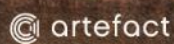


2 Hume Highway, Chullora

Heritage and Archaeological Impact
Assessment

Report to
Charter Hall Core Plus Industrial
Fund,
Bison Pty Ltd as trustee of the CPIF
Hume Highway Logistics Trust and
Commercial & Industrial Property Pty
Ltd;

October 2015



Artefact Heritage
ABN 73 144 973 526
Level 4, Building B
35 Saunders Street
Pymont NSW 2009
Australia

+61 2 9518 8411
office@artefact.net.au

EXECUTIVE SUMMARY

Commercial & Industrial Property (CIP) propose to redevelop the site at 2 Hume Highway for the purpose of a warehouse and distribution facility (the proposal). Use of the facility will be for warehousing and distribution on a 24 hour, seven day basis. The proposal will include the construction of a warehouse, bulk building, office, raised pedestrian walkway, gate house, as well as internal parks and roads.

The proposal is being assessed as a State Significant Development (SSD) under Part 4 Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A 1979). The NSW Heritage Division requested an additional Secretary's Environmental Assessment Requirement (SEAR) to address non-Aboriginal heritage and archaeological impacts.

The site is listed on the Bankstown Local Environmental Plan (LEP) as an archaeological site—Jacksons Royal Arms site. The State Heritage Register listed item, SHR No. 01630, Sydney Water Pressure Tunnels and Shafts, a largely underground structure, is both below and adjacent to the site. The Chullora Railway Workshops, listed on Sydney Trains' Section 170 Heritage Register, is adjacent to the site. Sydney Water Pressure Tunnels and Shaft no. 1 is located adjacent to the site and is listed on the Bankstown LEP.

Artefact Heritage has been engaged by CIP to prepare a non-Aboriginal Heritage and Archaeological Impact Assessment (HAIA) report for the proposal and in response to the SEAR.

Overview of Findings

- There is low potential for archaeological relics to be located within the study area, including remains of the Royal Arms Inn.
- State Heritage Register listed item SHR 01630 'Sydney Water Pressure Tunnels and Shafts' are located within the study area approximately 15-67 metres below the ground surface. This item is also listed on the Sydney Water Section 170 Heritage.
- 'Sydney Water Pressure Tunnel and Shaft no. 1' is located adjacent to the study area and is listed on the Bankstown LEP.
- Adjacent to the study area are the Chullora Rail Workshops, which are listed on RailCorp Section 170 Heritage Register.
- The proposed works are unlikely to impact archaeological relics or listed heritage items.

Recommendations

Built Heritage

- The proposed works will involve some minor excavation. Given that the Sydney Water Pressure Tunnels (SHR 01630) pass through the study area the exact location of these tunnels should be ascertained and impacts to the tunnels should be avoided.
- Sydney Water's Heritage Advisor should be consulted regarding comments or requirements in relation to the Sydney Water Pressure Tunnels prior to works commencing.

Archaeology

- The proposed works are not expected to impact archaeological relics and therefore no further archaeological investigation is required.
- However there is potential that isolated archaeological finds are unexpectedly found during ground works. Therefore the following Unexpected Finds Procedure should be implemented during works associated with the current proposal:
 - Stop work within the affected area, protect the potential archaeological find, and inform environment staff or supervisor.
 - Contact a suitable qualified archaeologist to assess the potential archaeological find.
 - If archaeological relics are identified the NSW Heritage Division must be notified in accordance with the Heritage Act.
 - Further assessment and archaeological permit approvals from the NSW Heritage Division may be required prior to works recommencing in the affected area.

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1.0 INTRODUCTION AND BACKGROUND

1.1 Background

Artefact Heritage has been engaged by Commercial & Industrial Property Pty Ltd (CIP) to prepare a non-Aboriginal Heritage and Archaeological Impact Assessment (HAIA) report for proposed works located at 2 Hume Highway, Chullora.

The site is listed on the Bankstown Local Environmental Plan (LEP) as an archaeological site—Jacksons Royal Arms site. The State Heritage Register listed item, SHR No. 01630, Sydney Water Pressure Tunnels and Shafts, a largely underground structure, is both below and adjacent to the site. The Chullora Railway Workshops, listed on Sydney Trains' Section 170 Heritage Register, is adjacent to the site. Sydney Water Pressure Tunnels and Shaft no. 1 is located adjacent to the site and is listed on the Bankstown LEP.

The proposed works are to be assessed as a State Significant Development (SSD) under Part 4 Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A 1979). The NSW Heritage Division requested an additional Secretary's Environmental Assessment Requirement (SEAR) to address non-Aboriginal heritage and archaeological impacts.

This report has been prepared to address this additional SEAR. It provides an archaeological and heritage impact assessment and management and mitigation recommendations for potential archaeological impacts.

1.2 Proposal

CIP propose to redevelop the site at 2 Hume Highway for the purpose of a warehouse and distribution facility. Use of the facility will be for warehousing and distribution on a 24 hour, seven day basis. The proposal will include the construction of a warehouse, bulk building, office, raised pedestrian walkway, gate house, as well as internal parks and roads. The project can be broken down into three main stages:

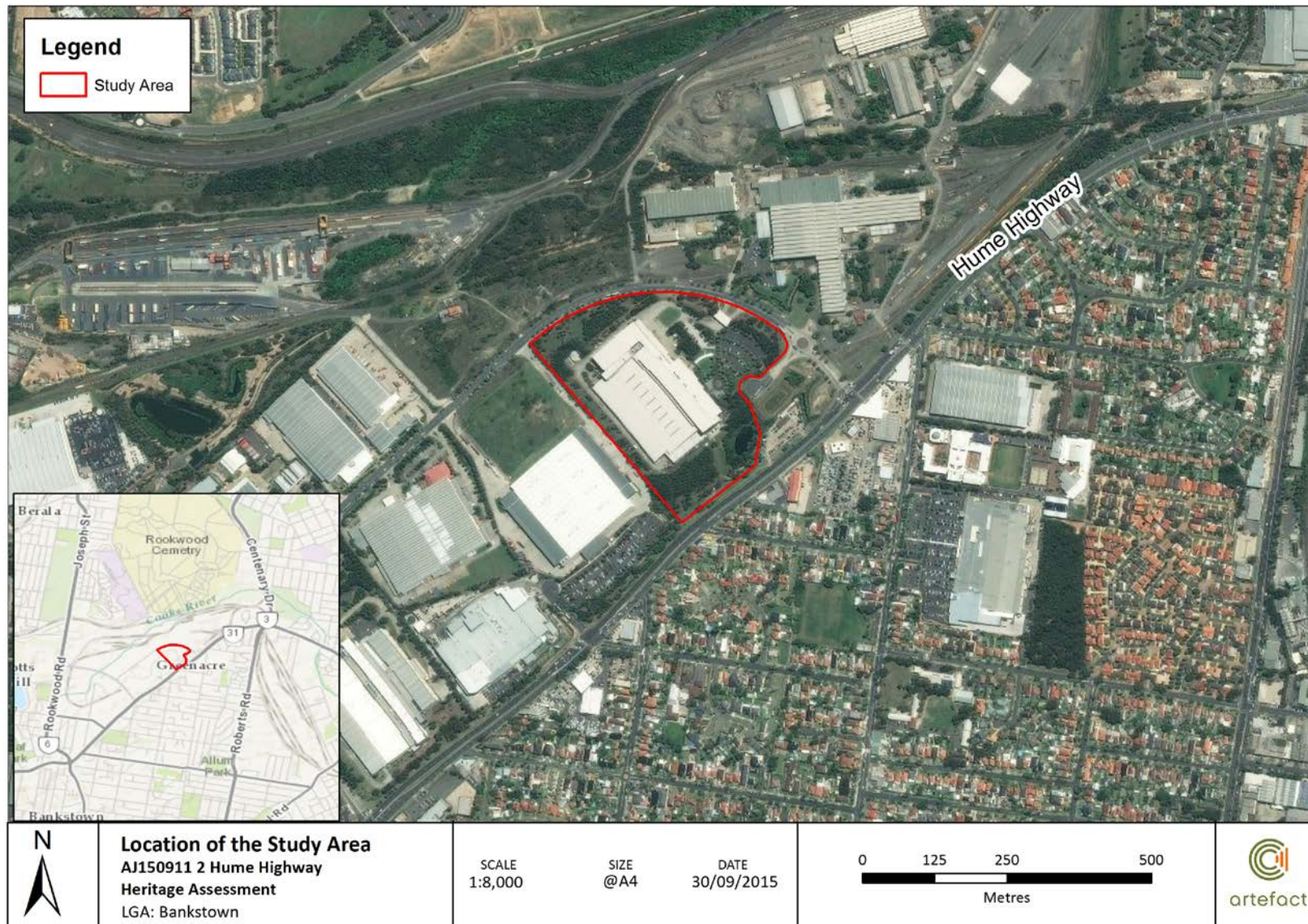
- Demolition and earthworks;
- Building and construction; and
- Integrated building fit out and commissioning.

1.3 Study Area

The study area consists of 10.28 hectares located at 2 Hume Highway (Lot 12/DP 834734, see Figure 1). The study area is bound by Worth Street to the north and east, Hume Highway to the south and a large warehouse complex to the west. The site is currently occupied by the decommissioned Fairfax Media Limited Newspaper Printing and Distribution facility.

The study area is located within the Local Government Area (LGA) and parish of Bankstown.

Figure 1: Location of study area



1.4 Statutory Context

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

1.4.1 Environmental Planning and Assessment Act 1979

The *Environment Planning and Assessment Act 1979* (EP&A Act) is administered by the Department of the Premier and Cabinet and provides planning controls and requirements for environmental assessment in the development approval process. This Act has three main parts of direct relevance to Aboriginal cultural heritage. Namely, Part 3 which governs the preparation of planning instruments, Part 4 which relates to development assessment process for local government (consent) authorities and Part 5 which relates to activity approvals by governing (determining) authorities.

Planning decisions within Local Government Areas (LGAs) are guided by Local Environmental Plans (LEPs). Each LGA is required to develop and maintain an LEP that includes Aboriginal and historical heritage items which are protected under the EP&A Act 1979 and the *Heritage Act 1977* (Heritage Act). The study area is located at the boundary of the Bankstown and Strathfield LGAs.

The proposal will be assessed under Part 4, Division 4.1 of the EP&A Act, which establishes an assessment and approval regime for State Significant Development (SSD). Part 4, Division 4.1 applies to development that is declared to be SSD by a State Environmental Planning Policy (SEPP). Section 89J of the EP&A Act specifies that approvals or permits under Part 4 or Section 139 of the Heritage Act are not required for approved SSD projects. However, approval from the Minister of Planning and Environment is required and an EIS must be submitted. The EIS must address the impact of the project on heritage items, through the framework of existing heritage legislation including the Heritage Act, and the local LEPs and Development Control Plans (DCPs).

1.4.2 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered.

State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

Archaeological relics

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

"...any deposit, artefact, object or material evidence that:

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

Section 139 to 145 of the Heritage Act prevents the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

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

As a SSD project, separate approval or permits under the Heritage Act is not required.

Section 170 Registers

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

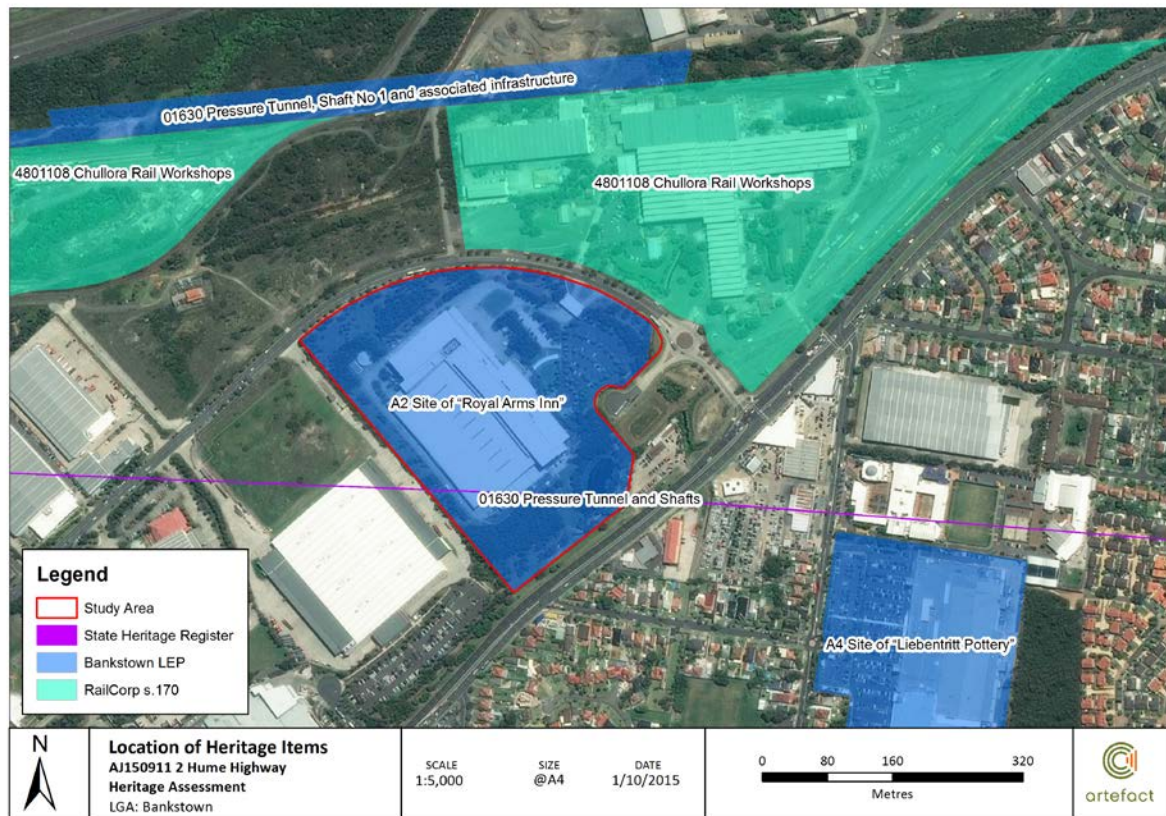
The heritage items, areas of archaeological potential located within or near the study area and the heritage registers on which they are listed is summarised in Table 1 and Figure 2 below.

Table 1: items listed on the Bankstown LEP adjacent to or within the study area

Register	Item Name/No	Significance	Location in relation to the study area
SHR, Sydney Water Section 170 Register	01630/ Pressure Tunnel and Shafts	State	Adjacent to and below
Bankstown LEP	01630/ Pressure Tunnel, Shaft No. 1 and associated infrastructure	Local	Adjacent to the study area
Bankstown LEP	A2/ Archaeological site of “Royal Arms Inn”	Local	Within the study area
RailCorp Section 170 Register	4801108/ Chullora Rail Workshops	Local	Adjacent to the study area

Note that the “Pressure Tunnel and Shafts” and “Pressure Tunnel, Shaft No. 1 and associated infrastructure” have the same item number but are listed on two different registers and have two different locations as illustrated in the figure below.

Figure 2: location of heritage items in relation to the study area



1.5 Limitations

This document deals with non-Aboriginal heritage and archaeology only. A separate report has been prepared for Aboriginal archaeology.

1.6 Report Authorship

This report was prepared by Claire Rayner (Heritage Consultant) with input and review by Abi Cryerhall (Principal, Historic Heritage).

2.0 HISTORICAL CONTEXT

2.1 Early Land Grants 1793 – 1830s

The study area is located in an area originally known as the Parish of Liberty Plains. The first land grants were made to four free settlers, Thomas Rose, Frederick Meredith, Thomas Webb and Edward Powell on 28 May 1793¹. Exploration to the west of Sydney Cove in search of more fertile soils suitable for cultivation began soon after settlement. The name “Liberty Plains” appears to have been derived from the colonists’ status as the first free settlers to take up farming in the colony and used to differentiate the area from the emancipist’s farms². Further grants were made in the region in 1797 to Henry Waterhouse and John Shortland and in 1800 to Isaac Archer on the Homebush Bay Peninsula³. These grants were consolidated into the Newington Estate by John Blaxland in 1808⁴.

2.2 Liverpool Road and Subdivisions 1830s – 1920s

The isolation of the Liberty Plains grants inhibited the initial expansion of farming within the region⁵. Land clearance was a relatively slow and arduous process⁶. The lack of safe roads connecting Liberty Plains to the centres of Parramatta or Sydney rendered the task of transporting goods to market incredibly difficult⁷. This issue was addressed by Governor Lachlan Macquarie in 1813 when he commissioned William Roberts to construct a 12 mile stretch of road connecting Sydney Town to the new town of Liverpool⁸. The road was completed in April 1814 and served to open up the areas through which it ran to prospective farmers and associated industries.

The 1820’s saw increasing interest in the Liberty Plains area with Liverpool road and Parramatta road used as major draw cards in early land sale advertisements. An advertisement in the Sydney Gazette and New South Wales Advertiser on 14 March 1835 promotes the area for grazing, timber getting mentioning its good alluvial soils for “market gardeners, nurserymen, dairymen, butchers and others”⁹. The advert highlights the location of these farms on good roads to Sydney, Liverpool and Parramatta, clearly indicating the importance of these thoroughfares to the settlement of the region.

The study area is located within an 1100 acre land grant made to H. G. Douglass in 1832 and a portion of a smaller 30 acre grant made to J. Cox. Douglass’ grant was included in a list of grants published in the Sydney Gazette 1 November 1832¹⁰ (Figure 3). It is assumed that Douglass never resided on the property as he is reported to have been outside of Australia from 1928 until 1948¹¹. Douglass leased 40 and 50 acre portions of Hyde Park placing an advert in the Sydney Herald in 1834¹². The property is described as “...*finely wooded, with a never failing supply of water*” within an hour of the markets in Sydney¹³. Tenants may “*obtain a comfortable living, by burning charcoal, and*

¹ “Liberty Plains” Perrin & Kass 2008 http://dictionaryofsydney.org/entry/liberty_plains accessed 28/09/2015

² Karskens, G 2010, *The Colony: a history of early Sydney*, Allen & Unwin, Crows Nest, p 142

³ Perrin & Kass 2008

⁴ *ibid*

⁵ “Providing better access” <http://www.bankstown.nsw.gov.au/index.aspx?NID=365> accessed 28/09/2015

⁶ Perrin & Kass 2008

⁷ “Expansion” <http://www.bankstown.nsw.gov.au/index.aspx?NID=363> accessed 28/09/2015

⁸ Rosen, S 1996, *Bankstown: a sense of identity*, Hale & Iremonger, Sydney, p 32

⁹ Sydney Gazette and New South Wales Advertiser Saturday 14 March 1835

¹⁰ Sydney Gazette and New South Wales Advertiser Thursday 1 November 1832

¹¹ Noad, K. B ‘Douglass, Henry Grattan (1790–1865)’, *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/douglass-henry-grattan-1987/text2417>, published first in hardcopy 1966, accessed 29/09/2015.

¹² The Sydney Herald 12 May 1834

¹³ *ibid*

supplying the important towns of Sydney and Parramatta with firewood" or use the land for grazing cattle¹⁴. This highlights the agricultural nature of the study area at this time.

J. Cox's farm is mentioned in the description of H.G Douglass' grant above but further reference to this grant has not been found. A Liberty Plains parish map dated between 1823 and 1840 shows a building located on this grant adjacent to The Hume Highway and possibly located within the study area. It is unknown what this building is.

Safe and reliable roads such as Liverpool Road reduced the isolation of the farms of western Sydney. They were also important to the economy of the colony as farmers were able to get their produce to market more efficiently and they encouraged the establishment of other businesses such as inns to service the patrons of these routes¹⁵.

2.2.1 Jackson Royal Arms

The Royal Arms is one of several inns established along the Liverpool Road in the Bankstown area¹⁶. The Royal Arms is listed on the Bankstown LEP as potentially located within H.G Douglass' Hyde Park grant. Documentary research conducted for this study has revealed very little as to the establishment and location of The Royal Arms. It is known that the inn was first owned by William Alexander Jackson an emancipist originally transported from Scotland¹⁷. It then passed to Charles Morris and first appears on a parish map dated to between 1823 and 1840 (Figure 4). The buildings possibly associated with the inn on this parish map are both located outside the current study area. However due to inaccuracies that can occur in these early maps there is some potential that the remains of the inn could be located within the study area. The records of Publican Licences published in the Australian and Sydney Morning Herald indicates that the inn went through several different owners between 1841 and 1849. The last mention of the Royal Arms Inn is in 1864 when it was the venue of a meeting of the electors of Irishtown¹⁸. The meeting was to address the poor state of the Liverpool Road which by the 1850s had fallen into such a state of disrepair as to be almost impassable.

¹⁴ *ibid*

¹⁵ Kass, T 1988, *Bankstown Heritage Study: final report for the City of Bankstown*, Heritage Council of NSW, Sydney.

¹⁶ *ibid*

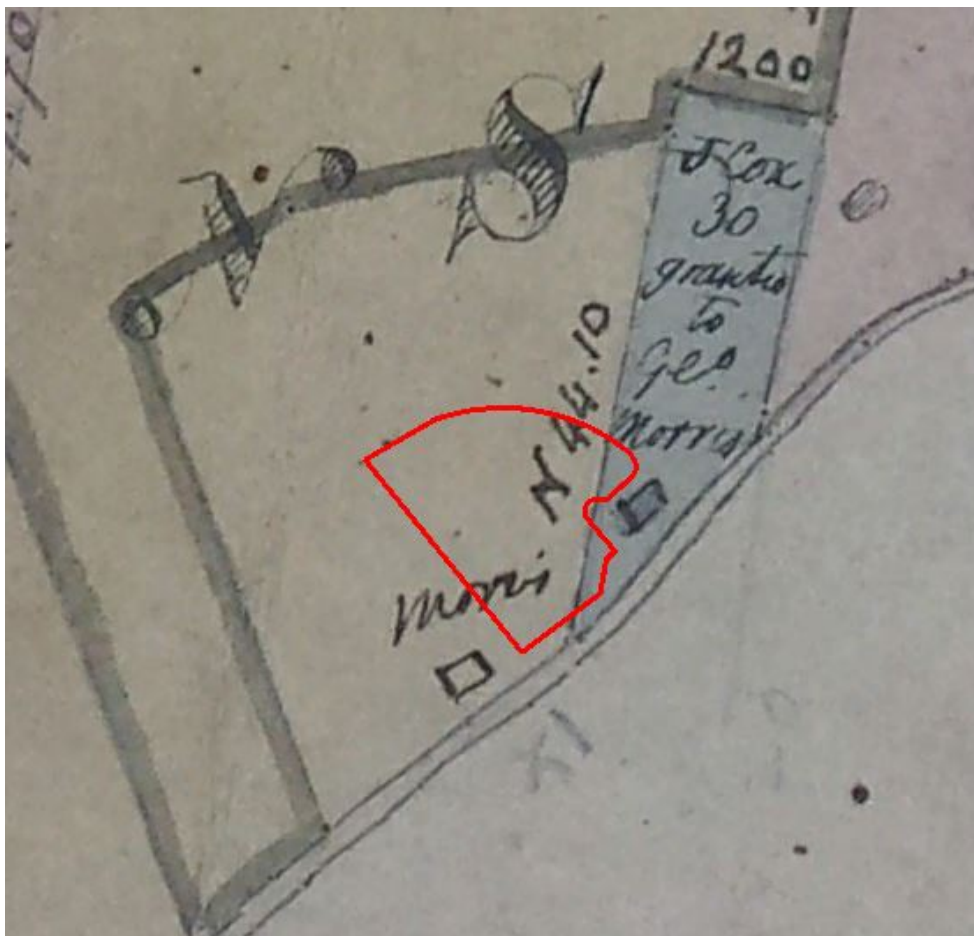
¹⁷ "The Jackson Turner Story" Stephenson, F <http://www.gundaroo.info/genealogy/other/jackson.htm> accessed 28/09/2015

¹⁸ Sydney Mail Saturday 16 July 1864

Figure 3: Description of land grant made to H. G. Douglass published in the Sydney Gazette 1 November 1832¹⁹

121. HENRY GRATTAN DOUGLASS, 1100, Eleven hundred Acres, Parish of *Liberty Plains*; commencing at the South-west corner of J. Cox's farm; bounded on the East by the North and West boundaries of Cox's and Robert's farms, being lines bearing North 44 chains 10 links, East 12 chains, North 21 chains 30 links, and East 29 chains, and by part of the West boundary line of the Glebe farm, bearing North 56 chains to the South-east corner of J. Fleming's farm; on the North by a line bearing West eighteen degrees North along the South boundary of Fleming's, Thorley's, and Dunn's farms, and onwards to the North-west corner; on the West by a South line to the North-east corner of William Wilkin's farm, and thence by the Eastern boundary of that farm 54 chains to the high road from Sydney to Liverpool; and on the South by that road to the South-west corner of J. Cox's farm.

Figure 4: Parish Map dated between 1823 and 1840 showing location of study area and possible locations of buildings. Red outline indicates study area²⁰



¹⁹ Sydney Gazette and New South Wales Advertiser Thursday 1 November 1832

²⁰ Due to the inaccuracies of parish maps produced during this time the location of the study area is to be considered a guide in this instance

2.3 Industrialisation and Chullora Railway Workshops 1890s- 1945

During the 19th century the locality of the study area was generally agricultural in nature. Towards the end of the 19th century the area became more industrial. The establishment of the Sydney Meat Preserving Company opened up the area to similar livestock industries including butchers, tanneries, glue works and boot manufacturers²¹. Other manufacturing enterprises such as brick, tile, pottery and stove manufacturing works were also established in the area²².

The railway industry experiences rapid growth following the establishment of the Eveleigh Workshops in 1885²³. The 1890s saw a mania for speculative subdivision spread across Sydney as entrepreneurs attempted to capitalise on Sydney's expanding railway lines²⁴. Frederick Stewart was one of these entrepreneurs buying up land around the study area and naming it the Chullora Estates²⁵ (Figure 5 and Figure 6). Stewart also established a public bus service after the Government refused to extend tram or railway services there²⁶. Stewart's investment paid off when the Chullora Railway Workshop complex opened in 1923²⁷. By the 1930's 2700 houses had been built in the estates as the workshops attracted workers to the area (Figure 7).

The 1924 plan of the workshops shows the area in which the study area is now located was originally the location of the existing lines department and comptroller of stores (Figure 8). This appears to be a cleared area in the 1943 aerial with two rail lines running through the study area (Figure 9). There also appears to be a warehouse located partially within the study area on the 1943 aerial. The workshops covered an area of 200 hectares at its peak and comprised three major branches made up of 10 individual specialist workshops²⁸.

Construction of specialist workshops continued within the complex up until the 1940s. During WWII specialist workshops to facilitate the construction of aircraft and military tanks was completed and the workshops became the centre for the production of aircraft and tanks in Australia as part of the war effort²⁹ (Figure 10). Air raid shelters were built as a precaution in c 1941 for the protection of the workers³⁰. These shelters can be seen in the 1943 aerial imagery of the area (Figure 9).

²¹ "Lidcombe" Kass, T 2008 <http://dictionaryofsydney.org/entry/lidcombe> accessed 28/09/2015

²² Auburn Council, 1982, *Liberty Plains: a history of Auburn NSW*, Council Municipality of Auburn, Auburn.

²³ State Heritage Inventory Record

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801108> accessed 28/09/2015

²⁴ Kass, T 1988, p 12

²⁵ Bankstown Historical Society Newsletter 1972, p 2

²⁶ Lloyd, C.J 'Stewart, Sir Frederick Harold (1884–1961)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/stewart-sir-frederick-harold-8664/text15151>, published first in hardcopy 1990, accessed 28/09/2015.

²⁷ Rosen 1996, p102

²⁸ Chullora Railway Workshop SHI record

²⁹ *ibid*

³⁰ *ibid*

Figure 5: Sales advertisement for Subdivision of Chullora Estate 1917.



Figure 6: Sales advertisement for Chullora Estate opposite the Chullora Rail Workshops 1922

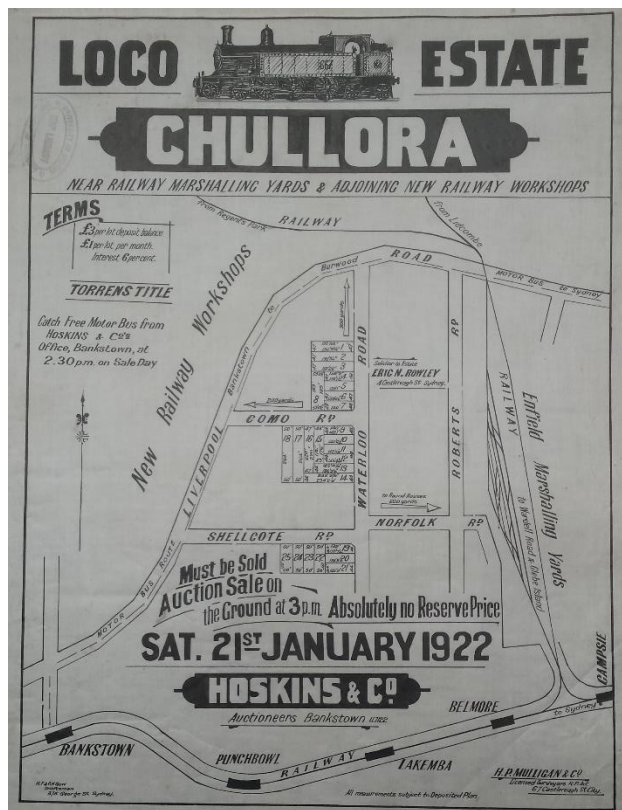


Figure 7: Image used in 1921 subdivision sale pamphlet showing view of Chullora railway workshop complex from the new estates.

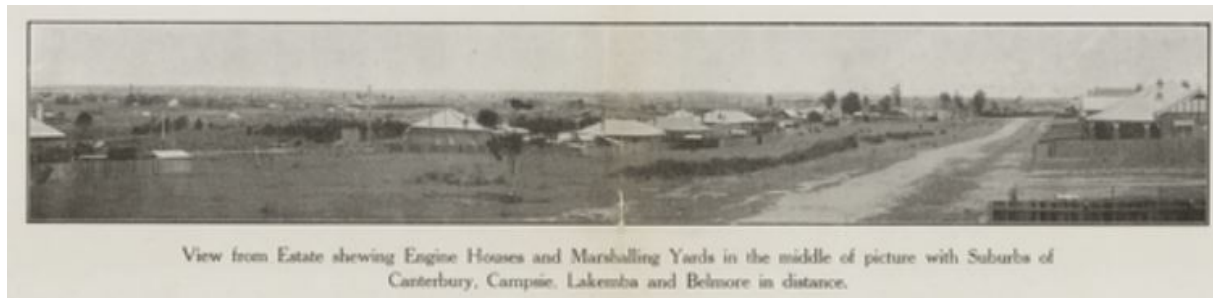


Figure 8: 1924 Plan of the Chullora Railway Workshop Complex, the study area is outlined in red.

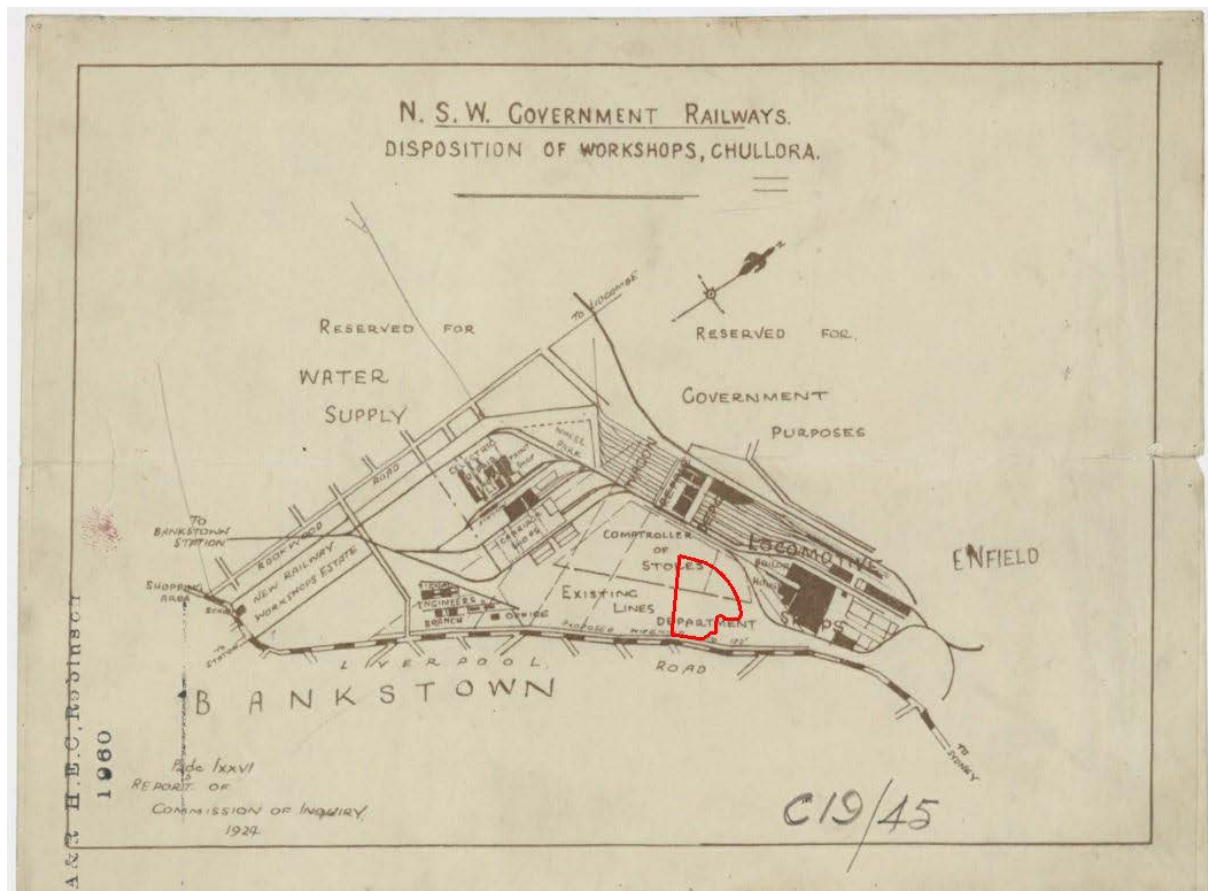


Figure 9: 1943 aerial, study area outlined in red



Figure 10: Construction of Beaufort Bombers undertaken at Chullora Rail Workshops during WWII



2.4 Development Post WWII to Present

The development of the Chullora Railway Workshops was accompanied by the establishment of a temporary housing precinct on the corner of The Hume Highway and Brunner Street southwest of the

study area. Originally intended as a temporary measure the Chullora Railway Workers Camp would endure into the post WWII era.

Following the end of WWII the railways went through another period of expansion employing 60 000 workers by 1948³¹. This increase in rail workers placed high demand on housing within the vicinity of the Chullora Railway Workshops including the workers camps. The Chullora Accommodation Centre for Migrants was established at the Chullora Railway Workers Camp and would eventually come to house 2047 migrants in 640 huts and 136 chalets. The poor conditions of the camp were criticised openly in newspapers at the time³² with the Sydney Morning Herald publishing an article entitled “A shanty Town That Makes the Railways Ashamed” in 1957³³. Families were often housed in accommodation originally intended for single men and amenities such as running water and sewerage were scarce³⁴.

The Chullora Rail Workshops reached its peak in the late 1950s with workshop closures and land sales for private ownership³⁵. This followed a general trend throughout the Bankstown area where vacant land was rezoned for industry and manufacturing plants relocating to less expensive areas outside of the CBD³⁶. The current printing facility occupying the study area was completed in 1995³⁷.

Figure 11: Photograph of temporary accommodation in the Chullora Railway Workers Camp³⁸



³¹ Tweed Daily Saturday 4 September 1948

³² The Australian Worker Wednesday 25 May 1949

³³ Rosen 1996, p 129

³⁴ ibid

³⁵ Chullora Railway Workshop SHI record

³⁶ Kass, T 1988, p 17

³⁷ Sydney Morning Herald 7 June 2014

³⁸ Taken from Rosen 1996

3.0 SITE INSPECTION

3.1 Introduction

A site inspection was conducted by Claire Rayner (Archaeologist) and Alyce Howard (Archaeologist) on 24 September 2015. The aims of the site inspection were to locate any visible archaeological remains or potential heritage items, understand the site topography, assess the condition of the study area and identify areas of previous disturbance. The survey area was covered on foot and the survey was undertaken in accordance with best practice standards.

3.2 Site Inspection Results

The majority of the study area is occupied by the former printing press warehouse, sealed roads, carpark and manicured gardens (Plate 1 & Plate 2). The warehouse has been built into the hill slope which also appears to have been artificially built up (Plate 3). Areas of introduced pines and manicured lawns are located along the southern, western and northern boundaries (Plate 4). A dam has been constructed along the southern boundary of the study area and two sediment basins have also been constructed within the study area (Plate 5). Various underground services were observed throughout (Plate 5). Due to the large scale landform modification observed throughout the site and especially along the Hume Highway the entire study area appeared to have been highly disturbed. The site inspection did not identify any additional heritage items or historical archaeological remains.

Plate 1: Former printing press warehouse



Plate 2: Sealed roads, carpark and landscaping occupy the majority of the study area



Plate 3: Warehouse appears to have been built into hill slope



Plate 4: Manicured lawns and introduced pines



Plate 5: land sloping east towards artificial dam on right hand side of image, subsurface services can also be seen in the centre of the image



4.0 ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

4.1 Background

The study area is identified as an archaeological site—Royal Inn Site—in the Blacktown LEP. The following section provides a detailed archaeological assessment for the study area. Historical (non-Aboriginal) archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

The following discussion of the historical archaeological potential of the study area is not intended to be exhaustive. Based on the history of the site and the likely lack of disturbance that has occurred in some areas, there is always some probability that unexpected historical archaeological remains may be encountered during works.

4.2 Land-use Summary

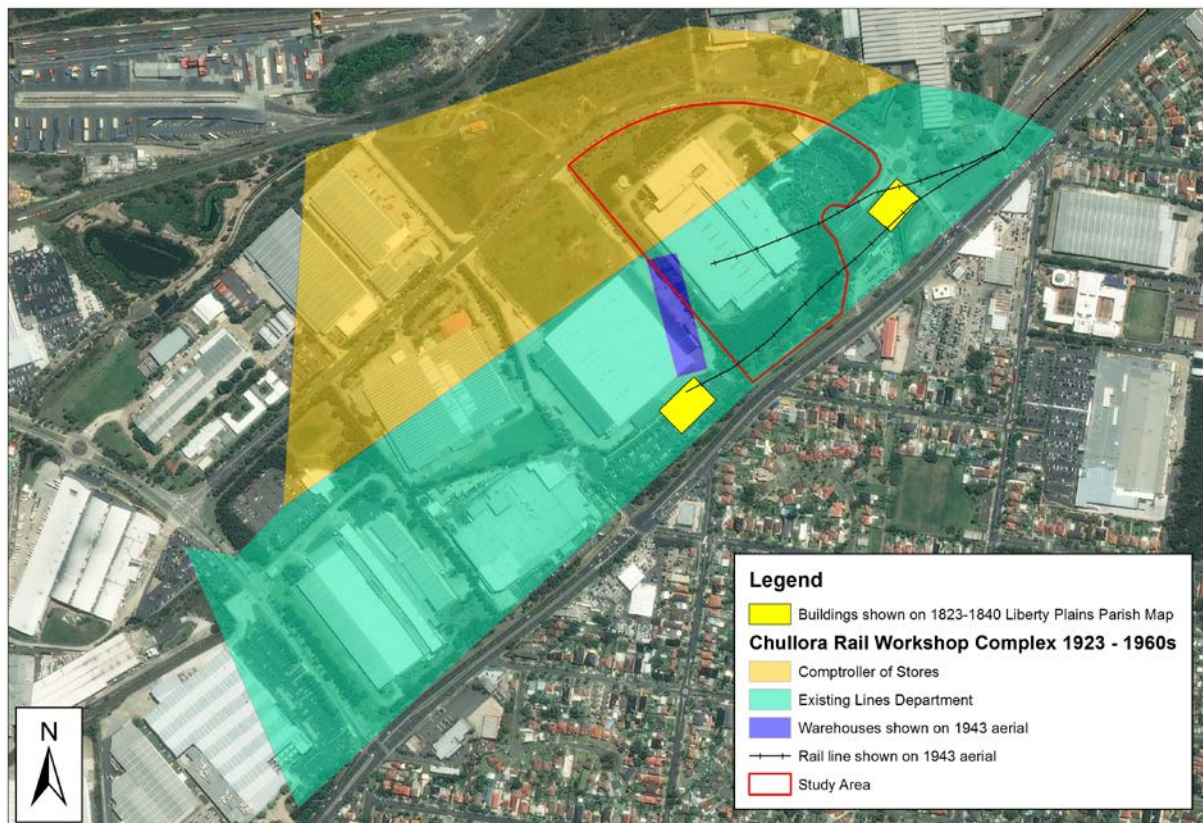
There are four major phases of land use associated with the study area:

- Phase 1 (1790s – 1830s): This period is associated with vegetation clearance during which time the land was likely used for cattle grazing and some crop cultivation. The Royal Arms Inn would have been constructed c. 1820s.
- Phase 2 (1830s – 1920s): This period is associated with subdivision of The Hyde Park estate, pastoral and agricultural activities such as small-scale farming, and continued use of the Royal Arms Inn located on Liverpool Road.
- Phase 3 (1890s – 1940s): This period is associated with increasing industrialisation, the establishment of the Chullora Railway Workshops and WWII activities that took place on the site.
- Phase 4 (1940s – present). This period is associated with the subdivision of the rail workshops and use of the site as an industrial warehouse.

4.3 Analysis of Previous Structures

The analysis of plans and parish maps indicates that the demolition of existing buildings and the construction of new buildings has occurred from the early 20th century through to the present day. The buildings shown on the 1823-1840 Liberty Plains parish map were likely demolished following the acquisition of the site for the Chullora Rail Workshop Complex (see Figure 4 and Figure 8). It should be noted that early historic surveys are not accurate and locations are generally viewed as indicative. The 1923 plan of the railway workshops and the 1943 aerial indicate that a section of unidentified warehouses were partially located within the study area (see Figure 8 and Figure 9). The majority of the study area consisted of cleared space with two rail lines running through it. The use of the site in its final phase as the Fairfax printing press site has had the largest impact on the site. The original landform has been significantly altered and there are likely to be various underground services related to the operation of a printing facility. This analysis is summarised in Figure 12 below.

Figure 12: Overview of previous structures and the current layout of the study area



4.4 Previous Impacts

Earlier impacts need to be identified before an assessment of archaeological potential can be undertaken as subsurface impacts associated with former or current land uses have the potential to remove or damage potential archaeological remains. The developments during the late 19th century and 20th century would have had the greatest impacts on the archaeological potential of the study area. These are summarised below.

- Construction of the Chullora Railway Workshops would have included further clearing of the land for rail lines, two of which ran through the study area, and construction of warehouses with associated services.
- Subdivision of rail workshops, including demolition of previous structures, construction of new roads.
- Construction of printing press warehouse including major landform modification, and subsurface services in the 1980s.
- Widening and maintenance of Hume Highway.

Overall the study area has been subject to a high level of previous impacts and any archaeological remains, if surviving, would be highly truncated.

4.5 Archaeological Potential Assessment

The potential impacts to the study area have been outlined in the previous section. A series of gradations of potential have been identified and mapped to indicate the degree to which archaeological remains are likely to survive within the study area. The identified levels of archaeological potential are:

Nil- low Potential: subsequent land-use and impacts are likely to have removed archaeological remains or historical research indicate low level previous occupation and activity.

Moderate Potential: while there are impacts in this area a range of archaeological remains may to survive across the site, including building footings and shallower remains as well as deeper sub-surface features including wells, cisterns and rubbish pits.

4.5.1 Phase 1: Early Land Grants 1790s – 1830s

Land-use during this phase is characterised by land clearance and cattle grazing. The study area was located within a land grant made to H. G. Douglass in 1832. Following the establishment of the Liverpool Road an Inn was constructed on the site in the 1820s. The analysis of historical documents and plans do not indicate that a homestead was ever built within the Douglass land grant.

Early land uses within the region were largely agricultural. This could have included grazing of animals, small farms and market gardens. Whilst it is possible that the study area had been cleared of vegetation by this time it is unlikely that any substantial landform modification took place.

Potential archaeological remains typically associated with these types of uses are likely to be ephemeral in nature and include:

- Evidence of vegetation removal (occasionally associated with the burning of tree stumps and opportunistic deposition of rubbish within the resulting tree boles),
- Evidence of lot divisions and fence lines,
- Evidence of earlier road alignments,
- Evidence of the formalisation of watercourses,
- Evidence of modification of landforms to suit agricultural purposes, such as the installation of garden beds, introduction of topsoil or ploughing.

The study area is unlikely to contain archaeological evidence of this early phase of activity. Analysis of historic plans indicates that it is unlikely that the study area was inhabited at this time. Activities such as those described above would have left little material evidence and subsequent land use may have removed or damaged archaeological remains associated with them.

There is nil- low potential for archaeological remains associated with early agricultural land uses to be present within the study area.

Documentary research for this report has been unable to obtain any detailed descriptions or images of the Royal Arms Inn. The inn appears to have been in use until around the 1860s. The construction of the structure is unknown. The parish map dated 1823-1840 indicates that the inn could have been located outside of the study area. Due to the inaccuracies inherent in these maps remains associated with the inn could be located within the study area.

Potential archaeological remains typically associated with these early inns include:

- Footings associated with the inn itself and any associated out buildings.
- Yard surfaces, garden beds and walls.
- Postholes associated with verandas or light weight sheds.
- Occupation deposits, rubbish dumps, cesspits and wells containing deposits and artefacts.

There is low potential for archaeological remains associated with the Royal Arms Inn to be present within the study area.

4.5.2 Phase 2: Liverpool Road and Early Subdivisions 1830s – 1920s

The second land use phase of the study area is characterised by the establishment of smaller 40 and 50 acre farming lots within Douglass' land grant. Land uses remained largely agricultural and there is little documentary evidence to suggest that any substantial buildings were constructed on these lots. The Royal Arms inn was in use until the 1860s. The parish map dated between 1823-1840 indicates that the inn was likely located outside of the current study area, however due to inherent inaccuracy of early surveys, there is potential that inn-related structures and activity was located within the current study area boundary.

The potential archaeological remains associated with this occupation phase are likely to be similar to that of phase 1 including:

- Evidence of vegetation removal (occasionally associated with the burning of tree stumps and opportunistic deposition of rubbish within the resulting tree boles),
- Evidence of lot divisions and fence lines,
- Evidence of earlier road alignments,
- Evidence of the formalisation of watercourses,
- Evidence of modification of landforms to suit agricultural purposes, such as the installation of garden beds, introduction of topsoil or ploughing.
- Yard surfaces, garden beds and walls
- Postholes associated with verandas or light weight sheds,
- Rubbish dumps, cesspits and wells

There is low potential for archaeological remains associated with phase 2 to be present within the study area.

4.5.3 Phase 3: Chullora Railway Workshops 1920s – 1940s

The third phase of land use within the study area is characterised as industrial. The Chullora Railway Workshops were opened on the site in 1923. Additional buildings and workshops were added to the workshops throughout its operational life. A 1924 plan of the workshops and 1943 aerial image suggest that the study area was located within a cleared area with two rail lines running through it. Therefore the potential remains would likely consist of yard surfaces and railway lines.

It is likely that archaeological remains associated with this phase have been disturbed by later construction works. The site inspection identified a number of subsurface services throughout the study area. The study area has also undergone major landform modification including the construction of dams, sediment basins, terracing and levelling of the landform.

There is low potential for archaeological remains associated with the Chullora Railway Workshops to be present within the study area.

4.5.4 Phase 4: Post WWII to Present

The Chullora Railway Workshops continued to operate within the study area after WWII. However, following the decline of the railways during the mid-20th century portions of the workshops including the study area were subdivided and sold. The Fairfax printing press warehouse was constructed and operational from 1995 until 2015.

Documentary research has been unable to ascertain the use of the site following its subdivision from the railway workshops and prior to its use by Fairfax. It could be likely that the site remained vacant. From the site inspection results it is clear that the site has undergone major landform modifications with the installation of various subsurface services.

There is low potential for archaeological remains associated with the post WWII land uses of the site to be present within the study area.

4.6 Summary of Archaeological Potential

The potential for the archaeological remains to be located within the study area for each phase is summarised below

Phase 1 – nil to low potential for archaeological remains associated with early land grants such as postholes, removal of vegetation, opportunistic dumping of rubbish.

Phase 2 – low potential for archaeological remains associated with early subdivisions and Liverpool road such as early road alignments, yard surfaces, cisterns and wells and rubbish dumps.

Phase 3 – low potential for archaeological remains associated with the Chullora Railway Workshops such as yard surfaces and rail alignments.

Phase 4 – low potential for archaeological remains associated with developments post WWII.

4.7 Archaeological Significance

4.7.1 Introduction

The Heritage Division of the Office of Environment and Heritage (OEH) issued a new set of guidelines in 2009: *Assessing Significance for Historical Archaeological Sites and 'Relics'*. These guidelines call for broader consideration of multiple values of archaeological sites beyond their research potential. The following section presents a discussion of the potential archaeological resource's research potential and an assessment against the NSW heritage significance criteria.

4.7.2 Archaeological research potential

Consideration of archaeological research potential is required when undertaking a significance assessment of an historical archaeological site. Bickford and Sullivan espoused the principles and developed a framework in order to assess archaeological research potential. These principles have

been incorporated into three questions and should be used as a guide for assessing the significance of an archaeological site³⁹:

- Can the site contribute knowledge that no other site can?
- Can the site contribute knowledge that no other resource can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The study area has nil - low potential to contain an archaeological resource that may be able to support and enhance the current state of knowledge about its phases of occupation. Any surviving archaeological remains within the study area are likely to have been truncated by successive phases of demolition and construction that have occurred throughout the 20th century. Other more intact sites dating to the same time periods may be able to provide archaeological data and contribute to research questions to a greater extent than the current study area.

Given the disturbed nature of the study area the potential archaeological resource is unlikely to contribute to current archaeological research agendas.

4.7.3 Archaeological significance assessment

Determining the significance of heritage items is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the NSW *Heritage Act* 1977 (Heritage Act) and implemented through the NSW *Heritage Manual* and the *Archaeological Assessment Guidelines*⁴⁰. If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance.

The significance of an item or potential archaeological site can then be assessed as being of Local or State significance. If a potential relic is not considered to reach the local or State significance threshold, then it is not a relic under the Heritage Act. '*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to NSW in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item. '*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.⁴¹

The heritage significance assessment criteria are as follows:

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

³⁹ Bickford, A and S Sullivan, pp. 23-24

⁴⁰ NSW Heritage Office 1996; 25-27

⁴¹ This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009, p.6.

C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
G – Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area)

The assessment of the significance of the potential archaeological resource contained within the study area against the NSW heritage assessment criteria is outlined in Table 2 below.

Table 2: Consideration against NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	There is nil – low potential for archaeological remains at this site, therefore the potential archaeological resource would be unlikely to have historical significance for its ability to provide information relating to the development of the study area and the wider Chullora area. Though considered unlikely to be present, intact remains of the Royal Arms Inn may provide information on the establishment of inns along Liverpool Road in the early 19th century. The potential archaeological resource does not meet the local significance threshold under this criterion.
B – Associative Significance	The study area has some associations with Parramatta magistrate H. G. Douglass. The potential archaeological resource, however, is unlikely to contribute significantly to the knowledge of Douglass' life. The potential archaeological resource does not meet the local significance threshold under this criterion.
C – Aesthetic Significance	Although it is recognised that exposed in situ archaeological remains may have distinctive/attractive qualities, only rarely are these considered 'important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW'. The potential archaeological resource does not meet the local significance threshold under this criterion.
D – Social Significance	The site may have social significance for former rail workshop workers and their family as well as descendants of the proprietors of the Royal Arms Inn. However the remains within the study area of these phases are unlikely to be substantial or intact. Therefore, the potential archaeological resource does not meet the local significance threshold under this criterion.

E – Research Potential

The study area has low potential to contain an archaeological resource that may be able to support and enhance the current state of knowledge about its phases of occupation. These remains are likely have been heavily impacted by construction activities during the late 19th century and 20th century. Though considered unlikely to be present, intact remains of the Royal Arms Inn may provide information on the early 19th century inns which could be compared to other similar sites and provide research data for inns in the Chullora area.

The potential archaeological resource does not meet the local significance threshold under this criterion.

F – Rarity

Archaeological remains associated with the earliest European settlement of the Chullora/Bankstown area would be rare. The archaeological remains associated with the Royal Arms Inn would be rare as an early example of a roadside inn. Given the subsequent history of the site it is unlikely that remains of these phases would be located intact within the study area.

Plans and aerial imagery of the Chullora Railway Workshops indicate that it is unlikely that any workshops or related structures were located within the study area. Therefore the potential remains associated with this phase and phase 4 are unlikely to be considered rare.

The potential archaeological resource does not meet the local significance threshold under this criterion.

G – Representativeness

The potential archaeological remains within the study area are likely to be representative of industrial uses typically found in industrialized contexts. Although any remains are likely to demonstrate the principle characteristics of this type site, it is unlikely that they would be considered particularly representative.

The potential archaeological resource does not meet the local significance threshold under this criterion.

4.8 Statement of Archaeological Significance

Owing to the land-use history and the high level of previous impacts, there is low potential for significant archaeological remains within the study area. As such, the potential archaeological resource is unlikely to contribute to research agendas and does not meet the local significance threshold.

4.9 Summary

Any archaeological remains within the site, are likely to have been subject to numerous intrusive impacts that would have impacted on the intactness and integrity of the potential archaeological resource. Therefore, overall, the study area has low potential to contain significant archaeological remains or relics.

5.0 BUILT HERITAGE ITEMS

5.1 Introduction

There is one state heritage listed item located adjacent to and below the study area (Figure 2). This is the Pressure Tunnels and Shafts. This item is also listed on the Sydney Water Section 170 Heritage Register. The Pressure Tunnels and Shaft No. 1 is another heritage item located to the north of the study area and is listed on the Bankstown LEP. The Chullora Railway Workshops are located to the north and east of the study area. This item is listed on the RailCorp Section 170 Heritage Register.

5.1.1 Sydney Water Pressure Tunnels and Shafts

The Sydney Water Pressure Tunnels and Shafts (SHR 01630) are located adjacent to and below the study area. The listing includes the 16 kilometre span of the tunnels and shafts extending from Potts Hill through the suburbs of Chullora, Bankstown, Enfield, Caterbury, Ashfield, Petersham, Marrickville, and Erskineville to Waterloo. There are two heritage curtilages for this item. The Bankstown LEP curtilage is located to the north of the study area. The State Heritage Register and Sydney Water s.170 register curtilage runs through the study area. Both of these locations have been mapped in Figure 2. According to the State Heritage Register entry the tunnels are located 15 – 67 metres below ground surface.

The statement of significance for the item is listed as follows:

The Pressure Tunnel is of high historical and technical significance as it represents a successful engineering response to the difficulties of increasing the volume of water from the Potts Hill Reservoir to the Pumping Station at Waterloo, a historically critical link in the water supply of Sydney. It is the third largest pressure tunnel in the world, representing a significant achievement in the provision of a dependable water supply by the Government and Water Board during the inter-war period.⁴²

5.1.2 The Chullora Railway Workshops

The Chullora Railway Workshops are located to the north and east of the study area. This listing consists of two separate curtilages. The northern curtilage encompasses the Boiler Shop and associated buildings and the south eastern curtilage encompasses the tank annexe and locomotive workshop.

The statement of significance for the item is listed as follows:

The current Chullora Railway Workshops is considered to be of significance because it is the sole surviving specialist workshop of the once expansive former Chullora Railway Workshops, which in its heyday covered some 200 hectares and comprised 3 major branches made up of 10 individual specialist workshops.

The current Chullora Railway Workshops is of significance because of its longevity and ongoing continuous use to the present day, its role as the main central 20th

⁴² State Heritage Register
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5053868> accessed 30/09/2015

Century railway workshop in urban Sydney and the integrity and intactness of the main elements and landscape.

The current Chullora Railway Workshops provides an understanding of the technical advances that have been made in locomotive manufacture and design in the 20th Century in NSW as well as the social aspects of employment in a large government-owned State enterprise.

The current Chullora Railway Workshops is also of significance because of its role as a major manufacturing and assembly plant for aircraft and tanks in the Second World War and significant evidence of this function survives at the current Chullora Railway Workshops.

The current Chullora Railway Workshops has rarity value as an urban railway workshop still in operation from the 1920s with intact evidence of its layout and all phases of its operations including the infrastructure from the Second World War.

The current Chullora Railway Workshops is significant because it exhibits all the principal characteristics of railway workshops designed in the early 20th Century which has been adapted to accommodate changes in manufacturing technology and work practices through to the present day.

6.0 HERITAGE IMPACT ASSESSMENT

6.1 Proposal

The proposed works involve the construction of a new warehouse facility including a multilevel carpark and associated offices. Bulk earthworks would be required to facilitate the proposed facility and create a level building pad. This would involve the introduction of approximately 9.5 metres of fill in some places to tie in with adjacent level. The proposed works will take advantage of the current reticulated water, sewerage, electricity and gas services on the site. Some minor excavation will occur in conjunction with the site clearance. Based on the current design drawings it does not appear that there will be substantial subsurface impacts to the site (see Figure 13).

Figure 13: Proposed works, study area outlined in red

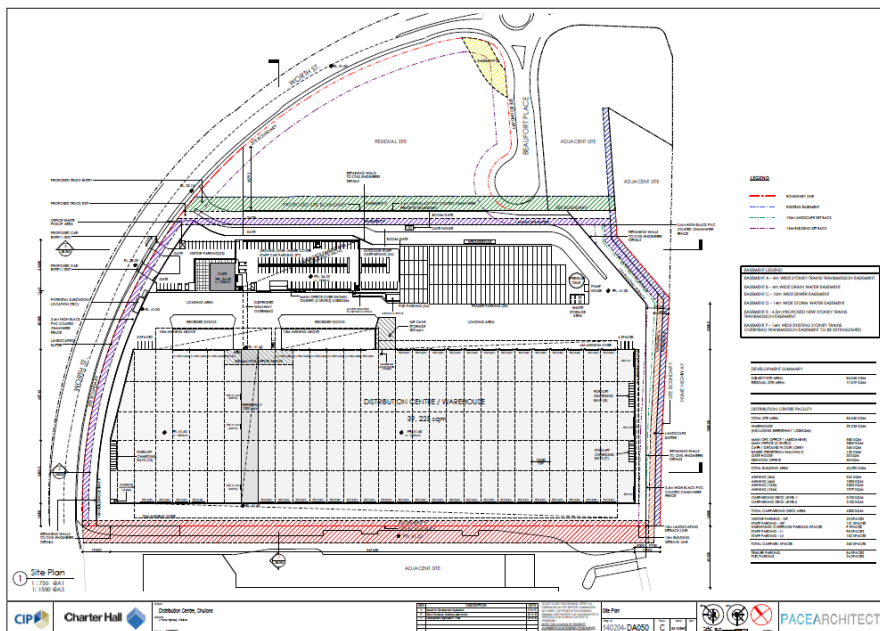
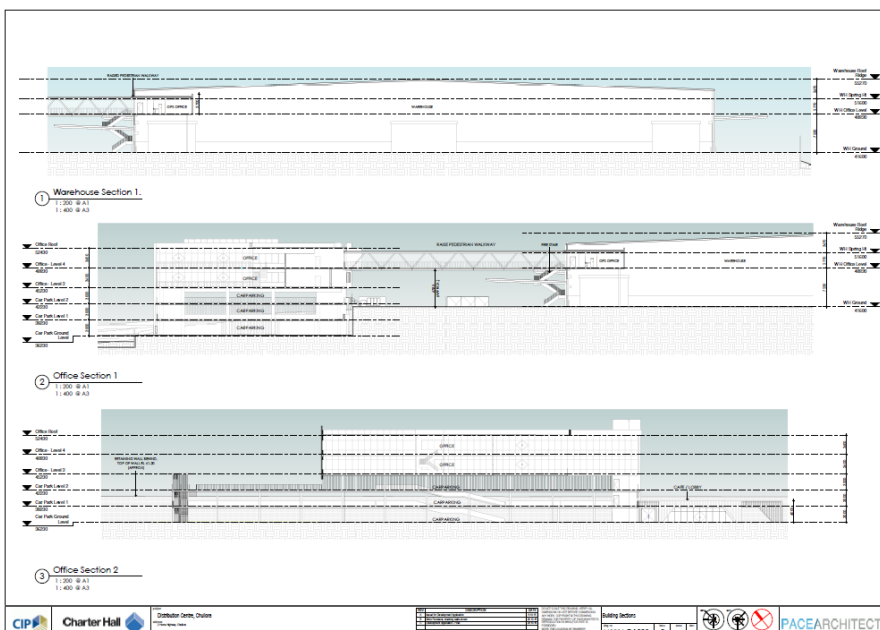


Figure 14: Proposed warehouse and office sections



6.2 Heritage Impact Assessment

6.2.1 Built Heritage

The proposed works will not directly impact the heritage items located outside of the study area.

The proposed works do not include substantial ground disturbance works. Minor excavation may occur as part of the site clearance process. The Sydney Water Pressure Tunnels State Heritage curtilage is located within the study area. Given that these tunnels are approximately 15 – 67 metres below the ground surface it is unlikely that the proposed works will impact on the heritage item.

6.2.2 Archaeological Resources

The proposed works include bulk earthworks across the majority of the study area. There is low potential for the study area to contain intact archaeological remains. Therefore it is unlikely that the development will impact on archaeological relics.

6.3 Statement of Impact

The proposed works will involve the construction of a new warehouse and distribution facility. The construction of these facilities will include bulk earthworks across the site. The proposed works will not directly impact on any built heritage items within or adjacent to the study area. There is a low potential for intact archaeological remains to be located within the study area therefore it is unlikely that the works will impact on archaeological relics.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

- There is low potential for archaeological relics to be located within the study area, including remains of the Royal Arms Inn.
- State Heritage Register listed item SHR 01630 'Sydney Water Pressure Tunnels and Shafts' are located within the study area approximately 15-67 metres below the ground surface. Adjacent to the study area are the Chullora Rail Workshops, which are listed on RailCorp Section 170 Heritage Register.
- The proposed works are unlikely to impact archaeological relics or listed heritage items.

7.2 Recommendations

7.2.1 Built Heritage

- The proposed works will involve some minor excavation. Given that the Sydney Water Pressure Tunnels (SHR 01630) pass through the study area the exact location of these tunnels should be ascertained and impacts to the tunnels should be avoided.
- Sydney Water's Heritage Advisor should be consulted regarding comments or requirements in relation to the Sydney Water Pressure Tunnels prior to works commencing.

7.2.2 Archaeology

- The proposed works are not expected to impact archaeological relics and therefore no further archaeological investigation is required
- However there is potential that isolated archaeological finds are unexpectedly found during ground works. Therefore the following Unexpected Finds Procedure should be implemented during works associated with the current subdivision proposal:
 - Stop work within the affected area, protect the potential archaeological find, and inform environment staff or supervisor.
 - Contact a suitable qualified archaeologist to assess the potential archaeological find.
 - If archaeological relics are identified the NSW Heritage Division must be notified in accordance with the Heritage Act.
 - Further assessment and archaeological permit approvals from the NSW Heritage Division may be required prior to works recommencing in the affected area.

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artefact

Artefact Heritage

ABN 73 144 973 526

Level 4, Building B

35 Saunders Street

Pymont NSW 2009

Australia

+61 2 9518 8411

office@artefact.net.au

www.artefact.net.au