

# former Hoxton Park Airport

Cowpasture Road, Hoxton Park

## Interpretation Plan and Implementation Strategy

for development of industrial lands



prepared for  
MIRVAC Projects Pty Ltd

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**Report Register**

The following table is a report register tracking the issues of the *former Hoxton Park Airport Interpretation Plan and Implementation Strategy* prepared by Tropman & Tropman Architects. Tropman & Tropman Architects operate under a quality management system, and this register is in compliance with this system.

<b>Project Ref No.</b>	<b>Issue No.</b>	<b>Description</b>	<b>Issued To</b>	<b>Issue Date</b>
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## **PART 1: INTERPRETATION PLAN**

### **1.0 INTRODUCTION**

#### **1.1 Brief**

This Interpretation Plan and Interpretation Implementation Strategy has been prepared on the former Hoxton Park Airport for Mirvac Projects Pty Ltd.

Sections 2.0 to 4.0 contained in *Part 1: Interpretation Plan* of this report contains documentary evidence, significance of the site and its elements, historical themes, audience analysis and appropriate interpretive media and interpretive techniques.

Part 2: Interpretation Implementation Strategy of this report contains guidelines on locations for interpretation throughout the site and an Interpretation Strategy on locations of interpretation, themes, messages/purpose and interpretive media that could be utilised.

#### **1.2 Aims and Objectives**

Interpretation aims to create an awareness and understanding of the significance of an item and communicate this significance, by way of introduced media, to visitors and users of a site.

The aim of the Interpretation Plan is to explore the heritage issues relating to the former Hoxton Park Airport and to determine the appropriate themes and messages to be communicated to the public.

The aim of the Interpretation Strategy is to provide an action plan of how to go about communicating the history and significance of the former Hoxton Park Airport to the public.

#### **1.3 Study Area**

For the purposes of this report the *place*, as defined in the Burra Charter (please refer to Section 1.6 of this report), is to be known as the subject place, subject site or study area.

The study area is the former Hoxton Park Airport, located on Cowpasture Road, Cecil Park. Refer to Figure No.2.

#### **1.4 Methodology Guidelines**

The following guideline “ingredients” (from the NSW Heritage Office *Interpreting Heritage Places and Items Guidelines* August 2005) form the basis of a methodology for preparing Interpretation Plans and Strategies.

- |              |   |
|--------------|---|
| Ingredient 1 | Interpretation, People and Culture<br><i>Respect for the special connections between people and items.</i>  |
| Ingredient 2 | Heritage Significance and Site Analysis<br><i>Understand the item and convey its significance.</i>  |
| Ingredient 3 | Records and Research<br><i>Use existing records of the item, research additional information, and make these publicly available (subject to security and cultural protocols).</i> |
| Ingredient 4 | Audiences<br><i>Explore, respect and respond to the identified audience.</i>  |

- Ingredient 5 Themes  
*Make reasoned choices about themes, stories and strategies.*
- Ingredient 6 Engaging the Audience  
*Stimulate thought and dialogue, provoke response and enhance understanding.*
- Ingredient 7 Context  
*Research the physical, historical, spiritual and contemporary context of the item, including related items, and respect local amenity and culture.*
- Ingredient 8 Authenticity, Ambience and Sustainability  
*Develop interpretation methods and media which sustain the significance of the items, its character and authenticity.*
- Ingredient 9 Conservation Planning and Works  
*Integrate interpretation in conservation planning, and in all stages of a conservation project.*
- Ingredient 10 Maintenance, Evaluation and Review  
*Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review.*
- Ingredient 11 Skills and Knowledge  
*Involve people with relevant skills, knowledge and experience.*
- Ingredient 12 Collaboration  
*Collaborate with organisations and the local community.*

### **1.5 Available Information**

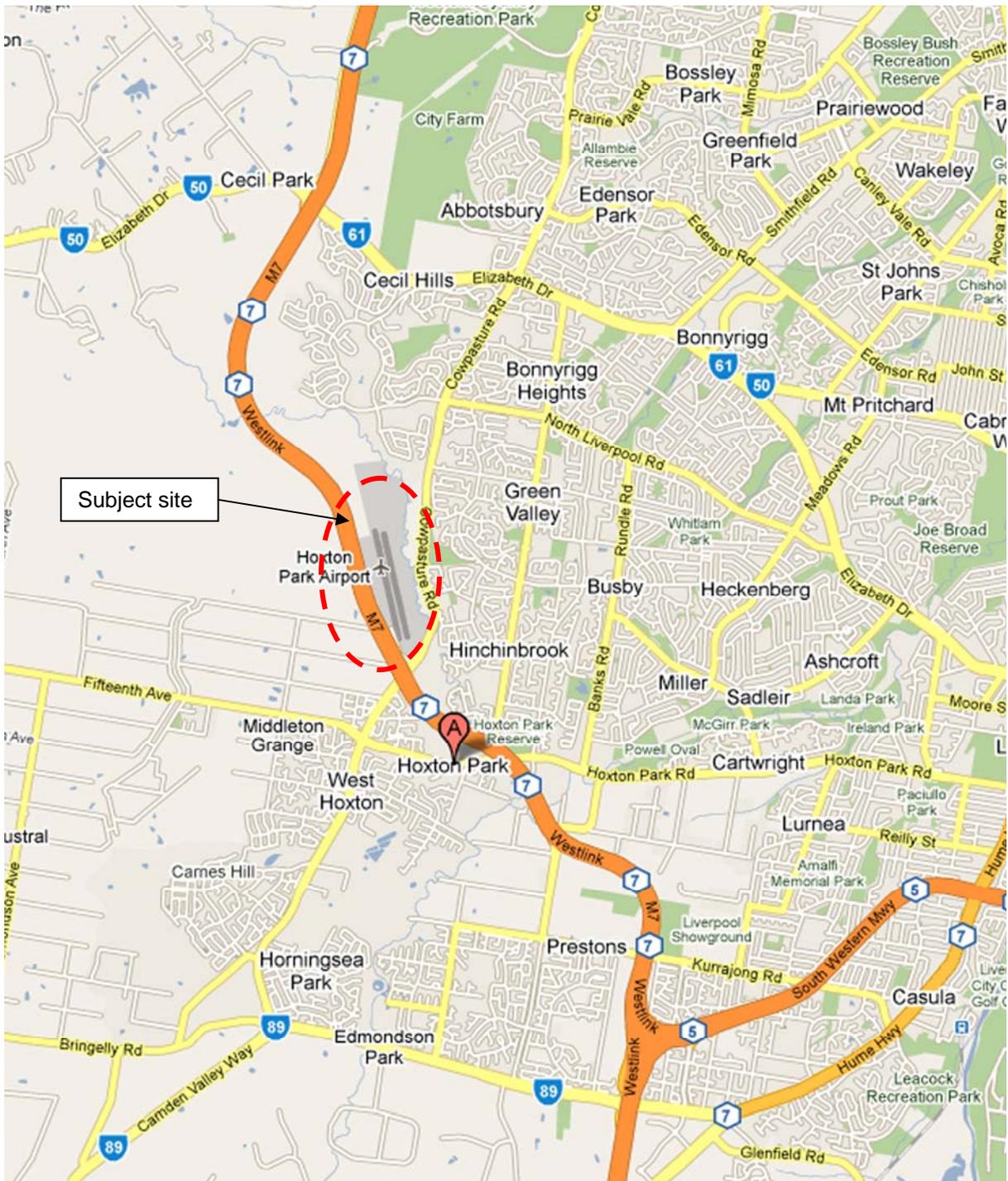
This report has been prepared with the use of the following references:

- Tropman & Tropman Architects, September 2005, *Hoxton Park Airport Heritage Management Strategy*.
- Tropman & Tropman Architects, September 2006, *Hoxton Park Airport Interpretation Plan & Strategy*.
- Heritage Concepts, March 2006, *Aboriginal Heritage Values*.
- HLA-Envirosciences Pty Limited, June 2001, *Review of Heritage Assessment, Hoxton Park Airport, Hoxton Park NSW*.
- AMBS Consulting, July 2001, *Hoxton Park Airport, Preliminary Archaeological Investigation*.
- Godden Mackay Logan, May 2002, *Hoxton Park Airport Heritage Impact Statement*.
- Australia ICOMOS 2000, Australia ICOMOS *Charter for the Conservation of Cultural Significance (The Burra Charter) and Guidelines to the Burra Charter: Cultural Significance, Conservation Policy, and Undertaking Studies and Reports*, Australia ICOMOS, ACT.
- *Environment Protection and Biodiversity Conservation Act 1999 and EPBC Regulation 2000*, Australian Government Department of the Environment and Heritage
- Heritage Office 1996, *Conservation Management Documents*, Heritage Office, Sydney. Revised 2002.
- Heritage Office 2001, *Assessing Heritage Significance*, Heritage Office, Sydney.
- Kerr, James Semple 2000, *The Conservation Plan*, National Trust of Australia (NSW), Sydney.
- *Hoxton Park Airport Master Plan 2004/5*, Hoxton Park Airport Limited.

### 1.6 Author Identification

This report has been prepared by the following members of the Tropman & Tropman Architects project team:

Lester Tropman	Director, Heritage Conservation Architect, Interpretation, Landscape
Scott Murray	Senior Project Architect, Interpretation
Joanne Lloyd	Project Manager (Heritage/Interpretation)
Kate Seaman	Project Officer, Architectural Assistant



N↑

Figure No.1: Location plan. Source: Google maps.



 The Site

Figure No.2: Subject site. Source: Mirvac Projects Pty Ltd.  
Not to scale. N↑

Refer also to Appendix A – Preliminary Concept Site Plan.

## **2.0 DOCUMENTARY EVIDENCE FOR INTERPRETATION**

### **2.1 Ethno historical descriptions of Aboriginal People in the Region**

#### 2.1.1 Languages and Population

Some written information, recorded by non-indigenous settlers and visitors, is available regarding the organisation, material culture and way of life of the Aboriginal people of the Sydney region in the late 18<sup>th</sup> and 19th centuries. It should be noted that such information is, however, often patchy and sometimes of dubious reliability owing to misunderstandings following from cultural and language differences.

According to Kohen (n.d. : 1) the Cabrogal (alternatively Gahbrogal, see Attenbrow 2002: figure 3.3) clan of the Darug-speaking people inhabited the Liverpool area at the time of the arrival of Europeans. Darug (alternatively Dharruk or Dharrook) was first referred to by anthropologists/linguists in the late nineteenth century, and was described as being the language of the people "from the mouth of the George's River, Botany Bay, and for about fifty miles [80km] to the south-west" (Ridley 1875 cited in Attenbrow 2002: 31). R.H. Mathews later recorded that this language closely resembled Gundungurra and was spoken at "Campbelltown, Liverpool, Camden, Penrith and possibly as far east as Sydney" (Mathews and Everitt 1900 cited in Attenbrow 2002: 32).

Attenbrow notes that exact language boundaries in the Sydney region are a matter for some debate and that any mapped boundaries can only be indicative, but suggests that four languages or dialects probably were spoken in the Sydney region. These are:

- Darug, coastal dialects – the Sydney peninsula...as well as the country to the north of Port Jackson...;
- Darug, hinterland dialect – on the Cumberland Plain from Appin in the south to the Hawkesbury River in the north; west of the Georges River, Parramatta, the Lane Cove River and Berowra Creek;
- Dharawal – from the south side of Botany Bay, extending south as far as the Shoalhaven River; from the coast to the Georges River and Appin, as possibly as far west as Camden;
- Gundungurra – southern rim of the Cumberland Plain west of the Georges River, as well as the southern Blue Mountains (Attenbrow 2002: 34).

The pre-contact population numbers for the area are not known; in the early days of the Sydney Cove settlement Governor Phillip estimated that about 1500 Aboriginal people lived in the Sydney district; more recent estimates of the contact period population of the greater Sydney region place the number between five and eight thousand, although other estimates are much lower (Turbet 2001: 25-26).

The Aboriginal population of the Sydney district declined dramatically following European settlement; some lives would have been lost in clashes, many more as a result of smallpox which spread through the population in 1789. The epidemic is thought to have caused the deaths of well over half of the Aboriginal population of the Sydney district (Attenbrow 2002: 21). The Aboriginal people of the district also suffered from declining resources caused by European fishing, hunting and land clearing.

There was little contact between Europeans and Aboriginal people of the inland in the earliest years of European settlement at Sydney. During the first year of the settlement, an excursion to Prospect Hill was, however, made by an exploring party which included Governor Phillip. According to Kohen "it was generally believed at this time that the inland was uninhabited or at least that the Aboriginal population density was very low. It was with great surprise that they found traces of Aborigines everywhere" (Kohen n.d.: 2).

European settlement along the alluvial lands of the Georges and Hawkesbury River took place in what Willey has identified in the second of five stages of the European settlement of NSW. Willey notes that the “rapid growth of the colony gave the Aborigines around Sydney little time to adjust before their tribal grounds were swallowed up and transformed irrevocably by the Europeans’ hunger for farm and later for grazing lands” (Willey 1979 161). With the loss of land, came a loss of resources upon which people were dependent for food and for the creation of items of material culture.

### 2.1.2 Material Culture

The Aboriginal people of the Sydney region utilised a diverse range of items of material culture, created by them to aid in hunting, fishing or ceremonial activities and for the needs of daily life. In general these items were made from local natural resources, such as stone, wood, plant fibres and animal products. A very brief description of the range of products created and used is given below.

#### 2.1.2.1 *Stone*

The western part of the Cumberland Plain is known to contain a variety of stone material (stone suitable for the making of stone tools).

Stone was commonly used for tools and, apart from discarded shell in middens, is the most common material found in archaeological sites of the Sydney region. Stone was used for axe heads, for spear barbs and for woodworking, amongst other things. A sequence of changes in stone tool types in eastern NSW was identified by archaeologist F.D. McCarthy who named it the ‘Eastern Regional Sequence’ (McCarthy 1976: 96-98). McCarthy identified ‘Capertian,’ ‘Bondaian’ and ‘Eloueran’ phases of the sequence which together appear to span the last 15,000 years in the Sydney region. The sequence was modified by later archaeologists to “Capertian and then Early, Middle and Late Bondaian, with late Bondaian being the equivalent to the original Eloueran or post-Bondaian” (Attenbrow 2002: 101). Broadly, Capertian assemblages, which date from about 15,000 years ago to the early Holocene, contain tools which are generally larger in size than later assemblages but do also contain smaller tools, such as thumbnail scrapers and dentated saws.

Backed artefacts such as Bondi points, Elouera and geometric microliths appear in archaeological assemblages of the Sydney region dated to the late Holocene (from approximately 5,000 years ago) and these tools are characteristically much smaller than those of earlier phases. Edge ground implements appeared in Sydney region assemblages for the first time about 4,500 to 4,000 years ago.

From about 1,600 years ago Bondi points and geometric microliths began to drop out of use in the coastal parts of the Sydney region and those areas dominated by sandstone, although on the Cumberland Plain they appear to have been used until between 650 and 500 years ago. In coastal areas both the use of quartz and the use of the bipolar flaking technique increased. Access to resources, particularly silcrete and chert/tuff (the materials commonly used to make Bondi points and geometric microliths) would appear to be the reason for this dichotomy. It is probable that the apparent change in resource access resulted from some sort of social change, but how this change came about, whether, for example, from changes in language group/clan boundaries or changes in trading networks, is not known (Attenbrow 2002: 153-159).

#### 2.1.2.2 *Materials Derived from Plants*

Items made of wood formed a large component of the material culture of the pre-contact/contact Aboriginal people of the Sydney region. Unlike stone, however, items made of wood do not tend to survive to become part of the archaeological record and so much of the evidence for the use of wooden items and implements by Aboriginal people comes from the recorded observations of non-Aboriginal settlers. These observations include the use of wood for shields, hatchet handles, spears and other fishing and hunting weapons, as well as for items of personal adornment, such as nose pegs and hair decorations (Attenbrow 2002: 112-113).

Archaeological evidence suggests that the bark of the forest red gum was commonly used by Aboriginal people as living forest red gum trees bearing bark removal scars have been found in western Sydney (Attenbrow 2002: 116). Bark was commonly used by Aboriginal people of the Sydney region to create such items as canoes, paddles, shields, cloaks and shelters (Attenbrow 2002: table 10.1).

The fibres from some plants were also extensively used to create nets, fishing lines and baskets (Attenbrow 2002: 116). Plant resin was also used for a variety of purposes (Attenbrow 2002: 116).

#### 2.1.2.3 *Animal Products*

A wide variety of animal products were also used by the Aboriginal people of the Sydney region, they include fur, bones, teeth and sinews which were used to fashion a variety of types of material culture items (Attenbrow 2002: 117-118).

## 2.2 European History of the site

The history of the site has been previously documented in the reports listed in section 1.7 of this report. A detailed history is contained in the HLA-Envirosciences report. Further documentary evidence, such as aerial photographs, are contained within the Tropman & Tropman Architects 2005 Heritage Management Strategy. The following brief history has been taken from the Register of the National Estate database sheet.

*The airport was developed by the Royal Australian Air Force in 1942-43 as one of a series of aircraft dispersal airfields on the perimeter of Sydney. The airfield was built in case of Japanese air attack, and reflects Australian fears of Japanese offensive operations against Sydney at that stage of the Pacific War. Also, RAAF pilots trained at Hoxton Park under the Empire Air Training Scheme. Hoxton Park was built as a satellite dispersal field for Bankstown airfield (Bankstown operates today) and was one of a collection of dispersal airfields built around Sydney at the time, the others including Menangle, Bargo, Cordeaux, The Oaks, Wallgrove, Fleurs, St Marys, Castlereagh, Pitt Town, and Ettalong/Woy Woy. Dispersal fields were also built elsewhere in NSW, and in other states. All of these other Sydney airfields have been affected by other use and development, and none could be called an operational airport today. Some have been entirely built over for housing, and others have been used for other purposes. Some wartime features survive in a few cases.*

*After World War Two Hoxton Park Airport was leased to the Hardy Rubber Company for use as a tyre test track. Plans were made to convert it into a speedway but lobbying by aviation bodies saw it revert back to the airport it is today. The Federal Airports Corporation (FAC) managed and operated the site from 1988 to 1998, when on 2 July 1998 Hoxton Park Airport Limited assumed the management and operation from the FAC. (Register of the National Estate database sheet).*

Up until the late 2000s, the former airport, which was an uncontrolled airfield, was used by light aircraft and helicopters for private flying and flight training. It was operational 24 hours a day, 7 days a week. The airport was not set up for passenger traffic and as such there were no terminal facilities.

The site is now being redeveloped to contain a number of warehousing distribution centres.

### 3.0 PHYSICAL EVIDENCE

The following photographs provide a brief physical survey of the current site.



Figure No.3: General view of site. Tropman & Tropman Architects, Jan 2010.



Figure No.4: View north over subject site. Tropman & Tropman Architects, Jan 2010.



Figure No.5: Former runway looking south. Tropman & Tropman Architects, Jan 2010.



Figure No.6: Example of cone on former airport site. Tropman & Tropman Architects, Jan 2010.



Figure No.7: New building in the north-west corner of the site. Tropman & Tropman Architects, Jan 2010.



Figure No.8: Aerial photograph of the site. Source: Mirvac Projects Pty Ltd c2009.

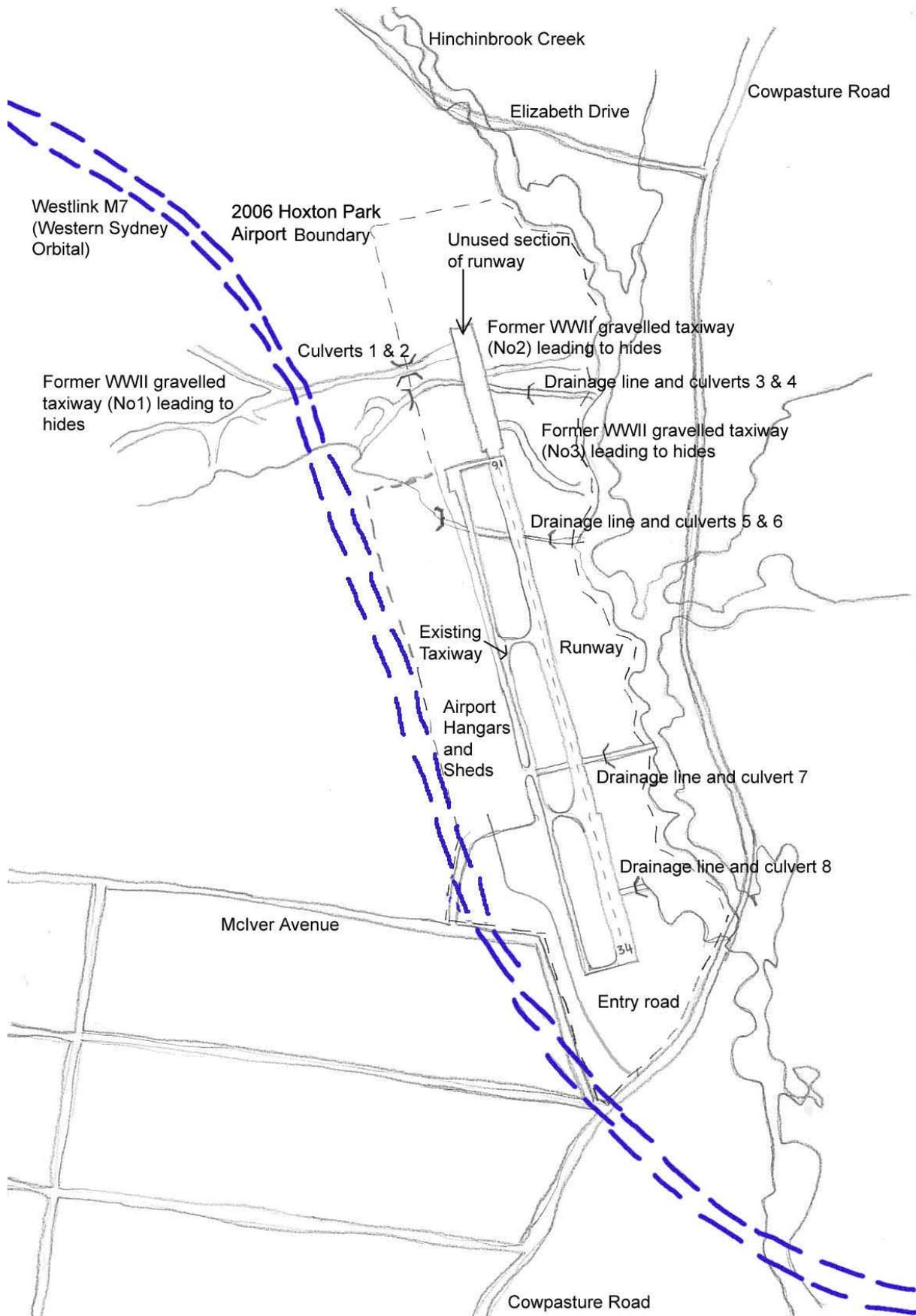


Figure No.9: Site Plan showing features of cultural value at the former Hoxton Park Airport.  
Tropman & Tropman Architects 2006.

## 4.0 VALUES OF HOXTON PARK AIRPORT

### 4.1 Heritage Listings

Hoxton Park Airport is not listed as a heritage item with any statutory authority.

Hoxton Park Airport is not listed on the Liverpool Council LEP nor the NSW Heritage Office State Heritage Inventory or Register. It was listed on the Register of the National Estate in 2003 which includes both private and government owned properties. The Federal Government is the only agency required to respond to proposed works associated with items listed on the Register of the National Estate.

Hoxton Park Airport is not included on the National Heritage List or on the Commonwealth Heritage List.

### 4.2 Assessment of Heritage Values

This assessment of heritage values for Hoxton Park Airport, has been based on the criteria and guidelines contained in the NSW Heritage Manual Update *Assessing Heritage Significance* produced by the NSW Heritage Office. For Aboriginal values, refer to the 2010 archaeological assessment prepared by MDCA.

State significance means significance to the people of NSW. Local significance means significance within the local government area of Liverpool.

Key

✓	Guideline applicable
—	Not applicable

#### 4.2.1 Criterion (a)

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

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
✓	<ul style="list-style-type: none"> <li>shows evidence of a significant human activity</li> </ul>	—	<ul style="list-style-type: none"> <li>has incidental or unsubstantiated connections with historically important activities or processes</li> </ul>
✓	<ul style="list-style-type: none"> <li>is associated with a significant activity or historical phase</li> </ul>	—	<ul style="list-style-type: none"> <li>provides evidence of activities or processes that are of dubious historical importance</li> </ul>
✓	<ul style="list-style-type: none"> <li>maintains or shows the continuity of a historical process or activity</li> </ul>	—	<ul style="list-style-type: none"> <li>has been so altered that it can no longer provide evidence of a particular association</li> </ul>

#### **Comment**

Hoxton Park Airport (1942-43) is historically important for its direct association with defence plans during the Second World War. The airport was constructed as part of a group of airfields to be used as aircraft dispersal fields in the event of Japanese air attack on the Sydney area. (Register of the National Estate Database Sheet Place ID: 102082). Note: By the time this airfield was operational, the WWII warfront had moved north and was being managed from Queensland.

Hoxton Park Airport continued to be used by light aircraft up until 2008. However the western taxiway and hides and the southern hides have been built over by the Western Sydney Orbital and are no longer on the Hoxton Park Airport site.

**4.2.2 Criterion (b)**

**An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).**

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
—	<ul style="list-style-type: none"> <li>shows evidence of a significant human occupation</li> </ul>	—	<ul style="list-style-type: none"> <li>has incidental or unsubstantiated connections with historically important people or events</li> </ul>
—	<ul style="list-style-type: none"> <li>is associated with a significant event, person, or group of persons</li> </ul>	—	<ul style="list-style-type: none"> <li>provides evidence of people or events that are of dubious historical importance</li> </ul>
—		—	<ul style="list-style-type: none"> <li>has been so altered that it can no longer provide evidence of a particular association</li> </ul>

**Comment**  
Not applicable

**4.2.3 Criterion (c)**

**An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).**

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
—	<ul style="list-style-type: none"> <li>shows or is associated with, creative or technical innovation or achievement</li> </ul>	—	<ul style="list-style-type: none"> <li>is not a major work by an important designer or artist</li> </ul>
—	<ul style="list-style-type: none"> <li>is the inspiration for a creative or technical innovation or achievement</li> </ul>	—	<ul style="list-style-type: none"> <li>has lost its design or technical integrity</li> </ul>
—	<ul style="list-style-type: none"> <li>is aesthetically distinctive</li> </ul>	—	<ul style="list-style-type: none"> <li>its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded</li> </ul>
—	<ul style="list-style-type: none"> <li>has landmark qualities</li> </ul>	—	<ul style="list-style-type: none"> <li>has only a loose association with a creative or technical achievement</li> </ul>
—	<ul style="list-style-type: none"> <li>exemplifies a particular taste, style or technology</li> </ul>	—	

**Comment**  
Not applicable

**4.2.4 Criterion (d)**

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

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
✓	<ul style="list-style-type: none"> <li>is important for its associations with an identifiable group</li> </ul>	—	<ul style="list-style-type: none"> <li>is only important to the community for amenity reasons</li> </ul>
—	<ul style="list-style-type: none"> <li>is important to a community's sense of place</li> </ul>	—	<ul style="list-style-type: none"> <li>is retained only in preference to a proposed alternative</li> </ul>

**Comment**  
Hoxton Park Airport was important to the local aviation community.

#### 4.2.5 Criterion (e)

**An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).**

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
✓	<ul style="list-style-type: none"> <li>has the potential to yield new or further substantial scientific and/or archaeological information</li> </ul>	—	<ul style="list-style-type: none"> <li>the knowledge gained would be irrelevant to research on science, human history or culture</li> </ul>
—	<ul style="list-style-type: none"> <li>is an important benchmark or reference site or type</li> </ul>	—	<ul style="list-style-type: none"> <li>has little archaeological or research potential</li> </ul>
—	<ul style="list-style-type: none"> <li>provides evidence of past human cultures that is unavailable elsewhere</li> </ul>	—	<ul style="list-style-type: none"> <li>only contains information that is readily available from other resources or archaeological sites</li> </ul>

#### **Comment**

[The Environmental Protection Zone east of the runway zone at] Hoxton Park contains remnants of Cumberland Plain Woodland, a vegetation community listed as endangered at Commonwealth and State levels. Less than six per cent of this woodland type remains in western Sydney and any remnant is regarded as significant. Alluvial Woodland is listed as an endangered ecological community at state level and is present along the edge of Hinchinbrook Creek, forming part of a corridor of natural vegetation running through a heavily modified environment. (Register of the National Estate Database Sheet Place ID: 102082).

The area of woodland on the eastern side is currently fenced off from the subject site and is protected as an Environmental Protection Zone.

Aboriginal occupation is evident in the Environmental Protection Zone.

The remnants of the former gravelled taxiways and hides are important archaeological components of the airport. The majority of the hides and taxiways are no longer located within the Hoxton Park Airport site but will potentially be impacted by proposed infrastructure works.

#### 4.2.6 Criterion (f)

**An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).**

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
—	<ul style="list-style-type: none"> <li>provides evidence of a defunct custom, way of life or process</li> </ul>	—	<ul style="list-style-type: none"> <li>is not rare</li> </ul>
—	<ul style="list-style-type: none"> <li>demonstrates a process, custom or other human activity that is in danger of being lost</li> </ul>	—	<ul style="list-style-type: none"> <li>is numerous but under threat</li> </ul>
—	<ul style="list-style-type: none"> <li>shows unusually accurate evidence of a significant human activity</li> </ul>		
—	<ul style="list-style-type: none"> <li>is the only example of its type</li> </ul>		
—	<ul style="list-style-type: none"> <li>demonstrates designs or techniques of exceptional interest</li> </ul>		
—	<ul style="list-style-type: none"> <li>shows rare evidence of a significant human activity important to a community</li> </ul>		

#### **Comment**

The airport, runway with some of its wartime surface visible, wartime engineering works, and evidence of wartime taxiways and hideouts to the north-west, east and possibly the south of the airstrip, reflects features of these dispersal airfields... (Register of the National Estate Database

Sheet Place ID: 102082). However, the majority of these taxiways and hides have been disconnected from the site by the M7 Western Sydney Orbital.

#### 4.2.7 Criterion (g)

**An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's):**

- **cultural or natural places; or**
- **cultural or natural environments.**

	<b>Guidelines for inclusion</b>		<b>Guidelines for exclusion</b>
—	• is a fine example of its type	—	• is a poor example of its type
—	• has the principal characteristics of an important class or group of items	✓	• does not include or has lost the range of characteristics of a type
—	• has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity	—	• does not represent well the characteristics that make up a significant variation of a type
—	• is a significant variation to a class of items		
—	• is part of a group which collectively illustrates a representative type		
—	• is outstanding because of its setting, condition or size		
—	• is outstanding because of its integrity or the esteem in which it is held		

#### **Comment**

The site is no longer used as an airport. The runway is inoperable and the associated hangars have been removed. The majority of the taxiways and hides have been disconnected from the site by the M7 Western Sydney Orbital.

The Cumberland Plain Woodland and Aboriginal occupation evidence is important.

#### 4.2.8 Conclusions on Heritage Values

Hoxton Park Airport meets three of the seven heritage assessment criteria listed above.

### 4.3 Statement of Heritage Values

Adjacent Environmental Protection Zone:

Hoxton Park Airport contains remnants of Cumberland Plain Woodland and evidence of Aboriginal occupation in the eastern zone between the eastern security fence and Hinchinbrook Creek. This is an Environmental Protection Zone under the Airport Master plan and is proposed to be Public Recreational Open Space.

Former Airport Runway Site:

The former Hoxton Park Airport is significant for its associations with the RAAF and defence planning during World War II. Constructed in 1942-43, it was built to be used as a dispersal airfield and satellite airport to Bankstown Airport complete with gravelled taxiways leading to "hides" on the western, eastern and southern sides of the airport. However these hides are no longer part of the Hoxton Park Airport site. The former Hoxton Park Airport was used by local aviators for almost 60 years up until its recent closure in 2008.

## **5.0 INTERPRETING HOXTON PARK AIRPORT**

### **5.1 Proposal for the former Hoxton Park Airport site**

The proposal for the site (refer to Figure No.10.) is to redevelop the site into general industrial and warehousing.

It is proposed that the heritage values of the site are to be managed by integrating these into the early planning phases. To supplement the Heritage Assessment, an extensive Archival Record of the place was undertaken in 2006. This included a survey of the features extant at the time including the runways, engineering and safety devices in medium format and 35mm black & white film and 35mm colour slides of the natural and cultural features e.g. engineering devices, hangars, aircraft, landscape, woodlands, airfield paraphernalia.

With this survey, photographic record and research relating to this and other WWII sites, the redevelopment is an integrated approach to managing the place's values of natural and cultural heritage.

The strategies and range of interpretation media proposed in this report are based on sustainable and serviceable expectations, the aim being to achieve excellence in interpretation whilst taking into account the reality of the maintenance of the interpretive media into the future.

Key factors in the proposal are:

- The material, media and techniques must be sustainable, practical and deliverable;
- There must be clarity of thought and consistency in the design, management and execution throughout the whole process;
- Appropriate media should be used which will allow the interpretation of the themes and sub-themes applicable to the site;
- Interpretation should be placed in appropriate areas.

### **5.2 Hoxton Park Airport – Historical Themes**

The NSW Heritage Manual prepared by the NSW Heritage Office contains a list of 35 State historical themes relevant to New South Wales (refer to Appendix C). The "History and Heritage" section of the NSW Heritage Manual describes historical themes as the following (p.5):

*A historical theme is a way of describing a major force or process which has contributed to our history...*

*Historical themes provide a context within which the heritage significance of an item can be understood, assessed and compared.*

The historical themes in the following table are applicable to the former Hoxton Park Airport site. The order in which the themes appear below relates to the order in which they appear on the State Historical Themes list and denotes no hierarchy of importance or significance to the former Hoxton Park Airport. Please refer to the Summary Matrix contained in Section 5.3 of this report for the significance level of each theme as it relates to the site.

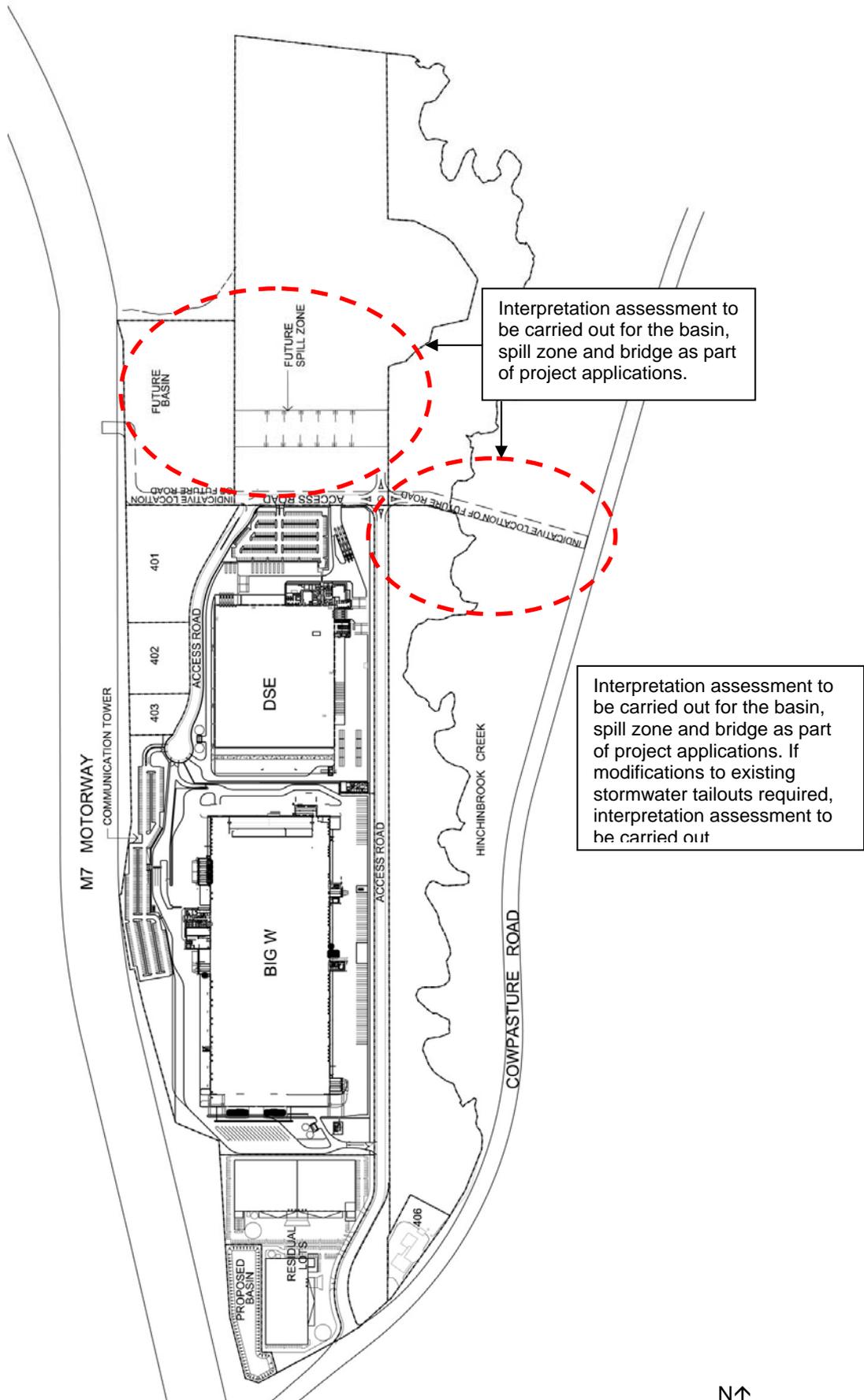


Figure No.10: Proposed site plan showing location of warehouses and carparking. Mirvac Projects Pty Ltd.



<b>Historical Theme</b>	<b>Message</b>
Environment	<ul style="list-style-type: none"> <li>• Geology</li> <li>• Flora</li> <li>• Fauna</li> </ul>
Aboriginal Cultures	<ul style="list-style-type: none"> <li>• Groups</li> <li>• Use of the area</li> </ul>
Events	<ul style="list-style-type: none"> <li>• Construction of the airport in case of Japanese attack during WWII</li> <li>• Intended use as a dispersal airfield – a number of which were built throughout NSW</li> </ul>
Industry	<ul style="list-style-type: none"> <li>• Aviation/aeronautical industry formerly located on the site</li> </ul>
Technology	<ul style="list-style-type: none"> <li>• The technology of camouflage – taxiways, hides</li> <li>• Heritage engineering items on the site and airfield safety paraphernalia</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Hoxton Park Airport has been used as an airport for most of its life</li> <li>• After WWII Hoxton Park Airport was leased to the Hardy Rubber Company for use as a tyre test track. Plans were made to convert it into a speedway but lobbying by aviation bodies saw it revert back to use as an airport.</li> </ul>
Defence	<ul style="list-style-type: none"> <li>• Airport developed by the Royal Australian Air Force (RAAF) in 1942-43 in light of fears of a Japanese attack. (Note: By the time this airfield was operational, the WWII Pacific warfront had been pushed north and was being managed from Queensland).</li> <li>• RAAF pilots trained at Hoxton Park as part of the Empire Air Training Scheme</li> </ul>

### **5.3 Audience Analysis**

The main audience would comprise mainly of staff and clientele of the industrial area and delivery drivers.

### **5.4 Interpretive techniques and media**

There are a number of interpretive techniques that could be employed at Hoxton Park Airport. The most effective interpretive techniques at this site are indirect techniques such as those listed below. Please note that these interpretive techniques/media are not listed in any order of preference.

- Interpretive Signage
  - Images/graphics
  - Text
- Landscape treatments/Street alignments
- Aeronautically themed street names
- Artefacts/Displays/Exhibits
  - Sculptures and silhouettes
  - Heritage technology

#### 5.4.1 Interpretive Signage

Interpretive signage could be located around the subdivision of Hoxton Park Airport. This could include free-standing signage along the footpaths, plaques within the footpaths or signage within the industrial/retail buildings. The southern entry off Cowpasture Road should include an acknowledgement or introductory identifier signifying the site's former use as an airport and use by the Department of Defence.

The interpretive signage at Hoxton Park Airport should be easily distinguishable from the industrial/retail/directional signage. The interpretive signage should be interesting and should engage the visitor. It could consist of large panels including text and/or graphics, smaller signs which may also contain text and/or graphics, or small labels/markers which identify individual features. Consideration should be given to the production of a simple signage strategy for the site. An ongoing signage strategy would encourage a coherent approach to the signage of the site as various elements require replacement.

The contents of the signage should be prepared under the guidance of the Heritage Consultant and Historian.

The following general guidelines should be considered when designing interpretive signage for the site:

- The signage should not be intrusive and should not be located in areas that will cause congestion.
- Interpretive signage should be eye-catching and encourage visitors to read or look at the interpretation.
- Signs must be carefully worded so as to make their point clearly.
- The interpretive signage should be relatively brief and concise. Further information could be made available from other media such as brochures or websites.
- Visitors have different requirements of interpretive signage. Some visitors will read only the heading of a sign before moving on, some will read the heading, subheadings and anything else which attracts their attention and some visitors will read the entire contents of the sign. Some readers are more visually oriented and may only look at the graphical elements of a sign. In order to cater for these different types of visitors whilst ensuring that all visitors receive the general message or theme, signs should have different levels of information. This may take the form of a thematic heading, followed by relevant sub-headings which lead into the details of the message to be conveyed.
- Interpretive signage should be scratch/graffiti-proof and weatherproof and be easily cleaned.

#### 5.4.2 Landscape Treatments

Elements of the subdivision of the site which may aid in interpretation could include landscape treatments, street alignments and street names. It is noted that the proposed Big W and Dick Smith Electronics warehouses align with and abut the former runway. Street names should be aeronautically themed (we note that aeronautically themed street names were devised in 2007). Landscape treatments could also be used in ground surfaces to depict the alignment of the runway and taxiways.

Other landscape treatments that are highly recommended for use at the site include:

- Avenues:
  - The former alignment of the runway could be emphasised by street tree plantings of either natural or exotic species reflecting the site's past vegetation or historic themes
- Gateways (industrial mechanical theme) into the area
- Road construction and treatment should include adapted airport safety technology and paraphernalia. These elements probably include road treatment such as "piano keys" as pedestrian crossings, cones and gables at vehicle entries and exits etc.
- Camouflage elements:

- Shadow casting
- Camouflage roof

#### 5.4.3 Artefacts/Displays/Exhibits

The WWII Defence Department's use of the site for dispersal and camouflage should be symbolised through media such as sculpture and signage.

Displays, exhibits or artefacts could be utilised at the site including:

- Sculptures
  - Windsocks
  - Blades
  - Tyres
  - 1634
- Silhouettes
  - Camouflage in gravel
  - Gables - runway

## PART 2: INTERPRETATION STRATEGY

### 6.0 INTERPRETATION STRATEGY FOR HOXTON PARK AIRPORT

#### 6.1 Approach

The strategy for the Hoxton Park Airport site is to unite the best interpretation media within the appropriate areas of the site in order to create an interpretation methodology in line with the project's scope and timeframe. The interpretation media is to be integrated into the redevelopment.

Due to the open nature of the Hoxton Park Airport site, indirect interpretation methods such as signage and landscape treatments are best suited to the site. Interpretation should be located throughout the Hoxton Park site, rather than located in one place, to achieve the most effective result.

The Interpretive Opportunities Summary Matrix located in Section 5.3 of this report provides a summary of the themes and media proposed to be used to interpret the site, as well as a ranking of significance or importance for each theme and interpretive media.

#### 6.2 Summary Matrix – Interpretive Opportunities for Hoxton Park Airport

The following matrix represents an attempt to put in summary form the relationship between the various site segments and the themes, artefacts and interpretive media associated with them. Grades of importance are tentative at this stage. This summary is intended as a guide only rather than an authoritative judgement.

No.	Item/Space/Place	Themes					Media		
		Defence (High)	Events (Medium)	Transport (Medium)	Technology (Low)	Industry (Low)	Signage/Plaques	Landscape Treatments/ Street Alignments	Artefacts/Displays
5.2.1	Runway location and extent of runway	●	⊙	⊙	○	○	●	●	○
5.2.2	Remnants of taxiway locations (that led to hides)	●	●	○	○	○	●	○	○
5.2.3	Location of former hides (remnants located off-site to the west, east & south)	●	●	⊙	⊙	○	●	●	○
5.2.4	World War II engineering	○	○	○	⊙	○	●	○	○

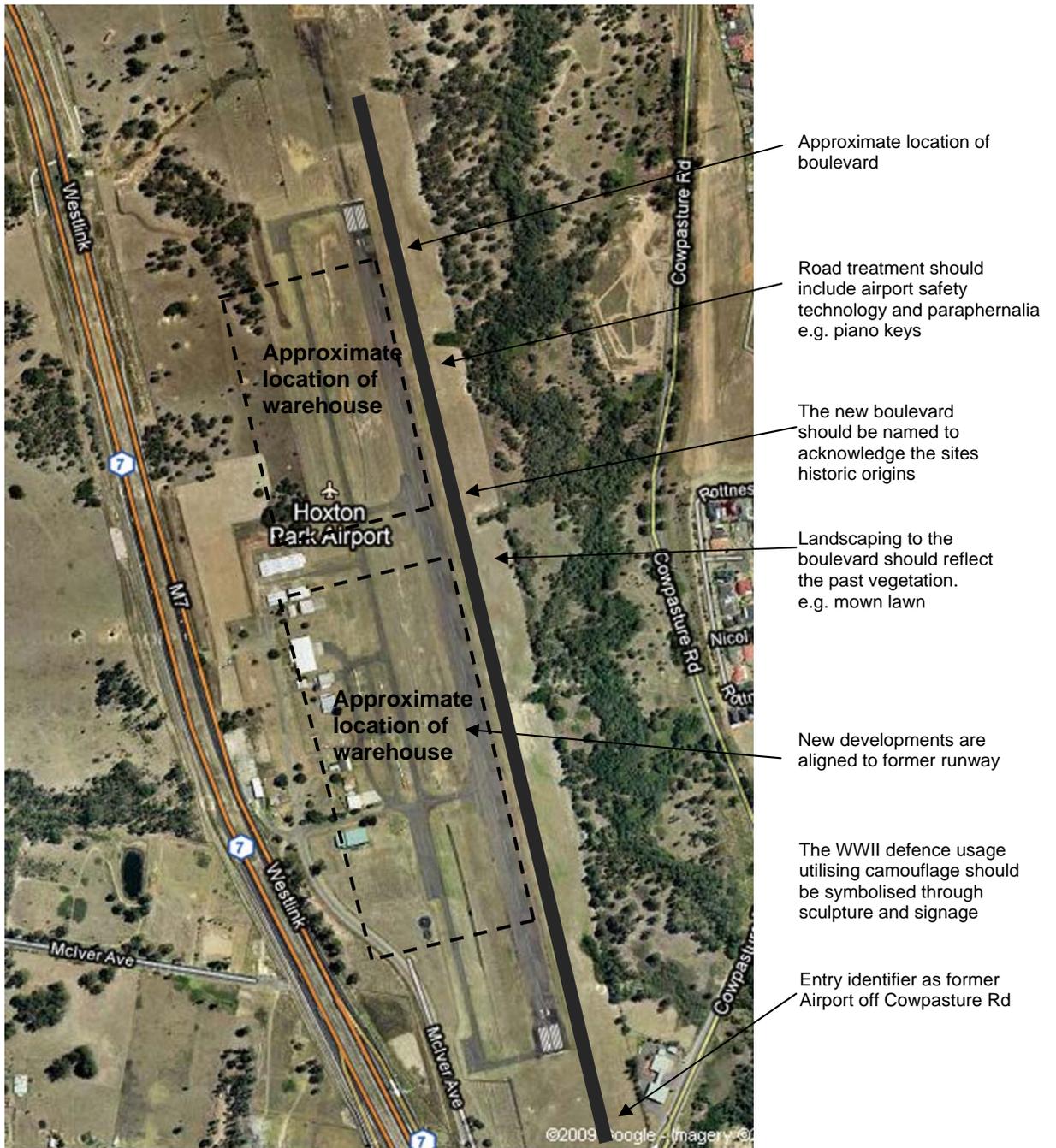
#### Legend

Themes - Level of Significance

■	High
■	Medium
■	Low

Locations/media type – Level of Significance

●	High
⊙	Medium
○	Low



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Figure No.11: Proposed site plan with recommendations. Source: Google maps.

### 6.3 Interpretation Strategy

Following is a guideline interpretation strategy to allow the effective interpretation of Hoxton Park Airport. It is important to note that this is a guideline strategy only and is not intended to be prescriptive.

No.	Items/Spaces/Places	Themes	Objectives	Comments	Media	Priority
6.3.1	Runway location and extent of runway	Defence Events Transport Technology Industry	<ul style="list-style-type: none"> <li>To make people aware of the history of Hoxton Park Airport as a satellite to Bankstown during WWII</li> <li>To make people aware of why Hoxton Park Airport was built and its importance</li> </ul>	<ul style="list-style-type: none"> <li>The runway is an important feature of the airport. Its location could be interpreted by street alignments, street names, landscape treatments as well as interpretation signage.</li> <li>It is noted the current proposal for the road and buildings are aligned to the former runway.</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation Signage/ Plaques</li> <li>Landscape Treatments/ Street alignments/ Street names</li> </ul>	High  High
6.3.2	Remnants of taxiway locations (that led to hides)	Defence Events	<ul style="list-style-type: none"> <li>To make people aware of the history of Hoxton Park Airport as a satellite to Bankstown during WWII and as a dispersal airfield</li> </ul>	<ul style="list-style-type: none"> <li>The taxiways were a significant part of the airport and could be either treated as archaeological components with some interpretation signage, or some landscape treatments could be employed</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation Signage/ Plaques</li> <li>Landscape Treatments/ Street names</li> </ul>	High  High
6.3.3	Location of former hides (remnants located off-site to the west, east & south)	Defence Events Transport Technology	<ul style="list-style-type: none"> <li>To make people aware of the art/technology of camouflage – e.g. “hides” – employed at Hoxton Park</li> </ul>	<ul style="list-style-type: none"> <li>The hides were a very significant part of the airport. They are no longer part of the site but should, however, still be interpreted. This could take the form of interpretation signage/plaques, street names (e.g. “Western Hide Way”) or some landscape treatments.</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation Signage/ Plaques</li> <li>Landscape Treatments</li> </ul>	High  High
6.3.4	World War II engineering	Transport Technology	<ul style="list-style-type: none"> <li>To inform people of the construction of the site by the RAAF</li> <li>To interpret the former airport use by included adapted airport safety technology and paraphernalia (e.g. cones, piano keys, gables, etc) to road treatments.</li> </ul>	<ul style="list-style-type: none"> <li>These items are remaining 1942 engineering works associated with the site. They could best be interpreted by signage – e.g. labels.</li> <li>Elements may need to be enlarged so as to be to scale of new industrial development.</li> </ul>	<ul style="list-style-type: none"> <li>Interpretation Signage/ Labels</li> <li>Artefacts / displays / sculptures</li> </ul>	High  High

## **7.0 RECOMMENDATIONS**

- 7.1 Interpretation at the site should be integrated into the place's redevelopment.
- 7.2 Interpretation assessment to be carried out for the basin, spill zone and bridge as part of project applications. If modifications to existing stormwater tailouts required, interpretation assessment to be carried out.
- 7.3 Wherever the site encroaches upon areas or features of cultural value, appropriate interpretation media should be employed to interpret these features to the public.
- 7.4 Any new development, including buildings and roadways, is to be aligned to the former runway at the degrees 160, 340 (1634, the airport's call sign). NOTE: The current proposal for the road and buildings are aligned to the former runway. We also note that this is the most efficient development of the site.
- 7.5 The southern entry off Cowpasture Road should include an acknowledgement or introductory identifier signifying entry of the former airport. This would probably include reference to the occupation of the site by the Department of Defence. We suggest this identifier would be an aero-type sculpture.
- 7.6 Road construction and treatment should include adapted airport safety technology and paraphernalia. NOTE: These elements probably include road treatment such as "piano keys" as pedestrian crossings.
- 7.7 The new industrial boulevard should be named to acknowledge the site's principal historic theme.
- 7.8 If possible, landscaping to the boulevard should be either natural or exotic species reflecting the site's past vegetation or historic themes. Lawn/mown grasses would be appropriate treatment along the eastern edge and this could include outdoor seating and tables with "signage" about the place.
- 7.9 The WWII Defence Department's use of the site for dispersal and camouflage should be symbolised through media such as sculpture and signage. NOTE: Other themes of the place could also be incorporated in symbolism and signage.
- 7.10 Interpretation signage should be easily distinguished from directional signage within the site.
- 7.11 Interpretation signage may take the form of free-standing signage, plaques in the footpath of labels.
- 7.12 Interpretation media should be suited to the location in which they are placed.
- 7.13 The interpretation implementation and maintenance processes should be reviewed regularly.

## **8.0 CONCLUSION**

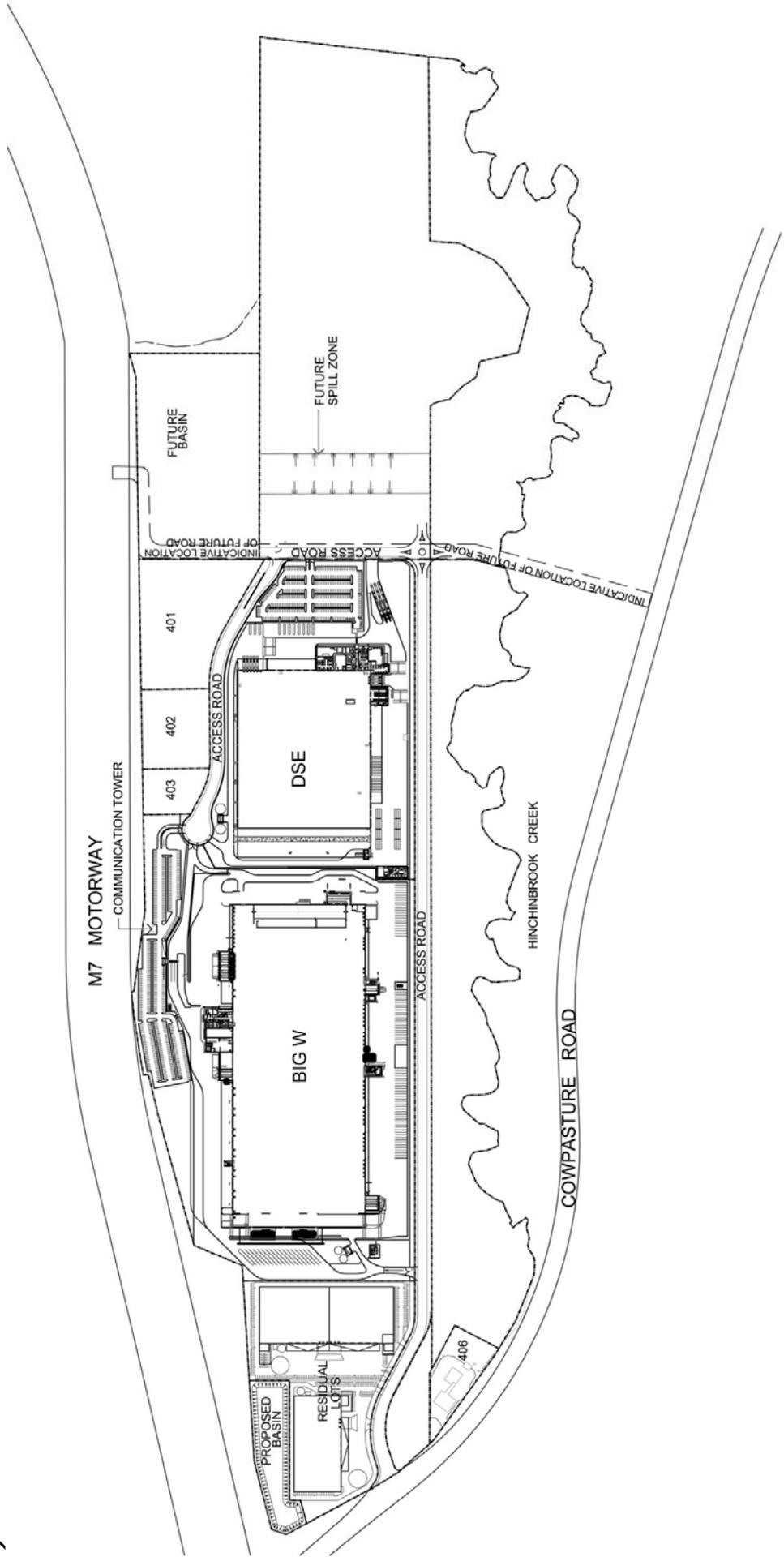
The main conclusions of this report can be summarised as follows:

- 8.1 The most important theme relating to Hoxton Park Airport that should form the basis of the interpretation at the site is *Defence*. Themes of medium significance should also be dealt with in some detail. Themes of low significance need not be dealt with in detail – these themes can be briefly discussed under a broader theme.
- 8.2 The most appropriate ways to interpret the site are through indirect methods such as interpretation signage, plaques and labels; landscape treatments; sculptures; street alignments and street names.
- 8.3 Develop detailed design to integrate concepts outlined in the Interpretation Strategy.



**Appendix A**  
Preliminary Concept Site Plan  
Mirvac Projects Pty Ltd

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**Appendix B**  
Hoxton Park Development Street Names

# Tropman & Tropman Architects

Architecture Conservation Landscape Interiors Urban Design Interpretation  
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8<sup>th</sup> November 2007

OUR REF: 0510-L01-LT-JL

MIRVAC  
Level 26  
60 Margaret Street  
Sydney NSW 2000

**Attention: Mr Jamie Stewart**  
**Development Manager**

**Via email: jamie\_stewart@mirvac.com.au**

Dear Jamie,

**RE: Hoxton Park Development Street Names**

Please find below a list of aeronautically themed street names for the Hoxton Park development as requested.

**Industrial section**

Aero Road  
Airfield Drive  
Aviator Avenue  
Camouflage Crescent  
Defence Street  
Hangar Circuit  
Hideout Drive  
Runway Boulevard  
Scramble Close  
Squadron Close

**Residential section**

Alpha Street  
Charlie Street  
Foxtrot Street  
Tango Street  
Uniform Street  
Zulu Street  
Beaufighter Close  
Boomerang Place  
Cessna Close  
Hurricane Place  
Marauder Street  
Spitfire Street  
Woomera Street  
Wackett Place  
Piano Key Place  
Satellite Drive

Should you require further information, please contact the undersigned or Joanne Lloyd.

Yours faithfully,

Lester Tropman  
Director  
Tropman & Tropman Architects