over the estate. In November 1913, a 100ft strip of land on eastern side of the lot was resumed for a public road, now known as Browns Road, reducing the size of the lot from 3 acres to 2 1/4 acres. The lot was sold in August 1935 to Charles Albert Brown of Auburn, Printer, and transferred to his widow Teresa Julia Brown in May 1946 (LPMA CT Vol 1101 Fol 115; Vol 1120 Fol 182). The death notice for Charles Brown in 1944 indicates that his primary residence was Hargrave Street, Auburn, and there is currently no evidence that the Brown family ever lived on the property in Austral (SMH 11 April 1944).

In December 1949, the property was purchased by James Arthur Langmead, plasterer of Paddington, and his wife Melva. It is likely that the building was constructed by Langmead soon after this date, and the unusual decorative treatment of the building may be a testament to his skill as a plasterer and renderer.

Aerial photographs of the area confirm that the building was constructed before 1955 (Figure 5.156). The property was later transferred to his daughter, May Puckridge of Penolo, South Australia (July 1980) and Margaret Raumer of Austral (October 1980), and was subsequently leased to tenants (LPMA CT Vol 1120 Fol 182; Vol 14222 Fol 241).



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Geoscience Australia, Aerial photograph 3429-807, Sydney Survey, 1930 (left) and Land and Property Management Authority, Aerial photograph 228-5147, Run 26, Liverpool NSW, 1955

**Figure 5.156 Aerial photographs of 40 Browns Road (corner 60 Fifth Avenue), 1930 (left) and 1955 (right). The house is circled in red.**

The house stands on the corner of Fifth Avenue and Browns Road, facing Browns Road: the current tenant uses a mailing address of 40 Browns Road (Figure 5.157-Figure 5.158). The house stands on its original 2 1/4 acre block: reduced from 3 acres by the resumption of land for Browns Road. The property to the south of the house and yard has native regrowth forest.

The house is very small, comprising four rooms including kitchen and bathroom. It is cement rendered with a pitched roof clad in corrugated steel sheets with gable ends. An open skillion roofed addition to the rear is overgrown with vines and flowers. A concrete path leads directly from Browns Road to the house via a wire gate set in a short section of white picket fence; the remainder of the yard surrounding the house is defined by a chain wire fence. A row of Cocos Island Palms are planted along the fence line on Browns Road. The yard is grassed, with an occasional flower bed, and to the north-east is a healthy vegetable patch. A double gate on Fifth Avenue provides car access and the collection of caravans sitting to the rear of the house.

The house is an excellent example of twentieth century vernacular architecture, with many elements constructed of reclaimed materials. Internal walls are plastered and painted, the floors are polished timber boards, and the internal doors are Victorian panel doors. The hearth is a synthetic replica of a Victorian iron fireplace. (Apparently the builder capped the chimney because of a concern that 'invading Nazis would come down the chimney' [John Lenton, pers. comm., 11 February 2011]). The house has been well cared for and maintained.

The house has a projecting enclosed porch at the front, which appears to frame the entry, but which is currently used as a storage area; access is from the rear kitchen door. The porch has a central triangular pediment, a classical motif more common to larger, grander residences. Multi-pane windows are arranged symmetrically to either side of the porch; however the entryway is offset from the centre of the wall. A cement rendered dado across the front has been textured and painted to

resemble rusticated sandstone blocks. The path leading from the gate continues to each side of the entry, and has been scored to resemble ‘crazy paving’ and painted red and yellow; this was a common decorative motif of the Inter-War and early post-War period (Figure 5.159) (Cuffley 2007:155).



**Figure 5.157** The cement rendered house at 40 Browns Road.



**Figure 5.158** Cement rendered house at 40 Browns Road within its landscaped garden.



**Figure 5.159** Detail of the painted crazy paving path at the front of the house.

### *Summary Statement of Significance*

*The cement rendered house is a rare example of a small, mid-twentieth century vernacular house in good condition. The house was likely constructed around 1950-52 by its owner, plasterer James*



*Langmead, during a major phase of development and agricultural intensification in the Austral and Leppington districts after World War II. It has a remarkable appearance, including evidence of craftsmanship and decorative architectural features more common to larger, grander residences.*

The Cement Rendered House at 40 Browns Road, Austral meets the following criteria: a), c), e) and f) for an item of local heritage significance.

### 5.3.8 W V Scott War Memorial and Park, Bringelly Road, Austral

The W V Scott Memorial and the W V Scott Memorial Park commemorate William (Bill) Verdun Scott, Flying Officer in 7 Squadron of the Royal Australian Airforce, who died in action in Europe during WWII, aged 27.

Scott was the son of local grocer, bus operator, and long serving Nepean Shire Alderman Thomas George Scott. William Scott was born in Austral in 1917 and attended Austral Public School and Parramatta High School. Scott joined the army the morning after war was declared. He later joined the airforce, working as a bomb aimer and navigator, and was a member of the elite pathfinders stationed at Bournemouth in England. During WWII, the pathfinders were a group of volunteers who were specially trained to guide the main airborne force to designated drop zones. Their tasks were to mark the drop zones or landing zones, set up radio beacons as a guide for the aircraft carrying the main force, and to clear and protect the area as the main force arrived. Scott's plane was shot down over Alkmaar, Netherlands on 16 December 1943. Six crew members from the plane were buried in Stompetoren, Netherlands (Clarke and Haak 1993:5; Australian War Memorial, nd).

A monument in honour of Flying Officer Scott was erected at the corner of Bringelly Road and Edmondson Avenue in Austral (Figure 5.160). This originally consisted of a water bubbler on a raised foundation, with an associated plaque. One local resident also remembers that the bubbler was covered with a pergola in the 1960s (Erica Clarke, pers. comm. 1 February 2011). The bubbler was eventually vandalised and, following complaints, removed by Liverpool Council. A new black granite commemorative plaque and memorial rose garden was installed in the same location in approximately 1998 by the Liverpool RSL Sub Branch in cooperation with Council and Austral Public School (Figure 5.161) (District Reporter, nd; Vic Watts, pers. comm., 28 February 2011). The inscription replicates that of the original plaque:

*IN APPRECIATIVE  
MEMORY OF  
FLYING OFFICER  
W.V. SCOTT R.A.A.F.  
KILLED IN ACTION  
DEC 16<sup>TH</sup> 1943  
THERE WAS, THERE IS  
NO NOBLER, STRONGER,  
GENTLER, MANLIER MAN.*

The last three lines make reference to American orator Robert G Ingersoll's famous eulogy at his brother's grave.

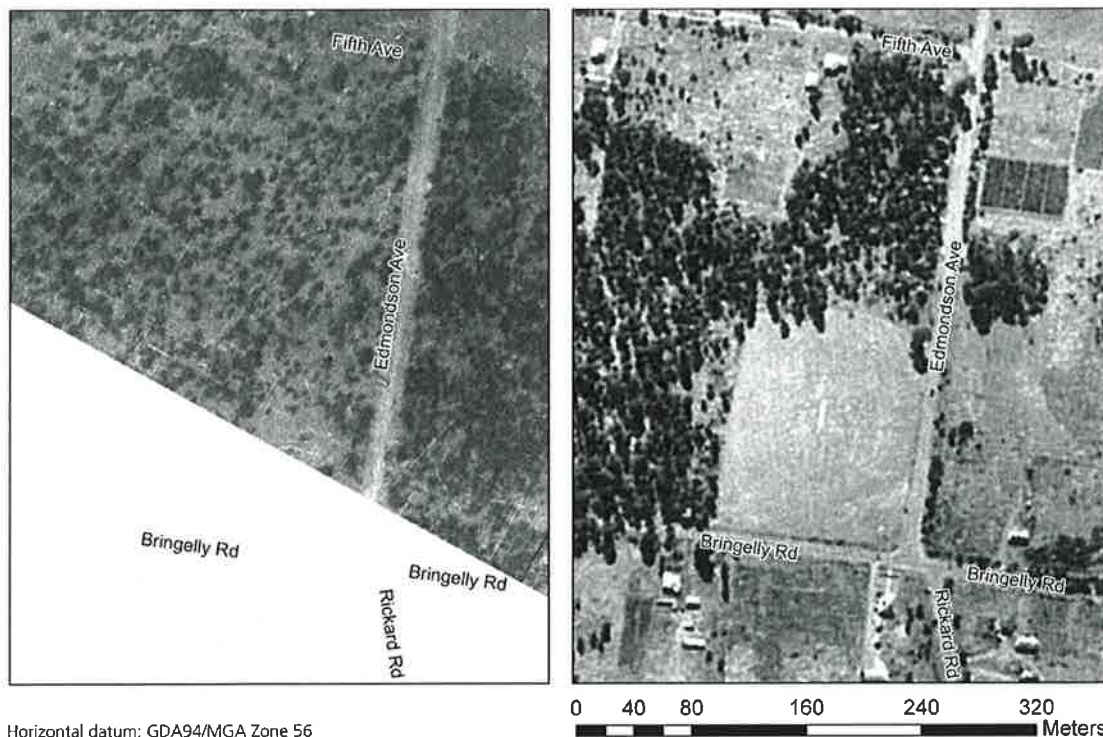


**Figure 5.160** W V Scott Memorial and Park, at the junction of Bringelly Road and Edmondson Avenue.



**Figure 5.161** Commemorative plaque at the W V Scott Memorial Park.

The monument is adjacent to a sports ground, also named in honour of W V Scott. The land for the memorial park was partially owned by Nepean Shire Council, and the remainder was purchased by Council after the War, in April 1948 (LPMA CT Vol 2880 Fol 146; Vol 1086 Fol 43). It is likely that the main oval and memorial were established around this time. The main oval can be seen on a 1955 aerial photograph of the area, with a central cricket pitch. Although the photograph is not entirely clear, the first memorial appears to have been constructed by this time (Figure 5.162).



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Geoscience Australia, Aerial photograph 3429-807, Sydney Survey, 1930 (left) and Land and Property Management Authority, Aerial photograph 228-5146, Run 26, Liverpool NSW, 1955

**Figure 5.162** Aerial photographs of land at the corner of Bringelly Road and Edmondson Avenue, 1930 (left) and 1955 (right). By 1955, an oval had been established on the land, named in honour of Flying Officer W V Scott.

The park now comprises a large grassy oval at the junction of Bringelly Road and Edmondson Avenue, and a smaller playing field at the corner of Edmondson and Fifth Avenues (Figure 5.163). A grandstand and other facilities present are at the north end of the oval. The park is surrounded by a

number of mature gum trees and a wire and pipe rail fence. The park appears to be well-patronised, and is the home training field for a number of local sporting clubs.



**Figure 5.163 Small playing field at the corner of Edmondson and Fifth Avenues.**

### ***Summary Statement of Significance***

*The W V Scott War Memorial and Park commemorates the death of a local serviceman in Europe in World War II. The Memorial is associated with Flying Officer William (Bill) Verdun Scott, son of Thomas George Scott, early settler in the Hoxton Park Estate and long serving Nepean Shire Alderman. The memorial stands in lieu of a grave for Flying Officer Scott, and expresses the community's grief at his death. The naming of the associated W V Scott Memorial Park reinforces the community's desire to not forget the sacrifice of local residents in the war.*

The W V Scott War Memorial and Park meets the following criteria for local heritage significance: a), b), d) and g).

### ***5.3.9 Hellenic Monument, Lot 10 DP 771080***

There is little available information concerning Greek migrants to the area or the Greek community; however, Lot 10 DP 771080, north of Gurner Avenue was purchased by the Federation of Hellenic Associations in 1995. Previously the Associations had had a 99 year lease on the land, but after lobbying the government, the 21 shareholders successfully purchased the land. The aim for the land was to create a cultural hub for the Greek community: sporting facilities, recreation, community care and housing for elderly members of the community. The plans have been on hold, mainly because of the proposed electrical substation and additional 330kV transmission line, which will remove part of the land (John Petropoulos, pers. comm., 2 February 2011).

The land is marked out by an Hellenic or Greek style monument, which stands overlooking the valley from an elevated position on Judges Hill (Figure 5.164). The monument is in a ruinous condition, but continues to form a prominent feature of the landscape. Constructed of reinforced concrete, it has

four Doric columns set on a stepped rectangular podium; the column on the northwest side has fallen over. There are remnants of a marble plaque attached to the front, west side of the podium. The marble plaque is inscribed with Greek lettering; however, too little survives from which to decipher a meaning (Figure 5.165-Figure 5.166). The monument is painted white, and a u-shaped shadow in the paint at the centre of the podium marks the site of an additional element, now missing.



Figure 5.164 The Hellenic Monument on Judges Hill.



Figure 5.165 Remnant of the inscribed marble plaque.



Figure 5.166 Detail of inscribed marble plaque.

### *Summary Statement of Significance*

*Too little is known about the Hellenic Monument to assess its historic significance. However, construction of the monument would have involved a substantial investment of materials and labour, and its placement in the landscape suggests a desire to commemorate events associated with the acquisition of the land and/or the activities of the Greek community in southwest Sydney. There is potential to gain new information about the historic significance of the monument and its association*

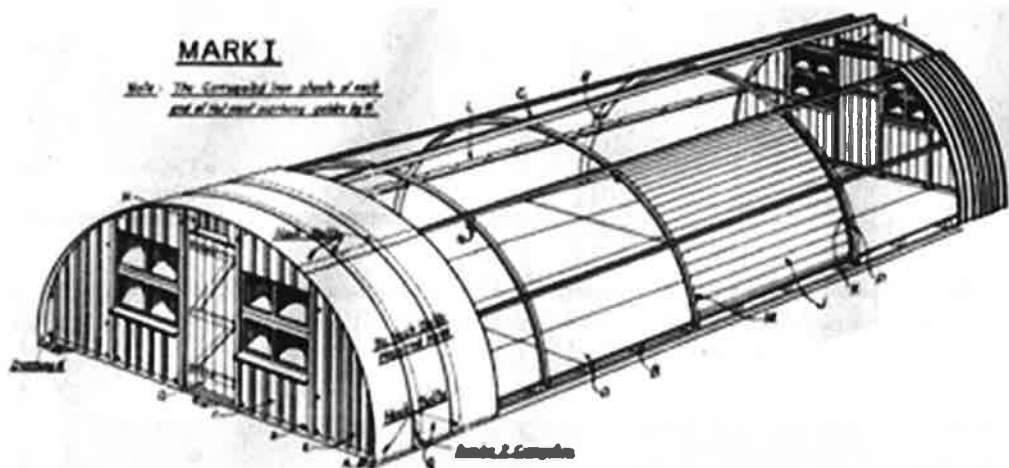
*with the Greek community from further historical research. The monument is centred on Judges Hill such that it has landmark qualities within an important view corridor within the local environment.*

The Federation of Hellenic Associations monument on Judges Hill is likely to meet the following criteria for local heritage significance: a), c), and e).

### 5.3.10 Nissen Huts at 97A Bringelly Road and 105-111 Edmondson Avenue, Austral

In early 1916, Major Peter Nissen, 29th Company Royal Engineers, developed prefabricated portable utilitarian huts, which were being produced by August the same year (Stuart 2005:51; Figure 5.167). The standard sizes for Nissen huts are described in the Prefabricated Building Catalogue issued by the Department of Works & Housing as:

*Standard lengths are 36ft and 60ft for 16ft and 24ft span buildings respectively, of approximately semi-circular section, constructed of semi-circular steel T ribs with timber purlins covered with corrugated aluminium sheeting placed vertically. Ends of 3ft and 2ft frame and dressed weatherboards. Single or double doors and windows. Dormer windows can be added if required. At present (Jan 1951) aluminium sheeting is unavailable and corrugated black iron must be supplied in lieu. For full details of Bldgs see handbook (1951:Sheet No.1).*



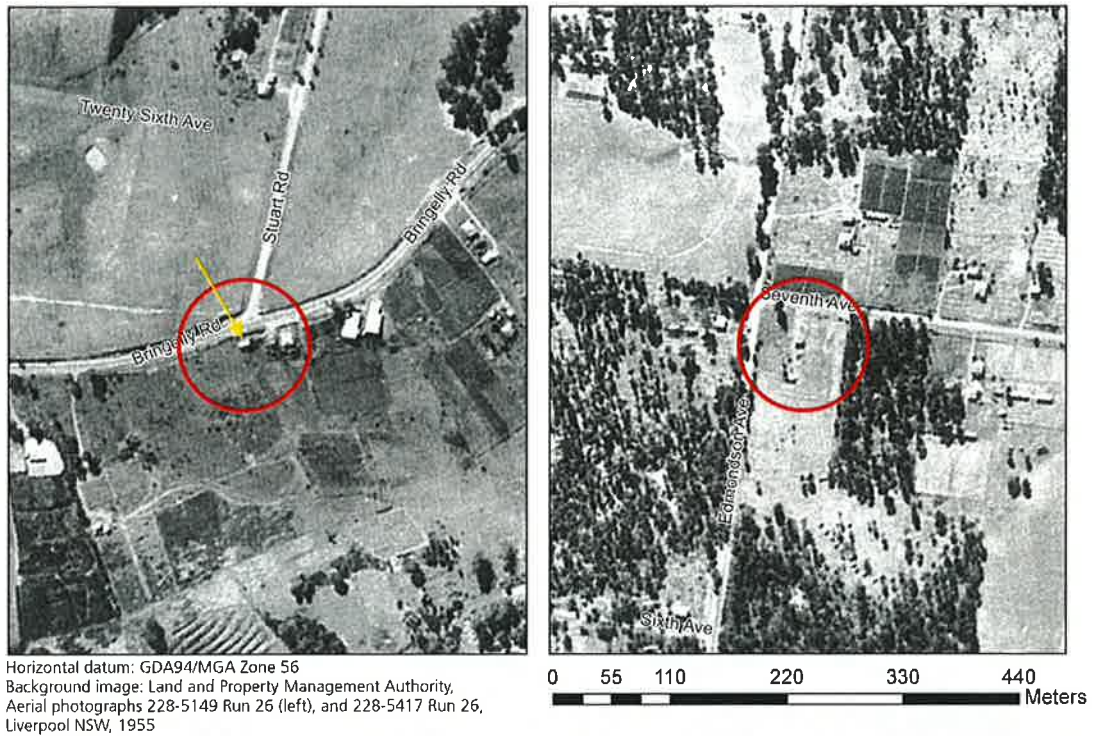
**Figure 5.167** The components of a Nissen Hut (Source: [http://www.eriding.net/worldinconflict/images/glossary/nissen\\_hut\\_plan.jpg](http://www.eriding.net/worldinconflict/images/glossary/nissen_hut_plan.jpg)).

The uses of Nissen huts identified in the Prefabricated Buildings Catalogue are as garages, stores, workshops and temporary housing, and have been used as accommodation barracks during and following WWII. After the War, Nissen huts served the Displaced Persons Migrant Accommodation program in NSW as housing for the massive influx of migrants. Following the closure of many of the migrant hostels, and particularly by 1952-1953, there was a surplus and huts, including Nissen huts, were sold off (Stuart 2005:54). Some surplus huts were acquired by rural landholders as convenient utilitarian multi-purpose structures to be adapted to farm use.

Within the study area are two Nissen huts, located at the corner of Seventh and Edmondson Avenues, and at 97A Bringelly Road. The two Nissen huts comply with the smaller hut size of 36ft x 16ft and appear to have been acquired for farming purposes, as indicated in the 1955 aerial photographs of the study area. The hut at 97A Bringelly Rd is clearly present, whereas it is less certain whether the hut is on the lot at the corner of Seventh and Edmondson Avenues (Figure 5.168).

The two Nissen huts are in poor condition (Figure 5.169-Figure 5.173). They appear to retain the original steel T ribbing and are clad in corrugated iron/steel sheets, but neither is lined. The west end

section, and part of the east end, of the Bringelly Road Nissen hut appears to be original, but the east end has been modified for use as a garage (Figure 5.173). The end sections of the Edmondson Avenue hut are fitted with a mix of profile steel and corrugated sheets, and the hut is used for storage (Figure 5.170-Figure 5.171).



**Figure 5.168** 1955 aerial photos of 97A Bringelly Rd with the hut arrowed (left, circled), and the lot at the corner of Seventh and Edmondson Avenues (right, circled). It is unclear whether the hut on the corner of Edmondson Avenue is present at this time.



**Figure 5.169** The west elevation of the Nissen hut on the corner of Seventh and Edmondson Avenues.



Figure 5.170 North elevation of the Nissen hut on the corner of Seventh and Edmondson Avenues.



Figure 5.171 South elevation of the Nissen hut on the corner of Seventh and Edmondson Avenues.



Figure 5.172 Nissen hut on Bringelly Road; view of the west elevation with original cladding and windows.



Figure 5.173 Nissen hut on Bringelly Road; the east end has been modified to provide parking access.

### *Assessment of Significance*

Each of the Nissen huts has been identified in the heritage study prepared by FORM Architects (Aust) Pty Ltd in 2004 as having local significance.

The two Nissen huts are demonstrative of the characteristic utilitarian structures developed for military use during WWI, and which have continued to be used for military and domestic purposes. Although Nissen huts are becoming increasingly rare, the two examples within the study area are incomplete and poor examples of their type and do not retain all the characteristic elements that define this class of building, and as such, would not make a significant contribution to an understanding of the building type.

The Nissen hut at corner of Seventh and Edmondson Avenues, and the Nissen Hut at 97A Bringelly Road do not fulfil the requirements for heritage listing.

#### *5.3.11 Cowpasture Road – Cultural Landscape*

Opened in 1806, Cowpasture Road is one of the earliest roads in the south western Sydney region and the oldest road in the Liverpool area (see Section 3.3.1 above). It formed the boundary of several early land grants in the study area, including those of Matthew Pear, Alexander Riley, John Drummond, and Simeon Lord.

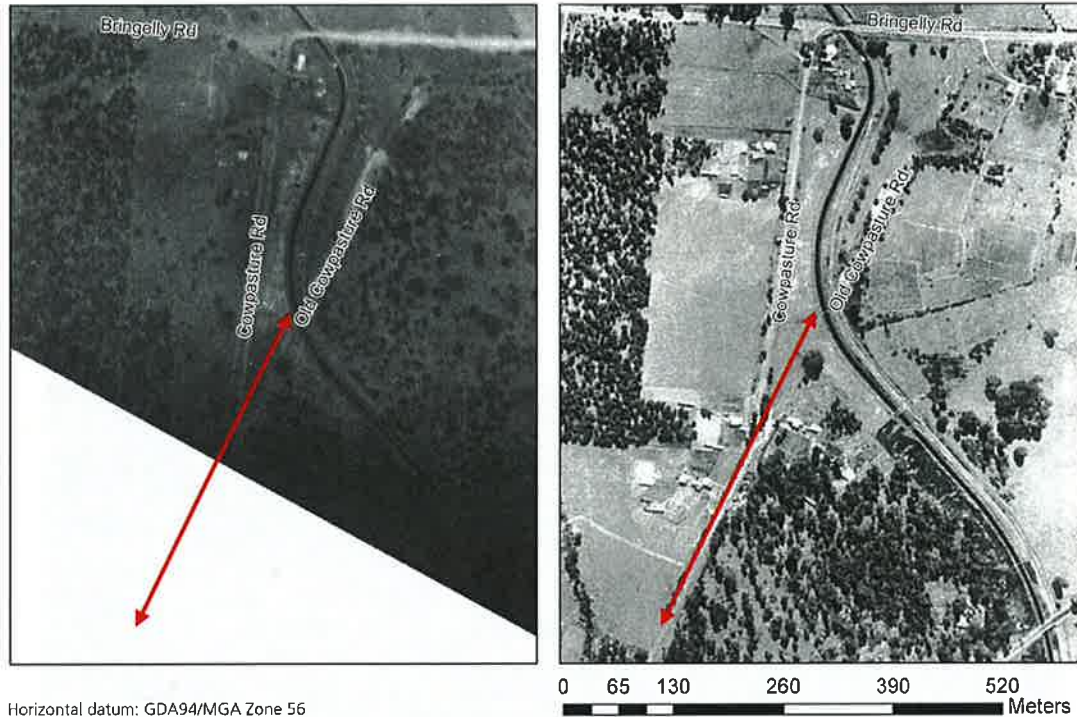
The original alignment of Cowpasture Road extended in a northeasterly direction through the Leppington area, joining Bringelly Road on the east side of a row of three Bunya Pines (see Figure 3.8 above). The Upper Canal was constructed approximately 80 years after the road, and intersects the original alignment near a prominent bend in the present alignment of the road. The bend represents the point at which the road was realigned along the west side of the Canal in the late nineteenth or early twentieth century, with a Canal crossing at Bringelly Road (Figure 5.174; also see Section 5.2.2 above).



**Figure 5.174** A prominent bend in the present Cowpasture Road represents the point at which the road was realigned along the west side of the Upper Canal, following its construction in 1886-1888. A shallow depression along the disused road reserve indicates the original alignment (red arrow.)

Historic aerial photographs provide evidence of the original alignment of the road, with the route marked by changes in vegetation, particularly along the property boundaries east of the road (Figure 5.175). The original alignment can still be interpreted within the present landscape by a shallow depression in the local topography, and a localised area of native regrowth forest along the unused section of road reserve (Figure 5.176). In some sections, both east and west of the Canal, the depression is more clearly indicated by discrete embankments (Figure 5.177). The row of Bunya Pines marks the original junction with Bringelly Road (Figure 5.178).





Horizontal datum: GDA94/MGA Zone 56  
 Background images: Detail from Geoscience Australia, Aerial photograph 3429-807, Sydney Survey, 1930 (left) and Land and Property Management Authority, Aerial photographs 235-5019 Run 27 and 235-5147 Run 26, Liverpool NSW, 1955

**Figure 5.175** Aerial photographs of the study area, 1930 (left) and 1955 (right), showing the lack of development within the vicinity of the Old Cowpasture Road alignment (red) and the Upper Canal.



**Figure 5.176** Shallow depression in the local topography, east of the Upper Canal. View to the south.



**Figure 5.177** Section of embankment along east side of historic road reserve, west of the Upper Canal.



**Figure 5.178 View along the original road alignment, towards the north, where the junction with Bringelly Road is marked by a row of Bunya Pines.**

The present road surface on the west side of the Canal has been asphalted and widened since its original construction; however, the disused alignment on the east side of the Canal has remained relatively untouched since the construction of the Canal and diversion of Cowpasture Road, and as such it may retain physical evidence of early road use, including wheel ruts, and attempts to modify the landscape to control surface drainage. Areas of exposed ground surface along the disused road reserve consist of compacted clay and lateritic gravel, consistent with the local geology (Figure 5.179).

There is some potential for physical evidence associated with the early construction of the road to be present within the original road easement. However, evidence of erosion along the embankments along the disused section of road reserve suggests that it is likely to be limited, and somewhat ephemeral. Historical background suggests that a Telford-type road surface was never constructed on this section of the road, and that the road south of the Camden Valley Way crossing of the Upper Canal was first surfaced with concrete in 1930-1931. Any physical evidence may be also impacted by the construction of the SWRL over the original road alignment.



**Figure 5.179** Compacted clay and gravel surface, exposed in unused area of road reserve, on the east side the Canal.



**Figure 5.180** View to the south, with new development to the southeast of the road (left).

Sparse housing along the west side of the road, juxtaposed with the Upper Canal to the east, adds to the rural character of the landscape. This character has begun to change, beginning with development of the former Casa Paloma caravan park on the southeast side of the road (Figure 5.180). It will undergo further substantial change following the development of the Leppington Town Centre to the west and the construction of the SWRL over the route of the Canal and the road. However, there is potential to maintain a physical evidence of a short section of the original road route along the east side of the Canal, within a natural landscape setting, which would assist in the interpretation of this important early road to the general public.

### ***Summary Statement of Significance***

*Cowpasture Road was constructed in 1805-1806, as one of the earliest roads in the south western Sydney region and the oldest road in the Liverpool area. It was surveyed by pardoned convict James Meehan, and formed the boundary of several early land grants, including Alexander Riley's Raby Estate. By 1850, the section of road south of Bringelly Road was being used as an alternate route for the Great South Road, the main road for traffic between Liverpool and Camden and areas further south.*

*Cowpasture road is historically associated with the alignment and landscape setting of the Upper Nepean Scheme -- Upper Canal: construction of the Canal in 1886-1888 led to a re-alignment of Cowpasture Road at its junction with Bringelly Road. In 1920, the road achieved iconic status, as the subject of Hardy Wilson's illustrated book: *The Cow Pasture Road*.*

*The disused section of Cowpasture Road provides rare evidence of the early road corridor, and may also retain early physical fabric undisturbed by twentieth century road works. The natural landscape setting is evocative of the original rural setting of the road, and has an important visual relationship with the route of the Upper Nepean Scheme – Upper Canal. 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.*

Cowpasture Road meets the following criteria for local heritage significance: a), b), c), e), f), and g).

### ***5.3.12 Bringelly Road – Cultural Landscape***

Bringelly Road is a major two lane highway and a key route of access to and from the study area. It is one the earliest roads in the Liverpool area, southwest of Sydney (see Section 3.3.1 above). It winds up and over the crest of Carnes Hill at the eastern edge of the study area, before crossing the study area in a straight, roughly east-west line (Figure 5.181). Carnes Hill marks the junction with the original

alignment of Cowpasture Road, and provides important views to Sydney and Parramatta to the east, and the Blue Mountains to the west (Figure 5.182-Figure 5.183).



**Figure 5.181** Bringelly Road traverses much of the study area in a straight, roughly east-west line. View from the base of Carnes Hill to the west.



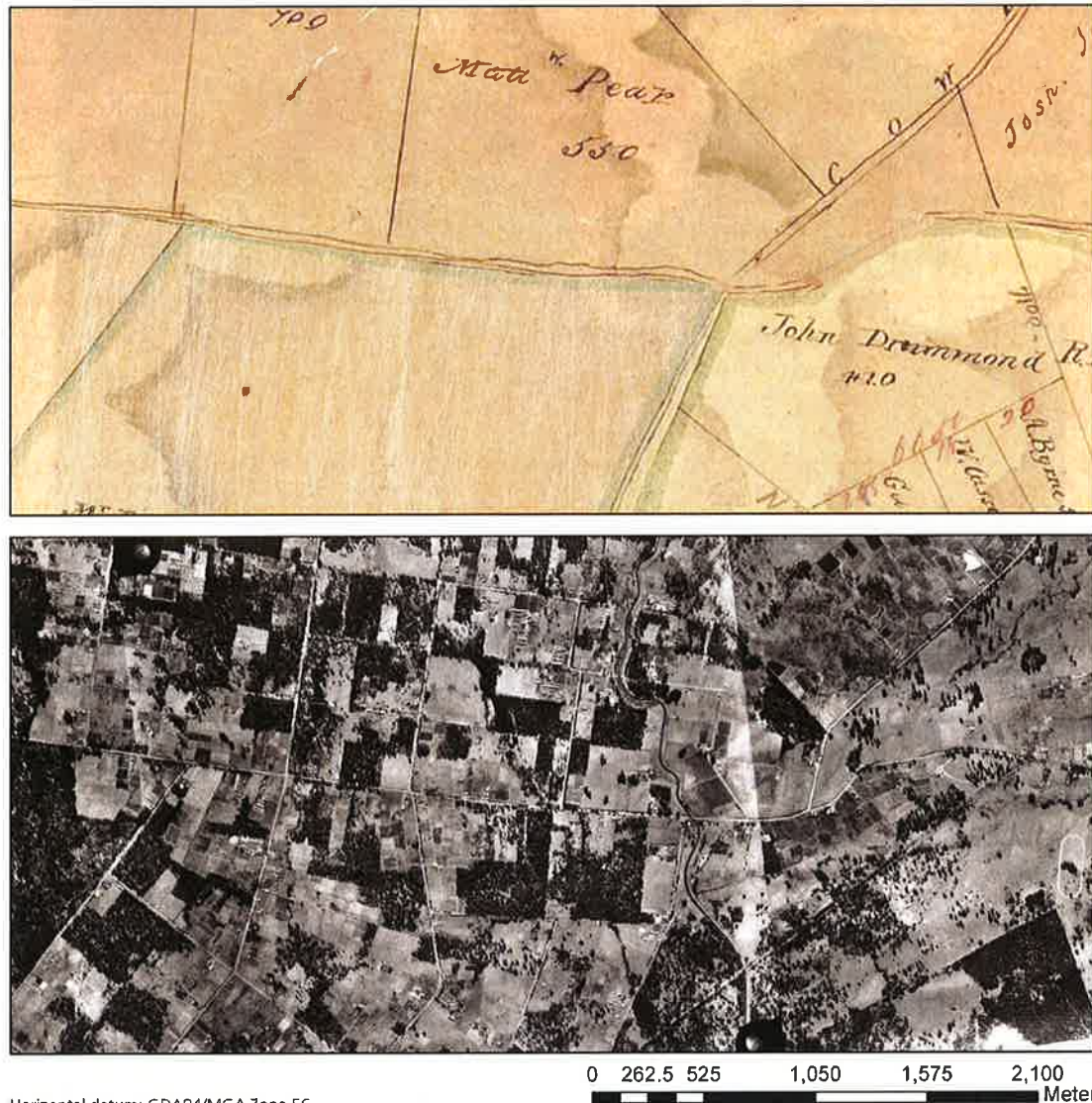
**Figure 5.182** View from Carnes Hill to Sydney CBD to the east.



**Figure 5.183** View from Carnes Hill to the Blue Mountains.

Bringelly Road formed the boundary of several early land grants in the study area, including those of Alexander Riley (Raby), Matthew Pear, Thomas Carne, Urban Fidkin, and Hannibal Macarthur (Eastwood). From 1887 the road formed the southern boundary of the Hoxton Park Estate subdivision, and its east-west alignment through the landscape likely formed the basis for the rigid grid of streets which characterised the subdivision, and which continues to dominate subdivision patterns in the Hoxton Park and Austral areas.

Historic maps and aerial photographs indicate that the original alignment of Bringelly Road is roughly consistent with the alignment of this road today (Figure 5.184). The continuity of use of this transport corridor from the early years of the colony, and the profound influence it has had on European patterns of land tenure and settlement, contribute to its technical significance.



Horizontal datum: GDA94/MGA Zone 56

Background images: TOP Mosaic of Parish Maps, c1850s, Parish Map Preservation Project, Parish of Cabramatta, Ref: 140705; Parish of Cook, Ref: 140697; Parish of Minto, Ref: 140644.

BOTTOM Mosaic of Aerial photographs, 1955, Land and Property Management Authority, 228-5156 Run 26, 228-5147 Run 26, 228-5149 Run 26, Liverpool NSW.

**Figure 5.184 Historic maps and photographs indicate that the original alignment of Bringelly Road is roughly consistent with the alignment of this road today.**

As with Cowpasture Road, there is some potential for physical evidence associated with the early construction of this road to be present within the road easement. However, since the road was unlikely to have had more than a compacted clay surface prior to the twentieth century, this evidence is likely to be limited, and somewhat ephemeral. Other evidence may include early culverts and drains, preserved beneath the existing road surface.

Despite the regional importance of the road, it continues to have a distinct semi-rural character, flanked by small farms and large residential properties, and lined in sections with native tree (Figure 5.185 and see Figure 4.1 above). This character is likely to change as the road is upgraded from two to four lanes, in conjunction with development of the SWGC



**Figure 5.185** View along Bringelly Road to the west, from the corner of Edmondson Avenue.

### ***Summary Statement of Significance***

*Bringelly Road was constructed in c.1815. It is historically associated with pardoned convict and Deputy Surveyor General James Meehan, who surveyed the route, and with the convict labourers who constructed it.*

*The road has landmark value as a major early regional road. It continues to be used as a major regional transport corridor, and the original alignment is consistent with the alignment of the road today.*

*Bringelly Road acts as a physical marker of early land grant boundaries, including the northern boundary of Alexander Riley's Raby Estate. From 1887, it formed the southern boundary of the Hoxton Park Estate subdivision, and its east-west alignment through the landscape likely formed the basis for the rigid grid of streets which characterised the subdivision. This grid continues to dominate subdivision patterns in the Hoxton Park and Austral areas today.*

*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. There are also important views to Sydney CBD from the road at the crest of Carnes Hill.*

Bringelly Road meets the following criteria for local heritage significance: a), b), c), and e).

## **5.4 Items with Historical Archaeological Potential**

### **5.4.1 Former Blacksmith's Workshop, 240 Fifteenth Avenue, Austral**

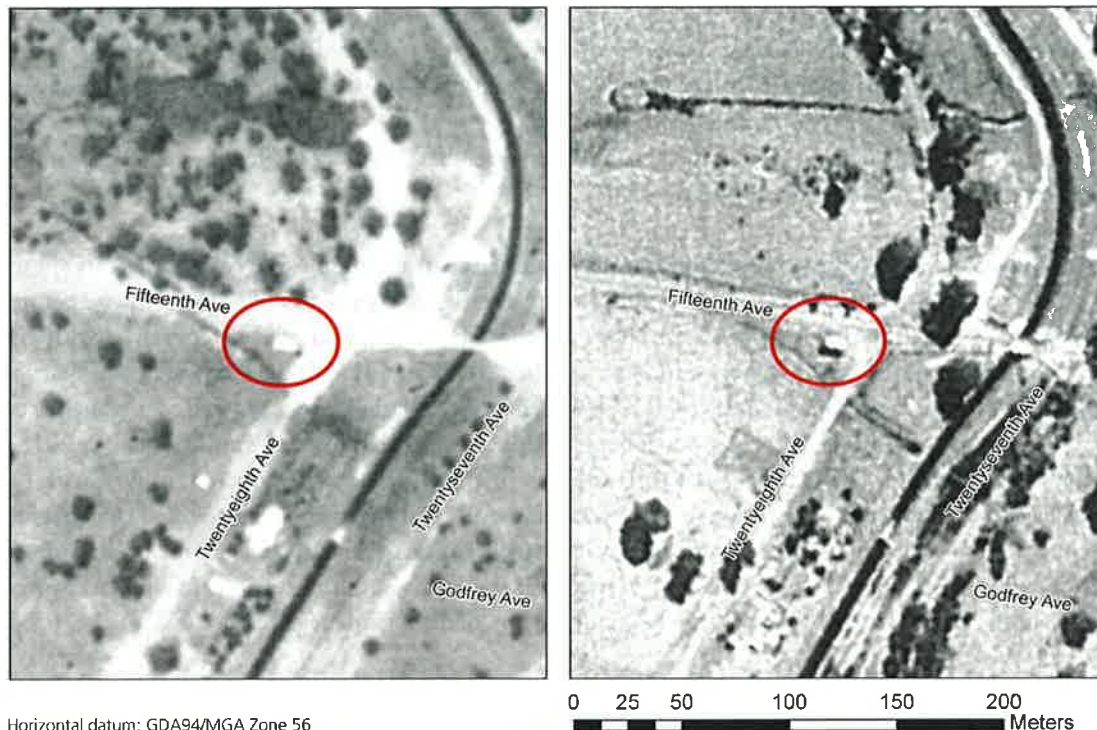
In 2004, the site of a former blacksmith's workshop was identified during the public consultation phase of the Liverpool Heritage Study Review as having historic heritage interest. FORM architects pty ltd agreed that there was potential to gain more information from architectural, archaeological, and documentary research of the site, and recommended that the property be listed on Liverpool LEP.

The site of the former blacksmith's workshop is located at 240 Fifteenth Avenue, on the corner of Twentyeighth Avenue. The current owner of the property has indicated that he removed a structure from the corner approximately 35 years ago, at the request of Council. At the time, the building was extremely dilapidated and was considered to be a traffic hazard as it blocked the line of sight for cars turning out of Twentyeighth Avenue (pers. comm., 2 December 2010). The field in which the smithy was located is currently used as pasture for cattle.

Bob Kirkpatrick, son of Joseph and grandson of James Kirkpatrick, recalls that a shed was erected on the corner of Fifteenth and Twentyeighth Avenues by Charles Kirkpatrick in the 1910s (pers. comm. 30 March 2010). The lot was purchased in 1915 by Charles Kirkpatrick, an employee with the Metropolitan Board of Water Supply and Sewerage (LPMA CT Vol1176 Fol 199). The Kirkpatrick family lived in the Hoxton Park area from 1882, when Charles' father James worked as a stonemason on the construction of the Upper Nepean Scheme – Upper Canal (Kirkpatrick Family Archives 2010). Following completion of the canal, James became the first Maintenance Overseer, and lived with his family in the weatherboard cottage at the West Hoxton Maintenance Depot, on Twentyeighth Avenue opposite lot 433. Charles and his brother Joseph Kirkpatrick were also maintenance workers on the Upper Canal, and lived at the cottage site. Lot 433 remained in the hands of the Kirkpatrick family until 1964, when it was sold to Roy Gimellaro, market gardener (LPMA CT Vol1176 Fol 199).

The shed was in use as a smithy by at least 1926: Bob Kirkpatrick liked to visit the workshop as a boy, and remembers learning some 'bad language' there. The Sands' Directory lists H Porch as blacksmith in Hoxton Park between 1922 and 1927, and W Silk as a Blacksmith in 1922 and 1923. Hornby Porch owned a farm on Gurner Avenue in Austral from 1920 until the 1940s (LPMA CT Vol 1131 Fol 130). However, Bob Kirkpatrick remembers Billy (William) Chamberlin as the blacksmith in the late 1920s and 1930s (pers. comm. 30 March 2011). Chamberlin 'cut and shut' wheels on drays and sulkies, and shod the draft horses carting timber to Liverpool along Fifteenth Avenue (Hoxton Park Road), charging 6 shillings for four shoes. Billy Chamberlin left Austral to fight in WWII, but never returned. The smithy was later run by Harry Porch. Following the war, Joseph Kirkpatrick used the shed to store grass, collected during maintenance works on the Upper Canal, until the roof blew off in a large storm (pers. comm. 30 March 2011).

A 1930 aerial photograph of the Austral area confirms that a small structure had been erected on the site by this date (Figure 5.186). The site was close to an important local road crossing of the Upper Canal, linking the north and west parts of the Hoxton Park Estate with Liverpool, and to the West Hoxton Cottage Site, the maintenance depot for Section 9 of the Upper Canal. The photograph shows that the land was cleared for pasture by this time, but that the majority of the lot was separated from the smithy by a small watercourse.



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Geoscience Australia, Aerial photograph 3429-803, Sydney Survey, 1930 (left) and Land and Property Management Authority, Aerial photograph 228-5031, Run 24, Liverpool NSW, 1955

**Figure 5.186 Blacksmith's workshop in 1930 (left) and 1955 (right), circled in red.**

A 1955 aerial photograph shows that the structure was still present at this date. The current owner of the property at 240 Fifteenth Avenue has indicated that he removed the structure from the corner of the lot in the 1970s, at the request of Council. At the time, the building was extremely dilapidated and was considered to be a traffic hazard as it blocked the line of sight for cars turning out of Twentyeighth Avenue (pers. comm., 2 December 2010).

The location of the smithy is indicated by a series of timber posts and rails, standing to an approximate height of 2m, which includes part of a door frame addressing Fifteenth Avenue (Figure 5.187). Attached to the posts is a pair of original wrought iron hinges, brackets and spikes (Figure 5.188-Figure 5.189). Immediately south of the posts are two large stone blocks, one of which had been the foundation for a water trough.





Figure 5.187 Remains of former blacksmith's workshop.



Figure 5.188 Iron gate hinge.



Figure 5.189 Iron spike and ring.

There is some potential that archaeological relics and deposits associated with the blacksmith's workshop are present in the site. The majority of the lot appears to have been maintained as pasture since the 1930s, and the workshop site has not been developed since the building was demolished in the 1970s. As such, any archaeological remains should be relatively intact.

#### *Summary Statement of Significance*

*The former blacksmith's workshop is associated with the development of local industry in the Austral and Hoxton Park area in the early twentieth century, supporting timber carters and other forms of horse-drawn transportation between the local area and Liverpool. It is also associated with the Upper Canal maintenance workers' depot at the corner of Fifteenth and Twentyeighth Avenues. The potential*

*archaeological resources associated with the site have the potential to provide information not available from other sources concerning the daily life and working practices of a rural blacksmith in the early- to mid-twentieth century.*

The former blacksmith's workshop on Fifteenth Avenue meets the following criteria for local heritage significance: a) and e).

#### 5.4.2 Weatherboard House at 305 Fifteenth Avenue, Austral

Lot 355 of the Hoxton Park Estate was purchased by William Nickels, farmer of Hoxton Park, in August 1892, along with lots 296 to 298 and 356. The land was subsequently transferred to Frederick Nickels, labourer of Hoxton Park (1913), William Frederick Killinger, tanner of Liverpool (1920), and Harold Lionel Bare, farmer of Hoxton Park (1920). In 1945, the Killinger family, as mortgagees exercising the power of sale, sold the land to Kurt Bratel, poultry farmer of West Hoxton. In 1947, Lot 355 was transferred to Marmaduke Randall Bateson Mount, poultry farmer of West Hoxton, along with the neighbouring lots 353 and 354. The land was later transferred to John Livermore, poultry farmer of Padstow (1951), Annabel Livermore, widow of West Hoxton (1968), and Alice Webster and James Edward Livermore (1974) (LPMA CT Vol 970 Fol 114; 1070, Fol 192; Vol 3073, Fol 62; and Vol 5780, Fol 54).

The single-storey weatherboard house, now located at 305 Fifteenth Avenue, is one of the few buildings apparent on the 1930 aerial photograph of the area. This photograph also shows that the surrounding landscape was cleared for farming by this date (Figure 5.190). By 1955, a series of long, linear farm buildings had been constructed behind the house, crossing lots 354 and 355, likely associated with the poultry farm of John Livermore. A possible hedge or fence has also been established along the street in front of Lot 355.



Horizontal datum: GDA94/MGA Zone 56

Background images: Detail from Geoscience Australia, Aerial photograph 3429-803, Sydney Survey, 1930 (left) and Land and Property Management Authority, Aerial photograph 228-5108, Run 25, Liverpool NSW, 1955

**Figure 5.190** Aerial photographs of the land at 305 Fifteenth Avenue in 1930 (left) and 1955 (right). The house is circled in red.

The house stands on the north side of the street and is obscured from view behind a high, unkempt hedge, with mature trees to each side (Figure 5.191-Figure 5.192). A much larger house has recently been constructed to the northeast, on lot 354, and an orchard has been planted to the north and west.

The house is small, likely four rooms, with a steep-pitched corrugated iron roof, a bull-nosed verandah along the front, an internal brick chimney, and a skillion roofed addition to the rear. There is a central front door flanked by timber framed windows. The verandah has plain timber posts with chamfered corners. The large size of the roofing sheets indicates that they may be original. AMBS did not receive permission to enter the property. Inspection from the street indicates that the weatherboard cladding may also be original; however, termite or similar damage is evident at the south-east corner (Figure 5.193).



**Figure 5.191** The weatherboard house at 305 Fifteenth Avenue.



**Figure 5.192** View to the house along Fifteenth Avenue to the east.



**Figure 5.193** Detail of the east elevation showing termite damage.

Although the house cannot be aligned with the buildings indicated on the 1906 Reconnaissance Map, the Victorian vernacular architectural style indicates that it may have been built during the late nineteenth or early twentieth century. As such, it is likely to be among the earliest houses within the study area. The original curtilage of the cottage has been reduced to a small area that is now defined by plantings, with a high chain wire security fence along the front. According to a neighbour, brick paving at the front of the house is not original, but was laid in recent years. This paving is obscured by building materials stacked on the verandah.

In 2004, the site was identified during the public consultation phase of the Liverpool Heritage Study Review as having historic heritage interest. FORM architects pty ltd agreed that there was potential to gain more information from architectural, archaeological, and documentary research of the site, and recommended that the property be listed on Liverpool LEP. The relatively early date and apparent integrity of the house and remnant garden, albeit within a constrained curtilage, indicate the potential for archaeological relics and deposits that could provide new information concerning early settlement and land use practices associated with the development of the Hoxton Park Estate.

### ***Summary Statement of Significance***

*The weatherboard house at 305 Fifteenth Avenue is one of the earliest extant houses in the Austral area, and as such provides evidence of the history of settlement of the Hoxton Park Estate, a historic subdivision west of Liverpool. The associated potential archaeological resources may provide information not available from other sources concerning the daily lives of the inhabitants of the house during the late nineteenth and early twentieth centuries.*

The weatherboard house at 305 Fifteenth Avenue meets the following criteria for local heritage significance: a), c) and g).

#### ***5.4.3 Weatherboard House at 15 Seventeenth Avenue, Austral***

In August 1920, Rachel Lee purchased lot 213 in the Hoxton Park Estate from the Asset Realization Company Limited (LPMA CT Vol 1101 Fol 115). Lee was the wife of Joseph James Lee, a tailor's cutter from Marrickville. Ownership of the land was subsequently transferred to Richard James Lee, who worked as an electrical engineer in the West Hoxton area (September 1934); Aleksander Valgma, a factory worker from Hoxton (1949); and his widow, Arda Valgma (June 1967).

The 1930 aerial of the property shows that it was covered in trees at this date; however, by 1955, some of the trees had been cleared and several buildings had been constructed on the property, including the present weatherboard house (Figure 5.194).



**Figure 5.194 Comparison of the 15 Seventeenth Avenue site in 1930 (left) and 1955 (right).**

The house at 15 Seventeenth Avenue is a simple, timber-framed, weatherboard clad structure, with a corrugated iron gable roof (Figure 5.195). It has skillion-roofed additions to the side and rear. A brick chimney at the west end of the rear addition indicates that this section was likely used as the kitchen. The house provides a rare example of a small-scale vernacular weatherboard house in the Austral area.



**Figure 5.195 The house at 15 Seventeenth Avenue.**

AMBS did not receive permission to enter this property; however, based on an inspection from the street, the building is in poor condition and is likely abandoned. A brick house standing on the

neighbouring property is likely the present residence. In Nov 2008, a building area was cleared at the front of the property and Liverpool Council issued a construction certificate for a dual occupancy and swimming pool.

### *Assessment of Significance*

In the 2004 Liverpool Heritage Study Review, FORM architects pty ltd identified the house at 15 Seventeenth Avenue as having local heritage significance, and recommended listing of the property on Liverpool LEP.

The summary statement of significance for the house was:

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

The recommended management was:

*Prior to any redevelopment of the site of this building or any redevelopment, alteration or addition to the building a Statement of Heritage Impact (SHI) should be prepared. The SHI should include a detailed history which will aid in the provision of a detailed significance assessment. The SHI should also provide advice as to the level of change that can occur without compromising the significance of the building.*

Although a detailed study of the house at 15 Seventeenth Avenue has not been undertaken, and the house itself was not accessed, AMBS' review of land title information and early aerial photographs indicates that the house is unlikely to date earlier than the mid-1930s. The description of the house by FORM mentions that *attached to the western elevation is an exterior chimney stack constructed from iron sheets*. The chimney is in fact of brick and appears to be consistent with a post-1940s style. Although there has been little subsequent development of the property, and the rustic setting of the building has some aesthetic interest, the potential archaeological resources of the site are unlikely to provide new information which cannot be obtained from other sources. On current evidence, property does not satisfy the criteria for local heritage listing.

#### 5.4.4 Weatherboard House at 11 Gurner Avenue, Austral

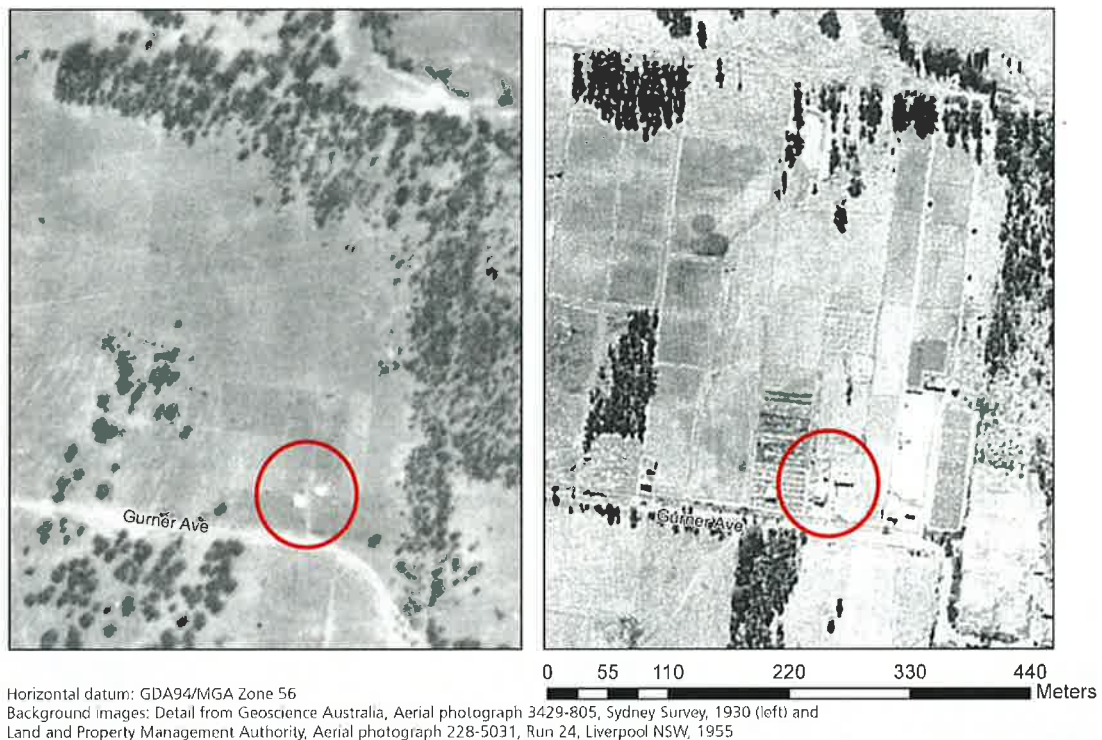
In March 1900, lots 2 and 3 of Plan 3403 (Ickleton Estate) were purchased by George Robert Mansell, a Lieutenant in Her Majesty's Navy (LPMA CT Vol 1230 Fol 237). The land was subsequently sold to William Carter of Sydney, farmer (January 1903); William Wrightson of Randwick, journalist (February 1904); and Henry William Ernest Steadman of Drummoyne, contractor (July 1908) (LPMA CT Vol 1311 Fol 130). Henry Steadman also owned lots 5, 6 and 7, which he had purchased in 1900, and he may have been looking to expand upon his original property (LPMA CT Vol 1339 Fol 37).

In September 1914, Steadman sold lots 2 and 3 to John James Palmer of Willoughby, box maker. The property was subsequently sold to William Martindale of Liverpool, poultry farmer (February 1916); and Hornby Porch of Liverpool, also a poultry farmer (December 1920). The property remained in the hands of the Porch family for the following three decades, and it is likely that the house at 11 Gurner Avenue was built during this time (LPMA CT Vol 1311 Fol 130). This suggestion is supported by the 1930 aerial photograph of the property, which shows a small building in this location (Figure 5.196).

In August 1945, lots 1, 2 and 3 were transferred to Porch's three sons, who each held a one third share in the property: Hornby (Harry), John Hornby, and William Charles Frederick Porch (LPMA CT Vol 1311 Fol 130, Vol 5517 Fols 154-156). In October 1948, the Porch sons sold the property to the Stellins family, who subsequently broke up the land, selling lot 2 to farmers John and Mary

Therbridge (August 1949; LPMA CT Vol 5517 Fols 154-156, Vol 6028 Fol 181). The 1955 aerial photograph of the property shows that a second house had been constructed on lot 2 by this date (15 Gurner Avenue).

The extant property comprises two separate dwellings on the north side of the street; a modern brick dwelling, with an adjacent weatherboard house, to its west. The weatherboard house is now surrounded by a large yard, but was previously surrounded by market gardens (Sam Mollusco, pers. comm., 7 February 2011).



**Figure 5.196 Aerial photographs of the house at 11 Gurner Avenue, 1930 and 1955.**

The weatherboard house has a medium pitched corrugated metal roof with gable ends, an architectural style consistent with a 1920s date. The front is asymmetrical, with a half verandah and front facing gable; however, there is evidence of several phases of construction and it is not currently clear which section is the earlier part of the building. A brick chimney forms part of the rear section of the house.

The weatherboard house is a composite of two cottages: a not unusual form of extending the available living area as families grew (Figure 5.197-Figure 5.198). Often, additional rooms would be added to the original cottage as required, a process which could see kitchens being shifted further to the rear with a series of chimneys identifying original positions (Moore et al 1993:91, 102). The connection between the two cottages is clearly defined by the join in the weatherboards. That there is one chimney only, indicates that the extension may have been roughly contemporary with the original cottage. Alternatively, the kitchen was external and was subsequently enclosed in the extension. Although not in good condition, the exterior of each cottage retains original features, including corrugated steel roof, verandah posts and framed casement windows. The interior of the four room layout of the front section retains many original fixtures and fittings, and a more modern bathroom. The rear of the house has been modified for use as a storage area for a variety of vehicles and stands on a concrete slab; however, some original architectural features are extant (Figure 5.199).

The weatherboard house has been disconnected from all utilities, as a condition of the construction of the brick house on the same lot (Sam Mollusco, pers. comm. 3 February 2011).



Figure 5.197 Weatherboard house at 11 Gurner Avenue, view from the southwest.



Figure 5.198 View from the southeast.



Figure 5.199 Interior of the rear building, now used for storing vehicles. Note original architraves around doors and windows.

### *Assessment of Significance*

Whether the two sections of the house were constructed at the same time, or the second section was brought to the site at a later date is unknown; however, the architectural style of both is consistent with the Federation period of the first decades of the twentieth century. It is therefore possible that there are archaeological resources associated with the house at 11 Gurner Avenue, including underfloor deposits and rubbish pits adjacent to the house. Any archaeological resources that may be present in the site could have the potential to make a contribution to an understanding of the people who lived and worked on this site, and as such would have local significance. However, the evidence indicates that the site has been disturbed by landscaping and the potential for information that could



make a substantive addition to an understanding of the settlement patterns of the local area may be limited. As such, the property does not satisfy the criteria for local heritage listing.

In addition, it should be noted that the current owner has indicated that he would not support heritage listing of the property as an archaeological site. AMBS took this into consideration as part of the assessment of the site.

#### 5.4.5 Former Bare Cottage, 265 Fifteenth Avenue,, Austral

Bare Cottage was formerly listed on Liverpool LEP as a place of local heritage significance. In 1992, the house was described as a mid-nineteenth century Victorian worker's style single storey cottage in dilapidated condition. Located on the north side of Fifteenth Avenue, on Lot 351 of the Hoxton Park Estate, it was a rare example of an early brick building in the local area. In April 2003, application was made to Liverpool Council to demolish the cottage. In September 2003, the house was partially destroyed by fire, and in December of the same year the Council granted the application to demolish the structure, with conditions specifying a photographic recording of the cottage and archaeological investigations of the site. The house was still standing in 2004, when FORM architects pty ltd completed a review of the Liverpool Heritage Study (Figure 5.200). FORM architects recommended de-listing Bare Cottage from the LEP, following demolition; however, the site should remain on the LEP until a detail assessment of the landscape had been undertaken. In addition, if Lot 351 were to be redeveloped or subdivided, a detailed archaeological survey and assessment of all land contained within the lot should be undertaken (FORM architects pty ltd 2004: Inventory 1970223). The cottage has since been demolished and de-listed from Liverpool LEP. However, AMBS has been unable to verify whether the recommended archaeological assessment of the lot has been prepared. A childcare centre is currently being constructed on the site (Figure 5.201-Figure 5.202).



Figure 5.200 Bare Cottage, 2004. (Source: Liverpool Heritage Inventory, Ref: 1970223)



Figure 5.201 Sign advertising new child care centre at 265 Fifteenth Avenue.



Figure 5.202 Child care centre under construction.

## 6 Constraints and Opportunities

### 6.1 General

Heritage places contribute to the character of a community by providing tangible evidence of its local history and identity. They can tell us stories about how the landscape and environment came to be the way it is today. At times of change, they help to preserve a connection to the past for current residents, and can provide a point of reference for interpreting the past to future generations. The proposed development of the NSW Government's SWGC land release area of the Austral and Leppington North Precincts represents a significant time of change.

The Australia ICOMOS Burra Charter has established conservation principles and processes for the management of heritage places. Conservation means all the processes of looking after a place so as to retain its cultural significance (Article 1.4). Conservation may, according to circumstance, include the processes of: retaining or reintroducing a significant use; retaining historical associations and meanings; maintaining, preserving, restoring, reconstructing, adapting and/or interpreting physical fabric; and will commonly include a combination of more than one of these (Article 14). It generally requires a cautious approach to change (Article 15).

The Burra Charter Process also recognises that the development of heritage conservation policies should include consideration of other factors affecting the future of heritage places, such as:

- the broader strategic planning framework for the SWGC,
- owners' requirements,
- available resources, and
- the physical condition of the places and their associated elements.

Constraints and opportunities that relate to the conservation and management of heritage places within the study area are outlined here and summarised in Figure 6.1-Figure 6.4. Key issues are discussed in more detail below.

#### *Constraints*

- The general planning framework for the SWGC recognises an obligation to protect and enhance land with cultural heritage value, as part of the broader environment. This includes an obligation to conserve the heritage significance of heritage items and places in accordance with best practice guidelines, including associated fabric, settings and views. It also includes an obligation to appropriately manage archaeological relics.

#### *Opportunities*

- Heritage listing of the 12 potential local heritage items and one heritage conservation area within the study area, would create an opportunity to conserve and interpret key aspects of the history of the area for present and future generations (Figure 6.1).
- The maintenance of key elements of the historic subdivision patterns, road alignments, street names and other toponyms, would respect the historic development of the area. The naming of new streets, parks, and other community places would also provide an opportunity to interpret various aspects of the history of the area for present and future generations.
- Interpretation of the cultural significance of listed and potential heritage items and places, by means of signage, walking paths, and other forms of media, may enhance public understanding and appreciation of local heritage.

- Maintaining and strengthening the rural character of historic road alignments of Bringelly, Cowpasture and Eastwood Roads, and Fifteenth and Edmondson Avenues by, for example, creating wide vegetation corridors adjacent to these roads and preserving extant plantings of large trees, would respect the regional historic significance of the roads, and provide points of aesthetic interest in the newly developed Precincts.
- Maintaining and strengthening key historic vistas at Jugdes Hill, Carnes Hill, and along the Upper Canal, would respect the historic and aesthetic significance of these places, and provide aesthetic points of interest in the newly developed Precincts (Figure 6.4).

## 6.2 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. As such, the Canal and its associated elements should be conserved and managed in accordance with heritage best-practice guidelines as outlined in the Burra Charter and the NSW Heritage Manual within the proposed development of the Austral and Leppington North Precincts.

### *Constraints*

The Upper Canal forms the eastern boundary of a large part of the study area and a short section of the Canal passes through the study area, between Bringelly Road and Camden Valley Way. The ongoing operation of the Upper Canal in its nineteenth century form, using gravity to transport water long distances through an open channel, is a major element of its technical significance. This is supplemented by historic drainage systems, incorporating back or coping drains, flumes and culverts. The rural setting of the Canal also contributes to its aesthetic significance, as a picturesque element of the broader landscape.

Some housing has already been established in the vicinity of the Canal corridor, as part of the mid-to-late-twentieth century development of land in Austral. The construction of new roads, cycleways, and pedestrian footpaths, and the intensification of suburban housing and community facilities in close proximity to the heritage curtilage of the Canal, including the construction and management of stormwater and sewerage systems, will inevitably place pressure on SCA's ability to manage and control water purity, such that SCA may need to construct additional flumes, culverts or other drainage structures, to supplement heritage elements currently used to control drainage. SCA has recommended that there should be no stormwater runoff above the current volume and below the current quality entering the Canal corridor during the construction phase or post development in the Austral and Leppington Precincts. Adequate stormwater controls should prevent some potential impacts on the technical significance of the Canal. An increase in the local population will also lead to an increase in public activity adjacent to the Canal, which may in turn have direct and indirect impacts on the physical fabric of the Canal and its associated elements. There is potential for an increase in damage to significant elements such as maintenance road gates, for example as a result of traffic accidents, pranks, theft and vandalism. It should be anticipated that these impacts will be gradual and cumulative, and will thus require long-term solutions. Potential long-term impacts and viable solutions should be addressed in consultation with SCA and NSW Heritage Council, and should be consistent with the recommendations of the CMP for the Canal.

The Canal overbridges present a more immediate constraint, insofar as augmented traffic and pedestrian corridors will be required between the Precincts and recreational centres in the Western Sydney Parklands. There is currently one riveted iron trough overbridge within the study area, and two immediately adjacent to the study area. Dated c.1904-1909, these overbridges have been assessed as having exceptional significance (Figure 6.2). In addition, there are six reinforced concrete beam bridges immediately adjacent to the study area, dated c.1917-1918, assessed as having considerable

significance, and two mid-twentieth century concrete and steel beam bridges at Bringelly Road and Camden Valley Way, which are assessed as having little or no significance. Heritage constraints associated with these crossings are:

- Required augmentation of Canal crossings should be limited to extant reinforced concrete beam bridges, and in particular to existing east-west through roads: Camden Valley Way, Bringelly Road, and Fifteenth Avenue;
- All bridges of exceptional significance should be conserved in their current condition, in accordance with the recommendations of the CMP;
- Designs and materials of the new bridge additions should be sympathetic to the original bridges. Augmentation of bridges having considerable significance should be restricted to one side only, particularly where there is evidence of other recent modification, while preserving evidence of the historic form and construction techniques on the other side;
- Augmentation of existing bridges and feeder roads should aim to limit or avoid changes to existing patterns of surface drainage; and
- Modifications proposed for bridges of exceptional or considerable significance should only be undertaken in consultation with the SCA and the Heritage Branch.

The broader landscape setting of the Upper Canal is an important consideration in the precinct planning process. The immediate setting of the Canal, and associated elements, is protected by its heritage curtilage, which is roughly defined by the security fencing. However, the historic and aesthetic significance of the Canal cannot be separated from the broader rural landscape, which will be substantially altered by the proposed development. The creation of the Western Sydney Parklands on the eastern side of the Canal goes some way towards addressing this issue. However, managing key views along the Canal, particularly from public crossing points, and maintenance areas of public open space adjacent to the Canal would contribute to the integration of the historic setting of the Canal into its new urban setting. Similarly, the historic relationship between the alignment of the Canal and that of Cowpasture Road, should be interpreted through the retention of key landscape elements such as cultural plantings at the former Section 8 cottage site, at the junction of the Canal, Bringelly, and Cowpasture Roads, and the row of three mature Bunya Pines on the south side of Bringelly Road.

The key constraints arising from the heritage significance of the Upper Canal are:

- An obligation to maintain the form, fabric, and operational utility of the Canal and associated built heritage elements in their original location;
- An obligation to preserve technological evidence of nineteenth century hydraulic engineering and Canal building techniques, as illustrated by the Upper Canal, and progressive improvements in the construction of culverts, flumes and overbridges etc;
- An obligation to conserve some picturesque elements of the Canal, including its serpentine route, evidence of its original rural setting, and associated cultural plantings;
- An obligation to conserve evidence of the historic relationship between the alignment of the Upper Canal and Cowpasture Road;
- Costs related to the ongoing maintenance and conservation of the Canal, as an historic operational element of Sydney's water supply infrastructure, in a more developed urban environment. This includes costs associated with
  - routine and preventative maintenance of the Canal and associated built heritage elements, and
  - construction and maintenance of appropriate surface drainage of land adjacent to the Canal; and
- An obligation to provide arrangements for appropriate access to and security for the Canal and its historic heritage curtilage, including strategies to preserve the quality of the water

and to prevent inadvertent damage and intentional vandalism to the physical fabric of the Canal.

Other constraints include:

- Statutory requirements for the conservation and maintenance of the Upper Canal as a State heritage item, as outlined in Section 2.3 above, including the protection of archaeological relics associated with the Canal;
- Potential for archaeological relics associated with the construction and maintenance of the Upper Canal to be exposed during modifications to roads or bridges within its SHR curtilage; and
- SCA requirements for the ongoing operation of the Canal. This may include future decommissioning of the Canal as an operational element of the water supply system.

### ***Opportunities***

The picturesque qualities of the Upper Canal provide opportunities to integrate this historic item of water infrastructure into the social and cultural life of the community. The provision of parks, walking and/or cycling trails, and other areas of public open space adjacent to the Canal could contribute to the open landscape setting. They could also be designed to improve security for the Canal, through increased passive surveillance by members of the general public.

The row of three Bunya Pines along Bringelly Road are aesthetically associated with the Canal, and are prominent visual landmarks within the broader landscape. The preservation of these and other cultural plantings associated with the Canal provides an opportunity to maintain established plantings within the study area, and signal the historic significance of both the Canal and Bringelly Road.

Interpretation of the Canal through explanatory signage, in conjunction with the preservation of historic fabric, could inform the local community about the heritage significance of the Canal, and foster an appreciation of its history and ongoing value to the community. Interpretation could explore a range of themes associated with the Canal, including the history of Sydney's water supply and related engineering achievements.

A summary of key opportunities arising from the heritage significance of the Upper Canal are:

- Conservation of the Upper Canal as an operational element of Sydney's water supply infrastructure;
- Preservation of significant historic fabric of the Upper Canal and associated built heritage elements in close proximity to the Austral and Leppington North Precincts;
- Conservation of picturesque elements of the Canal, including its serpentine route, evidence of its original rural setting, and associated cultural plantings, through the provision of parks, walking and/or cycling trails, and other areas of public open space adjacent to the Canal;
- Interpretation of the heritage significance of the Upper Canal and its heritage curtilage to the general public, to foster an appreciation of its history and ongoing value to the community;
- Improved security for the Upper Canal, through increased passive surveillance by members of the general public.

### 6.3 Local Heritage Items and Potential Heritage Items

#### *Constraints*

Future development of the Austral and Leppington North Precincts should be undertaken in such a way as to minimise impacts on local heritage items and potential heritage items (Figure 6.1). This includes the ongoing maintenance and protection of the physical fabric of the item, an appropriate landscape setting, an appropriate use, and key views associated with the item.

There are four local heritage items within the study area. These places are currently subject to statutory protection that will constrain development of the Precincts:

- Kemps Creek forest, Gurner Avenue (off), Kemps Creek
- Row of Bunya Pines, 145 Bringelly Road, Leppington
- Brown Memorial and water trough, 145 Bringelly Road, Leppington
- Dwelling and rural lot, 1720 Camden Valley Way, Leppington

AMBS has identified an additional 12 potential local heritage items and one heritage conservation area, which, if listed in an amendment to either the SEPP Growth Centres 2006, Liverpool LEP or Camden LEP, would also constrain development of the Precincts. These include a range of built and landscape heritage items, and areas of archaeological sensitivity, although all are associated with the development of Austral and Leppington as distinct, semi-rural communities in the early to mid-twentieth century period:

- Leppington Public School, 142-148 Rickard Road, Leppington
- Austral Town Centre Conservation Area
- 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
- 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

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 (if any) 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.

## *Opportunities*

The conservation of a range of built and landscape heritage items of the mid-twentieth century demonstrates respect for this period of development in the local area, and could be used to foster an appreciation of local history to the community. Built and landscape heritage items may provide an aesthetic point of interest in the newly developed Precincts, contributing in a tangible way to a local sense of place and community identity.

The appreciation of individual places can be enhanced through an interpretation strategy, exploring a range of themes associated with the area, including the history of agriculture and market gardening in the area, education, memorialisation, early commercial activity, the role of migrant farmers, and community organisations such as the Austral and Leppington Progress Associations.

The proposed Austral Town Centre Conservation Area presents an opportunity to maintain and strengthen the historic character of the Town Centre, by conserving a cohesive grouping of modest, mid-twentieth century buildings, including three fibro houses, all associated with development of a strip of land in the c.1940s on the west side of Edmondson Avenue by Emma and H G Starr, Austral Postmaster. Listing as a Conservation Area would entail less onerous regulatory control of these properties, focusing on the protection of the street-facing facades and overall character of the streetscape. The Austral Town Centre Conservation Area would be an appropriate location for interpretation of the historical development of the local area.

### *6.3.1 Archaeological Sensitivity*

The archaeological resources of any site are finite and have the potential to provide insights into everyday life that are not available from any other resource. As such, potential archaeological sites may have high scientific or research value. Statutory protection for archaeological relics is provided by the Heritage Act, as described in Section 2.3 above.

Three main sites have been identified through background research as having potential archaeological sensitivity:

- Forest Home, 1720-1726 Camden Valley Way, Leppington
- Blacksmith's Workshop (Former) – Archaeological Site, 240 Fifteenth Avenue, Austral
- Weatherboard House – Archaeological Site, 305 Fifteenth Avenue, Austral

These sites are associated with the early- to mid-twentieth century history of the study area, and may provide evidence of an industrial or domestic nature.

In addition, the SHR curtilage of the Upper Canal has identified archaeological sensitivity which must be managed in accordance with the requirements of Section 60 of the Heritage Act. Should excavation adjacent to the Upper Canal be required for widening or modifications to road or pedestrian bridges, the archaeological sensitivities should be managed appropriately.

AMBS has not been able to identify with any certainty archaeological sites associated with early nineteenth century land grants, or associated tenant farmers. However, there is some potential for early road surfaces, culverts and drains associated with early nineteenth century roads to survive beneath hard road surfaces, where these follow historic road alignments. This is particularly relevant to the historic alignments of Cowpasture and Bringelly Roads.

## **6.4 Historic Subdivision Patterns and Road Alignments**

As noted in Section 3.4.1 above, the majority of the study area was subdivided for smaller farm sites in the 1880s-1890s by speculative investors. These subdivisions overlaid an earlier pattern of colonial



land grants, bordering the Cowpasture and Bringelly Roads. The boundaries of some of these land grants are still evident in the landscape today, primarily in the form of road alignments, but also in the collective form of property boundaries, and in vegetation areas historically reserved from development.

Although many of the late nineteenth century subdivisions were initially unsuccessful, the pattern of the original subdivision plans is evident in the landscape today, including the rigid street grid and the three acre blocks established by Phillips & Company for the Hoxton Park Estate, north of Bringelly Road. These small blocks eventually formed the basis of a thriving culture of market gardening and poultry farming, commonly associated with European migrants of the mid twentieth century.

### *Opportunities*

Precinct planning within the study area presents an opportunity to interpret the historic subdivision patterns and road alignments associated with the early European history of the area (Figure 6.3).

Maintaining and strengthening the rural character of historic road alignments by creating wide vegetation corridors adjacent to the roads and preserving extant plantings of large trees, would be a means of respecting the regional historic significance of the roads, and provide aesthetic points of interest in the newly developed Precincts. Historic road alignments and names should be preserved wherever possible.

New roads or vegetation corridors proposed as part of the Indicative Layout Plan (ILP) are generally aligned with key historic land grant boundaries, which would reflect this element of the history of the area. The naming of new roads may be used to interpret these elements of the landscape. Discrete variations in urban density and built form could also be used to interpret the pattern of land grants in the area.

The following roads have been identified as key features of the historic landscape:

- Cowpasture Road,
- Bringelly Road,
- Eastwood Road,
- Edmondson Avenue, and
- Fifteenth Avenue.

The following colonial estate boundaries have been identified as key features of the landscape:

- John Gurner's *Ickleton* land grant,
- Urban Fidkin's land grant, and an historic track associated with the eastern boundary of the estate,
- Southern boundary of Barron Field's *Hinchinbrook* land grant, and an historic track associated with this alignment,
- Western boundaries of John Jamieson's *Cow-de-Knaves* land grant,
- Northern, eastern, and western boundaries of Alexander Riley's *Raby* land grant, and
- Northern and eastern boundaries of Hannibal Macarthur's *Eastwood* land grant.

## 6.5 Historic Views

### *Opportunities*

The physical analysis has identified a number of key high-points in the study area, where long natural views have been maintained and/or enhanced through cultural modification of landscape (Figure 6.4). These include:

- View from Judges Hill toward the west, and

- View from Carnes Hill, along Bringelly Road toward Sydney CBD in the east and the Blue Mountains in the west.

The view from Judges Hill is primarily associated with the positioning and orientation of the Hellenic Monument on Lot 10 DP 771080 by the Federation of Hellenic Associations. However, the toponym *Judges Hill* also preserves an earlier association with the original land grant to Barron Field, an early Supreme Court Judge in the Colony.

The view from Carnes Hill is primarily associated with the junction of the historic Cowpasture and Bringelly Roads, early key transport and communication routes in the Colony. The toponym *Carnes Hill* also preserves an association with Thomas Carne, an early resident of the land and Coroner of the Town of Liverpool.

Precinct planning within the study area presents an opportunity to preserve these views as historic and aesthetic points of interest in the area. Historic toponyms should be preserved, as evidence of past occupants and land use.

## 6.6 Interpretation Strategy

Interpretation is a means of presenting the story of a place in a way that will engage the community in its continuing care and protection, and by doing so conserve the significance of the place. It conveys an understanding of the history and cultural significance of the place through a range of actions, including the retention and maintenance of historic fabric, documentation of changes to the site, explanatory signage, and other forms of multi-media or heritage-themed activities. It can also be a source of enjoyment for local residents and visitors to the area.

### *Opportunities*

Meaningful interpretation can be incorporated into the Planning Process for the Precincts. Opportunities to interpret the built and landscape heritage of the area include:

- Photographic recording of historic heritage items, places, and the broader rural landscape, to conserve evidence of the present environment for future generations. Photographic recording would contribute valuable information about environmental changes during development of the Austral and Leppington Precincts, and images could be considered for inclusion in the future interpretation displays.
- Placing interpretive signage containing appropriate text, historic images, and plans (where available) at various locations throughout the study area, to help residents and visitors understand the history and significance of key heritage items, places, and archaeological sites. Interpretive signage can also be used to reinforce historic linkages between widely dispersed heritage items, by addressing common historical themes and using a common design approach. Locations could include:
  - Pedestrian overbridges associated with the Upper Canal, so that people crossing from the Precincts to the Western Sydney Parklands can understand and appreciate the form and function of the Canal, and its historical setting in a rural landscape;
  - Sites of former Upper Canal maintenance workers' cottages, to provide an understanding of the role of maintenance workers in maintaining a clean and safe water supply, and to foster appreciation of the remnant plantings in these areas;
  - Austral Town Centre, to describe the historical development of the town and the role of the Austral Progress Association in the community;
  - High points at Judges Hill, Carnes Hill, and Leppington Public School, to explain the history of the development of the land in the context of the historic themes

- outlined in this report, including historic patterns of subdivision and agricultural development;
- Junction of Cowpasture and Bringelly Roads, to explain the importance of the early road network to the history and development of the area; and
  - Junction of the original alignment of Cowpasture Road and the later re-alignment of the road near to the Upper Canal, to explain the historical relationship between the road and the Canal, and to describe long term changes in the local landscape.
  - Commissioning quality public art for key public spaces in the Precincts, which interpret various themes or periods of history of the area. Public art is a less traditional means of interpreting history, which can express alternative points of view and attract new audiences to an appreciation of local heritage. It can also provoke different emotional or spiritual responses to heritage places or associations in the community.
  - Establishing heritage walking or bicycling trails, to encourage local people and visitors to the Precincts to make a connection with the history of the local area. Walking trails can be used in conjunction with signage, printed brochures, and other media such as podcasts to communicate the history of the area and create linkages between disparate elements and places. Key opportunities for heritage walking trails are:
    - Route along the Upper Canal; and
    - Route along Edmondson Avenue, through Austral Town Centre.
  - Creating and maintaining an open landscape buffer along the route of the Upper Canal, to reinforce its historical setting in a rural landscape, whilst maintaining passive surveillance and security for the Canal.
  - Creating or maintaining landscaped buffers along key historical roads, to reinforce the historic character of these roads within the landscape.
  - Creating and/or maintaining roads or landscaped areas along the boundaries of early colonial land grants, to maintain physical evidence of the history of these grants within the landscape of the study area.
  - Maintaining historic names of streets, public parks, and natural features within the landscape, including:
    - Cowpasture Road,
    - Bringelly Road,
    - Eastwood Road,
    - Browns Road and Avenue,
    - Edmondson Avenue,
    - Gurner Avenue,
    - Kelly Street,
    - Rickard Road,
    - Judges Hill,
    - Carnes Hill,
    - Craik Park,
    - W V Scott Memorial Park, and
    - Starr Park.
  - Naming new streets, public parks, and other community places in accordance with the historic themes identified in this report, including themes associated with more recent migrant history of the area. Various stakeholders, including local residents and regional historical societies, could be given an opportunity to suggest themes or individual names for incorporation into the ILP. Figure 7.4 suggests appropriate names for new local roads which will follow historic land grant boundaries.

## Constraints

The interpretation strategy for the Precincts should have a cohesive character, which reinforces historic linkages between the widely dispersed heritage items and places within the Precincts. Since heritage items are owned and maintained by various public and private authorities, consideration should be given to ways of designing and implementing a standardised aesthetic for interpretive signage, including funding for the creation and maintenance of signs and other forms of interpretive media.

Interpretation strategies should incorporate site-specific elements, and should not in any way reduce or detract from the cultural significance of existing or potential heritage items, places and archaeological sites.

### 6.6.1 Historic Themes

The Commonwealth and State government authorities have developed a series of historic themes that enable the comparative assessment of heritage values, and provide a structure for the future interpretation of the Precincts. The following historic themes have been identified in this report as illustrating significant aspects of the study area:

Australian Themes	NSW Themes	Local Themes
Peopling Australia	Ethnic influences and Migration	Development of rural economies, including market gardens and poultry farms
Developing local, regional and national economies	Agriculture	Rural landscape, market gardens, pig farms, poultry farms
	Commerce	General store, hardware store
	Communication	Post office, telegraph, historic tracks and roads
	Environment – cultural landscape	Kemps Creek Nature Reserve, agriculture, tree clearing, row of Bunya pines, serpentine route of the Upper Canal, route of the Old Cowpasture Road and Bringelly Road, mid-twentieth century gardens
	Industry	Blacksmith
	Pastoralism	Early land grants, water trough
	Technology	Upper Canal – elements associated with safe water supply and drainage
Building settlements, towns and cities	Transport	Cowpasture Road, Bringelly Road, Fifteenth Avenue, Canal overbridges
	Towns, suburbs and villages	Subdivision patterns, Austral Town Centre, areas of archaeological sensitivity
	Land tenure	Bringelly Road, Cowpasture Road, evidence of early land grants, subdivision patterns, areas of archaeological sensitivity
	Utilities	Upper Nepean Scheme – Upper Canal
	Accommodation	Twentieth century vernacular architecture, fibro house, house as archaeological site
Developing Australia's cultural life	Education	Austral Public School, Leppington Public School
	Domestic life	Working-class housing, mid-twentieth century houses and gardens, areas of archaeological sensitivity
	Social institutions	Austral Progress Association, H J Starr Progress Hall, Federation of Hellenic Societies monument
Marking the phases of life	Sport and Leisure	W V Scott Memorial Park
	Birth and death	War memorials

Australian Themes	NSW Themes	Local Themes
	Persons	Commemorative place names, war memorials

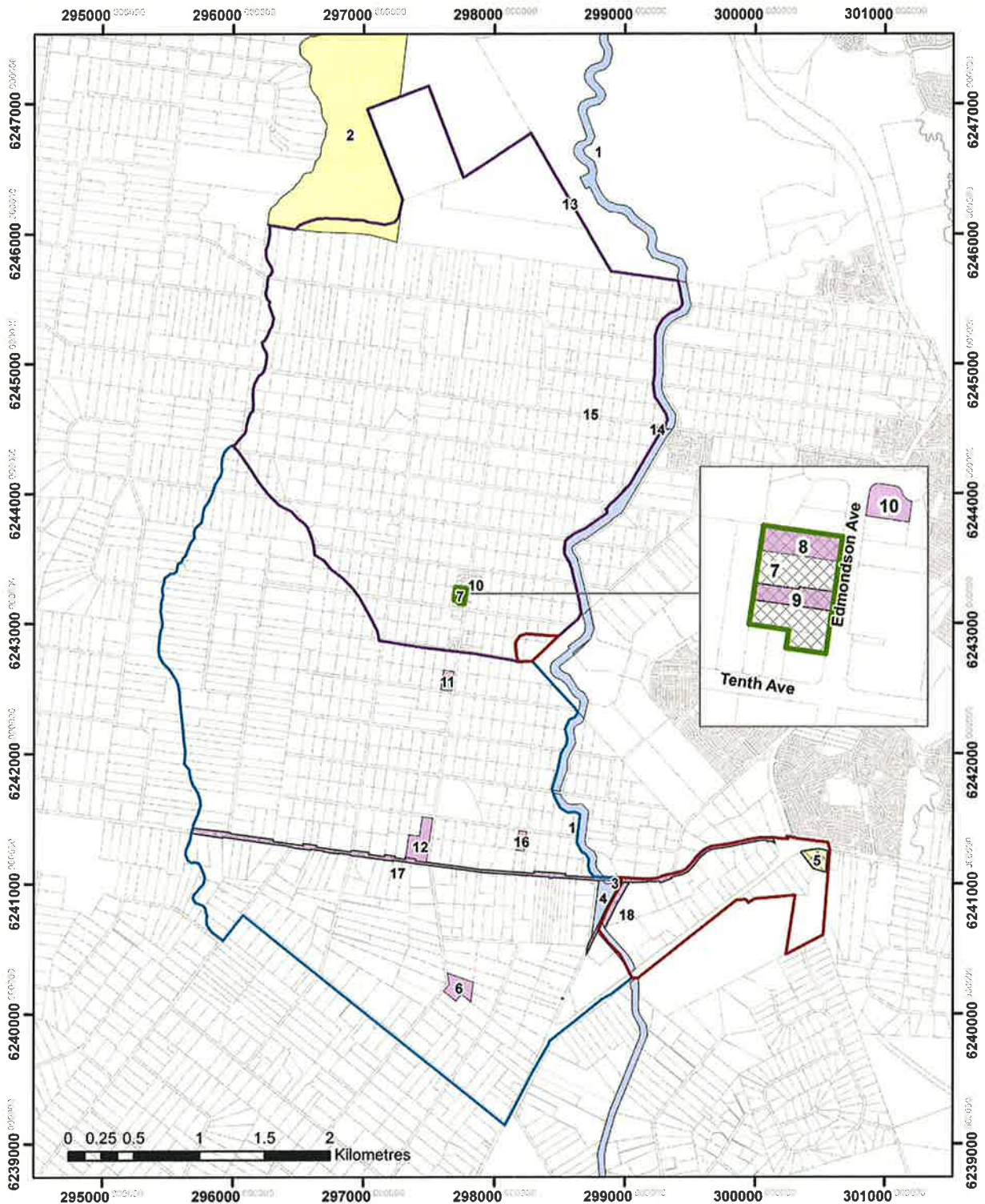
### 6.6.2 Storylines

People’s stories and memories provide information about lived experience of the land, and how it has changed over time. Oral histories, videos and soundscapes could supplement historical documents and photographs as an expression of lived experience.

An oral history campaign initiated by Therese Sweeney, Managing Director of Memory Bank Cultural Media Inc, provides an example of ways in which the more recent history of the Austral and Leppington North Precincts can be preserved and interpreted for future generations. The Memory Bank project has focused on migrant farming history of the area, recording the stories of people who are often ignored or marginalised in more traditional forms of history. The project is using a variety of contemporary methods of disseminating this information, including an online repository of film and photographs, and publications through radio, television, and print media (Therese Sweeney, pers. comm., 22 February 2011; <http://www.memorybank.org.au>).

Some local stories may be preserved in the archives of Liverpool Council, Liverpool Library, and Liverpool Regional Museum, as well as private collections held by local residents.





**Legend**

- Austral Precinct
- Leppington North Precinct
- Investigation Areas
- Cadastre

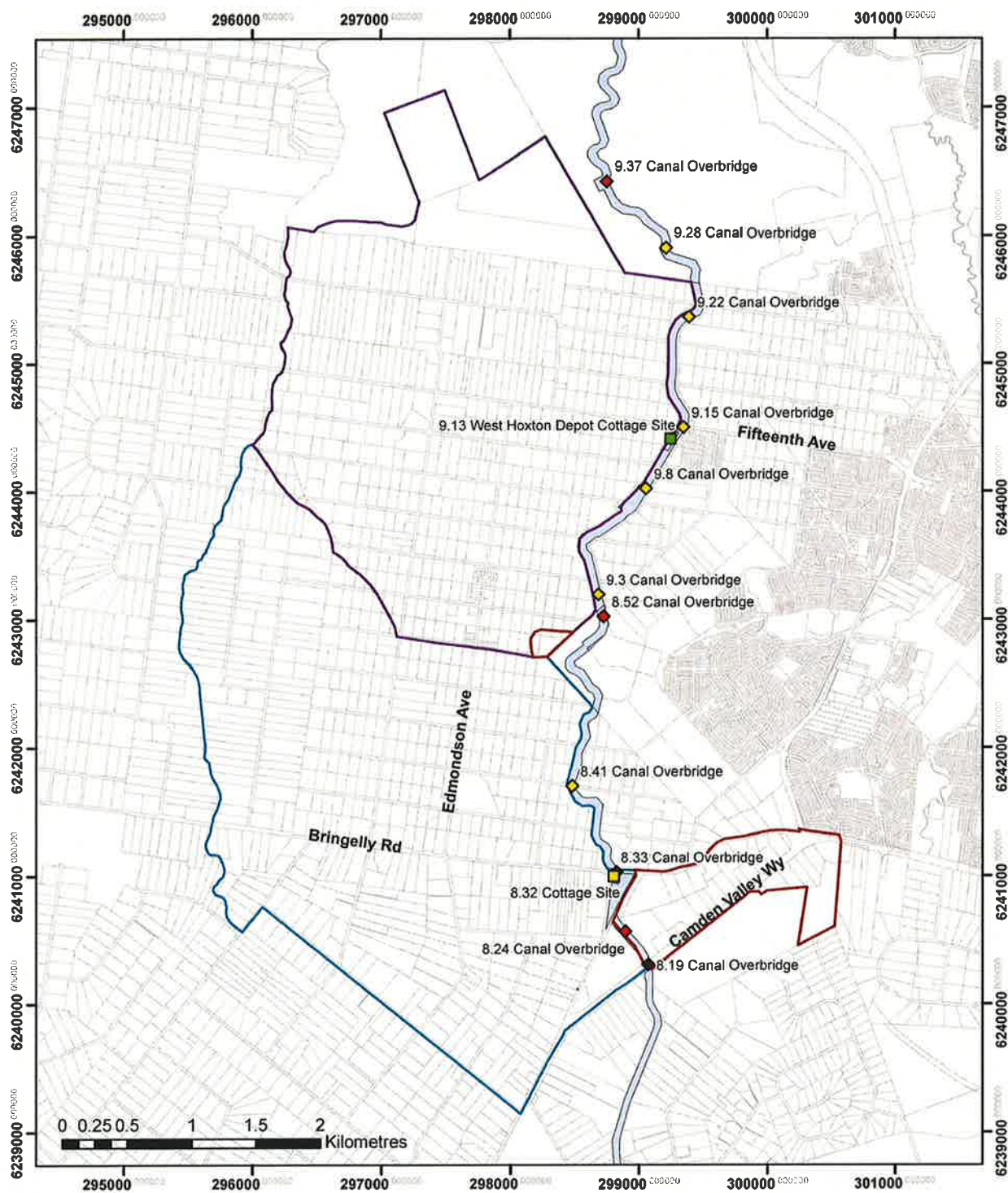
- Heritage Items**
- State heritage item
  - Local heritage item
  - Potential heritage item
  - Potential heritage conservation area
  - Archaeological sensitivity

- 1 Upper Nepean Scheme - Upper Canal
- 2 Kemps Creek Forest
- 3 Row of Bunya Pines, Bringelly Road
- 4 Brown Memorial and Water Trough
- 5 Forest Home - Archaeological Site (Dwelling and rural lot)
- 6 Leppington Public School
- 7 Austral Town Centre Conservation Area
- 8 H J Starr Progress Hall, 264 Edmondson Ave
- 9 Ian's Hardware and House, 256 Edmondson Ave
- 10 Brick House and Garden, 275 Edmondson Ave
- 11 House and Garden, 170 Edmondson Ave
- 12 WV Scott Memorial and Park
- 13 Hellenic Monument, Lot 10 DP771080
- 14 Blacksmith's Workshop (Former) - Archaeological Site, 240 Fifteenth Ave
- 15 Weatherboard House - Archaeological Site, 305 Fifteenth Ave
- 16 Cement Rendered House, 40 Browns Road
- 17 Bringelly Road - Cultural Landscape
- 18 Cowpasture Road - Cultural Landscape

Background cadastral data © Department of Planning  
Horizontal datum: GDA94/MGA Zone 56



Figure 6.1 Heritage items, potential heritage items, and areas of archaeological sensitivity.



**Legend**

- Austral Precinct
- Leppington North Precinct
- Investigation Areas
- Cadastre
- Sydney Water Supply Upper Canal

**Upper Canal elements**

**Element, Grading of Significance**

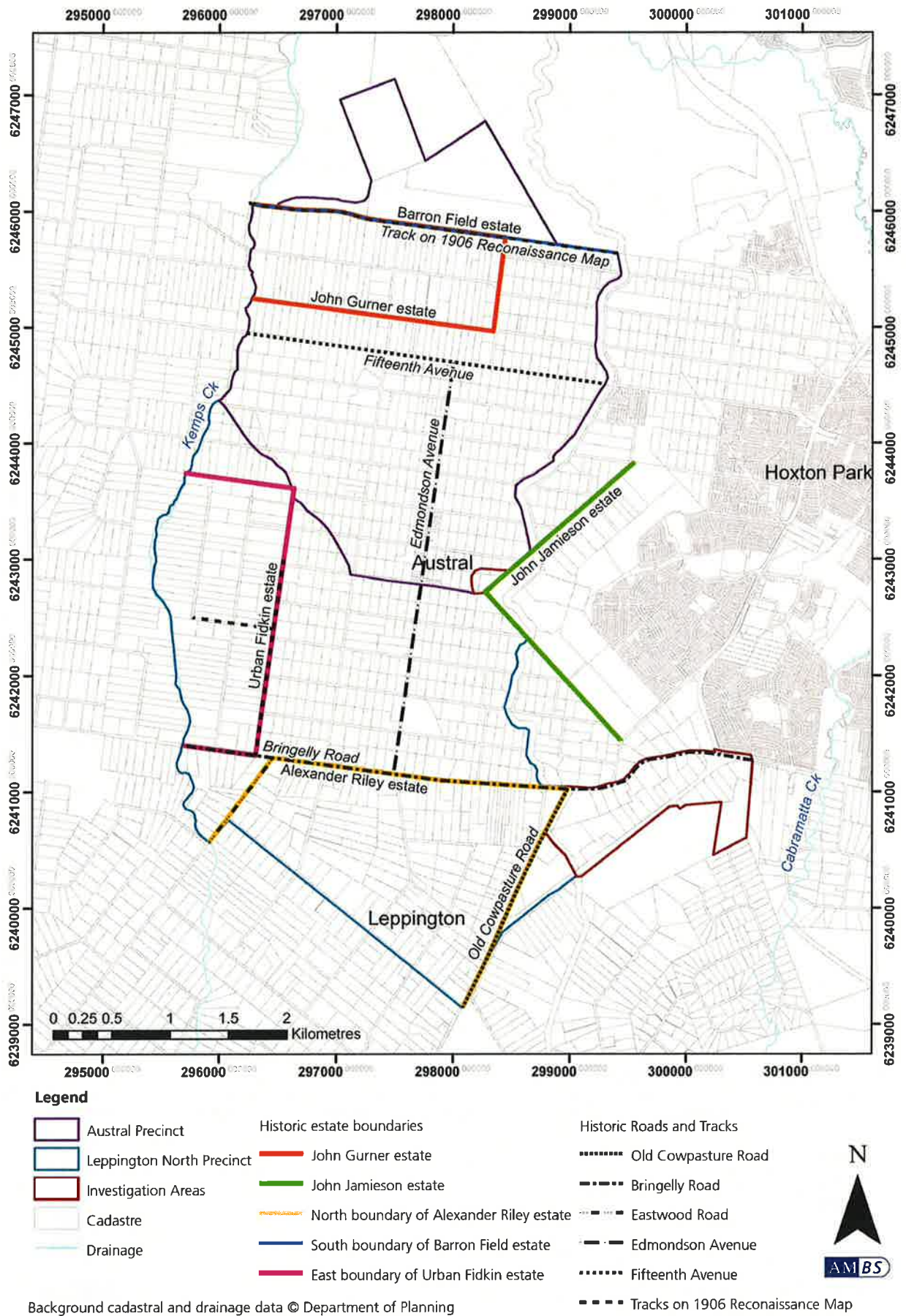
- Canal Overbridge, Exceptional
- Canal Overbridge, Considerable
- Canal Overbridge, Little or no significance
- Cottage Site, Considerable
- Cottage Site, Considerable with some intrusive

Background cadastral data © Department of Planning  
Horizontal datum: GDA94/MGA Zone 56



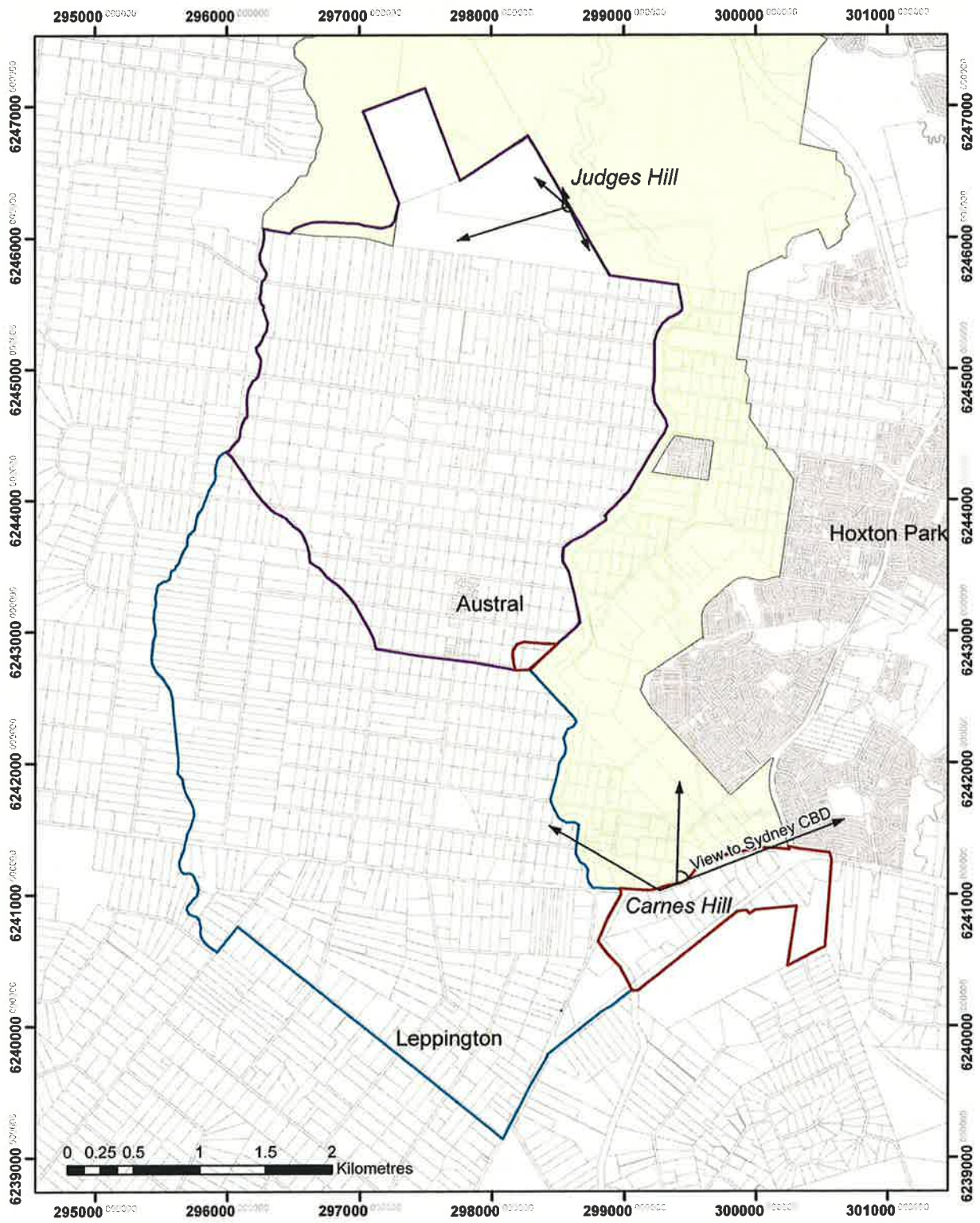
Figure 6.2 SHR Upper Nepean Scheme – Upper Canal. Lot boundary curtilage in blue. Overbridges and cottage sites indicated.





Background cadastral and drainage data © Department of Planning  
 Horizontal datum: GDA94/MGA Zone 56

Figure 6.3 Historic estate boundaries and road alignments.



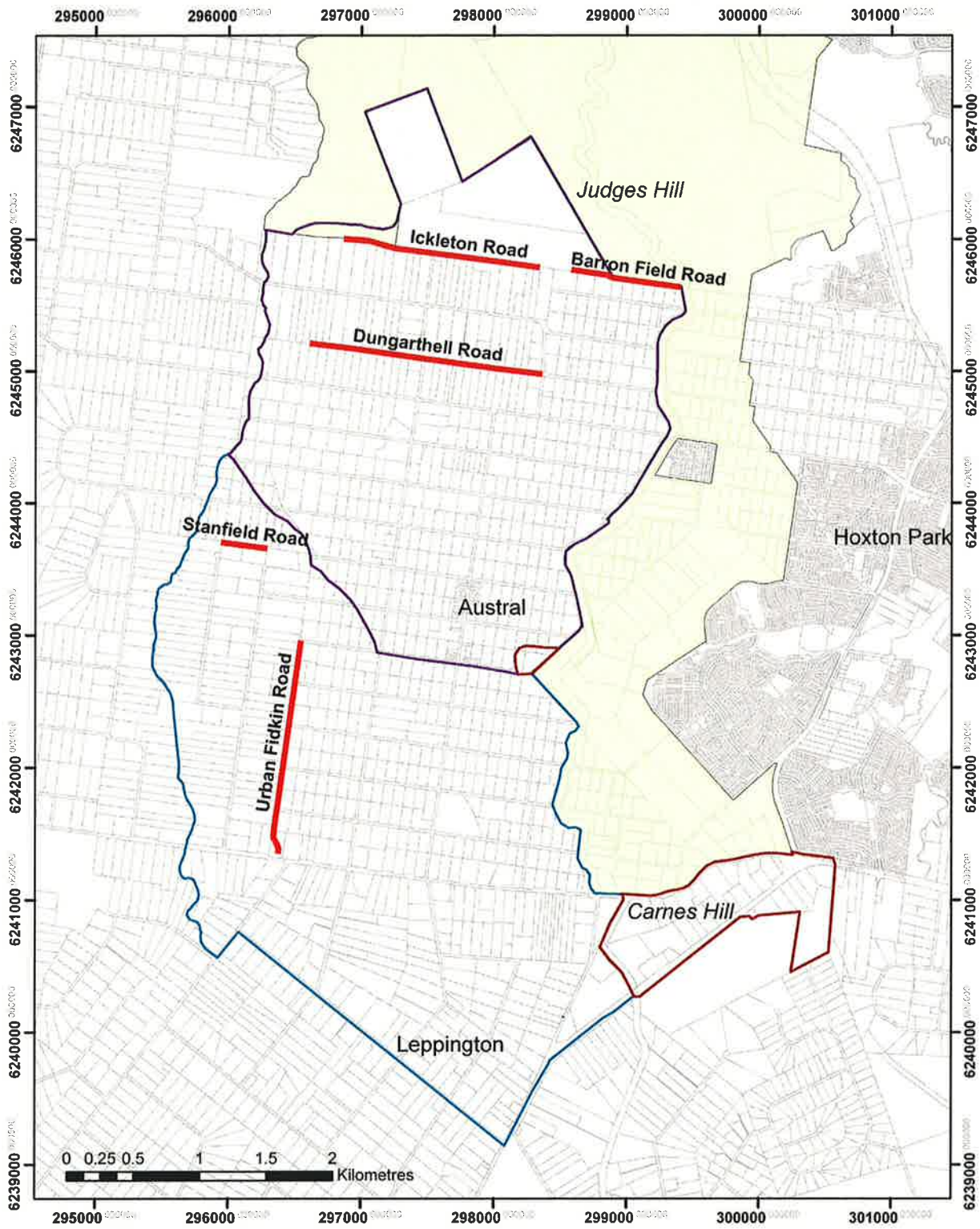
**Legend**

- Austral Precinct
- Leppington North Precinct
- Investigation Areas
- View
- Cadastre
- Western Sydney Parklands

Cadastral data: Department of Planning  
 Horizontal datum: GDA94/MGA Zone 56



Figure 6.4 Historic views.



**Legend**

- Austral Precinct
- Leppington North Precinct
- Investigation Areas
- Cadastre
- Western Sydney Parklands
- Proposed Road Names

Cadastral data: Department of Planning  
 Horizontal datum: GDA94/MGA Zone 56



Figure 6.5 Proposed future naming of new local roads along early land grant boundaries. These names reflect the historic names of early land grants and the people associated with them.



## 7 Discussion of ILP and Recommendations

### 7.1 Preamble

This section includes a brief discussion of the Indicative Layout Plan (ILP) for the Austral and Leppington North Precincts in the context of the preceding analysis of heritage constraints and opportunities. Recommendations are provided to guide the management of historic heritage issues during the development of the Precincts. The ILP is attached in Figure 7.1.

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 heritage conservation area within the study area. These items and places should be conserved for present and future generations. Conservation should recognise the historic, aesthetic, scientific/technical and social or spiritual values of these items or places. The values identified for each item are summarised in Section 5 above and in the Appendices to this report.

AMBS' preliminary recommendations regarding the future conservation of historic heritage items and potential heritage items have largely been addressed during the development of the ILP. The locations of various roads and sporting facilities have been redesigned to avoid direct impacts on 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 is highly likely to have an adverse impact on the SHR values of Upper Canal, which is aligned immediately adjacent to 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.



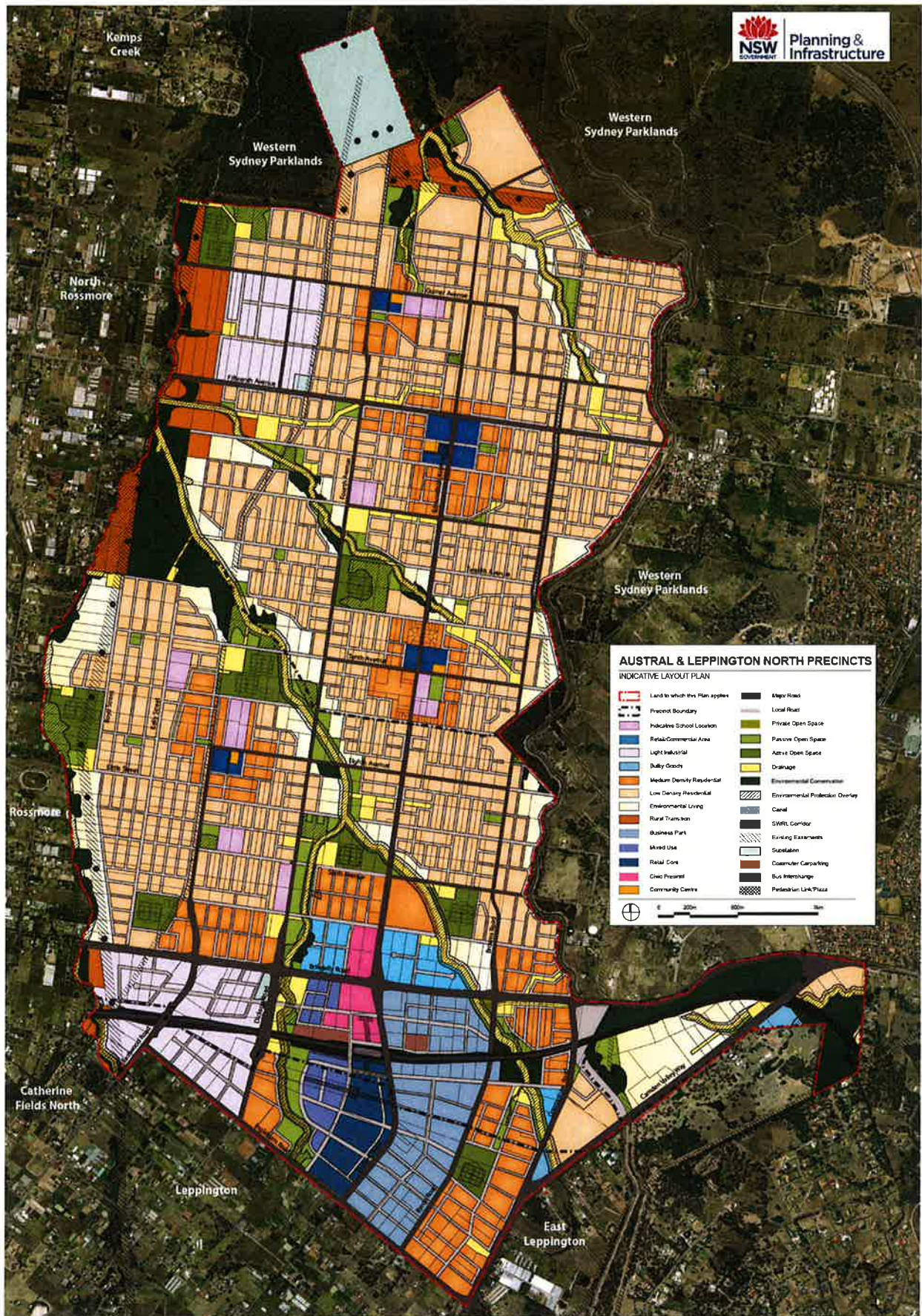


Figure 7.1 Indicative Layout Plan for the Austral and Leppington North Precincts, June 2012.





## 7.2 Precinct Planning

Appropriate heritage conservation policy and guidelines should be incorporated into the DCP and SEPP Amendment for the Austral and Leppington North Precincts. The conservation of the area's identified heritage values will make an important contribution to public understanding and appreciation of the local history of the Precincts, and potentially enrich the lives of current and future residents. General heritage recommendations regarding the precinct planning process are outlined below. Discussions of site specific heritage issues and recommendations follow.

### *Recommendation 1*

*The following State, local, and potential historic heritage items, places, and archaeological site should be listed in the DCP and SEPP Amendment, to protect their identified heritage values during the development of the Austral and Leppington North 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*

*The listing process should be undertaken in consultation with Camden and Liverpool Councils and other relevant stakeholders.*

**Recommendation 2**

*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.*

**Recommendation 3**

*Further investigation of areas of archaeological sensitivity will be required during the development of the Austral and Leppington North 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*

**7.2.1 Development Control Plan**

Development controls should provide practical guidelines for protecting and maintaining the cultural significance of the heritage items and potential heritage items identified in this report, including areas of archaeological sensitivity. Section 5.10 in the Standard Instrument provides the key objectives and conditions for consent for the development of heritage items. Additional detailed guidelines should be included in the DCP for the Precincts.

Development controls regarding the density, height, mass and scale of new buildings, or the character of vegetation and landscaping, could also be used to interpret historic land grant and subdivision patterns in the area, and to minimise impacts on individual heritage items and the proposed Austral Town Centre Conservation Area.

**Recommendation 4**

*General objectives and controls for development in the vicinity of heritage items and heritage conservation areas that could be incorporated in the DCP for the Austral and Leppington North Precincts are:*

**Objectives**

- *To conserve and enhance the heritage significance of the item or conservation area;*
- *To ensure that changes to an item or conservation area are based on an understanding of the heritage significance of the place;*
- *To retain an appropriate landscape setting for the item or conservation area, and views associated with the place;*
- *To understand the research potential of archaeological resources;*
- *To facilitate opportunities to improve public understanding and/or appreciation of the environmental heritage of the item or conservation area;*

- *To encourage ongoing use of heritage items, including adaptive reuse where this will contribute to the conservation of the item or conservation area;*
- *To encourage a cautious approach to change. If changes are likely to detract from the heritage significance of the item or place, encourage changes that are reversible;*
- *To acknowledge that past changes to heritage items may contribute to the history of the place;*
- *To encourage the conservation of significant interior elements of built heritage items, including fixtures and fittings; and*
- *To encourage routine maintenance of heritage items and heritage conservation areas to retain their heritage significance.*

#### *Recommended Controls*

- *Retain features which contribute to the heritage significance of the item or conservation area.*
- *Retain features which contribute to an understanding of the history of the item, or key periods of its development.*
- *Retain significant landscape elements and/or views associated with the item.*
- *Retain significant historical property boundaries, if identified as part of the significance of the item.*
- *Retain significant uses, if identified as part of the significance of the item, or a similar/compatible use.*
- *Remove unsympathetic elements from the item or conservation area, where this will contribute to the heritage significance the item or conservation area.*
- *For identified archaeological sites, undertake an Archaeological Assessment in accordance with Heritage Branch guidelines to address the archaeological potential of the site prior to its development.*
- *New work in the vicinity of built heritage items should be sympathetic to the form, scale, massing, setback and overall character of the item, and should not detract from its appreciation.*
- *New work should be readily identifiable as such.*
- *Alterations and additions should be located away from significant and/or primary elevations, and behind and below the main ridge line of built heritage items.*
- *Existing fabric, use, associations and meanings should be adequately recorded before any changes are made.*

## 7.3 Upper Nepean Scheme – Upper Canal

The Upper Nepean Scheme – Upper Canal, which is listed on the SHR, 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 incur 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 associated 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 of the CMP for the Canal. Standard provisions for the development assessment of housing, roads and road infrastructure in the immediate vicinity of the Canal should be strengthened in the SEPP or DCP to address potential impacts on the SHR values of the Canal.

### *Recommendation 5*

*Cumulative and long-term impacts of intensified development along the Upper Canal should be addressed in consultation with SCA and the NSW Heritage Council. A supplementary heritage management document should be prepared 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.*

### *Objectives*

*Development in the vicinity of the Upper Canal should aim to:*

- *maintain the form, fabric, and operational utility of the Canal;*
- *preserve technological evidence of nineteenth century hydraulic engineering and Canal building techniques, as illustrated by the Upper Canal, and progressive improvements in the construction of associated elements, including culverts, flumes and overbridges;*
- *conserve picturesque elements of the Canal, including its serpentine route, evidence of its original rural setting, and associated cultural plantings;*
- *conserve evidence of the historic relationship between the alignment of the Upper Canal and Cowpasture Road;*
- *maintain appropriate access to and security for the Canal and its historic heritage curtilage, to preserve the quality of the water and prevent inadvertent damage and/or intentional vandalism to the physical fabric of the Canal; and*
- *interpret the heritage significance of the Upper Canal to the general public, to foster an appreciation of its history and ongoing value to the community.*

### 7.3.1 Perimeter Road and Open Landscape Buffer

SCA supports the notion of local perimeter road running parallel to the route of the Canal, to maintain access to the Canal for management and maintenance purposes, provided that the road acts as a local internal road only. In sections where a perimeter road is not already in place, the ILP makes

provision for a perimeter road, to be provided by developers. SCA also suggests that local housing should be designed to address the road, so that they overlook the Canal corridor, providing passive surveillance and security for the Canal.

The proposed development will bring about irreversible change to the rural landscape setting associated with the Canal. The impacts of change could be mitigated by the provision of additional open landscape buffering adjacent to the Canal along the east side of proposed perimeter road reserve. Stormwater and flood controls required by SCA to prevent runoff, sediment, and other pollutants entering the Canal corridor could be engineered in association with the road verge, without blocking direct views into the Canal corridor.

#### *Recommendation 6*

*The perimeter road should be designed to deter heavy through traffic to prevent impacts of vibration on the physical fabric of the Upper Canal. The creation of additional open landscape buffering along the alignment of the Canal in association with the perimeter road and walking or cycling trails would 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 corridor, without interrupting significant view corridors. The roadside verge adjacent to the Canal corridor should be a minimum width of five metres to provide for a broad, grassed area and a pedestrian/cycling path, and car parking should be restricted to the west side of the road.*

#### *Recommendation 7*

*The DCP should 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. In areas where there are clear sightlines to the Canal corridor, landscaping could be limited to low shrubs and intermittent trees.*

### 7.3.2 Overbridges

The ILP indicates that there will be three major road crossings over the Upper Canal to connect the Austral and Leppington North Precincts with areas to the east. These crossings are located on existing traffic corridors at Camden Valley Way, Bringelly Road, and Fifteenth Avenue. A fourth major crossing at the Sixth Avenue overbridge may in future provide a link to a proposed regional sporting facility within the Western Sydney Parklands. All these crossings are likely to require augmentation of the existing overbridges to accommodate increased vehicle traffic.

Impacts of augmentation of the Bringelly Road and Camden Valley Way overbridges, which have been assessed in the CMP as having little or no heritage significance, will be addressed by the RTA as part of the Review of Environmental Factors being undertaken for the upgrade works for those roads. The Sixth and Fifteenth Avenue overbridges have been assessed as having considerable (high) heritage significance; as such site specific statements of heritage impact should be prepared prior to works to address the impacts of augmentation on the heritage values of the Canal. Augmentation should be restricted to one side only, particularly where there is evidence of other recent modification, while preserving evidence of the historic form and construction techniques on the other side. The physical assessment has indicated that one side of the Fifteenth Avenue bridge has already been substantially modified, as part of previous upgrades to the road.

**Recommendation 8**

***Road crossings over the Upper Canal adjacent to the Precincts should be limited to extant reinforced concrete beam bridges. Site specific 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.***

There are five additional overbridges immediately adjacent to the Precincts, which will be maintained for SCA access to the Canal corridor. Some of these overbridges may also be used by pedestrians and cyclists to access the Western Sydney Parklands. These crossings provide an opportunity to open up significant views of the Canal to the general public, but should not allow public access to the Canal corridor or otherwise compromise the security of the Canal. These crossings could also be used as the focus of interpretive signage, designed to explain the history and significance of the Canal, and to engage the general public in the ongoing maintenance of its heritage values.

**Recommendation 9**

***Pedestrian/cyclist crossings over the Upper Canal adjacent to the Precincts should be limited to extant overbridges. These crossings represent an opportunity to interpret the heritage significance of the Canal to the general public. Interpretative signage should be placed at key points along the proposed Perimeter Road, near the pedestrian crossings, addressing open views of the Canal corridor wherever possible: for example near Bringelly Road, Sixth, Tenth, Thirteenth, Fifteenth and Eighteenth Avenues.***

**7.4 Leppington Public School**

Leppington Public School currently occupies four lots, which define the *lot boundary heritage curtilage* of the school (Figure 7.2). This curtilage forms an appropriate setting for the buildings and associated plantings that have been identified as key elements of the heritage significance of the school, or which contribute to the overall significance of the place as an education precinct. However, the ILP presupposes that the school will at some time in the future be decommissioned and relocated by DEC, 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. It may be noted that TAFE has considered and rejected the area as a potential future campus, and that Camden Council will not acquire the land. It is therefore likely that the land will be managed by a private owner/developer in the long-term.

A *reduced heritage curtilage* would focus on the original 1923 boundary of the school, comprising two acres at the south side of the site, and may form part of a broader civic centre or public open space. In the long-term, it would provide a 30m buffer for the original Raby school building (Building H), retaining its existing garden setting, and reducing the impacts of increased traffic noise and visual overshadowing by neighbouring commercial buildings. It would also incorporate Buildings J and Q, and key cultural plantings, listing of which are supported by DEC.

A reduced curtilage may eventually result in the loss of integrity of the overall school grounds, including the loss of Building D, which has been identified as complementary to the weatherboard Building J, being a later brick example by the same architect. However, in general, the brick Van der Steen buildings are well represented in NSW public schools. It may also result in the loss of

recognition of individuals currently remembered at the school through the commemorative naming of elements outside the proposed curtilage, such as the J Peck Oval. It would therefore be appropriate to develop a memorialisation and naming policy for buildings within the reduced heritage curtilage, to ensure continued recognition of people significant to public education in Leppington.

The definition of 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 definition 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 (Figure 7.2). Appropriate maintenance also includes pruning trees where they may prove a safety issue.

Guidelines for development adjacent to the school grounds should be addressed in the DCP for the Precincts. The Leppington Town Centre ILP indicates that the school will eventually be situated opposite the Retail Core area on Rickard Road, and surrounded by Business Park to the north, south and east. New buildings in the immediate vicinity of the weatherboard group of buildings should not overwhelm the scale or massing of the individual buildings, which are modest in character, and it may be appropriate to define development controls which support a maximum of one or two storeys in areas immediately adjacent to the school boundary, stepping back to larger heights.

*Recommendation 10*

*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.*

*Recommendation 11*

*New commercial and/or retail buildings should not exceed one (1) or two storeys immediately adjacent to Leppington Public School's reduced heritage curtilage, stepping back to greater heights 10-20m beyond the reduced heritage curtilage.*



Figure 7.2 Leppington Public School lot boundary curtilage (red) and reduced curtilage (blue)

## 7.5 Austral Town Centre Conservation Area

The ILP indicates that the proposed Austral Town Centre 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.

Listing as a conservation area presents an opportunity to maintain and strengthen the historic character of this neighbourhood centre by preserving a cohesive grouping of modest, mid-twentieth century buildings, historically associated with the development of a discrete area during the 1930s-1940s on the west side of Edmondson Avenue by Emma and H G Starr, Austral Postmaster. The building styles are complementary in their character and scale, and illustrate a range of functions important to the town as it developed in the mid-twentieth century, including the general store, Progress Hall, and post office. The ongoing development of the town centre is closely linked to that of the broader Austral Area, which underwent a major period of change and agricultural intensification in the years immediately before and following after WWII.



Listing as a conservation area would also provide an opportunity to preserve a representative sample of three mid-twentieth century fibro houses within the new Precincts. This report has identified the working class fibro house as an unassuming, but ubiquitous element of the study area, reflecting the same 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.

#### *Recommendation 12*

*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.*

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.

#### *Recommendation 13*

*Objectives and controls for development in the vicinity of Austral Town Centre Conservation Area that could be incorporated in the DCP for the Precincts are:*

##### *Objectives*

- *To retain the conservation area as a small-scale community centre and mixed-use precinct, with a strong mid-twentieth century character; and*
- *To ensure that changes to the conservation area, including infill development, are based on an understanding of the heritage significance of the place.*

##### *Recommended Controls*

- *Retain elements of built heritage which contribute to the overall heritage significance of the Austral Town Centre Conservation Area (contributory items).*
- *Retain the principal built form of contributory items, including roof lines, street-facing and side elevations, door and window-openings. Minor alterations that do not have a significant impact on the architectural form and character of the original building may be permitted.*
- *When required, replace asbestos cement sheeting on contributory items with fibre cement sheet, in accordance with appropriate OH&S standards.*
- *Infill development should be of a modern design, which responds sympathetically to the historic character and setting of the conservation area, and to the form, scale, massing, orientation and setback of its contributory items. Where possible, new infill buildings should address the street.*

- *Infill development should not overwhelm the contributory items within the conservation area, in height or massing. A maximum of one (1) storey on the street-facing elevation is appropriate.*
- *Infill development or additions may be permitted at the rear of contributory items, where the design will achieve an aesthetically cohesive relationship between new and old, and the proposal is consistent with the character of the site and the broader conservation area.*



Figure 7.3 Boundary of the proposed Austral Town Centre Conservation Area and contributory items.

## 7.6 W V Scott Memorial and Park, Austral

The Leppington Town Centre ILP identifies the area of the W V Scott Memorial Park, at the junction of Bringelly Road and Edmondson Avenue, as the site of a future regional Aquatic and Indoor Recreation Centre. Development as a built recreation centre will have a substantial impact on the original landscape setting of the present war memorial and sports field. The widening of Bringelly

Road may also have an adverse impact on the original site of the war memorial. However, the proposed redevelopment will ensure that the land continues to be used for public, recreational purposes, compatible with the original intent of a memorial sports field, and relevant to the changing needs of this growing suburban community. Retaining the name W V Scott Memorial for the proposed centre will ensure that the original commemorative purpose of the sports field is not lost to future generations.

Future redevelopment of the land for a regional Aquatic and Indoor Recreation Centre should also incorporate a commemorative monument to W V Scott at the main entrance, in keeping with the local community's desire not to forget the sacrifice of local residents in WWII. The monument should retain the inscription recorded on the present monument, which replicates that of the original bubbler monument, and a garden setting, which respects the recent history of the monument and its association with Liverpool RSL and Austral Public School. Future redevelopment should be undertaken in consultation with relevant stakeholders, including descendants of WV Scott, Austral Public School, Liverpool RSL, Liverpool Council, and the local community.

#### *Recommendation 14*

*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.*

## 7.7 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 generally unlikely to warrant individual heritage listing or other special protections. Redevelopment of the Austral and Leppington North Precincts represents an opportunity to interpret the historic road alignments and subdivision patterns associated with the early European history of the area to future generations.

In general, the ILP for the Austral and Leppington North Precincts 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 historic roads and early property boundaries within the landscape.

Eastwood Road provides physical evidence of the boundary between two early land grants: to Alexander Riley, *Raby* (1816), and Hannibal Macarthur, *Eastwood* (1819). The Leppington Town Centre ILP indicates that the alignment of Eastwood Road will be altered to accommodate new traffic conditions at the intersection of Eastwood and Bringelly Roads. The northern end of Eastwood Road will be moved to the west, to meet with a proposed new road corridor north of Bringelly Road, and the disused section of the Eastwood Road corridor will be rezoned for Light Industrial uses. Considering that the footprint of any new industrial buildings will likely obscure physical evidence of the historic road alignment, it is appropriate to require that this historic road alignment is interpreted for future generations in some form of visual media or signage. An embossed bronze medallion set