



Australian Government

BUILDING OUR FUTURE

The Northern Road Upgrade – Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park

Submissions and Preferred Infrastructure Report Volume 2: Appendices

Roads and Maritime Services | December, 2017



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Appendix D

Technical Memorandum: Non-Aboriginal heritage

Date	26 October 2017
From	Jennifer Chandler
Subject	TECHNICAL MEMO – Non-Aboriginal Heritage

1. Project description

Roads and Maritime Services (Roads and Maritime) propose to upgrade 16 km of The Northern Road between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park (the project).

The project generally comprises the following key features:

- A six-lane divided road between Mersey Road, Bringelly and Bradley Street, Glenmore Park (two general traffic lanes and a kerbside bus lane in each direction). A wide central median would allow for an additional travel lane in each direction in the future, if required
- An eight-lane divided road between Bradley Street, Glenmore Park and just south of Glenmore Parkway, Glenmore Park (three general traffic lanes and a kerbside bus lane in each direction separated by a central median)
- About eight kilometres of new road between Mersey Road, Bringelly and just south of the existing Elizabeth Drive, Luddenham to realign the section of The Northern Road that currently runs through the Western Sydney Airport site
- About eight kilometres of upgraded and widened road between the existing Elizabeth Drive, Luddenham and just south of Glenmore Parkway, Glenmore Park
- Access to the Luddenham town centre from north of the realigned The Northern Road and the existing The Northern Road
- Twin bridges over Adams Road, Luddenham
- Four new traffic light intersections and new traffic lights at existing intersections
- Local road changes and upgrades to current access arrangements for businesses and private properties
- A new shared path for pedestrians and cyclists on the western side of The Northern Road and footpaths on the eastern side of The Northern Road where required.

A detailed description of the project, including design refinements since exhibition of the EIS is provided in Chapter 5 of the submissions and preferred infrastructure report for the project.

2. Purpose and background

The Environmental Impact Statement (EIS) for the project was publicly displayed for information and comment between 21 June and 2 August 2017. The EIS considered a range of environmental, social and planning issues and nominated a number of measures to mitigate or manage these potential impacts.

In accordance with section 115Z(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Roads and Maritime is required to prepare a submissions and preferred infrastructure report to respond to any issues raised by stakeholders and the community received during the EIS exhibition. The Submissions and preferred infrastructure report also describes any refinements to the project's design and outlines revised environmental management measures identified in response to any changes and the submissions received. The submissions and preferred infrastructure report, including this Memorandum, will also inform the Final EIS to be prepared for the project in accordance with Part 8 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), to be finalised based on the submissions received during exhibition.

The purpose of this Memorandum is to address submissions in relation to non-Aboriginal heritage. This Memorandum should be read in conjunction with the EIS, Submissions and Preferred Infrastructure Report and any subsequent post-determination documentation.

The following sections are revised or supplementary sections of the non-Aboriginal heritage technical working paper displayed as part of the EIS: *The Northern Road Upgrade – Mersey Road to Glenmore Parkway. Non-Aboriginal Heritage Assessment* (Chandler and Waller 2017).

3. Additional historical background

Additional historical research and assessment has been carried out since exhibition of the EIS to provide further historical context to support significance assessment of potential heritage items assessed in the EIS. This Section also provides a response to submissions received during EIS exhibition, including a submission from the NSW Heritage Division, Office of Environment and Heritage (OEH).

This section incorporates the results of additional historical research undertaken for the project by JCIS consultants (JCIS), engaged by Jacobs for the purpose of this assessment (refer to Appendix A).

Historical background relating to heritage items

In response to the submission received from OEH, LCC and community members, the following additional background research for the project has been undertaken in relation to the following heritage items as per the EIS:

- Item 5: Weatherboard house, slab hut and old dairy, Luddenham
- Item 6: Weatherboard house and sheds, Luddenham
- Item 7: “Pleasantview” House 1, Luddenham
- Item 8: ‘Luddenham Village’ area
- Item 9: Miss Lawson’s Guesthouse
- Item 10: Miss Lawson’s Inn.

The following information is extracted from JCIS (2017), commencing with a discussion of the Blaxlands, the first European grantees of the land on which these sites are located. Updated histories and significance assessments relating to individual items can be found in Section 4 of this report.

John Blaxland

The first of the new type of free settlers were the Blaxland brothers – John and Gregory. Their arrival was preceded by the following dispatch from Lord Castlereagh to Governor King:

It being deemed expedient to encourage a certain number of Settlers in New South Wales of responsibility and Capital, who may set useful Examples of Industry and Cultivation, and from their property and Education be fit persons to whose Authority the Convicts may be properly entrusted, Permission has been given to Mr. John Blaxland and his Brother Mr. Gregory Blaxland to establish themselves and their Families in the Colony.

... I am induced to flatter myself that the exertions of these Gentlemen will not only Answer the Sanguine Expectations they have themselves formed, but will also contribute in an essential Degree to the benefit and prosperity of the Colony.

(Castlereagh to King, 13th July, 1805 *HRA*, Series 1, Vol V p490)

A brief summary of the agreement with John Blaxland was enclosed as follows:

MEMORANDUM that an agreement has been entered into at Lord Camden's Office by James Chapman, Esq., that, provided John with John Blaxland engages a Capital of £6,000 in the Colony of New South Wales, he is to have his passage out for himself, his wife, four or five children, and two or three servants, in the same manner as his Brother, Gregory Blaxland, is now going out; that he is to be allowed fifteen tons to take out necessaries for himself and family; when he arrives there, that he is to have a Grant of Land given him of eight thousand acres, with one convict for every hundred acres to clear and cultivate it; to be Cloathed and Victual'd for eighteen months according to the custom of the Colony; but provided he should not be possessed of so large a sum he is then to have Land and Convicts in proportion to the capital advanced.

(Castlereagh to King, 13th July, 1805 *HRA*, Series 1, Vol V p491)

In the event Castlereagh was wrong; the Blaxlands arrived with more or less the required capital but also with a sense of entitlement and querulous natures.

Gregory Blaxland arrived in Sydney on the *William Pitt* on 14 April 1806 and was immediately involved in legal action with the ship's Master. Nevertheless, Governor King allowed Gregory Blaxland to purchase livestock from the Government as well as granting him land and access to convict labour.

John Blaxland arrived on 4 April 1807, on the ship *Brothers*, belonging to himself and the Messrs Hulleys, which was also used for whaling and sealing ventures. His arrival coincided with the arrival of Governor Bligh. For a while Bligh socialised with Blaxland but Blaxland's attitudes quickly alienated him from Governor Bligh. In particular Bligh objected to Blaxland pursuing grazing cattle rather than cultivating land and noted:

The Blaxland's, in a partnership, seem to turn their minds principally to grazing and selling the Milk of their Cows and Butcher's Meat, which is attended to by Mr. J. Blaxland, in a House at Sydney where he resides, while his brother remains in the Country purchasing Live Stock from those who can be tempted to sell it. The former is very discontented with what Government has granted him, although it is in itself a Fortune.

(Bligh to The Right Hon. William Windham, 31st October, 1807, *HRA*, Series 1, Vol VI p144)

In a later dispatch to Windham, Bligh stressed his compliance with his instructions regarding the Blaxlands noting, regarding his land grant, that he had received twelve hundred and ninety acres of land, "The remaining quantity of Land I have ordered to be measured out for him" (Bligh to The Right Hon. William Windham, 31st October, 1807, *HRA*, Series 1, Vol VI p182).

Blaxland joined the groups agitating against Bligh and was a strong supporter of the overthrow of Bligh by the Rum Corp officers but then fell out with them as well and in 1808 began to travel to Great Britain to seek redress for his wrongs. He was arrested on the orders of Governor Bligh and was transported to Great Britain as a witness in the court martial of Major Johnston. He returned to Sydney in 1812 (Irving 1966).

Blaxland's arrival was followed by a dispatch from Lord Liverpool to Governor Macquarie reaffirming the British Government's commitment to honouring its original agreement (Liverpool to Macquarie 26 July, 1811 *HRA*, Series 1, Vol VII p 367-368).

Macquarie, like his predecessors as Governors, found it difficult to deal with the Blaxlands particularly when it came to determining whether the Blaxlands had indeed provided the capital they claimed to

have. He eventually got them to swear affidavits and, once they did so, provided the remaining resources commenting to Lord Liverpool:

With the Services of 120 men from Government, and the command of a still more unlimited extent of soil than even that number of men could cultivate, the Messrs. Blaxland have continued a burthen on the Government, restless and dissatisfied notwithstanding all they have derived from its liberality.

(Macquarie to Liverpool 17 Nov 1812, HRA, Series 1, Vol VII p557-560)

The Luddenham Estate

Blaxland clearly had some substantial land grants prior to 1812 but it seems clear that these were not properly surveyed – this was a function of the poor quality of the Surveyor Generals Department rather than any slight to Blaxland. On 30 May 1812 Blaxland wrote to Macquarie:

Having, Sir, met with much difficulty and expense in selecting a tract of land that would suit the purposes of Agriculture and grazing, and also having sustained considerable losses in its not being confirmed to me by Grant, I hope and trust that you will not object to my taking that which was marked out by Mr. Maihan, previous to my leaving the Colony, for which I applied when in England, and was informed it was left for your Excellency's determination.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p561)

This may have been the land that Bligh referred to. However, it was clearly not the Luddenham Estate for on 1 June 1812 Blaxland wrote to Macquarie:

In the course of my excursion up the country, I have seen some Land which appears unappropriated, lying at a place called Cobbotty, and a further tract at Mulgowe and Stony range, at which place I hope your Excellency will not object to my taking what remains due to me, having already expended £15,000 in this Colony.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p562)

It seems that the land at Cobbitty was already set aside for the location of a Common (a cause of yet another dispute between the Governor and Blaxland) but the land at Luddenham was granted to John Blaxland on 30 November 1813.

Curiously though, on his tour of inspection of the interior which covered the settlements on the edges of the Cumberland Plain in 1810, Macquarie had passed what appears to have been the Luddenham Estate. On 28 November 1810, Macquarie and a small party which included Gregory Blaxland set out from Parramatta and after visiting Badgery's farm:

Thence we proceeded to Mr. Blaxland's own Farms, about 5 or six miles distant from the South Creek in a westerly direction. — This is entirely as yet a grazing Farm, with only a miserable Hut for the Stock keepers, and Stock-Yards for the Cattle. — The Land in some parts is tolerably good, and pretty well watered, but is better adapted to grazing than Tillage. We rode back, a different way to what we came, to Mr. G. Blaxland's Farm on the South Creek, through his second large Farm, and a Farm belonging to Doctor Wentworth in the Bringelly District; the Country through this last ride was pretty to look [at] but the Soil generally bad; at 1. P.M. arrived at Mr. Blaxland's Hut, where we rejoined our Friends again.

(Macquarie 28th November 1810)

Clearly the second large farm is most likely to be the Luddenham Estate due to its proximity to Wentworth's farm. It may seem odd that farms were occupied without formal grants. Apart from Blaxland, D'arcy Wentworth for example did not receive a formal grant until 1818.

The survey of the grants consisted of simply marking boundaries and roads. It seems likely that the Northern Road was not formerly surveyed until the mid-1820s. None of the early surveys have buildings or structures marked on them. This is typical of the times and of Crown Plans generally covering land grants.

The map shown in Figure 3-1 is by far the best of the early roll plans in that it has survived more or less intact and is quite legible and it shows the sheer size of John Blaxland's grant and as well the grant to Darcy Wentworth immediately to the south of the Luddenham Estate. On the northern boundary of the Luddenham Estate was a 600 acre grant to John Blaxland Jnr which dates to 31 August 1819.

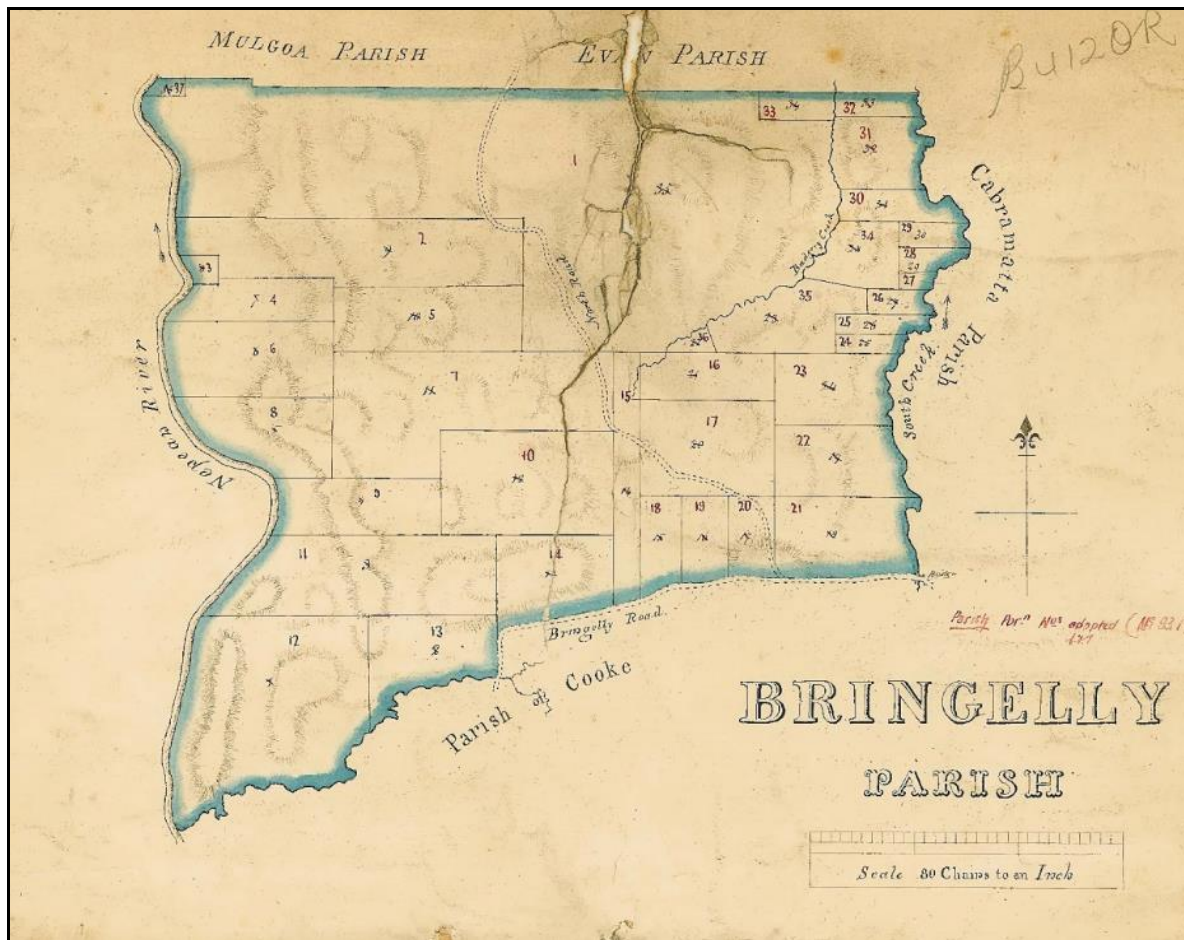


Figure 3-1: Parish of Bringelly 9 (c.1820) Plan B. 214or.

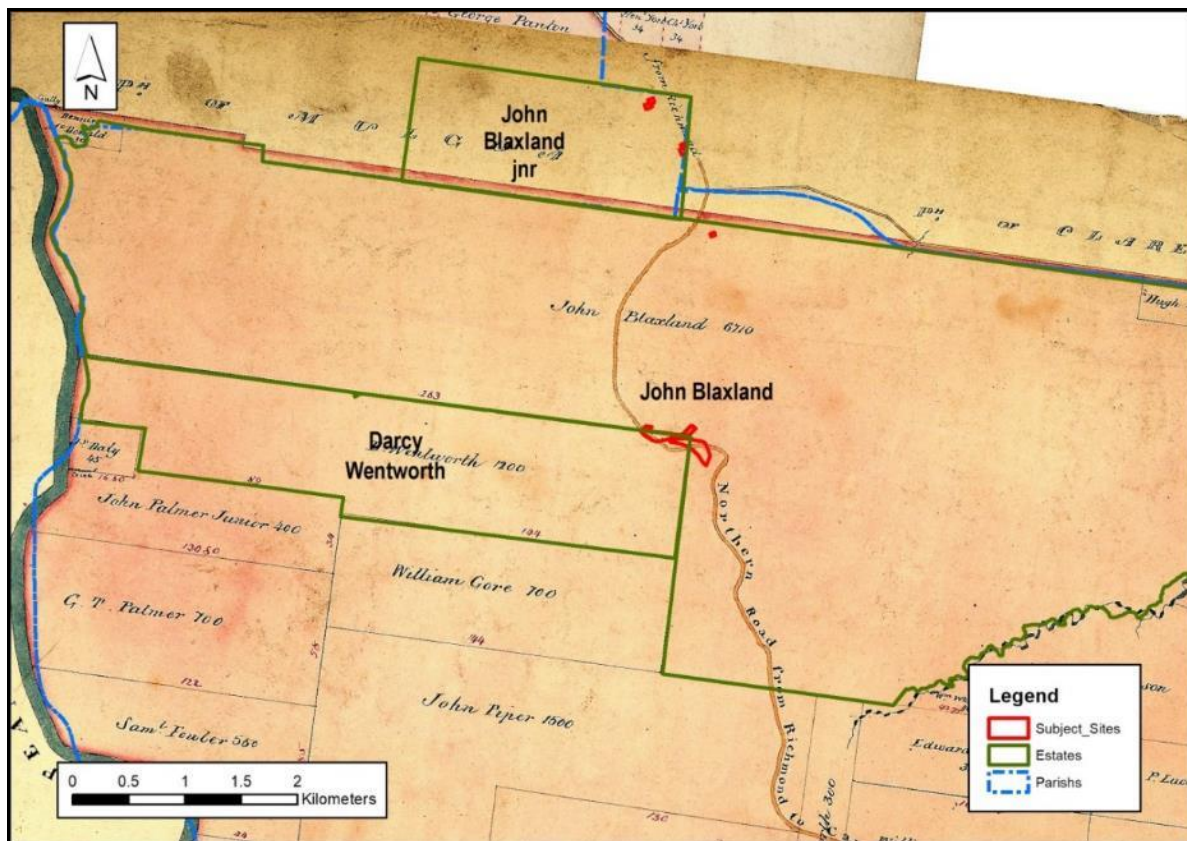


Figure 3-2: Location of the three Estates discussed in this report on an early plan of the Parishes of Bringelly and Mulgoa.

Except for a small section of land – part of Wentworth's Estate - all the land containing the properties which are part of this report was owned by the Blaxland family (Figure 3-2).

It seems from the research of O'Sullivan (1977) that John Blaxland was focusing the development of his estate on the banks of the Nepean River at what is now Wallacia. Blaxland had previously developed his Newington Estate on the Parramatta River with a salt works, distillery, blanket factory and meatworks as well as building his own residence. At Luddenham, Blaxland built a water powered flour mill by 1834 and by 1839 had established a brewery (O'Sullivan 1977: 4). These were located on the Nepean River near the Warragamba River junction so that Blaxland could use water power.

Sullivan reproduced a 1840s inventory of Blaxland's assets (sourced from the Blaxland papers in the State Library of NSW). The inventory lists the buildings at Wallacia but also the remaining land at Luddenham as grazing land (O'Sullivan 1977: 3). If the land had been subdivided into tenanted farms by this time, then they would have been listed in the inventory.

It seems therefore, unlikely that any of the buildings that are part of this study date from the early part of Blaxland's ownership. This pattern is also shown in the map in Figure 3-3 which although it is general, shows the buildings being located at Wallacia.

The early 1840s was a period of economic depression in Australia, brought on by a severe drop in the wool market combined with drought, which caught speculators in the pastoral industry which had expanded rapidly. Thus all pastoralists were under pressure, and as well the banks that provided finance were also stressed. There was a great rush of insolvencies (see Abbott 1971; Butlin 1968). So from c1840 the Blaxland enterprises began to falter.

John M Blaxland (Jnr), John Blaxland's oldest son, died on 29 May 1840 and his property was administered by his family but remained separate from the Luddenham Estate.

In 1842 Blaxland mortgaged his properties to the Australian Trust Company. In 1851 The Australian Trust Company conveyed the Luddenham Estate to Sir Charles Nicholson. This much is established by the Old System Titles. John Blaxland died in August 1845 but there is little readily available information about how his estate was managed; presumably they defaulted on the mortgage allowing the Australian Trust Company to sell the Estate to Nicholson.

Nicholson's sale of the Luddenham Estate

In around 1858 Nicholson had the Luddenham Estate surveyed and subdivided by Surveyor Samuel Jackson. The plan of the Estate was widely circulated and several copies have survived. Importantly the lithograph was used by the Land Titles Office as a charting plan of the Estate – Roll Plan 4, which covers the Eastern part of the Estate (Figure 3-4). The plan shows existing buildings and structures as well as the subdivision superimposed on them. It appears that the land in this area was leased for small farms presumably by Nicholson, and the buildings and structures are shown on Jackson's plan.

The auction of the Luddenham Estate was extensively advertised in September 1859:

The EASTERN DIVISION, containing upwards of 4000 acres, extending from Badgery Creek to the Bringelly Road, and subdivided into Farms, containing from 30 to 320 ACRES EACH, a great proportion of which are cleared, fenced, and in cultivation; with good homesteads thereon.

In this division also the VILLAGE OF LUDDENHAM has been laid out and most eligibly situated on the high road, about equidistant between Penrith and Camden, opposite LAWSONS, INN and STORE.

("Advertising" *The Sydney Morning Herald*, 8 September 1859: 7)

It appears from a close study of the plan (Figure 3-4) that the Village of Luddenham – a private village, was mostly a few scattered buildings along the road except for the Chapel, School and Lawson's Store and Inn.



Figure 3-3: Parish of Bringelly showing the location of Blaxland's establishment at Wallacia (Parish of Bringelly, County of Cumberland. s.n, [s.l, 1850)

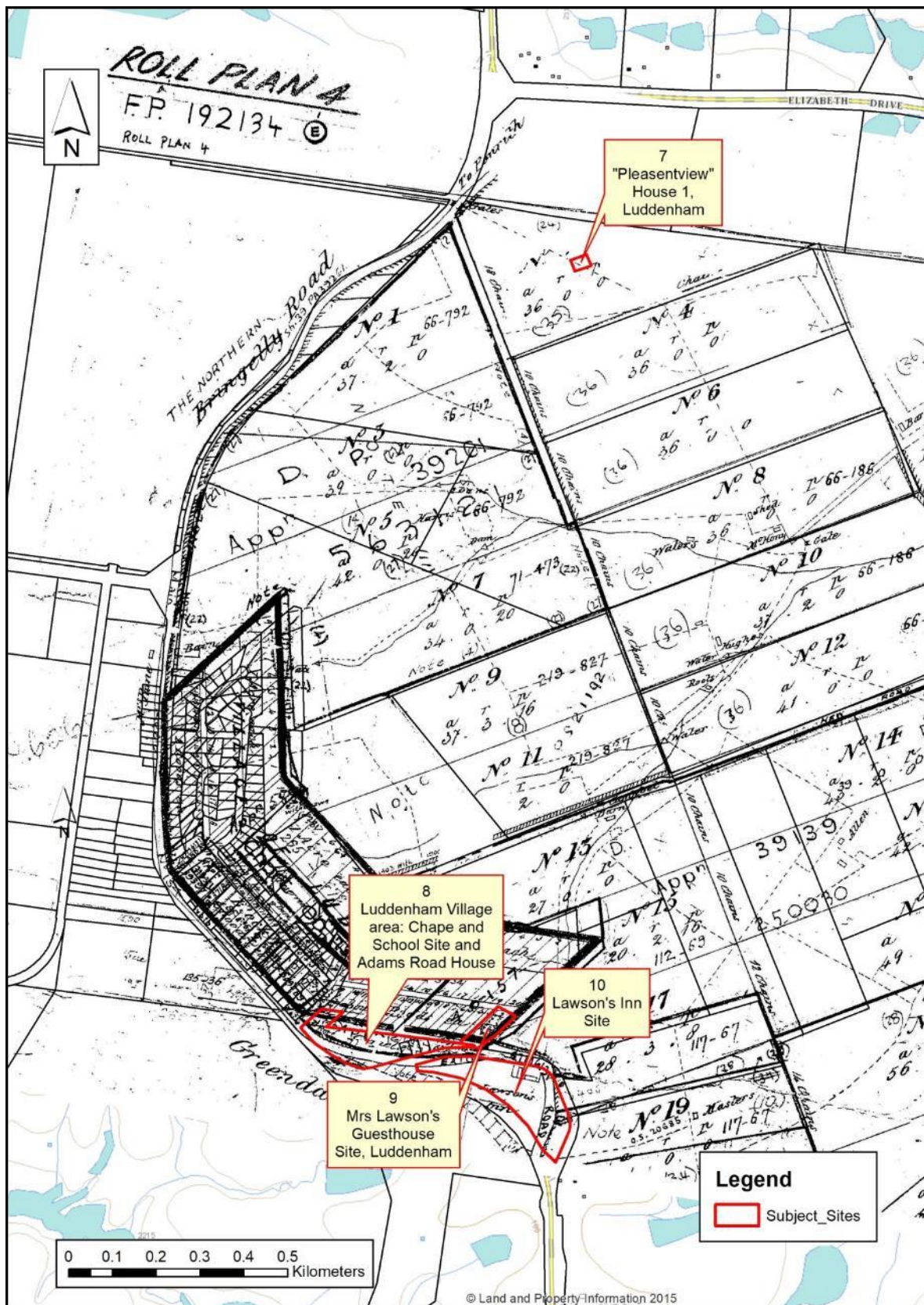


Figure 3-4: Detail from Roll Plan 4 showing the location of the study area

Details of the land subject to this study in 1859 are outlined in **Table 3.1** based on Roll Plan 4 and the Advertisement in the Sydney Morning Herald (8 September 1859).

Table 3.1 : Details of heritage items located in the Luddenham Estate area

Heritage Item No.	Area	Description (in 1859)
Item 7: Pleasantview	Lot 2	Cleared with some fences but no house is shown. It was described as 'clear and partly cultivated'.
Item 8: Luddenham Village	This land was not for sale as it was part of the Wentworth Estate	Chapel and School but these are located away from the land that is now Lot 21 DP614481. If there was more development it is likely it would have been shown to encourage buyers.
Item 9: Miss Lawson's Guesthouse site	Lot 2 Block 1, Luddenham Village	The land is vacant
Item 10: Lawson's Inn site	Not included	Lawson's Inn and Store is identified as a local landmark and noted on the plan

Despite the Luddenham Estate being a "magnificent and truly valuable agricultural property", sales were not particularly vigorous and the land was slowly sold off in small lots.

The break-up of Blaxland's holdings by 1859 necessitates that the history of each lot to be researched independently, as completed for the purpose of this assessment.

The updated background history and significance assessments for each of these items (Item 5, Item 6, Item 7, Item 8, Item 9 and Item 10) is provided in Section 4 of this report, based on the additional historical context provided in this section.

Figure 3-4, Figure 3-5, Figure 3-6 and Figure 3-7 provide the historical mapping for each of these sites.

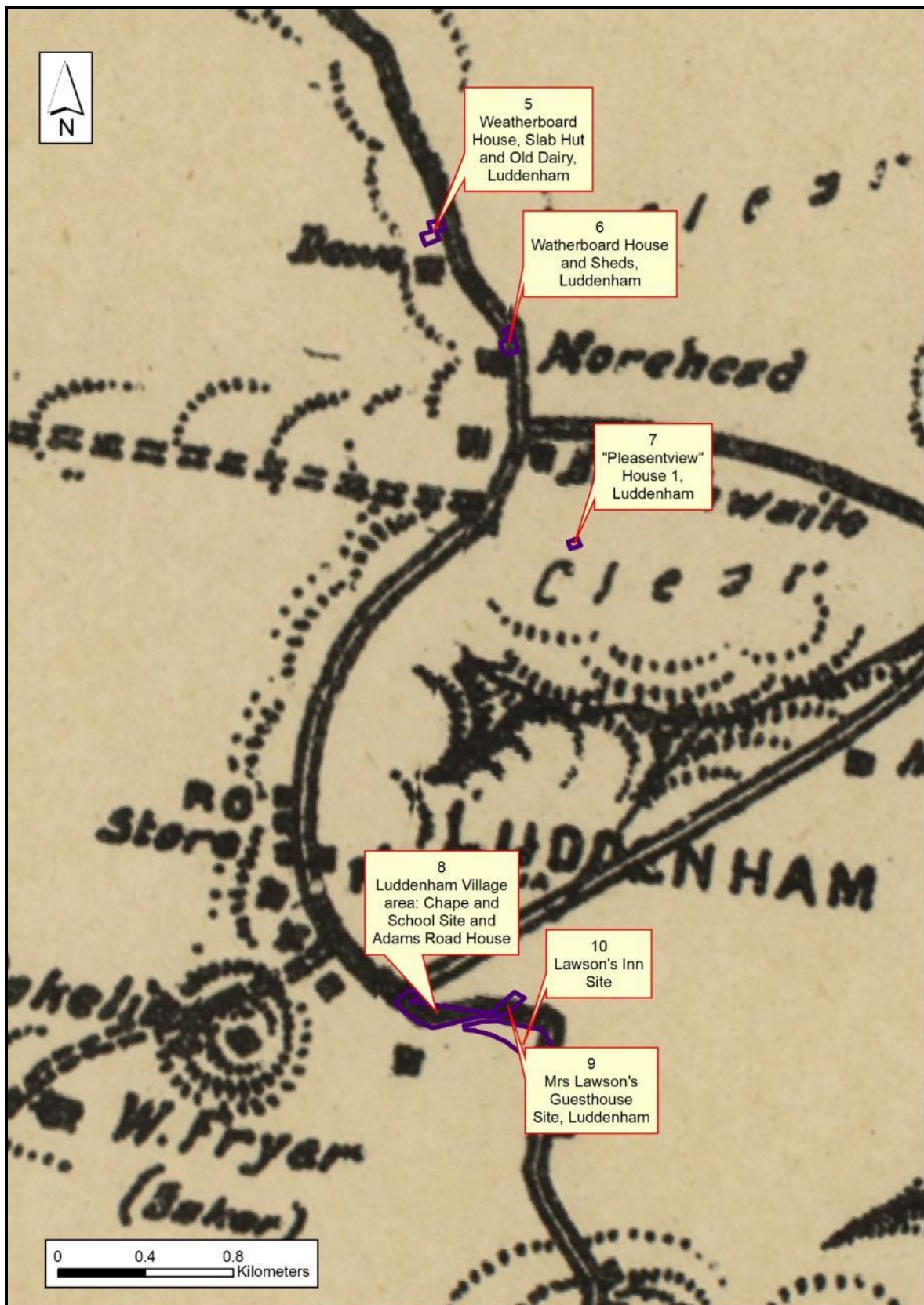


Figure 3-5: Detail from map of the manoeuvre area Liverpool

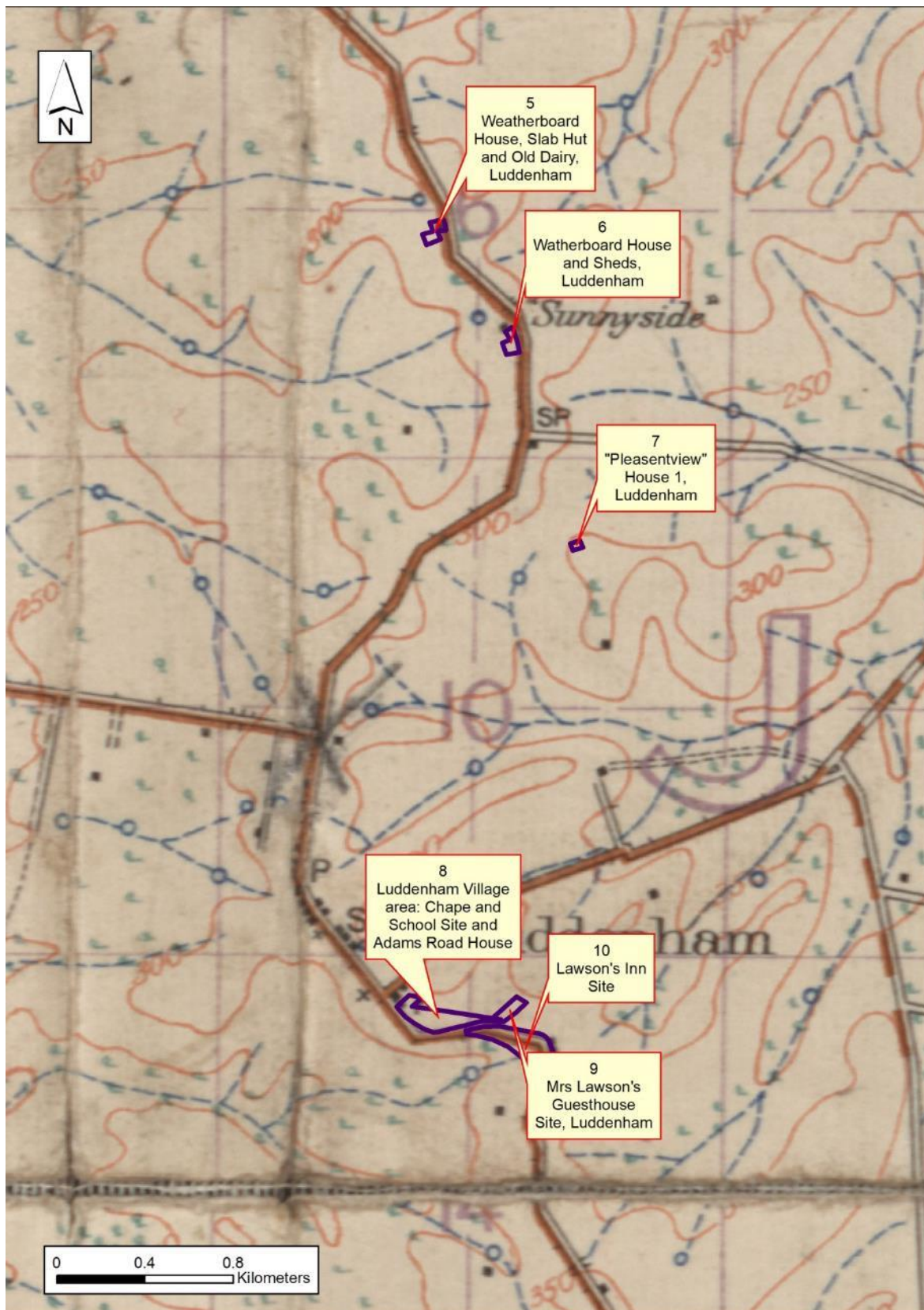


Figure 3-6: Detail from the Liverpool 1:63360 topographic map (1927). Please note base map is based on hand drawn historical maps which may not align with current curtilages.

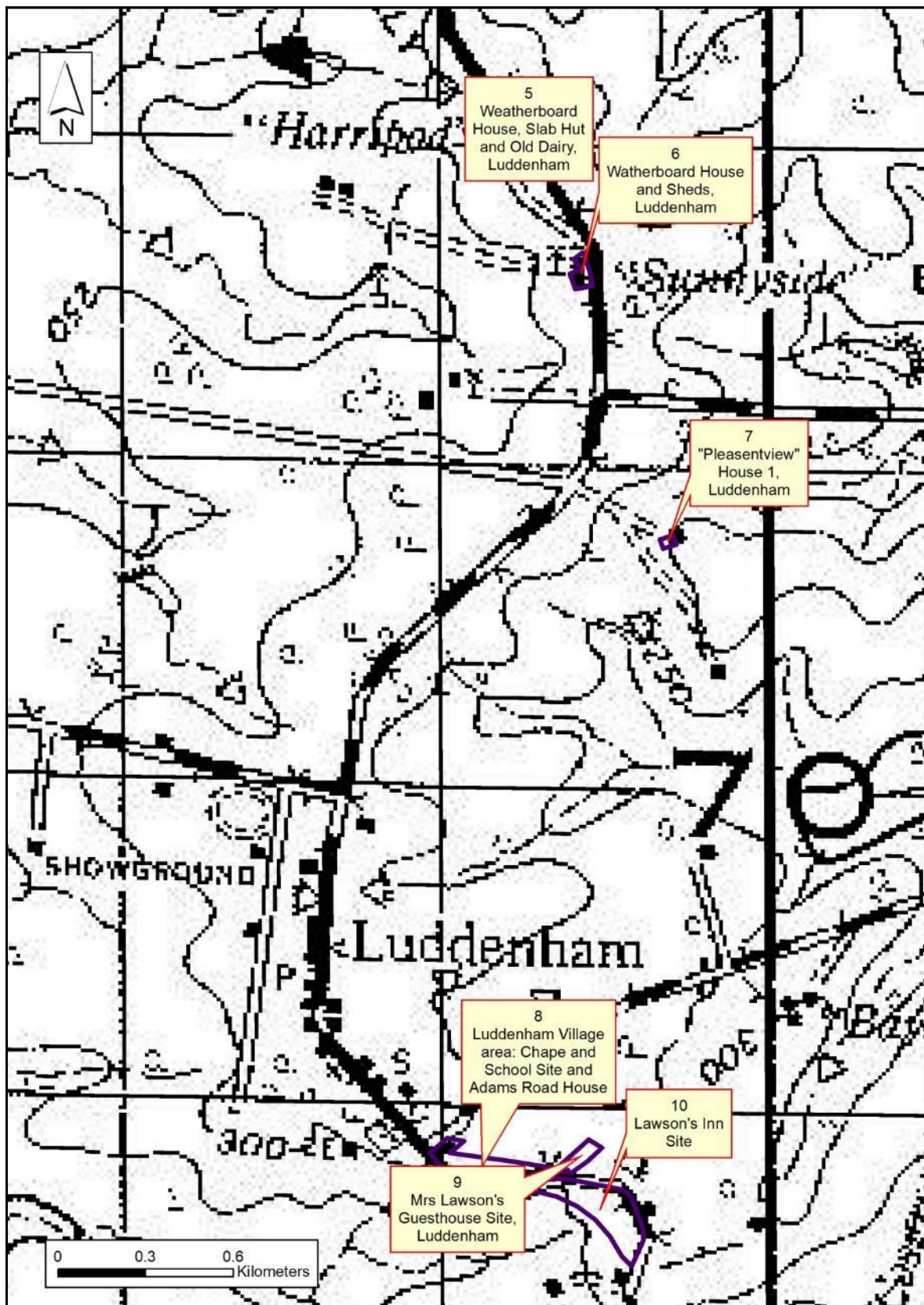


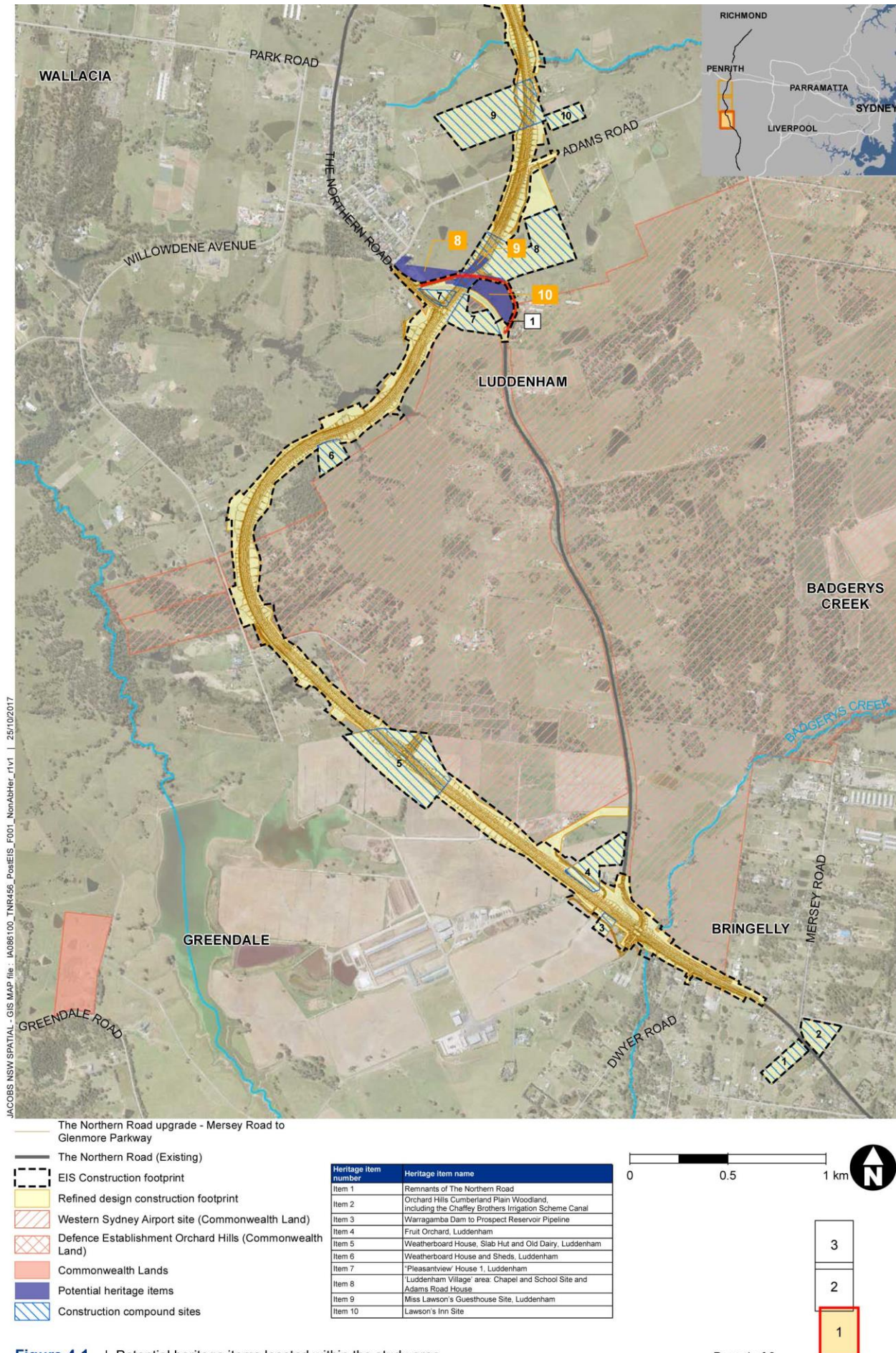
Figure 3-7: Detail of the Liverpool 1:63360 map (1955)

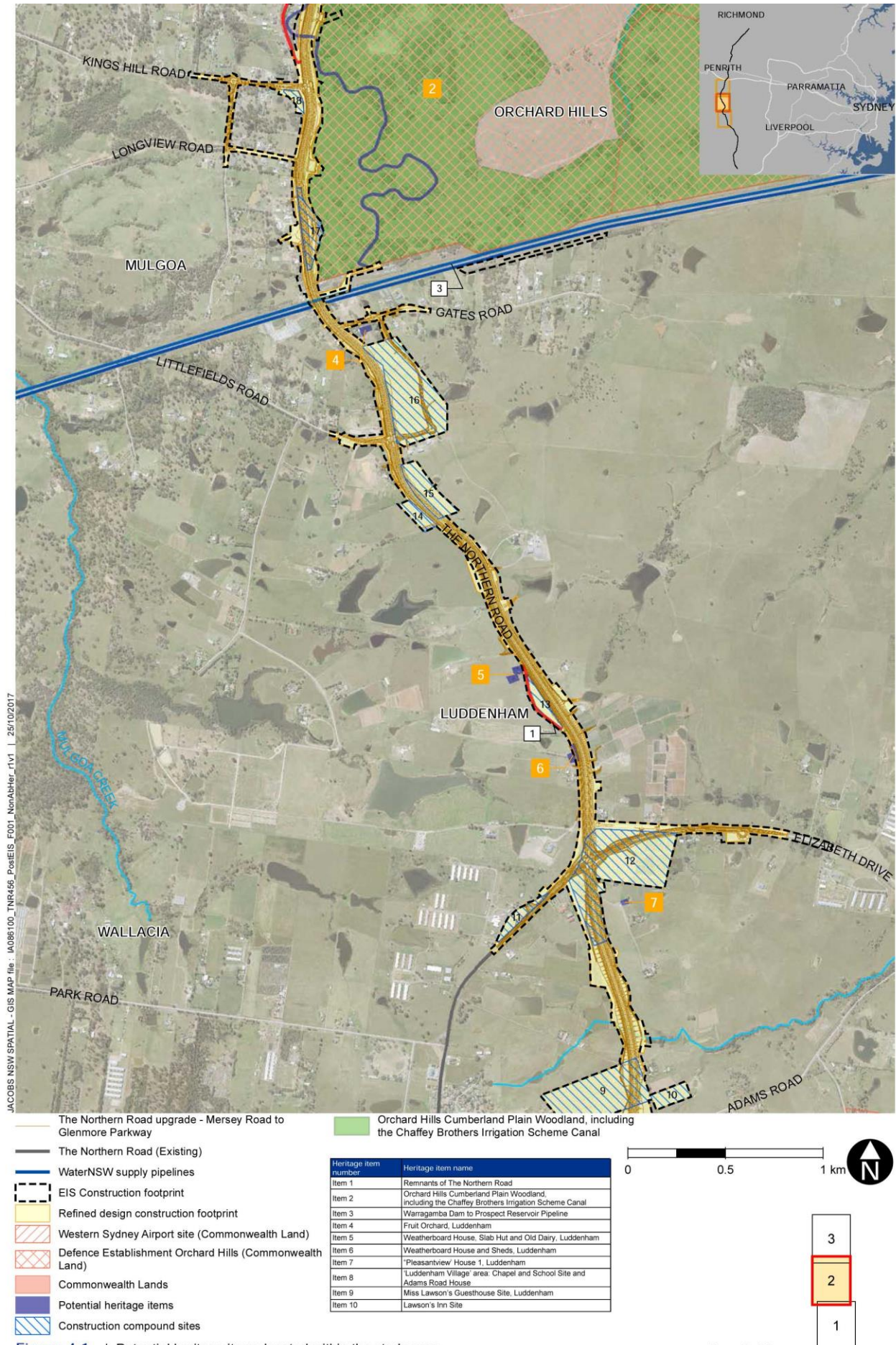
4. Updated histories and significance assessments

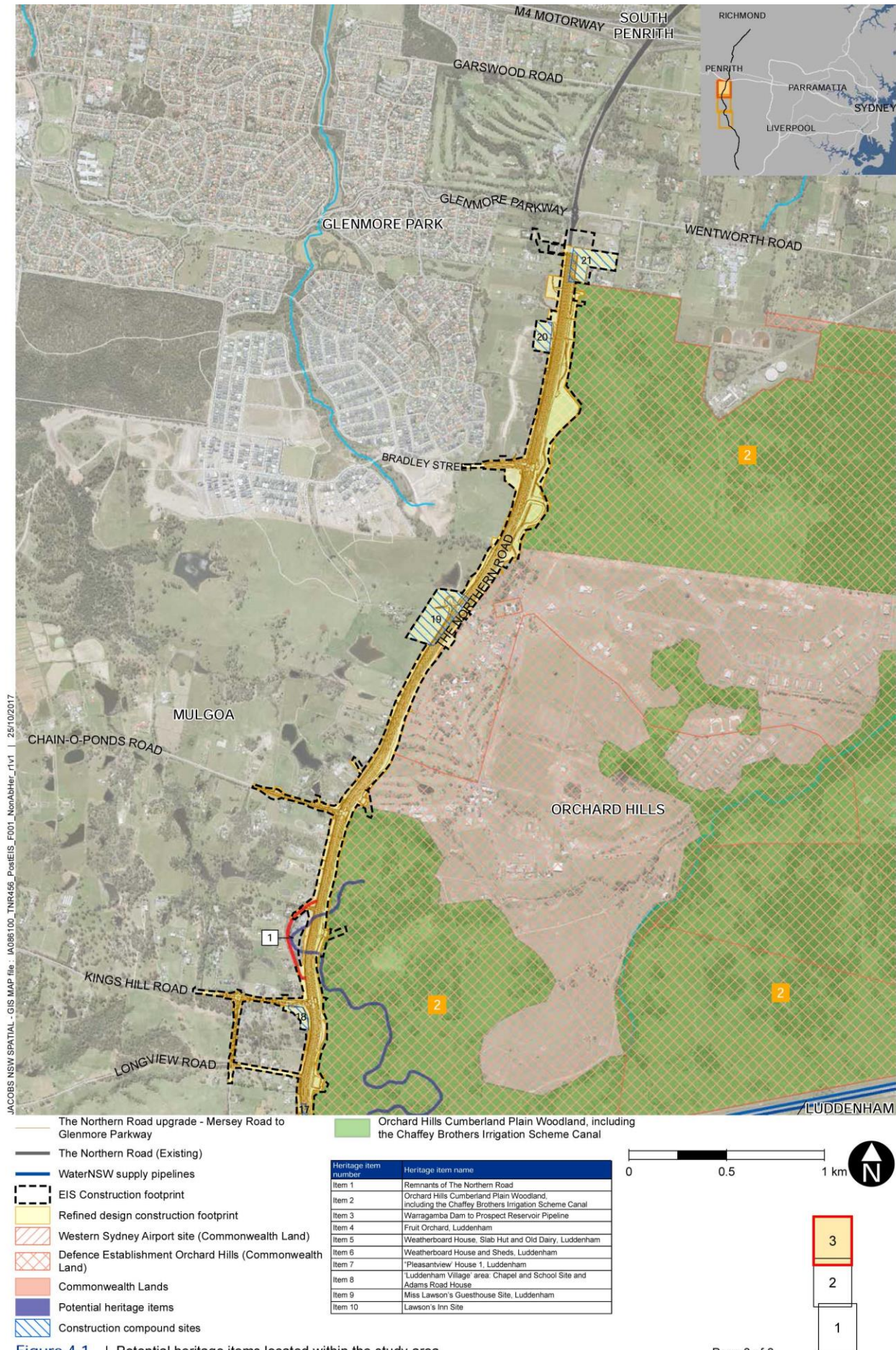
The following assessment of individual heritage items replaces those presented in Section 5 of the non-Aboriginal heritage technical working paper (Chandler and Waller 2017) and associated assessment as part of the EIS.

This section also responds to a number of submissions received during the EIS exhibition period by OEHL, LCC and members of the community with local knowledge of the sites.

The updated histories and significance assessments of individual heritage items are provided directly below in this section. The potential heritage items considered for this significance assessment are mapped in Figure 4.1.







Item 3: Warragamba Dam to Prospect Reservoir pipeline

Description and history

The Warragamba Dam to Prospect Reservoir pipeline currently bisects the construction footprint immediately south of the Defence Establishment Orchard Hills (DEOH) (Figure 4.2, Figure 4.3) on Lot A DP341629 and Lot A DP341893. It was surveyed on 23 February 2016 (Survey Area No. 3S-5). No areas of archaeological potential were identified during the field survey of this heritage item. The pipeline and associated items are located above the ground surface and clearly visible. There is unlikely to be any associated archaeological deposits relating to the pipeline. The large steel pipeline is on an east/west alignment and located underground at The Northern Road. It emerges about 100 m from The Northern Road on either side.

A second survey was undertaken for additional study areas on 20 September 2016 (Survey Area No. 4-26 and 4-27) and two concrete culverts relating to the pipeline were recorded within the study area. Four cement building foundations were also recorded 5-10 m to the west of the study area. The concrete culverts were described as follows:

Survey Area No. 4-26: a concrete culvert covers a drainage channel. The culvert appears to have been built to allow access to four concrete building foundations (located approximately 14 m west of the project). The nearby building foundations are reported to have been a construction depot for the pipeline construction upgrade in the 1950s (pers. comm., Water NSW staff, 20 September 2016). The culvert was therefore likely to have been constructed in the 1950s (Figure 4.4)

Survey Area No. 4-27: a concrete block culvert is likely to be associated with the 1940s construction of the pipeline due to its location adjacent to the 1940s constructed pipeline (Figure 4.5).

The Warragamba Dam was constructed to supply water to Sydney. The dam was completed in 1960 and supplies water to the Prospect Reservoir via large-diameter steel pipelines between the two locations. The pipeline was originally laid in 1940 as part of an emergency scheme, with an upgrade of the pipeline undertaken in the 1950s. The Warragamba Water Scheme was part of a large scale plan over a century to establish a water supply to Sydney (Paul Davies Pty Ltd 2007:74). The Penrith Heritage Study (Paul Davies Pty Ltd 2007:206) noted that the pipeline demonstrates steel fabricating technology of the day, but concluded that the pipeline had no particular significance to the history of Penrith.

Construction of the pipeline began in 1940 and involved a substantial number of workers, not all of whom were Australian. The town of Warragamba, around nine km southwest of the study area, originated as a construction town to house around 3,500 people at its peak. Around 1,800 of the workers were post World War II immigrants with at least 25 nationalities (Sydney Catchment Authority nd). Strikes were held by workers during the construction and there were government inquiries into the use of foreign workers. As a result of World War II, large numbers of Chinese immigrants entered Australia due to Japan's involvement with China and in the Pacific. Some of these Chinese men were ship crew members who refused to go back to Japanese-held areas on their ships (Williams 1999:7). After the bombing of Pearl Harbour there were hundreds of Chinese seamen stranded at Australian ports. In 1942 the Chinese Seamen's Union was formed by the Chinese Youth League. The Union was associated with the Seamen's Union of Australia (Ward 2015).

It was reported that the Federal Government had made an agreement with the Chinese Government to find work for the stranded Chinese seamen. The work was to be either on ships or land, was subject to conditions determined by the Minister for Shipping (Mr Beasley) and would be temporary, with the men being repatriated afterwards. It was an offence for either employers or Chinese workers to engage in employment outside of these conditions (*The Advertiser*, 18 December 1943).

The *Evening Advocate* (5 May 1942) reported that a Chinese labour corps was recruited by the Sydney Metropolitan Water Board to begin work on the Warragamba Dam to Prospect Reservoir pipeline. Workers were to be paid Australian award rates and live in a community camp. The use of

Chinese workers by the Sydney Metropolitan Water Board was to be investigated by the Commonwealth Department of Labour and National Services in Canberra. If the investigation proved that the Water Board were using Chinese workers, work on the pipelines would be suspended pending a full inquiry by the Commonwealth Government. The man responsible for the investigation was Mr Ward, the Minister for Labour.

Some politicians expressed their concern at how the Government inquiry might be seen by 'our Chinese Allies' with Senator Poll (United Australia Party, Queensland) asking the Government to 'consider Mr Ward's impulsive action' in the Senate on 2 May 1942. A meeting was held between Mr M L Tuan, staff at the Chinese Legation, and Mr Ward. The meeting was reported as being 'most friendly' (*The West Australian*, 2 May 1942).

There were many delays and stoppages during the construction of the pipeline. On 3 June 1943 the *Northern Star* reported that 180 Chinese workers from the Warragamba Dam to Prospect Reservoir pipeline had been taken off the job by the Manpower Department as they were required for 'urgent war work'. The Chinese workers therefore only worked on the pipeline for a year. The Water Board experts believed there may be a water shortage in Sydney if the second pipeline was not completed by 1945 (*Sydney Morning Herald (SMH)*, 19 August 1944). Steel for the pipeline construction had been supplied to contractors but that they could not fabricate the pipes until labour was made available. The workers had been transferred to work on another project and work on the pipeline was suspended. Workmen on the pipeline had been on strike for almost a week when work resumed. A conference between the disputes committee of the Trades and Labour Council and engineering officers of the Water Board resulted in 450 men returning to work (SMH, 2 September 1947).

The Chinese workers on the Warragamba Dam to Prospect Reservoir pipeline included carpenters, fitters and stewards (*Newcastle Morning Herald and Miners' Advocate (NMHMA)*, 5 May 1942). The 200 Chinese workers were housed in a camp on Mulgoa Road (SMH, 5 May 1942). The Chinese labourers would camp separately to the other men 'because of special feeding conditions' (*Daily Advertiser*, 30 April 1942). They were also members of the Water Board Union and were told they would receive full pay rates (*Queensland Times*, 4 May 1942). Pipeline workers reportedly lived in open tents, with both theft and health (including pneumonia) being a problem (*Nepean Times (NT)*, 7 July 1949, 29 July 1943). The death of a pipeline labourer was also reported. The man, aged 40, was found deceased 'in his tent on the Warragamba Dam to prospect Reservoir pipeline site, six miles from Penrith'. The man had a fractured skull and was known to police from several violent crimes (NMHMA, 11 May 1948). An advertisement for labourers in the SMH (1 December 1945) stated that 'workers must have their own blankets and prepare their own meals. Camping facilities are provided, an adequate camping allowance is paid and transport to and from Rooty Hill railway station provided on Monday morning and Friday night'.

Workers stayed in tents in camps close to the pipeline with two being near the current construction footprint. No. 6 Camp was located on Luddenham Road, about three miles from Luddenham. There was a private pipeline road that ran from the camp to Mulgoa (NT, 22 October 1942). No. 5 Camp was located on Bringelly Road (NT, 4 November 1948).

Significance assessment

The Warragamba Supply Scheme is registered on the s. 170 NSW State agency heritage register (no. 4580161). The listing includes the Warragamba Dam, associated infrastructure and pipelines. The scheme is possibly one of the largest of any type of dam in the world constructed specifically for an urban water supply. The significance assessment in the listing relates to the entire scheme, focusing on the dam (NSW Office of Environment and Heritage 2009). The pipeline in the current study area is included in the overall scheme but as the existing significance assessment relates mainly to the dam, the significance assessment undertaken for this assessment will focus on the pipeline. Table 4.1 provides an assessment of the pipelines site against the relevant NSW Heritage Council criteria.

Table 4.1 : Assessment of significance for item 3: Warragamba Dam to Prospect Reservoir pipeline

NSW Criterion	Assessment
A – Important in the pattern of NSW's history	The pipeline (as associated with the overall Warragamba Supply Scheme) has played a fundamental role in providing water to metropolitan Sydney. The pipeline (as part of the overall Warragamba Supply Scheme) was constructed during a time which was affected by periods of government financial stress during World War II. The pipeline (as part of the overall Warragamba Supply Scheme) was one of the major public works projects undertaken in NSW. The pipeline is associated with a significant historical trend – use of foreign labour while Australians were absent due to World War II. It also demonstrates the government response to Chinese men abandoning their ships due to Japanese occupation of China. Around 200 Chinese worked on the pipeline and lived in a camp for at least a year.
B – Strong or special associations	Does not meet this criterion. The pipeline is not associated with any particular individual or group of particular importance to NSW's history.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. The pipeline is not a major work by an important designer or artist and does not demonstrate any particular degree of technical achievement as it used standard technology of the period.
D – Strong or special associations with a particular community or cultural group	The pipeline (as part of the overall Warragamba Supply Scheme) may be of significance to members of the community involved with its construction and the development of nearby communities. The pipeline may be important to Chinese people with links to World War II dislocation. Detailed oral research and community consultation would be required to verify if the pipeline meets this criterion.
E – Potential to yield information	The pipeline demonstrates steel fabrication technology during the 1940s-1950s. While the two concrete culverts are associated with the construction of the pipeline over its history, they do not contribute to the historical significance of the site, nor demonstrate the technological significance of the pipeline. As the pipeline and associated items are intact structures situated above the ground surface and clearly visible there is unlikely to be any associated archaeological deposits relating to the pipeline.

NSW Criterion	Assessment
F – Uncommon or rare	Does not meet this criterion. The pipeline does not possess uncommon, rare or endangered aspects of NSW's cultural or natural history.
G – Principal characteristics of a class	Does not meet this criterion. While the pipeline has the key characteristics of a utilities pipeline in terms of its structure, it does not demonstrate particularly important construction techniques, changing use of technology, or use of materials.

Statement of significance

The pipeline (as associated with the overall Warragamba Supply Scheme) has played a fundamental role in providing water to metropolitan Sydney. The pipeline is associated with an important historical trend relating to the use of foreign labour in Australia during World War II. The pipeline also has the potential to yield information about steel pipe construction techniques employed at the time. The item is therefore considered to have sufficient significance to fulfil the criteria for local listing. A Statement of Heritage Impact for this item is provided in Section 6 of this memorandum.



Figure 4.2 : Pipeline, facing east. Photo taken from gate on The Northern Road by Jennifer Chandler on 23 February 2016.



Figure 4.3 : Pipeline, facing west. Photo taken from gate on The Northern Road by Jennifer Chandler on 23 February, 2016.



Figure 4.4 : The concrete culvert in Survey Area No. 4-26.
Photo taken by Andrew Roberts on 20/09/16.



Figure 4.5 : The concrete culvert in Survey Area No. 4-27.
Photo taken by Andrew Roberts on 20/09/16.

Item 5: Weatherboard House, Slab Hut and Old Dairy, Luddenham

Description and history

The property Lot 502 DP580982 at 2787 The Northern Road, Luddenham was surveyed (Survey Area No. 4-2) on 24 February 2016.

This site comprised a late 19th to early 20th century weatherboard house with a wide, open verandah on three sides (Figure 4.6, Figure 4.7). There was a more recent extension at the rear of house, two brick chimneys on opposite sides of the house. The original verandah flooring had been replaced. The house has a gabled corrugated iron roof. Several trees in the garden are almost 50 years old. There was a wooden slab hut located at the back of the property (Figure 4., Figure 4., Figure 4.10). A concrete slab and a single wooden post remains from what the property owner identified as the coolroom/dairy (Figure 4.11). There was no evidence of ruins, bottle dumps, grass-covered mounds that would indicate any areas of archaeological potential. The potential for archaeological deposits is considered to be unlikely.

This property was originally part of a land grant to John Blaxland called Stockwood Farm. The land was 600 acres in size and granted on 31 August 1819.

The following section is extracted from JCIS (2017).

This land was part of John M Blaxland Jnr's 600 acres. After John M Blaxland Jnr died, on 29 May 1840, his executor appears to have been George Blaxland and they conveyed the land to John Blaxland and John Dobie on 18 June 1845. The transactions seem a little confused no doubt because of John Blaxland's death in August 1845, however it seems that the land remained in the Blaxland family until 1855 (PA24415).

The next series of transactions are difficult to understand as the land is not clearly described, but the land goes from the Blaxland family to Andrew McGaritty in 1856 and then to the McKnight family in 1868. After the death of Mrs Abigail McKnight on 1 October 1884 (she was described as a very old and respected resident by the Nepean Times 4 October 1884, p. 2) the land was sold to John Colwell in April 1885 (PA24415).

Colwell built up a successful business but moved out of the district for several years returning in c1902 at which point he seems to have sold his properties (PA24415).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is shown in the same area as the study area. The owner/tenant's name is hard to read but may be Dove.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area.

It is not clear how he obtained title but a Mr William Wardell owned the land in the late 1930s. Wardell mortgaged the land to a Nellie Mary Hall, and in February 1941 she foreclosed on the property (Conveyance no 114 Book 1887). Prior to this in 1939 Wardell had a clearance sale:

HAVING received instructions from Mr Wardell, of "Harripool," BrIngelly Road, Luddenham, next door Mr Jim Roots, on SATURDAY, NOVEMBER 11, at 2 p.m., the following will be offered at Auction:

Furniture, Horses, etc.-2 Pony Mares, 4 and 6 years old; 1 Bay Gelding, 1> years (by Herico from Lady Lsa Curn); Three-piece Lounge Suite (good order), Double Beds,

Dressing Tables, Wardrobes, Chest Drawers, Overmantle, Sideboard, Wireless Set (world reception, excellent condition), Sofa, Kitchen Chairs and Table, Dining Room Chairs.

E. F. RULE, Auctioneer

("Advertising" Nepean Times (Penrith, NSW: 1882 - 1962) 2 November 1939: 5.)

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is shown in the same area as the study area. The property name is identified as "Harripool".

This land was owned by a Reginald W Hamilton (Conveyance no 918 Book 2231). Other than the fact that his family came from nearby Wallacia little else has been enabled to be unearthed.

In 1976 the then owners Donald McKellar, David Nagle Asimus, Denis Mansour and Douglas MacLaren applied to convert the title to Torrens by way of a Part IVA action under the *Real Property Act*. Their application contains no detail of prior land ownership but notes that the property was called Hamilton's Cottage (IVA 18480).

The land was subdivided and the larger portion was sold to Chatris Pty Ltd in 1977.

The following information was obtained from the current property owner (Malcolm Turner, pers. comm, 24 February 2016). The original property owners were the Bouffier family.¹ The weatherboard house was constructed in the late 19th century. The property was then owned by the Orton family. There was another building to the north-west of the existing house which has been demolished. Either this building or the slab hut out the back was used by the Orton family for a kitchen. The property with the weatherboard house was bought from a consortium who subdivided the block. The farm used to operate as a dairy which included a cool house and a well. A date palm and an elm tree planted out the front of the house were probably original. The Orton family had three properties in the area and each one had palm and elm trees. There used to be music lessons in the front room of the house and people used to travel from Penrith by horse and cart. The driveway to the house was an older section of The Northern Road (Bringelly Road) (Malcolm Turner, pers comm. 24 February 2016).

It is unclear exactly why the oral history differs from that of the documentary evidence for this land, but perhaps the Bouffier and Orton families were occupiers or lessees of the land that was owned by those named in the documentary records.

Curtilage information

The curtilage of the Weatherboard House, Shed and Old Dairy includes the house, associated buildings and area of old dairy and is shown on Figure 4.1.

Significance assessment

No previous significance assessments have been undertaken for this item. Table 4.2 provides an assessment of the site against the relevant NSW Heritage Council criteria.

¹ The Bouffier family owned property to the east and west of The Northern Road from around 1900 to 1950 and were cattle dealers who supplied the market in Sydney (Paul Davies Pty Ltd 2007: 155).

Table 4.2 : Assessment of significance for item 5: Weatherboard House, Slab Hut and Old Dairy, Luddenham

NSW Criterion	Assessment
A – Important in the pattern of NSW's history	Does not meet this criterion. The property was part of Blaxland's original land holding, however the buildings and structures remaining do not appear to be related to this period, but instead are likely related to the 20 th century use of the land. While the property is associated with the important local industry of dairying, there is little physical evidence to demonstrate this connection.
B – Strong or special associations	Does not meet this criterion. The property was part of Blaxland's original land holding, and while he was an important historical figure, the buildings and structures remaining do not appear to be related to this period, but instead are likely related to the 20 th century use of the land. Subsequently, there are various owners of the property but overall the property does not demonstrate an association with a significant event, person or groups of people.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. The property demonstrates little aesthetic values and does not demonstrate any particularly creative or technical achievement.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion. The property has no strong or special associations with a particular community or cultural group.
E – Potential to yield information	Does not meet this criterion. The property has no archaeological or research potential.
F – Uncommon or rare	Does not meet this criterion. The property is not rare in this region. There are many properties in this region of a similar age. The property does not possess uncommon, rare or endangered aspects of NSW's cultural history.
G – Principal characteristics of a class	Does not meet this criterion. The property is not particularly representative of a dairying operation as much of the original is not present.

Statement of significance

While item 5 is associated with the important historical industry of dairying and early settlement of the area, the remains of the dairy (if any) and existing house have the potential to provide very limited information about the industry. The site has been associated with various families over the years including the Blaxland, McGaritty, McKnight, Colwell, Dove, Wardell families, with the location of the house documented since 1906. However, the item is considered to have insufficient significance to fulfil the criteria for State or local listing. As the item is not of heritage significance, there is no further consideration of impacts for this item.



Figure 4.6 : House, facing east. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.7 : Front verandah of house, facing north. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.8 : Slab hut, facing east. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.9 : View inside slab hut, facing south-west. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.10 : Window detail, slab hut, facing north-east. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.11 : Location of previous dairy, facing south-west. Photo taken by Jennifer Chandler on 24 February, 2016.

Item 6: Weatherboard House and Sheds, Luddenham

Description and history

Item 6 is located on Lot A DP160890 at 2825 The Northern Road Luddenham and was surveyed on 24 February 2016 (Survey Area No. 4-4). No areas of archaeological potential were identified during the field survey at this item. There was no evidence of ruins, bottle dumps, grass covered mounds that would indicate any areas of archaeological potential. The potential for archaeological deposits is considered to be unlikely.

This site comprises an old weatherboard house, sheds and stockyards described as follows:

- The weatherboard house has a hipped corrugated iron roof, with a gabled roof at a section at the back of the house which is an extension. It appears that there were two front doors in the building. It has a wide front verandah and small verandah on the back extension. A carport has been added to one side of house. There is a chimney on the back extension. The house is in a poor condition (Figure 4.13, Figure 4.14)
- Sheds – There is one large shed with a smaller one to the south, immediately adjacent. Both sheds have timber internal frames and green corrugated iron walls and gabled roof. Both roof beams and the frame are hand sawn on both buildings (Figure 4.15, Figure 4.16).
- Stockyards – A set of timber stockyards are located to the east of both sheds.

This property was originally part of a land grant to John Blaxland called Stockwood Farm. The land was 600 acres in size and granted on 31 August 1819.

The following information was replicated from JCIS (2017):

As mapped, the study area covers two lots Lot A DP160890, which covers the weatherboard house and sheds and Lot 505 DP 581138 which covers the yards.

This land was part of John M Blaxland Jnr's 600 acres. After John M Blaxland Jnr died, on 29 May 1840, his executor appears to have been George Blaxland and they conveyed the land to John Blaxland and John Dobie on 18 June 1845. The transactions seem a little confused no doubt because of John Blaxland's death in August 1845, however it seems that the land remained in the Blaxland family until 1855 (PA24415).

The next series of transactions are difficult to understand as the land is not clearly described but the land goes from the Blaxland family to Andrew McGaritty in 1856 and then to the McKnight family in 1868. After the death of Mrs Abigail McKnight on 1 October 1884 (she was described as a very old and respected resident by the Nepean Times 4 October 1884, p. 2) the land was sold to John Colwell in April 1885 (PA24415).

Colwell built up a successful business but moved out of the district for several years returning in c1902 at which point he seems to have sold his properties (PA24415).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is shown in the same area as the study area. The owner/tenants name is Morehead. The Nepean Times reported a gathering at 'Sunnyside' by Mr J Morehead and his family, ("Luddenham" *Nepean Times* 4 August 1906: 4).

Morehead seems to have been a leading character in the district although little is known about him. He was appointed a magistrate ("Government Gazette Appointments and Employment" New South Wales Government Gazette, 28 September 1900: 7649). A notice in the NSW Government Gazette of 1900 shows that he was a tenant elsewhere ("NOTIFICATION OF RESUMPTION OF LANDS UNDER THE PUBLIC ROADS ACT OF 1897." 10 January 1900: 235.). In 1913 a newspaper article gives his address as Ferndale Luddenham.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area. The property is identified as "Sunnyside".

By this time the property was owned by James Roots and his family. A report of a car and cyclist, accident in the *Sun* to James Root (son) identified that his residence was "Sunnyside" (*The Sun* 16 May 1932: 7).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955). A building is shown in the same area as the study area. The property name is identified as "Sunnyside".

Mrs Elizabeth Roots, wife of Mr James Roots died at "Sunnyside," Luddenham, on Saturday, 28 July 1945 at the age of 58 years. She was born at Luddenham, where she lived all her life, highly esteem by all who knew her. She was the daughter of the late William and Elizabeth Bray (*Nepean Times*, Thursday 2 August 1945, page 1).

The land was still in the Roots family at least into the 1950s but as the land was still held as an Old System title until quite recently there is little detailed information as the form of conversion to Torrens title (CA 23374) does not give an extensive list of dealings.

Overall it is established that there was a building on the property from at least 1906 and possibly earlier if Colwell resided on the land.

According to local Luddenham residents, a local butcher called Jim Roots is said to have lived in the house at this site (Nancy Sales, pers comm., 6 April 2016; Malcolm Turner, pers comm., 24 February 2016). A 1929 photo (Figure 4.12) shows JW Roots' slaughterhouse in Luddenham which Nancy Sales (Leanne Sales, pers comm, 2017) stated was on the same location as the current slaughterhouse. Details of the location of the current slaughterhouse were not provided with this information and the current slaughterhouse was not viewed as part of this survey.

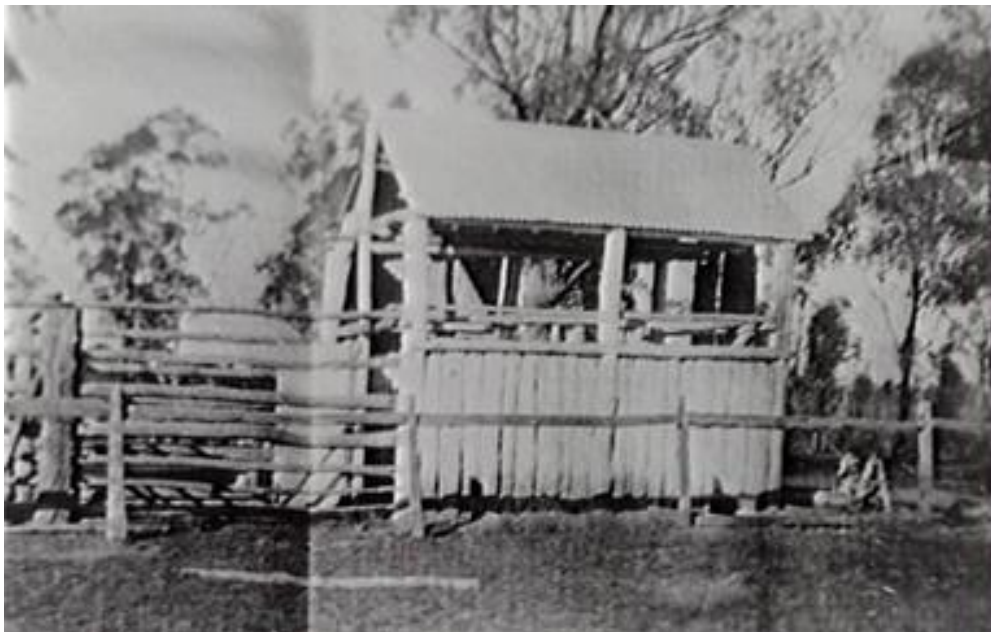


Figure 4.12 : photo of J W Roots slaughterhouse, Luddenham (Penrith City Council 2016).

Curtilage information

The curtilage of Weatherboard House and Sheds includes the house, sheds and stockyards as described above and is shown on Figure 4.1.

Significance assessment

No previous significance assessments have been undertaken for this item. Table 4.3 provides an assessment of the site against the relevant NSW Heritage Council criteria.

Table 4.3 : Assessment of significance for item 6: Weatherboard House and Sheds, Luddenham

NSW Criterion	Assessment
A – Important in the pattern of NSW's history	Does not meet this criterion. There is no physical evidence to demonstrate a connection with historically important activities or processes. The property was part of Blaxland's original land holding, however the buildings and structures remaining do not appear to be related to this period, but instead are likely related to the 20 th century use of the land. While the property has potentially been associated with Colwell, an apparently well-known local figure, prior to the Roots, it is not known if Colwell resided on the land.
B – Strong or special associations	Does not meet this criterion. The property was part of Blaxland's original land holding, and while he was an important historical figure, the buildings and structures remaining do not appear to be related to this period, but instead are likely related to the 20 th century use of the land. While the property is also associated with the Roots family, a well-known butchering family with ties to the local area, this association is considered insufficient to meet the criteria.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. The property is not a major work by a designer or artist, and does not display any particularly aesthetic features.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion. The property has no strong or special associations with a particular community or cultural group.
E – Potential to yield information	Does not meet this criterion. The property has no archaeological or research potential.
F – Uncommon or rare	Does not meet this criterion. The property is not rare. There are many properties in this region of a similar age. The property does not possess uncommon, rare or endangered aspects of NSW's cultural history.
G – Principal characteristics of a class	Does not meet this criterion. The property does not demonstrate any particularly important characteristics of a farm house or butchery.

Statement of significance

Item 6 was part of Blaxland's original land holding, and while he was an important historical figure, the buildings and structures remaining do not appear to be related to this period, but instead are likely related to the 20th century use of the land. The property is also associated with the Roots family, a well-known butchering family with ties to the local area through much of the 20th century. The house is in poor condition, and the sheds do not appear directly associated with the activity of butchering. Therefore the item has limited potential to provide information about the activity of butchery and supply of meat to the local population. The item is considered to have insufficient significance to fulfil the criteria for State or local listing. As the item is not of heritage significance, there is no further consideration of impacts for this item.



Figure 4.13 : House front, facing north-west. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.14 : House back, facing north. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.15 : Shed, facing south. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.16 : Inside of shed, facing south-west. Photo taken by Jennifer Chandler on 24 February, 2016.

Item 7: 'Pleasantview' House 1, Luddenham

Description and history

Item 7 is located on Lot 100 DP846962 at 2422-2430 The Northern Road, Luddenham and was surveyed on 24 February 2016 (Survey Area No. 4-7). No areas of archaeological potential were identified during the field survey at this item. There was no evidence of ruins, bottle dumps, grass covered mounds that would indicate any areas of archaeological potential. The potential for archaeological deposits is considered to be unlikely.

There are three houses present on the 'Pleasantview' property. House 1 is located within the construction footprint (Figure 4.17, Figure 4.18). House 2 is modern and located outside the footprint and House 3 is the original homestead and also located outside the footprint. This assessment only includes House 1.

House 1 is of weatherboard construction with a gabled roof. The original roof was damaged in a storm and it now has a modern roof. There is a brick chimney on the southern side of the house. There is cement sheeting, louvre windows and a small enclosed verandah on the west side of the house.

The current property owner stated that he brought the building to the property in around the 1930s-1940s and that it was originally the Llandilo Hall (Kenneth Hughes, pers. comm, 24 February 2016). Background research has determined that there was a new hall built at Llandilo around the time that the owner says he transferred the hall to the 'Pleasantview' property. The original hall was called the Llandilo School of Arts. In 1915 the hall was still uncompleted with 'bare walls' (NT, 31 July 1915). No other historical information about either 'Pleasantview' or the Llandilo Hall was able to be found during this assessment.

House 1 is in moderate condition but has been subject to modification. House 1 appears to have the style of a residence, rather than the appearance of a community hall. There is little information on the history of the Llandilo Hall, and having been relocated to its current position does not add to the building's significance.

The following information is replicated from JCIS (2017):

This land was put up for sale as Lot 2 of the Luddenham Estate in 1859. It was described as "Clear and partly cultivated" (Roll Plan 4; "Advertising" The Sydney Morning Herald, 8 September 1859: 7).

The earliest mention of "Pleasantview" found to date is from the 1891 Census (District No. 32, Sub-District Penrith, County of Cumberland) that refers to Agnes Hughes (who was Edwin Hughes' mother) as being the owner of the locality Pleasantview. The Electoral Rolls of 1903 and 1930 list members of the Hughes family simply as living in Luddenham; however, the Electoral Roll of 1932 lists Agnes Lily Louisa Hughes as living at Pleasantview, Luddenham with other family members simply being listed as living in Luddenham.

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section. 1927). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

In 1936 Edwin Victor Hughes, Alwyn James Hughes, John Rex Hughes and Norman Henry Hughes – who are all listed as being of Luddenham and dairy farmers – purchased land from the Executors of the Estate of the Late John Ratcliffe Parnell, Snr (who had run hotels around various parts of NSW)

(No. 639, Book 1964). There does not seem to be any indication that Parnell Snr. lived on the land or used it for any other purpose other than investment. The Old Systems deeds list earlier owners of the land without any indication that the land was owned for anything other than investment.

The Messrs. Hughes were the sons of Edwin Hughes (1867-1946) who is listed as being a farmer at Luddenham from the 1913 Electoral Roll and in the Sands Directories from at least 1919. Edwin and his wife, Adeline, had the four sons (listed above) and also four daughters who, for the most part married into Luddenham families. As regards the connection between the Hughes family and “Pleasantview”, it has proved difficult to assess whether the building Item 7: Pleasantview House was the residence of the Hughes family at the time they purchased the land, or whether their residence was a different building, or whether Pleasantview was the name of the property (which seems highly likely).

The Electoral Roll of 1934 describes the address of members of the Hughes family resident in Luddenham as being either Bringelly Road, Luddenham or Pleasantview, Luddenham.

From 1939 on there are numerous mentions of various members of the extended Hughes family of Pleasantview, Luddenham from engagements to weddings and births to deaths, and including the announcement in the Nepean Times that Mrs E V Hughes of Pleasantview, Luddenham has won Fletcher’s spelling competition prize of £2/2/- (2 February 1939).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army, Royal Australian Survey, Corps 1955) A building is shown in the same area as the study area. The property name is not identified. It seems likely that the present building was constructed between c1927 and 1955.

In 1961, Edwin Victor Hughes bought out his brothers and became the sole owner of Pleasantview before, in January 1972 conveying the property to the family company of E V Hughes & Sons.

The current title for “Pleasantview” is Lot 100 in DP846962 with the owner being listed as Kenneth John Hughes (DP 846962 was created in May 1995). The prior title to the current title had been brought about after a conversion action which recorded the conversion of this land from Old Systems to Torrens Title.

Kenneth Hughes, described as being an auto electrician of Luddenham, had purchased the land from the family company, E V Hughes & Sons Pty Limited in February 1975 (No. 689, Book 3190). Previously, Edwin Victor Hughes had been the sole owner but had conveyed the land into the family company three years earlier (January 1972) (No.11, Book 3046).

The evidence from the historical research by JCIS supports the oral information provided by Kenneth Hughes that House 1 at ‘Pleasantview’ was brought to the property around the 1930s – 1940s.

Curtilage information

The curtilage of ‘Pleasantview’ House 1 is shown on Figure 4.1.

Significance assessment

No previous significance assessments have been undertaken for this item. Table 4.4 provides an assessment of the site against the relevant NSW Heritage Council criteria.

Table 4.4 : Assessment of significance for Item 7: ‘Pleasantview’ House 1, Luddenham

NSW Criterion	Assessment
A – Important in the pattern of NSW’s history	Does not meet this criterion. While the house is likely the original Llandilo Hall, it is not in its original location and has been heavily modified. It therefore does not demonstrate any particular aspect of NSW’s history.
B – Strong or special associations	Does not meet this criterion. The property does not demonstrate an association with a significant event, person or groups of people.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. The property does not appear to have any particular aesthetic or architectural characteristics of note.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion. There is no evidence that the property has strong or special associations with a particular community or cultural group.
E – Potential to yield information	Does not meet this criterion. The property has no archaeological or research potential.
F – Uncommon or rare	Does not meet this criterion. The property is not rare in this region. The property does not possess uncommon, rare or endangered aspects of NSW’s cultural history.
G – Principal characteristics of a class	Does not meet this criterion. The property does not demonstrate any principal features of a community hall.

Statement of significance

There is little information on the history of the Llandilo Hall and its importance to the original community, and having been relocated to its current position does not add to the building’s significance. House 1 does not demonstrate any principal features of a community hall. It also does not appear to have any particular aesthetic or architectural characteristics of note. The item is therefore considered to have insufficient significance to fulfil the criteria for State or local listing. As the item is not of heritage significance, there is no further consideration of impacts for this item.



Figure 4.17 : House 1, facing north-east. Photo taken by Jennifer Chandler on 24 February 2016.



Figure 4.18 : House 1, facing east. Photo taken by Jennifer Chandler on 24 February 2016.

Item 8: ‘Luddenham Village’ area: Chapel and School Site and Adams Road House

Description and history

Item 8 includes the following lots: Lot 21 DP614481, Lots 22-25 DP700302 and Lot 1 DP7136725 located at 12-26 Eaton Road and 5 Adams Road, Luddenham. Lot 25 DP700302, is a large area including several shops to the west of four houses on Eaton Road (2130 The Northern Road). The properties inside the construction footprint and also at 5 Adams Road were surveyed on 25 and 26 February 2016 (Survey Area No. 4-12 and 4-23).

A previous archaeological assessment (Artefact Heritage 2015: 44) found that there was potential for structural remains of buildings and for burials at the broader Luddenham Village site; however, the current field survey was confined to a small section of the area thought to be the Luddenham Village area and no areas of archaeological potential were identified. There was no evidence of ruins, bottle dumps, grass covered mounds that would indicate any areas of archaeological potential. The potential for archaeological deposits is considered to be unlikely.

Only the eastern-most section of the ‘Luddenham village’ area (Lot 21 DP614481) is located within the construction footprint. The ‘Luddenham village’ area contains four modern houses, shopping centre and open space. One of the four modern houses (Figure 4.20, Figure 4.21) is the only structure located within the construction footprint. An aerial image from 1965 shows the area with no houses (Australian Museum Consulting 2014: Figure 4-32). This item was identified as a chapel and school site in the previous heritage assessment by Artefact Heritage (2015:28). The Chapel and School site was associated with Luddenham Village. The house and thick vegetation obscured the ground surface and no historical heritage items were identified within the survey area.

Lot 1 DP7136725 corresponds to the alignment and arrangement of the lots of the Luddenham Village subdivision. It contains an old house (5 Adams Road) (Figure 4.22) which is located adjacent to the construction footprint. It is therefore included in this assessment. An aerial image from 1965 (Australian Museum Consulting 2014: Figure 4-32) shows the house within a rural area. This lot contains a house located about 30 m outside the construction footprint. It is of weatherboard and cement sheeting construction with a green painted corrugated iron roof and a hedge out the front. While appearing much modified, the style of the house with its verandah, indicates it may date to the late 19th or early 20th century.

All of the area for this item was originally part of a land grant to John Blaxland of 6,710 acres called Luddenham Estate, Eastern Division. In 1859 the land was subdivided into lots of one acre and half acres and called ‘Luddenham Village’. The subdivision made provisions for a church, school and public reserve (Australian Museum Consulting 2014:24). Apart from newspaper advertisements for the sale of the lots within the village no reference was found relating to a church and school being built at the site. The Penrith Heritage Study (Paul Davies Pty Ltd 2007: 153) appears to suggest that the church was built: ‘In the survey of 1859 a church reserve had been dedicated, but it was not until July 1871 that St James’ Anglican Church was completed (LU-06)’. However, St James’ Anglican Church is actually located to the west of The Northern Road on an entirely different block to that indicated in the 1859 plan (Figure 4.19).

Further information was provided by Nancy Sales (as per Comms Leanne Sales, 2017)) outlining the following information:

Mrs Susan Isabel Adams (nee Roots 1872-1966), who is buried in St James’ Anglican Church Luddenham, was the grandmother of Mrs NE Sales. Mrs Roots stated to Mrs Sales, that when she was a girl she attended the Primitive Methodist Chapel and school on the site and she recalled Aboriginal families walking past the buildings. The buildings were of slab construction. Land was procured further along The Northern Road for the

Methodist Church, its current location. The location of the original Primitive Methodist chapel and school was sited on land later owned by Mr HL Sales (Mrs NE Sales' father in law, blacksmith and corner store owner) approximately between 14-18 Eaton Road. The only use of this land from the time of his purchase (around 1920) was sheep grazing. It was sold on this death in the early 1970s.

The following information was replicated from JCIS (2017):

This land was part of a grant to D'Arcy Wentworth of 300 acres on 17 August 1818. The Wentworths built this up to a large estate initially called Elmshall Park but later Greendale. Wentworth's will was particular about inheritance and the land remained in the Wentworth family until 1902.

On 22 June 1902 the estate was purchased by John Thomas Colburn Mayne, a grazier living at Denham Court for £17, 030 (Con 1 Book 715). He in turn sold lot 'C:' – 4 acres of land to Henry Lewis Sales on 4 September 1916 for £38-320s (Con 101 Book 1097).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955). A building is not shown in the same area as the study area.

The area that was to become Lot 21 was mapped as part of the construction of a new section of Bringelly Road on 20 December 1950 (MS 14004-3000). If a building or structure was located on the road frontage it would have been mapped – none were.

The land where Items 8 and 9 are located were held as a single parcel by Henry Lewis Sales which he brought under the provisions of the Real Property Act by Primary Application No 40157 on the 12 February 1963 (CT 83440 Fol 7).

Lot 21 DP614481 was created in October 1971 when the land was purchased by Carmelo and Maria Cambareri (CT 14354 Fol 3). The land was later sold on 14 August 1988 to Vincenza and Giuseppe de Leo.

Given the mapping evidence that does not show a building in this location it is difficult to argue for there being a building on Lot 21 until the 1970s.

But what of the Chapel and School noted on the 1859 plan? According to a report in the *Nepean Times* "The new Primitive Methodist Church at Luddenham, which is almost complete, was formally opened by the Rev. J. B. Penman", on Sunday 14 November 1886. The *Nepean Times* reported the festivities and that "The young people, nothing daunted, then adjourned to another vacant plot and danced away to their hearts content. One or two of the young men had visited during the day a wine shop in the vicinity, and they were, to use a somewhat vulgar phrase, "slightly elevated," and their language was none of the choicest" ("Luddenham." *Nepean Times*, 20 November 1886: 4).

From the account this was the second Church and presumably the older church, the one on the 1859 plan was abandoned when the new one was eventually completed. Based on land titles information it is likely that the original church was simply on land leased from the Wentworths as no separate title was created.

Based on the historical research by JCIS, oral information from Nancy Sales, and survey of the site, it appears that the church has since been destroyed and was likely outside the construction footprint.

Curtilage information

The curtilage of the Luddenham Village Area: Chapel and School Site, and Adams Road House as described above is shown on Figure 4.1.

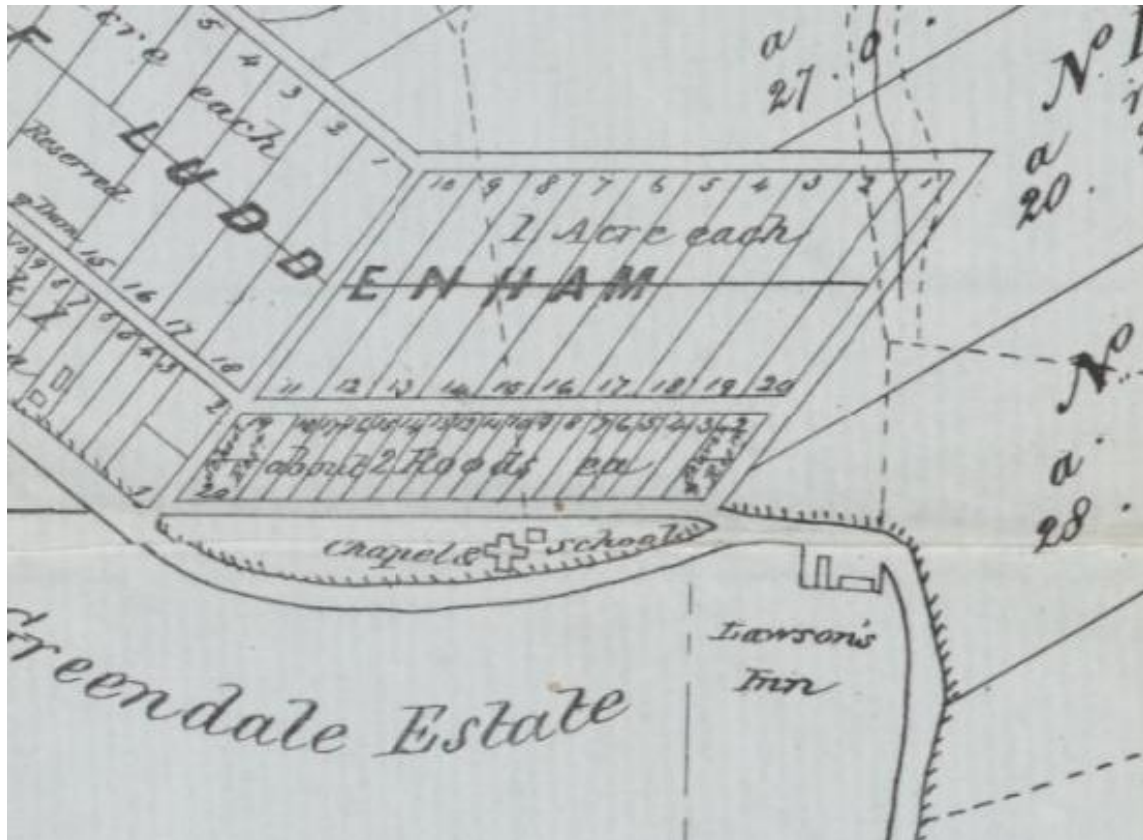


Figure 4.19 : Plan of the eastern division of the Luddenham Estate (cartographic material): to be sold by auction by Mr. R.P. Richardson/Samuel Jackson Surveyor. Source: National Library of Australia digitised item.

Significance assessment

No previous significance assessments have been undertaken for this item. Table 4.5 provides an assessment of the site against the relevant NSW Heritage Council criteria.

Table 4.5 : Assessment of significance for Item 8: ‘Luddenham Village’ area: Chapel and School Site and Adams Road House

NSW Criterion	Assessment
A – Important in the pattern of NSW’s history	Does not meet this criterion. No physical evidence of Luddenham village was identified by this assessment as only a small section is within construction footprint which overlaps with modern housing. Additionally, it is unclear from a titles search and viewing historical maps whether Luddenham Village was ever substantially developed. The location of the old Methodist Church is also inconclusive. Additionally, while the property was part of the Wentworths’ original land holding, the buildings and structures remaining are not related to this period.
B – Strong or special associations	Does not meet this criterion. The heritage item does not demonstrate an association with a significant event, person or groups of people as it is unclear whether Luddenham Village was ever substantially developed. Additionally, while the property is associated with the important Wentworth family, there is no physical evidence related to their occupation of the site.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. The heritage item demonstrates little aesthetic values and does not demonstrate any particular creative or technical achievement as it is unclear whether Luddenham Village was ever substantially developed.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion. The heritage item has no strong or special associations with a particular community or cultural group as it is unclear whether Luddenham Village was ever substantially developed.
E – Potential to yield information	Does not meet this criterion. The heritage item has no archaeological or research potential as there is modern housing at the site.
F – Uncommon or rare	Does not meet this criterion. The heritage item is not rare in this region and it is unclear whether Luddenham Village was ever substantially developed.
G – Principal characteristics of a class	Does not meet this criterion. The heritage item is not particularly representative and it is unclear whether Luddenham Village was ever substantially developed.

Statement of Significance

Item 8 is associated with the early settlement of Luddenham, however it is not known whether a chapel or school were ever built at the site. Additionally there is little or no physical or historical evidence that the Luddenham Village was ever actually substantially developed. Even if the chapel and school did exist, it is unlikely that there are subsurface remnants of a chapel and school as they would be under the modern housing at this location. The Adams Road house is in poor condition and has been modified, and it is unclear whether it actually even dates to the time of the Luddenham Village development (mid-19th century). The lots therefore have limited potential to contribute information about early settlement of the area. The item is considered to have insufficient significance

to fulfil the criteria for State or local listing. As the item is not of heritage significance, there is no further consideration of impacts for this item.



Figure 4.20 : Current housing on the site, facing north.
Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.21 : Vacant area of land to the east of housing, facing west. Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.22 : House located at 5 Adams Road, Luddenham, facing east. Photo taken by Amanda Goldfarb on 26 February 2016.

Item 9: Miss Lawson's Guesthouse Site, Luddenham

Description and history

Item 9 is located on Lot 1 DP90157 at 26 Adams Road, Luddenham and was surveyed on 25 February 2016 (Survey Area No. 4-13). Areas of archaeological potential were identified during the field survey and are outlined below, including figures showing the items identified during field survey. These items are also identified on Figure 6.4.

The site comprises:

- One shallow depression (well) with stone debris on the ground surface around the well, and several visible blocks inside the depression. About ten wooden planks (1.5 – 2 m long) located on the ground surface to the west of the depression (Figure 4.27, Figure 4.28)
- Another stone depression (well) with a nearby peppercorn tree (Figure 4.29)
- Cutting into the ground surface that is in line with the gate on Eaton Road on a north/south axis (Figure 4.30)
- Pieces of stone (squares/blocks) located near the gate on Eaton Road (Figure 4.31)

A second survey was undertaken by Pamela Kottaras (Heritage Services Manager, EMM Consulting) (Kottaras 2017a) on 18 September 2017 (refer to Appendix B). The following features were noted during the survey:

- Entrance blocks – group of sandstone blocks on eastern side of driveway. The blocks are no larger than 60 x 60 cm and embedded in the ground
- Driveway - depression in paddock. Approximately 5 m wide and 123 m in length
- Gate posts – timber gate posts to rear of site. Retain iron latch
- Well 2 and peppercorn tree – circular depression directly adjacent to peppercorn tree. Dressed sandstone blocks scattered across the depression. Approximately 3 m diameter
- Well 1 – circular depression south of a second peppercorn tree and north of Well 2. Dressed sandstone blocks scattered across the depression. Loose timber boards lay adjacent to the hollow on its western side. These boards have the appearance of a dismantled lid. Approximately 2 m diameter
- Platform 1 – sandstone platform comprising dressed sandstone block and a small amount of sandstock brick fragments. Includes what appears to be on in situ threshold stone with wear. While not the usual orange colour of sandstock bricks from the Liverpool area, these items fragments had the impression of other stacked bricks on their stretcher side. Approximately 4 x 4 m
- Platform 2 – small platform comprising sandstone blocks with some small sandstock brick fragments. This feature is in close proximity to another circular depression
- Platform 3 – small platform comprising sandstone blocks with some small sandstock brick fragments
- Platform 4 – small platform comprising steel sheets, some small sandstock brick fragments and a broken sandstone millstone. Approximately 2 m x 1 m
- Dead fruit tree – small fruit tree, approximately 2 m high, low branching
- Peppercorn tree – mature peppercorn tree, similar size (and therefore age?) to peppercorn tree by Well 2. Western side of ground worn down, probably by livestock. No other features visible.
- Platform 5 – a large circular raised area at the base of a eucalypt near the entrance to the site (Kottaras 2017a:5-6)

This property was originally part of a land grant to John Blaxland of 6,710 acres called Luddenham Estate, Eastern Division. In 1859 the land was subdivided into lots of one acre and half acres and called 'Luddenham Village' (Australian Museum Consulting 2014:24).

Research from land records

The following information is extracted from JCIS (2017):

This land was part of the land John Lawson purchased from Abraham Meyers on 13 September 1862 (Con No 224 Book 87). Meyers purchased the land from Sir Charles Nicholson but there are various transactions from 1860 which seem to cover a large amount of property but are poorly described and difficult to read.

John Lawson made a will on 13 December 1881 leaving his estate to his wife Anne Lawson and his six young children namely: William, James Lachlan, Daniel, Caroline, Alice Lawson (later Alice Vicary²) and Rose Ross (later Rose Ross Petith). He also stipulated that his wife should not sell the land but, after her death, the land should be unequally divided with the males getting double the quantity of land than the females.

Lawson died on 22 June 1885 and letters of administration were granted to Anne Lawson his widow and James Lachlan Lawson one of his sons. Anne Lawson died on 31 October 1894 intestate. James Lachlan Lawson died on 16 April 1893 also intestate (Con No 129 Book 604).

James Lachlan Lawson's widow Kate Megarity³ (she had remarried) was granted administration of his estate on 12 April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another, Norman Frederick Gilliam, was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniel's share of Lawson's estate to him in 1895. At the same time the children partitioned the Supreme Court to appoint Kenneth Campbell as administrator of John Lawson's estate (Campbell was a leading member of the Methodist Church in Luddenham of which the Lawson family was part). The letters of administration were given on 23 June 1897, and Campbell set to his task (Con No 129 Book 604).

Campbell transferred 12 acres 2 roods and 25 perches to Caroline Lawson on 3 August 1897 (assumed to be Miss Lawson). The land transferred to Caroline Lawson was held in trust on her behalf and includes the study area (Con No 129 Book 604).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that a building on the property was not constructed at the time this map was compiled.

Caroline Lawson made a will on 4 May 1911 appointing her brother Daniel Lawson her Executor. She died on 1 January 1930 and with probate granted Daniel because her Executor. However, Daniel became of unsound mind and the Public Trustee took over administration in August 1938. Daniel died in the same month and by his will Frank Vicary and Wilfred Cecil Vicary became administrators of his estate and affairs (Con No 381 Book 1854). Vicary sold the land to Henry Lewis Sales in August 1939 (PA 40157).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area fronting the road.

² Note variation in spelling across different documents – Vicary and Vickery – however this refers to the same person/family.

³ Note variation in spelling across different documents – Megarity and Megarrity – however this refers to the same person.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is shown in the same area as the study area but not otherwise identified.

Sites 8 and 9 were held as a single parcel by Henry Lewis Sales which he bought under the provisions of the Real Property Act by Primary Application No 40157 on the 12 February 1963 (CT 83440 Fol 7). The title wasn't issued until 1967 and the land was passed to Gloria Loraine Boots (sic) and Harry Colin Jessie Sales (sic) in 1971 (CT 8340-6) and the land remains with the Sales family.

The historical evidence points to a building on the site from before 1920 and presumably this was where Caroline Lawson lived. A search in Trove for more information about her life yielded little information. However, this may reflect the lack of visibility of Luddenham in the activities reported in NSW newspapers.

Clarification of confusion regarding location of Lawson's Inn and Miss Lawson's Guesthouse

The Lawson's Inn site heritage curtilage is shown on the LLEP at a location to the west of The Northern Road (Figure 4.23). Artefact Heritage (2015) undertook a previous assessment in which they concluded from preliminary research that the LEP-listed site of Lawson's Inn has been incorrectly located on the western side of The Northern Road (Artefact Heritage 2015: Figure 27). The site of Miss Lawson's Guesthouse was identified in their assessment as being the location of Lawson's Inn, which was operated by John Lawson between the 1830s and the 1880s:

A site inspection of the neighbouring property was undertaken on 10 September 2015 by Artefact Heritage. An area corresponding the location shaded in pink on Figure 27 contained a number of potential archaeological features, including the two in-filled stone lined wells or reservoirs, a number of European trees and worked sandstone blocks. A possible sandstone gatepost base and potential former road cutting were also identified. The landowner identified this as the location of Lawson's Inn, present on the site before demolition in the 1940s (Artefact Heritage 2015: 25).

The report (Artefact Heritage 2015: 28) also included a figure showing the location of what was described above (Figure 4.23).

Figure 27: Potential locations of the former Lawson's Inn site, the pre-1859 chapel and pre-1864 school buildings. Eaton Road is an earlier alignment of The Northern Road.

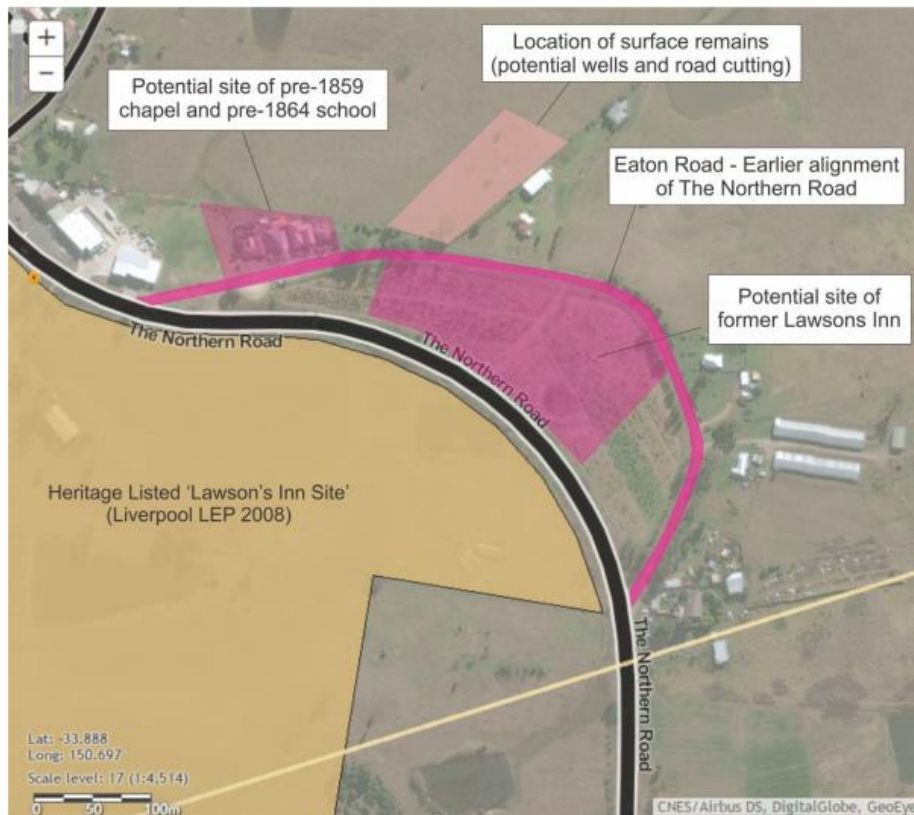


Figure 4.23 : Figure 27 from previous heritage assessment by Artefact Heritage (2015)

However, research undertaken for this assessment suggests that a woman called Miss Lawson (John Lawson's daughter) operated a guesthouse after Lawson's Inn had closed down, and was situated on the opposite side of The Northern Road to Lawson's Inn (shown in light pink on the Artefact Heritage figure (Figure 4.23), detailed in Section 5.11.1.3.

Further documentary and oral history evidence

Miss Lawson (John Lawson's daughter) operated a guesthouse after Lawson's Inn had closed down, and was situated on the opposite side of The Northern Road to Lawson's Inn:

I am glad to find myself contemplating the old house that for so many years was the village inn. I write 'was' because it was its day as a public house for the entertainment of man and beast have gone. No longer does 'The Thistle' [Lawson's Inn] beam across the roadway a welcome invitation to the tired traveller, with money in his purse. But the old house still remains a quaint memorial of the 'have beens' – a kind of architectural milestone on time's roadway reminding us of approaching old age. Opposite this house is a neat cottage, where decent travellers may be provided with comfortable and clean bed and board at reasonable charge by Miss Lawson – and thither I wended my way. The road takes a turn on passing Miss Lawson's, and the visitor may look across and see the whole of the remaining part of Luddenham at once, for most of the buildings front the roadway, and the majority of them face the east, and thus catch the morning sun, which imparts a cheerful aspect to the scene (NT, 10 August 1907).

Apart from demolition of the guesthouse building, the site would have been subject to only low levels of disturbance as it is located within a large paddock which has not been subject to recent construction from housing, roads or utilities. The paddock appears to have been used primarily for grazing. There was no evidence of archaeological deposits noted during the field survey but the entire ground surface was covered with thick, long grass which would have obscured any less obvious features. The grass was also thicker in the depression/stone block areas, making it difficult to determine whether the depressions were infilled with stone or shallow in original depth.

Information from the property owner, Nancy Sales, (pers. comm., 6 April 2016) indicated that the guesthouse kitchen was the only part of the building remaining when the property was bought by her father-in-law in the 1940s and that it was located near the existing peppercorn tree. Nancy Sales also confirmed that it was known to have been the 'inn' owned by Carrie Lawson (the Caroline Lawson identified in the land titles). Further information from Nancy Sales (as per Comms Leanne Sales, 2017) outlined that Miss Lawson's guesthouse had a slab kitchen. The guesthouse was still standing when Mr HCJ Sales (son of Mr HL Sales and husband of Mrs NE Sales) was a boy in the 1920s. Mr Jack Vicary and Mr Dan Lawson lived in the guesthouse in its final years. When they died the land was auctioned and bought by Mr HL Sales who used the land for sheep grazing. Following his death in 1970, the land has been used solely for grazing. The land was consolidated with a further purchase of which is now 7, 15 and 25 Adams Road by Mr John Adams (Mayor of Penrith and St Marys and Mrs NE Sales' uncle).

Comparative analysis

The comparative analysis section was contributed by Pamela Kottaras (Heritage Services Manager, EMM Consulting) (Kottaras 2017a) (refer to Appendix B).

Introduction

A review of comparable sites assists with understanding factors such as rarity, representativeness, which inform the assessment of a place's significance. A comparative analysis can also be valuable in predicting the layout of the establishment by comparing it to like sites as it could be easily assumed that what made one place successful would be replicated by other places. For some places, such as wayfarer inns that were situated between towns, this principle is more likely to apply as each place had have a certain level of self-sufficiency, which would leave an archaeological fingerprint that could be compared to other inn sites. Infrastructure such as housing for beasts, wells and cisterns for water, kitchen gardens, slaughter rooms and food storage would be expected.

Guesthouses are generally not in the same category as inns because they were used as destinations to get away from the city. As the idea of getting away from unhealthy cities started to gain popularity, the infrastructure of the urban centres they were situated in catered to the requirements of the guests. Water was reticulated, food for the kitchen could be purchased by the guesthouse kitchen and entertainment was available in the surrounding area. The focus of guesthouses was comfort, views and clean air.

While it is easy to assume that guesthouses replaced the function of earlier 18th and 19th century inns, this is not borne out by comparisons to other guesthouses. Unlike inns which were waypoints where travellers could rest on the way to somewhere, guesthouses were destinations in themselves. Many inns closed down with when rail travel was introduced because no longer were horses necessary to take people to their destination and travel was significantly faster. Rail however, drove the development of guesthouses by providing affordable access to holiday destinations in New South Wales. The Blue Mountains, the seaside and lakes, were marketed as scenic and healthy holiday destinations. New establishments were purpose-built, and old estates were converted into guesthouses (Thorp 1986: 88). Guesthouses provided affordable accommodation and a respectable income, particularly for "spinsters" and "widows" ((Jackson Stepowski Heritage Consultants 2001: 8).

In the late 19th century, Australia's colonial gentry made it fashionable to spend summer in the hills, such as the Blue Mountains (Inglis 2007). Aesthetic values and ideas about health each played a role in where and how these resorts were established. The locations of guesthouses were chosen for aesthetic and natural qualities, such as views and other amenities (tennis courts, manicured gardens). From the 1870s many the Blue Mountains attracted wealthy families who could afford to stay in them and to take time off work and guesthouses are integral to this trend ((Jackson Stepowski Heritage Consultants 2001: 3). Homes and guesthouses were built to be aesthetically romantic and picturesque to blend in with the sublime views (Karskens 1990: 18) and which often recreated nostalgic fashionable European styles. The Ritz (see below) is a good example of this.

However, in the early 20th century, guesthouses tended to be more modest in form and materials and have consequently been largely overlooked in heritage studies ((Jackson Stepowski Heritage Consultants 2001: 3). The annual holiday became increasingly attainable for middle and working class people and accommodation was often developed and extended in somewhat haphazard ways (Jackson Stepowski Heritage Consultants 2001: 26). Federation era guesthouses tended to be timber, often in a chalet style. In the interwar period, buildings were less adorned and in the bungalow style. One element that remained constant was the verandah which often provided a place for guest to contemplate the view.

Bundanoon in the Southern Highlands of NSW once had over 64 guesthouses; numbers peaked during the interwar period as the town became a popular holiday and honeymoon destination. People made the easy train trip from Sydney seeking fresh air and the views. After WWII, improved roads and motorcars made day trips more popular and the number of guesthouses dwindled (Bundanoon History Group 1989).

A guesthouse is described in the Oxford Dictionary "a private house offering accommodation to paying guests". Guesthouses were built from the late 19th century, but the heyday of the guesthouse was during the interwar era (1919-1939). They were associated with changing modes of transport (primarily trains) and the development of the local tourism industries. The key characteristics of late 19th and early 20th century guesthouses are:

- Location in association with an aspect of nature;
- Social operational routine (eg. shared bathrooms and meal schedules);
- Communal services, provisions and recreational activities;
- Stays longer than one night but not with permanent 'lodgers'
- Largely seasonal business;
- Unlicensed premises; and
- Accessibility (Jackson Stepowski Heritage Consultants 2001: 9-10).

At the commencement of the twenty first century, purpose-built early to mid-20th century guesthouses are rare (Jackson Stepowski Heritage Consultants 2001: 3).

The Ritz (Blue Mountains LEP 2015, item La012)

The earliest, grandest and longest-lived of all Leura tourist establishments, the Ritz (203-223 Leura Mall, Leura) was built in 1892. It was designed by Sydney architect Ernest Bonney. It had a croquet lawn, tennis court, and manicured gardens. The main building is 2-3 storeys with pitched gabled roofs, attic rooms and long two story verandahs. Also on site are a boiler house, a single-storey cottage (c.1910) and historic plantings.



Figure 4.24 : The Ritz, Leura. Image source: SHI 1170453

The Cecil Guesthouse (Blue Mountains LEP 2005 Item K094)

The Cecil Guest House (23-27 Lurline St, Katoomba) was built in 1910 and is a representative example of an early 20th century guesthouse in the Blue Mountains. It was originally named Mount View and leased to Miss Lumsden from 1912 -1925 by Sydney merchant William Henry Miles. It was renamed The Cecil around 1934. The asymmetric building has a stone basement with brick walls to the main floor and fibro cladding on the upper floor, a later addition. There is a two-storey verandah, along the front. It is situated to take advantage of views over Leura and the Jamieson valley. Amenities for guests include terraced gardens and a tennis court.



Figure 4.25 : The Cecil Guesthouse, Katoomba. Image source: SHI 1170401

Katoomba Mountain Lodge (Blue Mountains LEP 2015, Item K104)

In 1925-6, Mrs C Finch bought the property at 31 Lurline St and built a brick boarding establishment with cement walls and 25 bedrooms. Initially called Belfast House, it is a 2-3 storey gabled brick building with a three story verandah and low pitched roof.

Lurline Street Precinct Conservation Area (Blue Mountains LEP 2015, Item K053)

This group of early to mid-20th century guesthouses on Lurline Street between Gang Gang Street and Church Lane are representative of the development of guesthouses and the tourist industry in the upper Blue Mountains. It includes The Cecil Guesthouse and Katoomba Mountain Lodge (both described above).

The Metropole (11-15 Gang Gang Street) is a two-storey brick building with a later, third storey clad in pressed metal to simulate shingles, hipped roof and cantilevered verandahs.

5 Lurline Street is a three-storey brick building with a three-storey verandah and hipped roof.

Eldon (9 Lurline Street) is a three-storey rendered brick building constructed above a sandstone retaining wall.

Wallawa (Blue Mountains LEP 2015, Item Ln023)

Wallawa (25 Honor Ave, Lawson) was built in 1893 and run as a boarding house by proprietors such as Mrs MacDonald and Mrs Thompson. It is a single-storey Federation building with weatherboard cladding, a hipped roof and bullnosed verandah. It has catered for tourists since the late 19th century.

Glenella, 56-60 Govetts Leap Road, Blackheath NSW (SHI 1172015; Blue Mountains LEP – BH095)

Glenella, built 1905, is a predominantly single-storey Federation Queen Anne building. It was built as a family home by George Phillips who brought his family to the Blue Mountains due to the ill-health of one of his children. By 1915, the house was being run as a guesthouse and a two-storey wing was added in 1917 to cater for the increasing holidaymaker trade in the Blue Mountains. The addition allowed for Glenella to accommodate 60 guests and was run by Mrs Elizabeth Phillips and her five daughters. After the death of Elizabeth and George Phillips (1948), the guesthouse was run by one of their daughters, Leila, and then by one of their daughter-in-laws, Laurel.

The State Heritage Inventory description of the guesthouse is as follows:

The building has a hipped roof, apart from the wing that projects from the western end of its front, which has a gabled roof. The roof is covered with corrugated iron and walls are lined with rusticated timber weatherboards. A verandah with a bullnosed corrugated iron roof painted in contrasting bands of colour runs across the full length of the southern side of the building. The verandah roof is supported on turned timber posts, and has a turned timber valance running beneath the beam supporting the roof. Window joinery is of timber.

State Heritage Register 172015

Surrounding buildings that would have been associated with the guesthouse are not described but it is possible that a guesthouse in the Blue Mountains, which was catering to holidaymakers and day-trippers, would not have had to be self-sufficient. When the number of guests that Glenella is considered, it becomes highly unlikely that the establishment would have included many of the structures that a guesthouse may have required in a less established town.

Glenella is of local significance for its associations with the Phillips family and as a focal point in the tourist economy in Blackheath (and the Blue Mountains). It is a significant part of a group of buildings at 40 to 68 Govetts Leap Road and architecturally is representative of the Federation Queen Anne style.

Yabba Yabba and Garden, 179-181 Wentworth Street, Blackheath NSW (Blue Mountains LEP – BH045)

Yabba Yabba is a single-storey dwelling, now converted to a family home after a long history of being a guesthouse (or leasing property). Built in around 1888 it was modified up to 1926 during its use as a guesthouse. The larger guesthouse building extended a smaller weatherboard cottage that had a hipped slate roof, double-hung windows and a bullnosed verandah. The chimneys are rendered (likely to be brick but not described in the SHI data) with heavy corbels and terracotta pots.

When the guesthouse was extended to the north and east, modifications were in the bungalow style with roofs that were low pitched, hipped, gabled and jerkin headed and in corrugated steel. Cladding was splayed weatherboard and the gables were timber-shingles. Yabba Yabba featured a substantial garden with pine borders along the Wentworth Street boundary.

The land was originally granted to George Cousins in 1880. In 1885 Cousins, a publican in Mount Victoria, sold the undeveloped land to Anne Cripps, (presumed to be the wife of John Cripps, owner of the Hydora Hotel in Blackheath. Anne Cripps entered into a mortgage agreement in 1888, so it is possible that the guesthouse was built using the funds made available by the agreement. She also established an orchard in the adjacent lot. In 1903 Mrs Spark of Roseville in Sydney was advertising it for lease; from 1912 to 1946 Rebacca [sic] Page and Laura Dash operated it as a guesthouse.

Yabba Yabba is significant as one of Blackheath's earliest guesthouses, and for its continuous operation until 1972 after which it became a home for intellectually disabled people and then a private family home in the 1980s. It is also significant for its well-established garden.

SHI 1170056

Former hotels/inns

The Victoria and Albert Guesthouse (19-29 Station St, Mount Victoria) was built c.1914 by William Lees on the site of an 1860s hotel called the *Royal*. Known as the Hotel Mount Victoria, the two-storey cement rendered building is sited on a corner block with a well established garden (Blue Mountains LEP, Item Mv016).

Bolands Inn (8-9 Ferguson Rd, Springwood) was the earliest inn at Springwood. It changed to a guesthouse called *Looranna* by the 1890s (Blue Mountains LEP, Item Sp007) and was demolished in the 1940s.

Chateau Napier site (archaeological site) (Blue Mountains LEP 2015 La026)

The *Chateau Napier* guesthouse (31 Great Western Highway) was built in 1910 by Justin McSweeney and run by Mrs McManus. It was a two and three-storey timber building with wings extending to the rear. The second, two-storey brick building was added in 1914. It is marked by mature cypress trees and the standing remains of what was once one of the "largest and best appointed houses for guests on the Mountains" (*Blue Mountains Echo* 16 Dec 1910, p.6). Features include a rough cast archway, steps and a large sandstone retaining wall. There are also burnt out remains of two main wings of the guesthouse, comprising of partly intact brick walls, concrete foundations, and concrete paving (possibly a tennis court). The guesthouse was destroyed by fire in 1957.

Archaeologically, the site has little research value but the surviving fabric is of *local* significance (SHI 1170822).

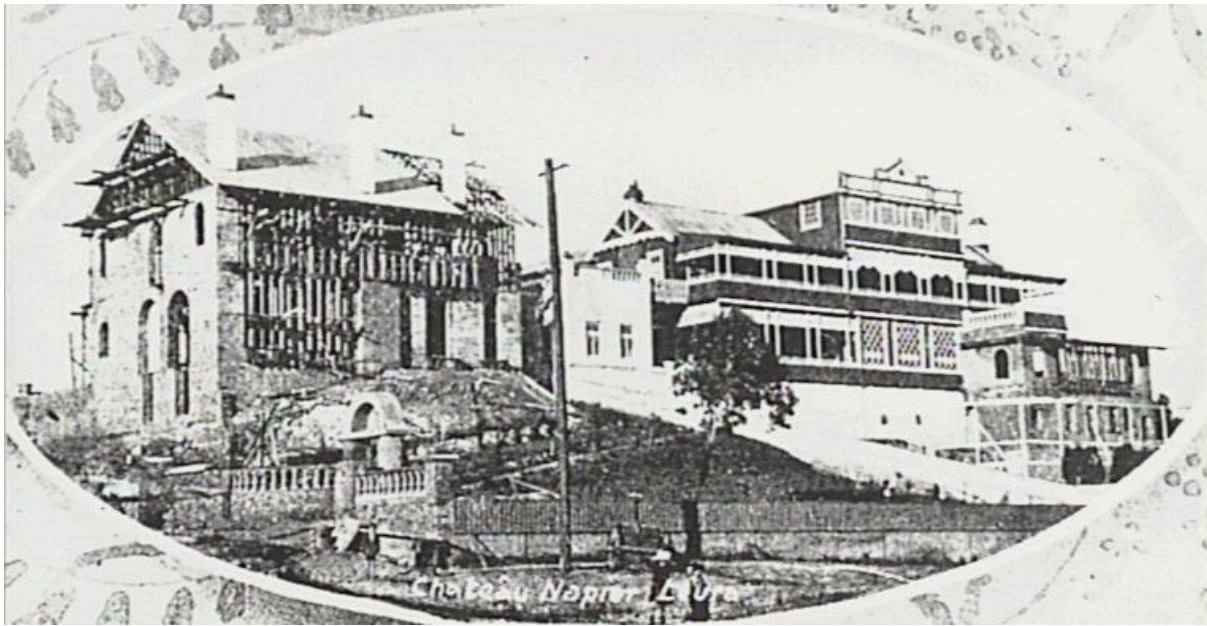


Figure 4.26 : c1914 Chateau Napier, Leura by photographer Harry Phillips (Blue Mountains City Library LS002\002113)

Comparative analysis summary

A comparison of guesthouses for the purposes of assessing the spatial arrangement, and thus archaeological potential and the significance of Miss Lawson's Guesthouse has provided insights into some aspects of this type of accommodation but not into others. As many guesthouses were built in tourist locations, they were close to the services that they would need to supply: food procurement, beverages, potable piped water, toilet and bathing facilities were all either provided by the guesthouse or accessible nearby. In an urbanised area, a guesthouse did not need to run as a self-sufficient economy. Miss Lawson's Guesthouse, on the other hand, was located in what was, and is, still a rural setting without a reticulated water supply or sewerage system.

By virtue of its position along The Northern Road and between main towns, Miss Lawson's Guesthouse is likely to have taken over the function of the inn. It is likely to have catered to "destination" guests who came for the clean air and mountain views as well as passing travellers. It is actually described by William Freame as supplying "decent travellers" with "comfortable and clean bed and board" (*The Nepean Times* 10 August 1907). An alternative but compatible view is that it *also* catered to those less well-off than the clientele who travelled to the Blue Mountains health retreats. Despite the views to the Blue Mountains from the property, the location of the guesthouse is more likely to be an artefact of the historical ownership of the land, the professional history of the Lawson family and the unmarried Carrie Lawson.

A strong theme evident through the comparative analysis is that many guesthouses were run by women. Could running guesthouses, unlicensed as most of them appeared to be, be seen to be a more acceptable profession for a single woman? Certainly in Carrie Lawson's case, it is likely that she would have learned the hospitality trade from her family and this would seem like a natural niche to fill. It is also likely that Carrie was a Methodist (generally abstaining from alcohol), but the effect of this on the archaeological record will need to be interrogated.

From an archaeological perspective, Miss Lawson's Guesthouse is more likely to have an archaeological fingerprint that is comparable to inns than to other guesthouses. The remoteness of the place would have necessitated some services be provided by the guesthouse – water, toilet and bathing facilities, perhaps stables for people travelling through, a garden that supplied some of the foodstuffs and possibly food and beverage storage.

If the guesthouse was operating in 1907, it is likely to have been built prior to that and after Carrie Lawson inherited the land in 1897. Stylistically, this could place the main building in the Federation Queen Anne style, but photographs and descriptions have not been found to confirm this. Oral history describes the detached kitchen as “slab” (Henry Colin Sales via pers. comm Ms Leanne Sales). The kitchen may have been timber slab or weatherboard over slab.

The comparative analysis also highlighted the lack of archaeological information associated with guesthouses. The listings reviewed above did not include an archaeological component and a search through the grey literature on *NSW Archaeology online* (NSW Archaeology Online 2017) did not return any comparable matches.

The comparison indicates that guesthouse sites with potential for archaeological deposits in the local area are rare. Miss Lawson’s Guesthouse is also more likely to be representative of the transition between inns and guesthouses because of location, the probable necessity for remote-area facilities and the family’s professional history.

Curtilage information

The curtilage of the Miss Lawson’s Guesthouse Site includes the wells, wooden planks, road cutting/driveway, gate posts, platforms and peppercorn trees as described above and is shown on Figure 4.1.

Significance assessment

No previous significance assessments have been undertaken for this heritage item. Table 4.6 provides an assessment of the site against the relevant NSW Heritage Council criteria, prepared by Jacobs (Chandler and Waller 2017) and updated by EMM Consulting (Kottaras 2017a).

Table 4.6 : Assessment of significance for Item 9: Miss Lawson’s Guesthouse Site, Luddenham

NSW Criterion	Assessment
A – Important in the pattern of NSW’s history	The archaeological site of Miss Lawson’s Guesthouse is of significance for its ability to demonstrate change in the way people travelled in the late 19th and early 20th centuries. It shows the adaptations made by the hospitality industry with changes to travel from horse to train to motor car. The changing nature of hospitality is particularly evident in this situation as Miss Lawson’s Guesthouse provided a modified version to the establishment her father ran, which was an inn, catering to those travelling through and serving food and alcohol. The guesthouse is also a symbol of social change representing the creation of disposable incomes and increasing leisure of the working classes, and a change in attitudes about health. Miss Lawson’s Guesthouse was operating during the peak of the ‘health retreat’ period, that is, during the late Victorian and Inter-War period, where getting out of the city to breath clean air and take in nature’s views was becoming fashionable. The item is of local significance.

NSW Criterion	Assessment
B – Strong or special associations	The guesthouse is also associated with the Lawson family, a well-respected family who had ties to the local area throughout the late 19th and early 20th century. The item is of local significance.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion. As there are no extant buildings or structure related to the original guesthouse the site does not demonstrate any design or technical integrity.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion. The site does not have a strong or special association with a particular community or cultural group. However, the current owner, Mrs Nancy Sales and her children consider the site of significance to themselves and their family. Henry Lewis Sales purchased the property from Carrie Lawson's executor on the death of her brother Dan and his companion John William Vickery⁴. The family oral history includes events that involved Dan Lawson and John Vickery, and the Sales family is a long-standing family in Luddenham with many ancestors buried in St James Anglican Church, Luddenham.
E – Potential to yield information	The site possesses the ability to yield information about the guesthouse, how it operated, who it catered to and its level of self-sufficiency through an analysis of spatial patterns and building/room functions. The building was also used as a private residence at the death of Carrie Lawson, when her brother Daniel and John William Vickery used it as their residence. Archaeological evidence to supplement this information may be visible. The item is of local significance.
F – Uncommon or rare	Archaeology likely to be rare in a local (western Sydney regional) context The item is of local significance.
G – Principal characteristics of a class	May be a cross-over between guesthouses and inns. It may preserve evidence of the different supporting infrastructure required for guesthouses, which have been lost in sites that have been upgraded to modern standards. The item is of local significance.

⁴ Note variation in spelling across different documents – Vicary and Vickery – however this refers to the same person/family.

Statement of significance

The following statement of significance was prepared by Kottaras (2017a):

The site of Miss Lawson's Guesthouse (Item 9) is of local significance for its historical and associative values and for the research potential inherent in the predicted archaeological deposits and fabric.

Miss Lawson's Guesthouse is significant for its ability to demonstrate changes in travel on the outskirts of Sydney, from horse and horse-drawn vehicles to train, to motor vehicles. These changes represent the development of the colony in the local region, which heralded social change shown in a greater disposable income and a focus on health breaks away from cities.

The site is associated with the Lawson family, a well-respected family with ties to the local area through the late 19th and 20th century, who also owned the other well-known landmark on the south side of the road (now Eaton Road), Lawson's Inn otherwise known as The Thistle Inn.

The site is also significant from a research perspective as it retains potential to answer questions that can only be answered by archaeological excavation. The infilled wells/cisterns, architectural/structural remains and anticipated deposits are anticipated to answer questions related the spatial arrangement of the guesthouse and the use of those spaces. There is potential for information to be obtained about the materials that people were transporting at the time, and the nature, scale and extent of the guesthouse.

There are very few guesthouses with archaeological potential remaining in the region that were operating at this time. The comparative analysis indicates that Miss Lawson's Guesthouse was not set out like other guesthouses in urbanised areas and may have had a layout that is more akin to wayfarers' inns. Representativeness will be determined through archaeological excavation and comparison to the site patterning of inns (as guesthouse archaeological excavations have not been found).

The item is considered to have sufficient significance to fulfil the criteria for local listing. A Statement of Heritage Impact for this item is provided in Section 6 of this memorandum.



Figure 4.27 : Well 1, facing north. Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.28 : Timber located near well 1, facing north. Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.29 : Well 2, facing east. Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.30 : Possible road cutting near Eaton Road, facing south. Photo taken by Jennifer Chandler on 25 February 2016.



Figure 4.31 : Stone blocks near gate on Eaton Road, facing north-east. Photo taken by Jennifer Chandler on 25 February, 2016.

Item 10: Lawson's Inn Site

Description and history

Clarification of location of Lawson's Inn site

The Lawson's Inn site is currently listed on the Liverpool LEP but as this assessment and previous heritage assessments (Artefact Heritage 2015; Australian Museum Consulting 2014) have determined, the location of the listing on the LEP (Lots 1 & 2 DP851626) is not the actual location of Lawson's Inn.

A search of the NSW Deeds Registration Branch by RD Williamson (Legal Searcher), on behalf of Jacobs, in July 2016 revealed details of the land titles information, up to Primary Application No. 56452 (Table 4.7) for Lot 2 DP623457, the land on which the Lawson's Inn site is situated. Lot 2 DP623457 has been identified as the correct location of Lawson's Inn, and is situated on the opposite side of The Northern Road, to the north of the LEP listed location.

Table 4.7 : Land titles for Lawson's Inn

Date	Event
30 November 1813	Land Grant of 6710 acres in the District of Bringelly to be known by the name of Luddenham to John Blaxland
17 May 1843	Indenture of Release (Conveyance) No. 27 Book 4 from John Blaxland also Harriet Blaxland to Francis Walker
14 January 1860	Conveyance No. 70 Book 65 from Francis Walker to John Lawson
22 June 1885	John Lawson died
3 rd August 1897	Conveyance No. 132 Book 604 from Kenneth Campbell (Administrator with the Will annexed of John Lawson) also others re said Will to Kate Megarrity ⁵ (formerly Kate Lawson, Widow of the deceased)
6 April 1915	Conveyance No. 979 Book 1057 from Kate Megarrity also others to John William Vicary
18 November 1947	Acknowledgement No. 62 Book 2040 from Cecil Wilfred Vicary (Executor of the Will of John William Vicary) to Cecil Wilfred Vicary (Devisee under the said Will)
17 July 1950	Conveyance No. 683 Book 2130 from Cecil Wilfred Vicary to Donald Lawson Vicary
27 September 1960	Conveyance No. 21 Book 2555 from Donald Lawson Vicary to AS Glugston (Luddenham) Pty Ltd

Physical description and oral history information

Lot 2 DP623457 was surveyed on 26 February 2016. Areas of archaeological potential were identified during the field survey and are outlined below and indicated in Figure 4.37 and Figure 4.44. These are also shown on Figure 6.5.

The property is currently used as a Christmas tree farm. There are existing rows of trees across the entire property with grass cover between the tree rows. Although most of the grass cover was long, there were some sections which had been slashed. There were some small areas of ground surface visibility located between the tree rows due to erosion by vehicle tracks. There is limited physical archaeological evidence related to Lawson's Inn on the ground surface of Lot 2 DP623457. However, ceramic and glass fragments, and several stone blocks were located on the property (Figure 4.44, Figure 4.45, Figure 4.46, Figure 4.47). The mostly glass fragments with lesser amounts of ceramic were found in a scatter about 100 m x 8 m with a maximum density of about 2 per square metre. The

⁵ Note variation in spelling across different documents – Megarity and Megarrity – however this refers to the same person.

dark green, blue, clear and brown glass appeared to be late 19th/early 20th century with some thick bottle base fragments noted. The scatter was located in the north of the block, near Eaton Road in areas of ground surface visibility, between tree plantings, in a location that corresponds with the vicinity of Lawson's Inn as marked on the 1859 plan (Figure 4.33). The stone blocks are painted white and currently mark out vehicle tracks on the Christmas tree farm and may not be associated with Lawson's Inn. Apart from demolition of the inn building the site would have been subject to only low levels of disturbance as it is located within a paddock which has not been subject to recent construction from housing, roads or utilities. The paddock appears to have been used primarily for grazing and Christmas tree production. Prior to its use as a Christmas tree farm the property was part of a dairy owned by Mr Don Vicary and used for dairy cattle grazing (Nancy Sales, (submission details, 2 August 2017). There was no evidence of deposits noted during the field survey but much of the ground surface was covered with grass and trees which would have obscured any less obvious features.

Documentary evidence

This property was originally part of a land grant to John Blaxland of 6,710 acres called Luddenham Estate, Eastern Division in 1813. In 1843 the land passed to Francis Walker and then to John Lawson in 1860. A plan of the Central and Western Divisions of Luddenham from 1859 clearly shows Lawson's Inn located to the south of The Northern Road (Bringelly Road) (Figure 4.33). A survey plan dated April 1859 shows the inn as 'Lawson's Store' (Figure 4.34). An undated plan and an undated Parish map show where the sharp corner at Lawson's Inn has been straightened and the old alignment of The Northern Road, now known as Eaton Road (Figure 4.35, Figure 4.36) is situated. Lawson's Inn (also known as The Thistle Inn) was likely constructed in the 1830s after The Northern Road was built in the 1820s. Lawson's Inn was owned by John Lawson and his wife, Ann Lawson. It was an inn and a store. A photograph (Figure 4.32) included in a local history book (Willmington 2013:8) about Luddenham reportedly shows the Lawson family in front of the inn although there is no source given for the photograph.

The site of Luddenham Village may have been chosen next to Lawson's Inn as it was already a popular place for travellers to stop. In the 1860s Lawson's Inn functioned as a public meeting place for locals as well as supplying goods. Lawson's Inn was demolished in the mid-20th century (Australian Museum Consulting 2014:55).

In 1907 what remained of the Lawson's Inn building, Luddenham village and a building opposite the Inn where travellers could stay which was run by Miss Lawson (John Lawson's daughter) was described as follows:

I am glad to find myself contemplating the old house that for so many years was the village inn. I write 'was' because it was its day as a public house for the entertainment of man and beast have gone. No longer does 'The Thistle' beam across the roadway a welcome invitation to the tired traveller, with money in his purse. But the old house still remains a quaint memorial of the 'have beens' – a kind of architectural milestone on time's roadway reminding us of approaching old age (NT, 10 August 1907).

The following information has been replicated from JCIS (2017):

John Lawson arrived in Sydney as a convict aboard the Guildford in 1822, having been convicted of larceny and sentenced to 14 years' transportation (although some registers list his sentence as being for life). He gained his freedom somewhere between 1834 and 1838.

He married Anne Freeburn, a widow, at Mulgoa in March 1854 and is described in the church register as being a bachelor of Bringelly. A list from an annual meeting to grant publican's licences shows the name John Lawson, Luddenham (*Sydney Morning Herald* Tuesday 3 May 1859, p8) and he is listed on the New South Wales, Australia, Certificates for Publicans' Licences as being the publican of The Thistle, in Luddenham and remains listed as the Publican until September 1875 at least.

Lawson became a respected member of the Luddenham community and his name is mentioned many times in various newspapers whether by writing to petition the government for financial relief for local farmers in time of drought to supporting the foundation of local Methodist church and being one of a list of local citizens petitioning the government for a local public school.

Lawson also seems to have built up a large land holding around the Luddenham Village owning most of the lots as well as larger areas of grazing land.

Lawson's Inn and Store is depicted on the 1859 subdivision plan but clearly was not included in the property for sale. This suggests that Lawson had previously purchased the land presumably from Nicholson although the details of the conveyance have not yet been found.

It has not been possible to determine the history of the Thistle Inn after John Lawson died, but an article from 1909 in the *Windsor and Richmond Gazette* notes that "Lawson's old 'Thistle Inn' has been long closed" which certainly implies that it was never known as anyone else's Thistle Inn ('A Ramble Through Yarramundi.', *Windsor and Richmond Gazette* 2 October 1909, p. 16).

Lawson died on 22 June 1885 and letters of administration were granted to Anne Lawson his widow and James Lachlan Lawson one of his sons. Anne Lawson died on 31 October 1894 intestate. James Lachlan Lawson died on 16 April 1893 also intestate (Con No 129 Book 604).

James Lachlan Lawson's widow Kate Megarity (she had remarried) was granted administration of his estate on 12 April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another Norman Frederick Gilliam was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniels share of Lawson's estate to him in 1895. At the same time the children partitioned the Supreme Court to appoint Kenneth Campbell as administration of John Lawson's estate (Campbell was a leading member of the Methodist Church in Luddenham which the Lawson family was part of). The letters of administration were given on 23rd June 1897 and Campbell set to his task (Con No 129 Book 604).

Details of the transaction have not yet been searched but it is likely that this land was part of Lawson's inheritance obtained by Alice Vicary, his daughter, as Alice and Frank Vicary mortgage the land in 1900 (PA 56452).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. This is in agreement with historical accounts that the Inn was demolished c1895.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office General Staff Australian Section, 1927). A building is not shown in the same area as the study area.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955). A building is not shown in the same area as the study area and the area remains undeveloped.

The land was held in the Vicary family until 1960 and used for dairying. In December 1950 a new alignment of the Northern Road was surveyed (Ms 14004-3000) and the land was resumed for the road. This left the site of the Inn on a sort of island between the two roads.

In the 1960s the land was owned by A.S. Clugston and seemed to be used for dairying. Clugston became Blue Hills Investments in 1981 and the land is subsequently held waiting for development opportunities.

Although little is known in detail about Lawson's Inn and Store the site of the building is likely from the historical evidence to have been mainly grazing land since the building's demolition.

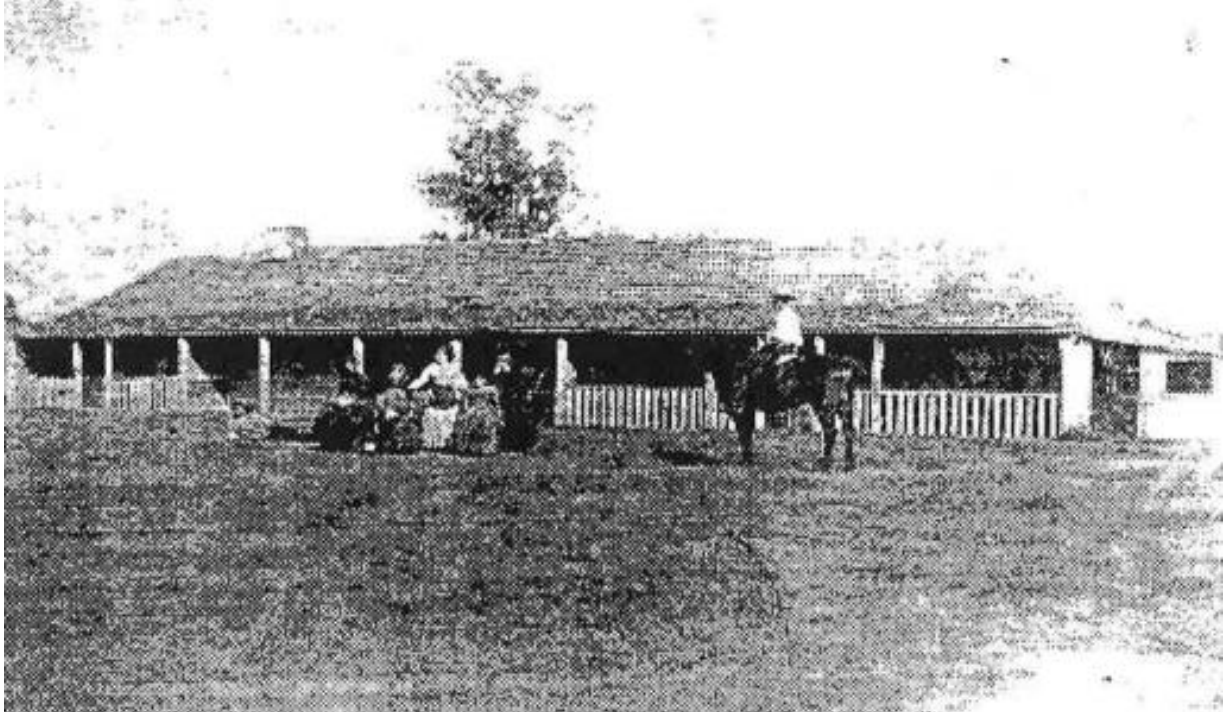


Figure 4.32 : Photo from Willmington (2013:8) titled 'The Thistle with the Lawson family'.

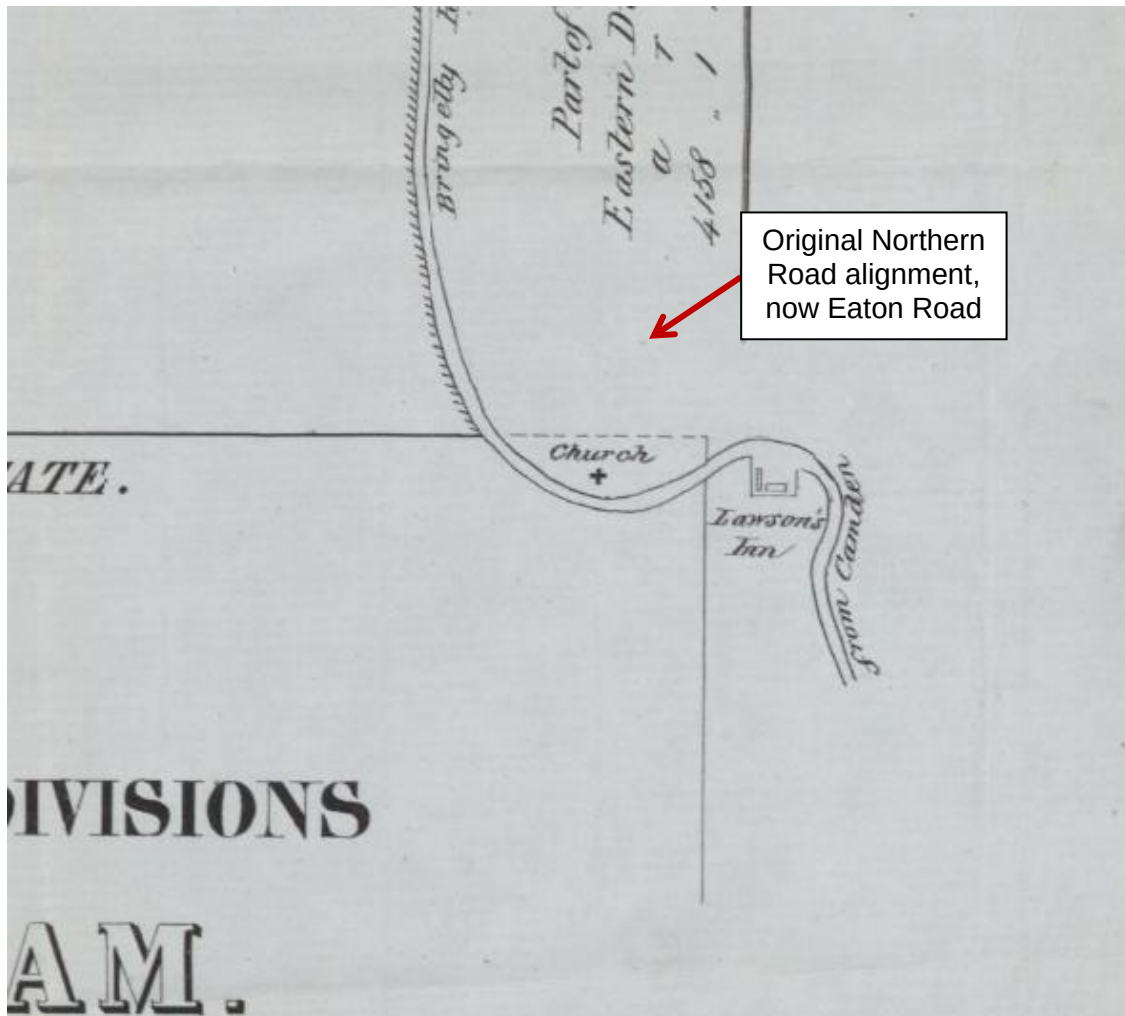


Figure 4.33 : 1859 Plan of the central and western divisions of Luddenham: to be sold by public auction by Mr. R.P. Richardson/Samuel Jackson Surveyor. Source: Trove, National Library of Australia 2016.

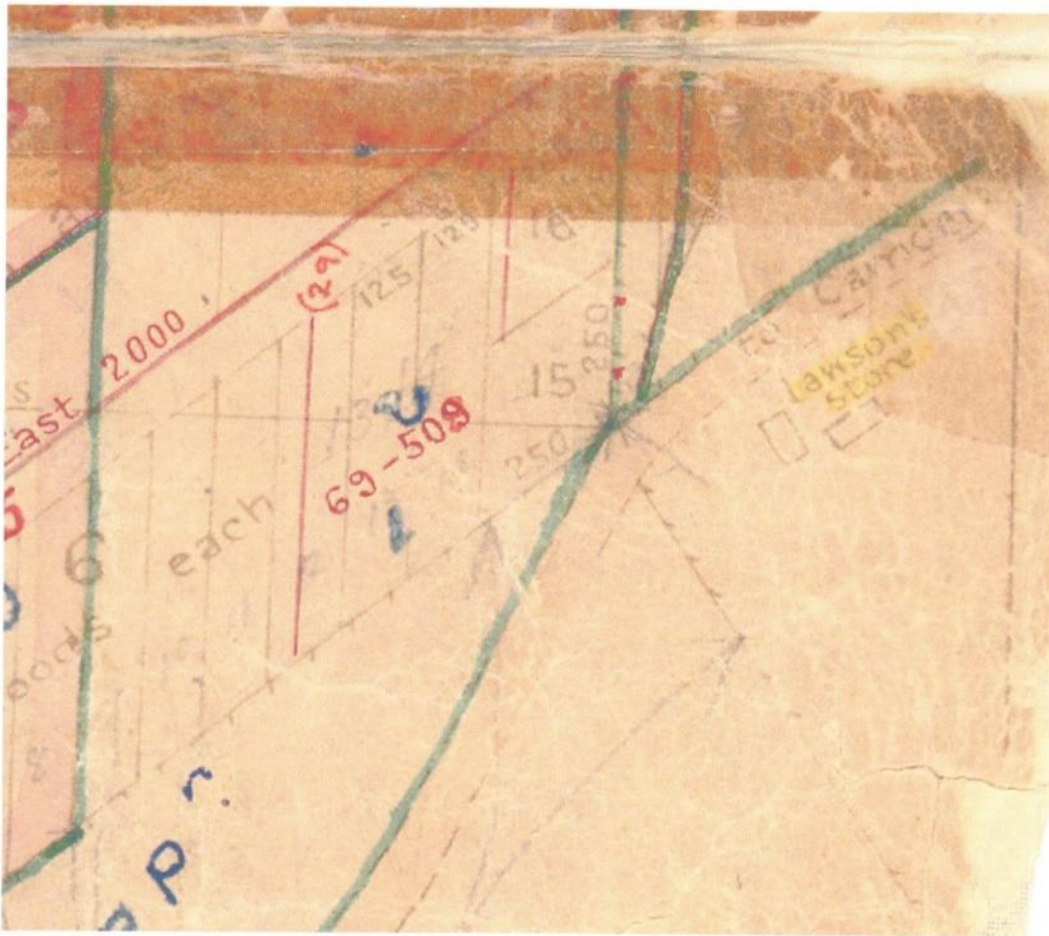


Figure 4.34 : Lithographic plan surveyed in April 1859 (173) Source: State Records Authority of NSW.

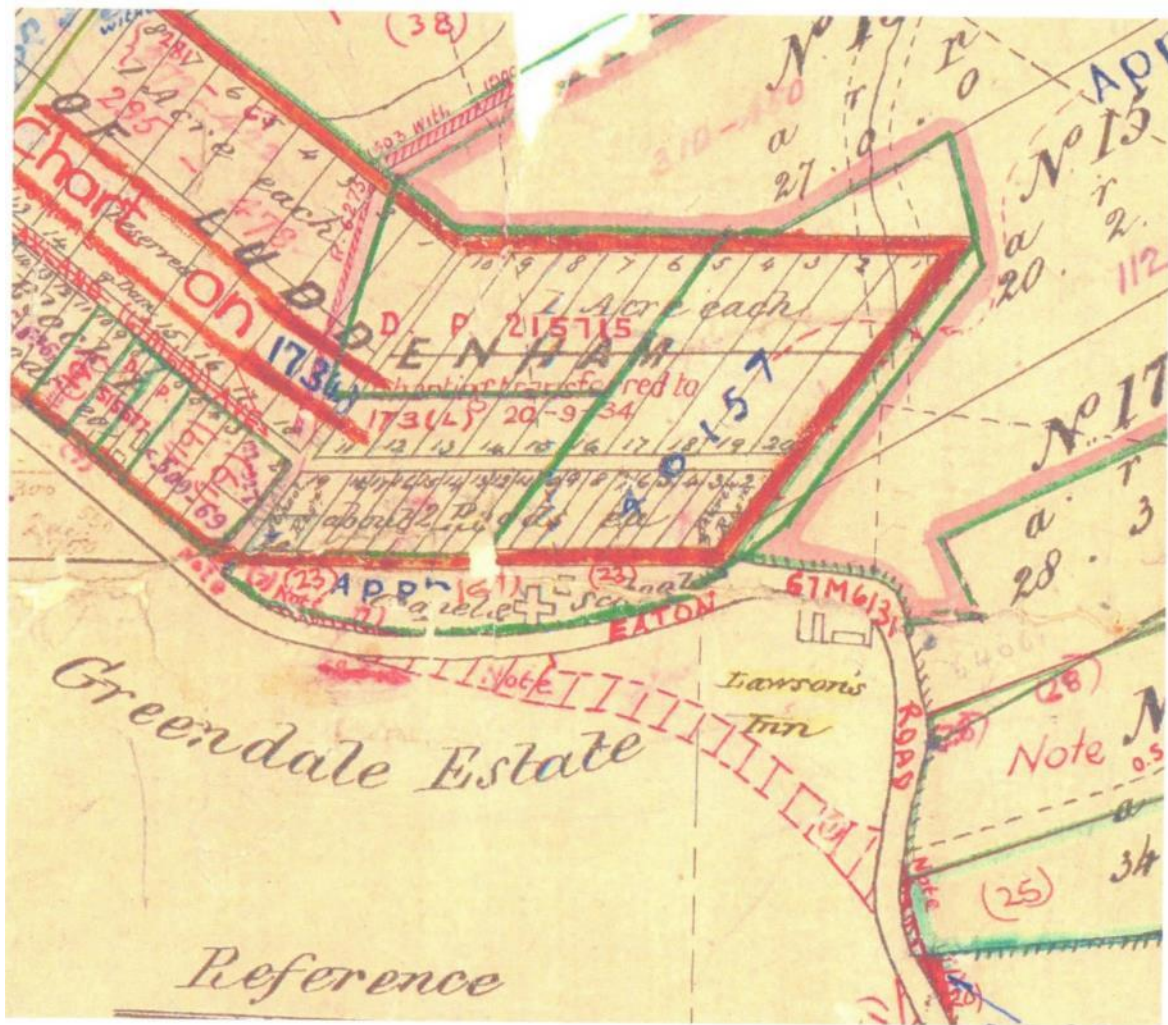


Figure 4.35 : Undated plan showing Lawson's Inn buildings and new section of The Northern Road. Roll Plan 4 (Source: State Records Authority of NSW).

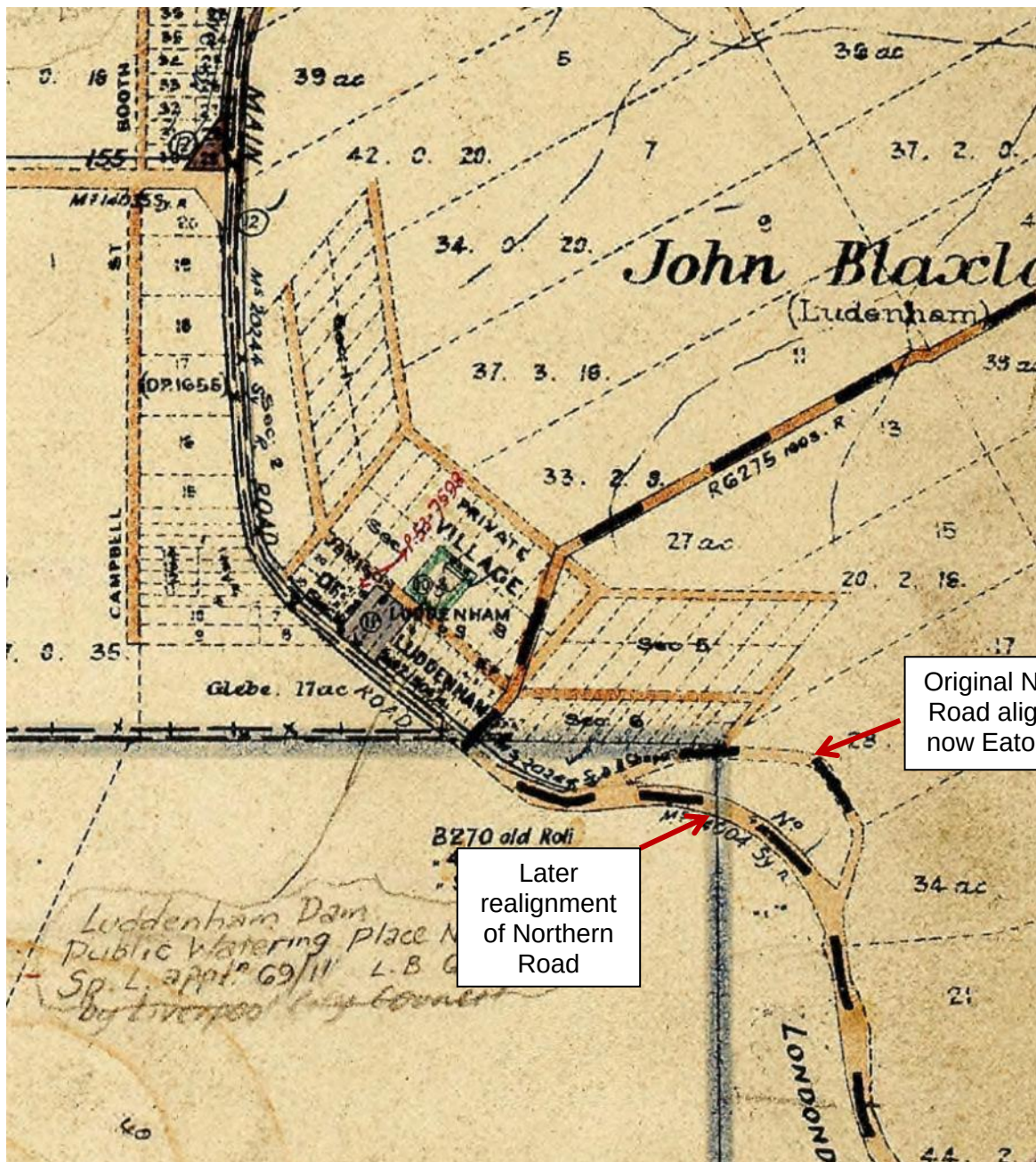


Figure 4.36 : Undated Parish map showing straightening/realignment of The Northern Road. Source: Extract from parish map, County of Cumberland, Parish of Bringelly.

The Lawson's Inn site has been used for Christmas tree production and has therefore been subject to ground disturbance associated with tree production. The Christmas tree farm does not appear to have been established until after 1986, as aerial images sourced by Australian Museum Consulting (2014: Figure 4-32) show no evidence of the farm at that time. It is uncertain what the property has been used for between the time of the removal of the Lawson's Inn building and the establishment of the Christmas tree farm. A black and white aerial image from 1965 (Australian Museum Consulting 2014: Figure 4.32) shows the property before the land was used for Christmas tree production. There is a lighter coloured area on the ground surface which corresponds with the predicted location for the inn. This may indicate a change in vegetation, soil or possible location of the previous building. A field survey failed to locate any building footings associated with the site but did identify fragments of late 19th/early 20th century ceramics and glass in the lighter coloured area (Figure 4.37). A plan superimposed onto an aerial of the property also indicates the location of Lawson's Inn (Figure 4.38).

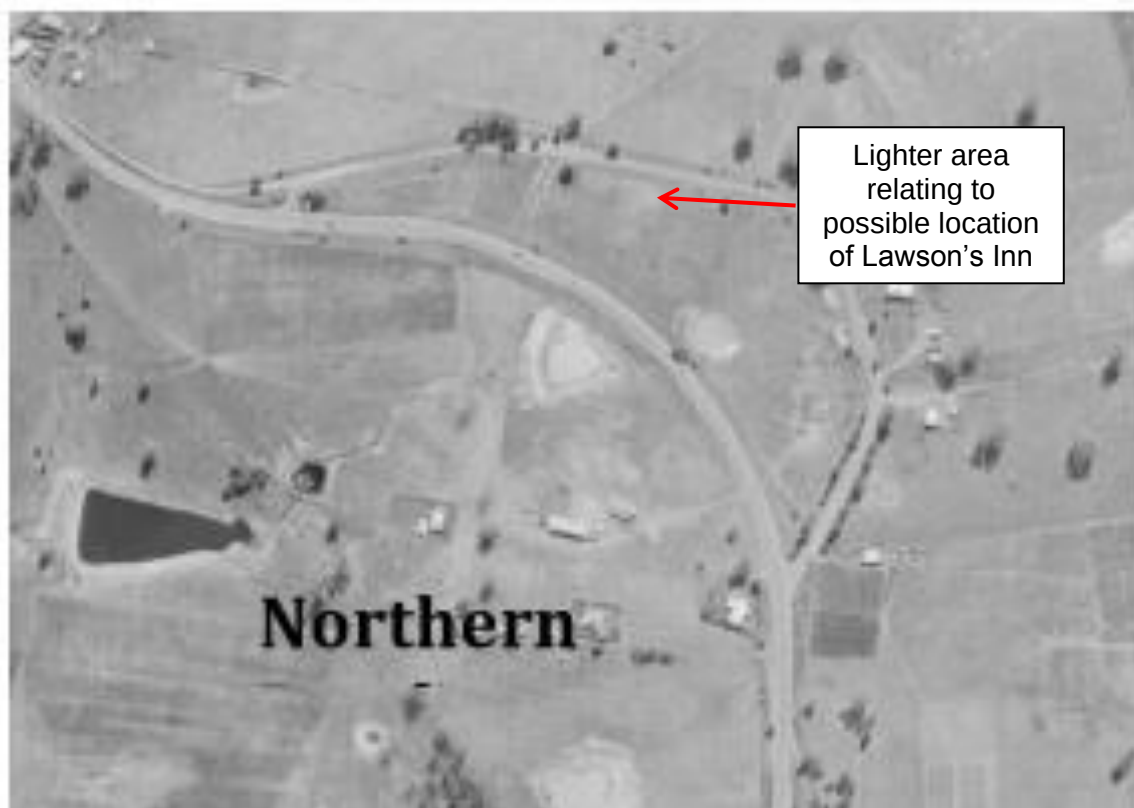


Figure 4.37 : 1965 aerial of the Lawson's Inn site. Source: Land and Property Information in Australian Museum Consulting 2014: Figure 4.32.

Previous heritage assessments

The Lawson's Inn site is currently listed on the LLEP (53) and is classed as an archaeological-terrestrial type of item on the OEH listing. While the location on the LEP is incorrect, the existing 2004 Statement of Significance (OEH 2016) is of relevance and states:

The site of Lawson's Inn at Luddenham demonstrates the history of the early settlement of the area. The Inn formed the nucleus of the development of Luddenham which was laid out adjacent to the site in 1864. The site's location beside a major road is indicative of the importance of the early transport networks in facilitating settlement and development and is representative of early Inn and Hotel sites throughout the Sydney region. There is potential to gain more information on the site from further archaeological and documentary research.

The recommended management for this heritage place is that 'prior to any redevelopment or subdivision of this area an archaeological assessment (both Aboriginal and non-Aboriginal) should be undertaken'.

Australian Museum Consulting (2014: 56) reviewed the LLEP listing for Lawson's Inn and viewed the LLEP site from The Northern Road and concluded that the site would be considered to be a State significant archaeological site:

The lack of extensive development in the local area indicates that the integrity of the archaeological resources associated with the site of Lawson's Inn, The Thistle, is likely to be good. In addition, the potential for the archaeological resources to provide information concerning the historic settlement and development of the local area that would not be available from any other source. As a focus for travellers, there is potential for the archaeological resources to provide information concerning the transport of goods and the mechanisms of the everyday lives of people living in a rural environment at a distance from urban centres.

However, a full significance assessment of Lawson's Inn against the NSW Heritage Council's criteria for heritage assessment, including a comparative analysis, was not undertaken as part of Australian Museum Consulting's report. The findings of Australia Museum Consulting were taken into consideration for this assessment which did include a full significance assessment.

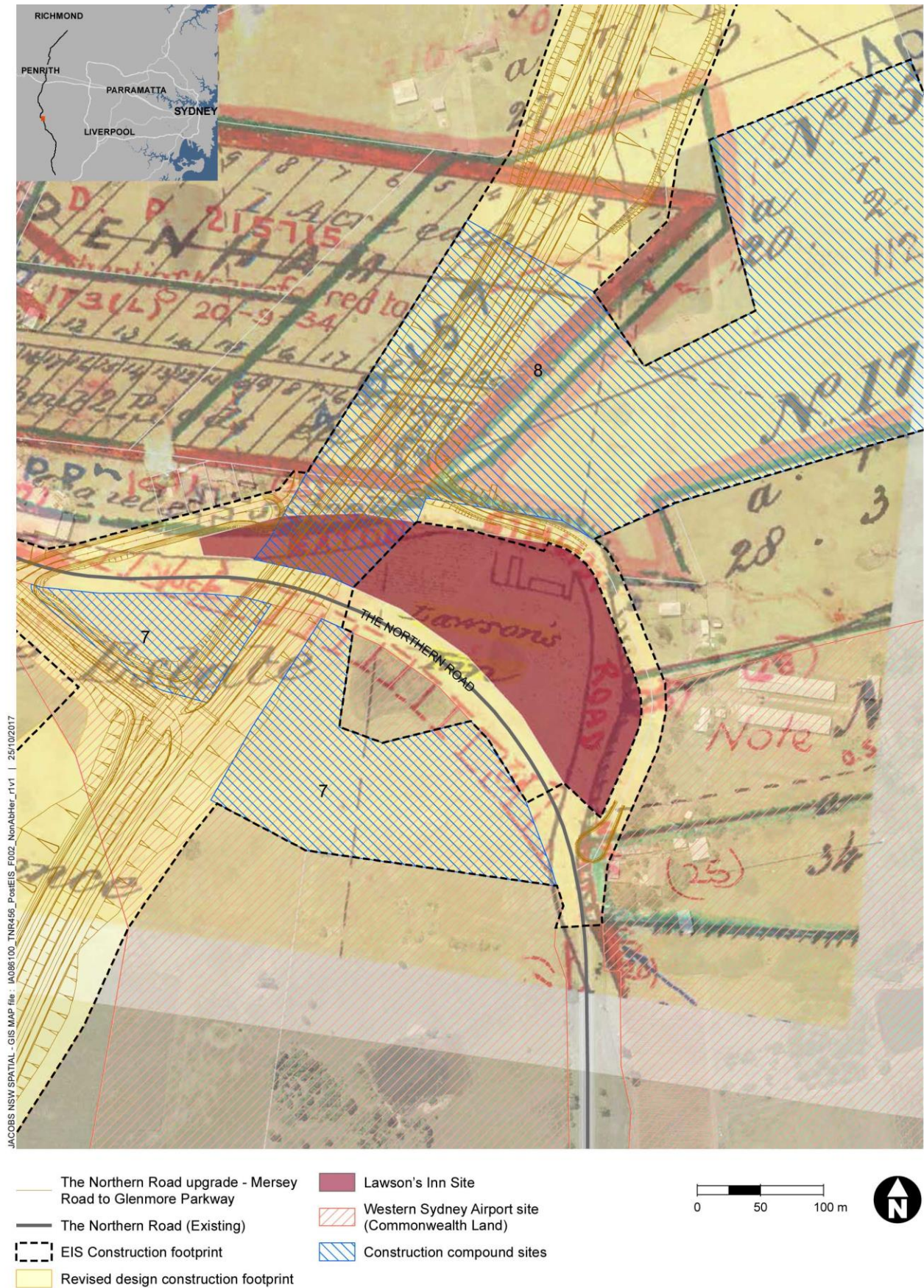


Figure 4-38 | Plan superimposed onto aerial showing location of Lawson's Inn

The Northern Road Upgrade - Mersey Road, Bringlely to Glenmore Parkway, Glenmore Park
Submissions and Preferred Infrastructure Report

Comparative analysis

The comparative analysis section was contributed by Ryan Desic and Pamela Kottaras (EMM Consulting) (Desic and Kottaras 2017).

Introduction

Inns and inn keeping have a history in Australia that lasted just over 100 years, with the most popular period being the first fifty years. Following on from a type of accommodation that developed over centuries in England (Freeland 1966, p.4-5), the Australian inn fulfilled a need that was born out of long distances in a land was being explored and opened up by the new arrivals.

The establishment of inns (known as 'wayside' or 'wayfarer' inns) was largely a result of land grant conditions imposed by Governor Macquarie (Dawson Brown and Ackert Pty Ltd 1990, p.8; Freeland 1966, p.91). Their appearance followed explorers and farmers and they were often the first building in a district (Freeland 1966, p.91) and the dates of their construction along new tracks and roads can mark the expansion of the colony. Inns provided important and sometimes familiar rest stops, food and accommodation on long journeys around the colony.

Wayside inns which is what Lawson's Inn was, were once a regular sight on roads leading away from main towns throughout NSW as they were situated on routes radiating out from Sydney to the north, west and south. They were generally placed half a day's ride by horse or coach, which was, at the time the optimal distance for long-distance travel for the recuperation for people and beasts alike. While these types of establishments had their genesis in their English counterparts, the distances between destinations in the colony created a need for greater self-sufficiency so in addition to stables (which would be expected of any inn) colonial inns kept smithies and gardens amongst other facilities. Inn keepers chose prime locations on their properties, close to water, perhaps on an elevated landform, and in areas that provided good pasture for passing stock (Freeland 1966, p.91). They met the demands of trade and transport by providing workers and travellers with food and accommodation, along with stabling and storage for their horses and stock. They also provided dispersed farming communities with a focal point. Inns were also a strong part of the community, acting as courthouses, the venue for coronial enquiries and business transactions as well as other local administrative tasks and social functions (Kirkby 1997, p.30).

During the first half of the 19th century, wayside inns experienced a boom and competition was high. In the initial years, they catered to lone travellers and smaller transport vehicles, as well as catering to the surrounding residents. As the roads became more passable and reasons to travel became more prevalent, coaching routes were established and passenger transport began in earnest. During the 1820s a regular coach route from Sydney to Parramatta began, which inspired other coaching companies to do the same and by the 1830s, regular coach routes were servicing all the major centres (Freeland 1966, p.99-100). Then in 1853, Freeman Cobb arrived in the colony after hearing of the gold rush. Cobb, who was part of Adam and Co. in America, set up a coaching company with another three Americans and created Cobb and Co., which essentially took over all the coach transport routes of the colony. Despite the advances in travel times made by Cobb and Co., distances were still vast and overnight stops remained a necessity of long-distance travel.

Their earlier incarnations saw inns as single-storey vernacular buildings, generally built in timber slab and/or weatherboard. As the colony became more established and the condition of roads improved, inns were being built to be two-storey and constructed of brick or stone. Many inns were now including coffee rooms, parlours, full stables and undercover coach parking (Freeland 1977, pp.101–103).

By the 1860s the introduction of railway travel in Sydney was having an impact on coaching routes. Many inns in the rest of the colony were closed as a result of the growing railway network and the subsequent reduction in demand for coaching. Inns located on the edges of towns would have been able to adapt to service tourists to the area but many smaller inns would not have survived.

Many inns established in NSW during the mid 19th century still exist today. This assessment has considered extant inns and previous archaeological investigations of inns to understand the nature of the potential archaeological resources of Lawson's Inn site. It also uses descriptions by Freeland (1966) to consider possible outbuildings and architectural styles. Comparative analysis can provide an indication of a site's rarity or representative nature. This assessment has attempted to limit comparative analysis to inns constructed c.1800–1860, which is a period capturing the construction of John Lawson's buildings.

While no date for the construction of Lawson's Inn has been confirmed, given that The Northern Road was built in the 1820s, and the alignment of Lawson's Inn faces the road, it is reasonable to assume that the buildings were constructed after the 1820s, and possibly in the 1850s when Lawson is listed as publican of the Thistle Inn on The Northern Road in Luddenham (Sydney Morning Herald Tuesday 3 May 1859, p.8; JCIS, 2017 p.15). The inn is included on an 1859 plan of Luddenham. By the 1860s Lawson's Inn served as a public meeting place for locals as well as supplying goods for Luddenham Village (Jacobs 2017, vol 5, p.85). The fact that the Lawsons were Methodists, a denomination of the Christian faith that generally abstained from alcohol, ran an inn and had a liquor license, is of interest.

In the Liverpool Council area, most inns and hotels listed as heritage items on the local environment plan (LEP) were built at the end of the 19th century (the Liverpool Arms Hotel 1882, the Commercial Hotel/Marsden's Hotel 1896 and the Collingwood Inn 1880s). Therefore, a comparative analysis of other inns that were constructed in NSW around the same time (c.1800s-1860s) is necessary to make predictions about possible archaeological resources.

Standing Inns

Red Cow Inn/Hotel (Penrith LEP 2010, I690, 565-595 High Street Penrith)

Red Cow Inn, Station St, Penrith was built by Thomas Smith in 1862. It was strategically located near the Penrith railway terminus (built 1863) and a departure point for coaches crossing the Blue Mountains. The inn is a two-storey plastered brick building (the second storey was added c.1882) with a verandah all around.

In 2005 Casey and Lowe Pty Ltd (Casey and Lowe Pty Ltd 2005) undertook an archaeological investigation of the Red Cow Inn. The site consisted of the extant Red Cow Inn and associated structures that had previously been demolished. The excavation, which focused on the areas of the inn that had been demolished, found evidence of an older phase and associated deposits. There was also evidence for rebuilding or additions including an early kitchen with footings built from large river cobbles and a later kitchen with a large stone fireplace. Other remains found included a blacksmith's shop to the south of the Red Cow Inn, a cistern and a second timber-lined well.

Artefacts associated with the Red Cow Inn demonstrated its use as a place providing meals and accommodation to travellers along the Western Road. Among these items were large transfer printed serving platters and plates and transfer-printed cups and saucers. The blacksmith's shop showed that the maintenance of rural transport and machinery was a major function of the Inn. Artefacts related to blacksmith's shop included horseshoes, buggy steps, a mould board for a plough, and tools for fixing equipment and shoeing horses.



Figure 4.39 : The Red Cow Inn c.1918 in its two-storey form. (Source: Casey & Lowe 2005, p.26).

Box Hill Inn (SHR 00724, 43 Boundary Road Box Hill (frontage on Windsor Road))

Box Hill Inn fronts Windsor Road although its address is 43 Boundary Road, Box Hill. It was built around 1840-42 by John Suffolk (or by John Terry who leased the land) originally as a residence, called Rummary Homestead, with a section set aside to sell liquor. In 1844 Joseph Suffolk obtained a liquor licence, probably to take advantage of passing traffic; it only functioned as an inn until 1848.

The building is a single-storey brick of Georgian design with attic rooms, a gabled roof and front verandah. The front wall is stuccoed and pointed to represent Flemish bond brickwork. There is also a cellar. Buildings associated with the inn include a separate kitchen, separate laundry and bathroom.

The inn is situated on the north side of Windsor Road in Box Hill. It is currently unoccupied and has been for a number of years; as a result, its condition is deteriorating but relics that exist are likely to survive intact as the site within the fence has not undergone any obvious development.

Collits Inn (SHR 00455; Lithgow LEP I012, Hartley Vale Road, Hartley Vale)

Initially known as The Golden Fleece, Collits Inn (Hartley Vale Road, Hartley Vale) was built c 1823 by Pierce Collits, and was the first wayside inn built west of the Blue Mountains. It is built in the old colonial Georgian style with a stone flagged verandah and a symmetrical facade. It is a single-storey building of weatherboard and brick nog construction. Surviving structures associated with the inn include stables, a barn, outbuilding, woolshed and toilets.

The archaeological resource is of local, state and national heritage significance for the research potential inherent on the site and for the rarity of an intact archaeological site dating from the early 19th century (SHR data sheet).

As a result of decreasing demand for the inn's services, it went into decline in the 1830s and was primarily used as a residence and farm. Collits managed to procure a grant in Hartley, where he built another inn in 1838. Today, Collits Inn at Hartley Vale is a bed and breakfast.



Figure 4.40 : Collit's Inn in 2001 prior to restoration works (Source: Christine and Russell Stewart 2002, Section 4).

Royal Oak Inn/ The Mean Fiddler (former), The Fiddler (currently) (SHR 00698; The Hills Shire LEP I185, 2 Commercial Road, Rouse Hill).

The Royal Oak Inn, adjacent to the Windsor Road at Rouse Hill, was built c 1829 and licensed as "White Hart" to William Cross (although this is likely to be an error). The inn is a single-storey building Georgian (early Victorian) style. The front facade is dressed sandstone blocks and the side walls are random coursed. A verandah runs along the front of the building across the front. Extensions at the rear of the inn are of sandstock brick. The inn has a former rear wing, previously incorporated within a tavern alteration and stone cellars.

Macquarie Arms Inn (former) (SHR 00282; Hawkesbury LEP I00282, 104 Bathurst Street Pitt Town)

The Macquarie Arms Inn (104-106 Bathurst St, Pitt Town) is a derelict collection of buildings and while still standing is more akin to an archaeological site at present. Also known as Blighton Arms and Flemings Place, the complex also includes a larger house called Mulgrave Place (by 1823).

The Macquarie Arms Inn site is situated at the edge of a ridge overlooking Pitt Town Bottoms. It was built by Henry Fleming (c 1816/17), who also ran it. Fleming was a convict arrived in Australia on the third fleet and one of the earlier settlers in Pitt Town (in the district of Mulgrave Place). Fleming was the brother-in-law to William Johnston, who was a member of a significant family in the area.

The Macquarie Arms Inn site consisted of the main house called Mulgrave Place (built prior to 1823) with a separate kitchen, barn/stables and a brick cottage (c 1805 or 1815). Other features on this site include what is described as a brick well with a domed roof, but which is more likely to be a cistern.

A part of the barn was used as an inn during the early period. It is single-storey with an attic, which is where the accommodation is thought to have been. The external walls are brick nogging (where brick is used to fill spaces in a wooden frame giving the impression of brick veneer) but may have originally been a slab building and later infilled with brick. The roof was jerkin-head (otherwise known as 'hipped-gable'). Cedar joinery in the bar was removed in the 1970s.

Each individual building is significant, but as a collection, this significance is elevated. The site is listed on the SHR, which makes it a significant item in the development of the state of NSW.

The site has probably shrunk from its original size through surrounding development but it is highly likely that the archaeological resource in the current SHR curtilage is intact and substantial. It is also of State significance.

Coach and Horses Inn, Berrima (Wingecarribee LEP I0133; 24 Jellore Street Berrima)

The Coach and Horses Inn is a good example of how inns evolved structurally throughout the 19th century. The inn site originally comprised of a single-storey, two-roomed rectangular building constructed in the late 1830s. Its Georgian architectural style was typical for buildings in the early years of the colony. The inn originally operated under the sign of the Mail Coach Inn from 1837 to 1839 as a licensed public house and staging post for travel and for the delivery of mail. Additions were made in the 1850s which included a detached kitchen. An eastern extension to the main building was added in the 1880s and included an outdoor privy. These additions to the inn affected the original Georgian symmetry of the building.

The White Horse Inn, Berrima (SHR 00106; Wingecarribee LEP I123, 3 Market Place Berrima)

The White Horse Inn is listed on the State Heritage Register (SHR 00106). This building, in Market Street Berrima, dates to 1834. It lacks the long veranda at the front but was renovated in the 19th century to include a verandah on the second level.

The building is constructed of dressed sandstone ashlar blocks and has fireplaces on either side. A timber veranda on the second storey provides an outdoor space upstairs. The inn has one entrance on the facade rather than a series of doors entering private rooms. A coach house was built against the western elevation of the main building in 1865.

The White Horse Inn has a detached kitchen of sandstone to the rear adjacent to a roofed courtyard.

The Berrima Inn, Berrima (SHR 00103; Wingecarribee LEP I132, 26 Jellore Street Berrima)

The Berrima Inn was purpose built as an inn in 1834 in the traditional Colonial Georgian cottage style. The inn was issued the first inn license in Berrima in 1834 and continued to run until 1848, when it then became a residential dwelling. An extension to mirror the original building was later added to the inn.

Goldfinders Inn, Kurrajong (SHR 01978; Hawkesbury LEP I357; 164 Old Bells Line of Road, Kurrajong)

Goldfinders Inn consists of three buildings being a single-storey timber cottage (c.1809), a two-storey sandstone building, originally the inn (c.1850) and a timber barn (vernacular but not dated). The inn was built by the third owner of the property, John Lamrock who called it the "Goldfinders Home", catering to gold-diggers travelling to and from the western goldfields. Its location on the Old Bells Line of Road (no. 164) put it in an excellent position to capture passing trade across the mountains. An addition for use as a post office has been demolished.

The group comprising the listing is represented by buildings that retain evidence of vernacular building techniques, with some adaptation to the fabric. It is significant for its ability to demonstrate successive occupancies in the physical evidence of the place and as a place that has been continually inhabited once established in 1809. Its significance is also inherent in its early construction, which as a surviving structure is rare in NSW.

A garden between the inn and cottage survives with camellias (*Camellia japonica* 'Variegata' and *Camellia japonica* 'Triumphans') may date from the 1850s as suggested by photographic evidence and information provided by Professor E G Waterhouse.

Other surrounding structures are not described in the listing but it is expected that the site has a well and/or cistern.

Dickygundi Inn (I175 Dubbo Local Environmental Plan 2011, 139 Narromine Road Dubbo)

The Dickygundi Inn is a single-storey, board and batten building with a shingle roof beneath a corrugated iron roof. The inn was opened in 1864 as a 'wine shanty' (SHI 1520484) and became a stop for the Cobb and Co. mail run. It has been used in this report as a comparison because it was built not long after 1859 and most importantly it is stylistically very similar to Lawson's Inn (although only one photograph of the Lawson's building has been found - Figure 4.32). In other online sources, the site is called the Rawsonville Inn. No other information is provided on ancillary buildings but the inn is in a large undeveloped paddock.



Figure 4.41 : The *Dickygundi Inn* on the Mitchell Highway in Dubbo. Photo: P Kottaras. View south.



Figure 4.42 : The eastern elevation of the *Dickygundi Inn*. Photo: P Kottaras. View west.

Archaeological sites

Bents Basin Inn (Liverpool LEP 2008 Item 28, Wolstenholme Ave Greendale)

Bents Basin Inn (Wolstenholme Avenue, Greendale) was built by the Rapley family in the 1860s and demolished in the 1950s. The building, described as an inn or hotel, was a timber slab structure with sandstone flagstone flooring. Huts that were built (date not provided on SHI datasheet) next to the main building but were demolished in the 1950s.

The site now is part of the Bents Basin Recreational Area and has archaeological potential. A mature pepper tree (peppercorn) marks the location of inn (SHI 1970075).

White Hart Inn (Unlisted, Windsor Road Beaumont Hills)

The White Hart Inn (Old Windsor Rd, Beaumont Hills) was built by James Gough in 1827 on the overland transportation route between Parramatta and Windsor. It was one of several inns along the road to Windsor that provided food and lodging to travellers.

Archaeological test excavations by EMM with Comber Consultants in 2014 revealed that the main inn building was constructed of brick and sandstone with substantial sandstone footings. The main inn building was described in historical accounts as being two-storey, which is supported by the footings; it had what has been interpreted as a dining room behind the main front-facing verandah, two small rooms at either end of the verandah (showing clear evidence of an extension to the southern end of the building) and small rooms, probably bedrooms also added to the southern end of the building. The complex included a cellar on the northern end of the building, a brick cistern and separate kitchen.

The test excavation determined that the White Hart Inn demonstrated at least two phases of development with evidence suggesting brick additions to the main accommodation building. The architectural style of the detached kitchen also indicated that it was a later addition to the main inn building.

The inn was assessed to be of State significance for its historic and representative values as well as its rarity as an archaeological site. It was a product of a period of exploration and expansion and representative of a class of enterprise that were micro-economies in the larger colonial framework (EMM 2015; SHR nomination form EMM 2017).

Woolpack Inn, Marulan (SHR 00172 as part of the listing for “Old Marulan Town”)

The building was erected in 1835 by Joseph Peters at the junction of two alignments of Mitchell's Great South Road. It was a two storey structure.

The building remained in service until the town was largely abandoned and relocated to a new railhead, which took over the town name, in the mid-1860s. The main building was destroyed by realignment of the main road. Archaeological investigations included excavating remains of a privy and several ephemeral structures and activity areas, indicating the former range of activities that were supported by the inn during its use.

The site was investigated in 2007 by Banksia Heritage + Archaeology/Umwelt.

Weatherboard Inn Archaeological Site (SHR 00595; Blue Mountains LEP 2005 Item WF019, 3-15 Matcham Ave Wentworth Falls)

Cox's Depot was established around 1814 and was used as a military post and a dining room for travellers who also camped and fed their stock there. The building burnt down in 1822 and was eventually replaced by a weatherboard inn, called 'Weatherboard Inn', between 1827 and 1829. Archaeological test excavation of this site (Wendy Thorp, 1985) unearthed sandstone blocks and sandstock brick as well as ceramic, glass and iron. The site was assessed as having a high level of research potential and was stabilised and reburied. Associated buildings included a kitchen, stores and stables (with stabling for 17 horses).

Weatherboard Inn (1-15 Matcham Avenue, Wentworth Falls) was built by John Mills and demolished sometime after 1867 when the inn closed.

Wollondibby Archaeological Site, Crackenback (Snowy River LEP I100, 785 Alpine Way, Crackenback)

The Wollondibby archaeological site is within the area listed on the Snowy River LEP 2013 as Wollondibby Cottage, the Green House – Also woolshed and grave. The listing does not include the archaeological potential of the site. The information in this section has been written partially from memory after a site visit (by Pamela Kottaras and Kerime Danis) in 2007 and is recorded in a report jointly prepared by Austral Archaeology and City Plan Heritage (2007).

Today the site consists of an existing stone cottage (c1860), which was the second dwelling built on the property, a woolshed, and a cemetery enclosed by a stone fence. The archaeological site, which is not included in the listing, is of particular interest as it dates to the early 1840s and was situated in a remote area. The archaeological resource is clearly evident as most of the structures were constructed of locally sourced granite and foundations and footings survive intact. This would indicate, along with the fact that the property in the location of the archaeological site was undeveloped (a Google Map search indicates that it remains undeveloped) that the site retains a high level of archaeological potential. The homestead (that operated as the inn in the 1860s for short period of time) was single-storey with wing rooms on either side (Figure 4.43). Bark shingles formed the roof and fireplaces flanked the building; one fireplace was described as “probably as large as has ever been built in this country” (Marden, Sydney Morning Herald, 18 March 1939, p.21).

The field survey was based around features listed in a report prepared by Brian Egloff (1988) and was undertaken to confirm the survival of those resources. The site was also described in an article in the Sydney Morning Herald (18 March 1939). In addition to the items of built heritage, the survey confirmed the existence of archaeological features, some of which have been attributed a function, others with known functions. The structures that were represented were the Wollondibby Homestead (known), which was converted to the inn for a short period of time to take advantage of the gold boom

in Kiandra, ablutions block (interpretation), laundry (interpretation), killing shed (interpretation), stock yards and animal pens (known), granite pathway to water pool/bathing pool (known) and a well (known). Anecdotal evidence exists for a roasting pit where the owners, the McEvoy's, put on an annual bullock roast for the local Aboriginal people who interacted with the McEvoy's. A large, stone lined pit was recorded by Egloff and City Plan Heritage/Austral Archaeology and it is this pit that is attributed with the function of roasting pit.

The site of the Wollondibby Inn/Homestead is significant for its early construction, one of the earliest pioneer properties in the region as well as its short-lived operation as an inn. It is also significant for its association with the McEvoy's who were an early pioneering family in the region and whose descendants still live in the area. Mary McEvoy (née Shell) is said to have been the first white woman to cross the Snowy River and their daughter Mary, was the first child of settlers in the region (Marden, Sydney Morning Herald, 18 March 1939, p.21). The site is also of considerable significance for the research value inherent in the archaeological resource that has the ability to answer question about life on the property, its relationship to nearby sites as well as important information on the spatial arrangement of a site of this nature. The layout of the place and the archaeological resource is likely to highlight the self-sufficiency of the inn, which would have also been of vital importance to the place as a homestead, being as remote as it was.

The homestead is associated with a mill house to the south of the main homestead and another house site called "Gammon Place" on the Moamba River

Wollondibby Homestead was demolished in 1954.



Figure 4.43 : A photograph of a photograph of the Wollondibby homestead, which operated as an inn for a period of time. Photo K Danis. Photograph on display at Jindabyne shopping centre.

Edward Powell's Halfway House

Edward Powell's inn was the earliest in the colony, adapted from his home when he realised the business opportunity his address provided. Powell built his home on the boundary next to the Sydney – Parramatta route, in present day Homebush in 1793. The inn was in a prime location to capture passing trade; even Governor Macquarie stopped in on one of his tours (Freeland 1966, p.90).

Initially Powell was granted eighty acres at Liberty Plains, only for the grant to be retracted. Soon after however, he was granted another eighty acres nearby where he built a home for his wife, Elizabeth Fish, and himself. The house was a single-storey brick and timber, weatherboarded building with a bark roof, which he and his wife ran as an inn soon after. Powell eventually obtained licence for spirits and wines in 1809.

The property boasted 500 acres (202 hectares), half of which was under cultivation, an orchard, outhouses, a granary, stables and plenty of water in addition to the inn building (Freeland 1966, p.90).

His widow took over the role of innkeeper on his death until the role went to her son-in-law in 1816 (Freeland 1966, p.90).

Comparative analysis summary

In his book, *The Australian Pub*, J M Freeland sums up the purpose of an inn:

At the wayside inn the peripatetic traveller going from town to town on business bent found shelter and refuge at the end of a long day's ride. At it the squatter on his way to new country could replenish his provisions, repair his broken equipment, shoe his horses, water and pasture his stock, and obtain a last taste of worldly comforts for his family.

Freeland 1966, p.89

But inns not only serviced those travelling though; they acted as a nucleus to a dispersed community, taking on the role of community hall, market place and courthouse.

From this comparative survey of inns that were built around the same time as Lawson's Inn, a number of patterns emerge. These can assist with making predictions about the types of archaeological resources that may survive, and their significance.

Quite often, residents took advantage of passing traffic and adapted their homes to accommodate travellers. Wing rooms were added, which were accessed from outside. Modifications included additional rooms and a second storey. Earlier inns were usually timber slab and/or weatherboard constructions and were a single-storey. Later, as roads were improved and destinations established, inns took on a more sophisticated character with buildings of stone or brick (or both), two-stories and expensive internal detailing (Freeland 1966, p.101).

The inns included in this study demonstrate that in the early days when routes away from Sydney were opening up there was shared style of architecture that existed in NSW. Where they were purpose-built inn typically constructed as single-storey Georgian style, that is, they were simple vernacular buildings often with verandahs and usually with multiple outbuildings. Rooms were accessed directly from the outside but food was provided in a dining room, possibly shared with the proprietor and family.

Purpose-built inns often had an entrance from the verandah to every room at the front and there may have been additional facilities for special guests (Freeland 1977, p.96). In some cases, inns were altered private homes (Freeland 1966, p.93), but the architectural style did not differ significantly from that of the private home. Most inns in the 19th century were not just a single building but a complex of

structures. Kitchens were usually constructed as a separate building and located behind the main building. Other buildings at could include a laundry, storerooms and privies granaries and toilet/bathing facilities. As most travellers arrived by coach, stables were needed for the horses, and sometimes a blacksmith's workshop was situated on the site or nearby. Other structures associated with water use and management could include wells, cisterns and drains as well as nearby creeks. In more remote places, such as in the Snowy Mountains, an inn and homestead would have had to provide most of the food by growing vegetables and slaughtering stock, although inns closer to main towns could also have had these facilities. Food storage in the form of cool rooms, dairies and dry stores is likely to have existed on remote sites as well as in less remote areas. Barns, sheds and yards to store animal feed, keep chickens and other small stock are all structures that should be anticipated on an inn site (as opposed to a purpose-built hotel in an urban area). The facilities and infrastructure of an inn would have reflected the facilities required by homesteads in remote locations, only on a larger scale. In their heyday, inns operated as a micro-economy within the larger economic framework of their local area.

The popularity of these businesses peaked between 1820 and 1850, with only the more established inns, and those away from the rail line, continuing to operate into the late 19th century. The notable decline in the number of operating inns is the result of growing settlements and railways which significantly reduced travel times. At their closure, usually around the time of lapsed licences, inn buildings were converted to private residences; this is a trend that is evident from the late 19th century. As buildings aged, they were also demolished. The mid to late 20th century saw extant inns regain some of their original function by being used as restaurants, pubs/hotels, or for accommodation.

The survey of former inns also highlights the history of adaptation, from home to inn and back to home again. As discussed, the first mention of The Thistle Inn is in 1859 – this does not mean the buildings date to that year as well.

The earliest likely date for John Lawson's occupation of the site, and possibly the construction dates of the building is around the late 1830s, when he gained his freedom but more likely after his marriage to Anne Freeburn in 1854 since he was registered as living in Bringelly at his marriage. The only photograph found of the inn confirms that it was a single-story vernacular structure, and while the timber verandah balustrades are clearly visible, the facade of the inn is not, and so the number of doors leading into the building cannot be seen. Perhaps, John Lawson and his family lived in this house before converting it to an inn, and later as a home again.

Curtilage information

The curtilage of Lawson's Inn is shown on Figure 6.5 and comprises the area of land between the old The Northern Road alignment (Eaton Road) and the new The Northern Road alignment which is where Lawson's Inn was located. A map showing specific areas of archaeological potential was developed by (Desic and Kottaras 2017) as part of the Research Design and Excavation Methodology, and is shown in Figure 6.5.

Significance assessment

The existing LEP significance assessment for Lawson's Inn meets criterion A, E and G. A subsequent assessment by Australian Museum Consulting indicated that the Lawson's Inn site may be of state heritage significance, however this was not supported by a systematic assessment against the NSW heritage criteria. The initial significance assessment for the Northern Road project, concurred with the LEP assessment and its level of local significance, but did not concur with the Australian Museum Consulting assessment of state significance. The significance assessment in Table 4.8 is an updated assessment prepared by EMM Consulting (Desic and Kottaras 2017) as a result of submissions. The updated significance assessment provides an assessment of the section of the site within the project construction footprint, and the actual site of Lawson's Inn (also known as the Thistle Inn).

Table 4.8 : Assessment of significance for Item 10: Lawson's Inn Site

NSW Criterion	Assessment
A – Important in the pattern of NSW's history	Project construction footprint: The project area at Luddenham is part of a property that is significant in the historical development of Luddenham. If relics exist within the area to be impacted by the project in this location, they may be of local significance depending on their integrity, research value, representative values and rarity. However, the project construction footprint does not possess significance by virtue of its association with nearby heritage items. The project area does not fulfil this criterion. The Thistle Inn site: The site demonstrates the history of settlement within the area of Luddenham and reflects the importance of early major road networks in facilitating the development of such urban centres as well as providing an important resource for travellers. As the inn and store was a focal point to the surrounding residents as a well-known rest stop, it is likely to have been the reason for siting Luddenham village. The site of the former Thistle Inn would be of local significance. However, the site of the inn is not in the project area.
B – Strong or special associations	Project construction footprint: Owned by John Lawson but without material evidence of the lives of his family, the project area does not fulfil this criterion. The Thistle Inn site: The Lawson family was a well-known family in the Luddenham district from the mid-19th century to the mid-20th century. They were associated with proprietorship of inns/guesthouses and John Lawson was a well-known member of the Luddenham community, including the local Methodist community, who actively sought to bring attention to local farmers during difficulties. Evidence relating to the Lawson family would be of local significance. However, the site of the inn is not in the project area.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.

NSW Criterion	Assessment
E – Potential to yield information	Project construction footprint: There is low to nil potential for evidence of The Thistle Inn to survive in the impact zone of the project area. There is low potential for evidence of other relics such as former huts to exist in the impact zone of the project area. The project area does not meet this criterion. The Thistle Inn site: There is the potential to gain more information on the site from further archaeological and documentary research, relating to the early use of inns in the region. While many inns have been partially excavated, complexes in their entirety are rare as archaeological sites. A number of extant inn complexes survive in regional NSW as well as in Sydney, and while many are in poor condition (Box Hill Inn – Box Hill, Dickygundi Inn – Dubbo are two examples), the lots they were built on have been protected to a certain spatial extent. It is likely that original curtilages have been reduced to accommodate subdivision and development resulting in the loss of some peripheral structures. Archaeological excavation of this site is likely to yield information on the aspects of the Lawson's lives including their importance in the surrounding community, their relationship to the Methodist church; it may provide information on individual members of the family, their socio-economic conditions and their preferences as individuals. Information about the store and what it held and sold is also likely to be embedded in the archaeological resource. Archaeological excavation is also likely to yield technological information about the buildings(s), the materials, sources of materials and quite importantly, the spatial pattern of the inn. It may be able to answer the following questions What facilities did it boast? Where was their water obtained from? Did they kill and butcher their own animals? Where there stabling and stock facilities Is there evidence of the transition from inn to home? All this information would provide information on the local area but could be compared to other sites across the state. The level of intactness of the relics relies on the level of impacts imposed by the Christmas tree farm. Evidence of the inn would be of local significance. However, the inn is not in the project area.

NSW Criterion	Assessment
F – Uncommon or rare	Project construction footprint: Does not fulfil this criterion. The Thistle Inn site: Archaeological sites are becoming rarer in Sydney and in particularly sites that operated as inns (or remote homesteads) have not been extensively excavated archaeologically. While many inns have been partially excavated, complexes in their entirety are rare as archaeological sites and will become rarer as Sydney and other historic urban centres expand. Evidence of the inn would be of local significance. However, the inn is not in the project area.
G – Principal characteristics of a class	Project construction footprint: Does not fulfil this criterion. The Thistle Inn: The site was representative of the location of many early hotel and inn sites, on a major road network, in the Sydney area. Relics associated with the inn would be representative of early to mid-19th century inns that were established in the outskirts of Sydney. Evidence of the inn would be of local significance. However, the inn is not in the project area.

Statement of significance

The following statement of significance was prepared by Desic and Kottaras (2017) for the project construction footprint and the site of the actual Lawson's Inn (also known as the Thistle Inn):

Project area

The project area is not predicted to have archaeological evidence of the former Thistle Inn, which was owned and operated by John Lawson and his family.

It does not possess heritage significance without evidence of significant relics.

The Thistle Inn

The significance of the former Thistle Inn relies on the existence of relics with research potential. If this evidence survives, the archaeological site would be of local significance of the archaeological resource that would shed light on the functions of the buildings, the conversion of the inn to a home, life on the property, the spatial arrangement of ancillary structures and access to the necessities of life such as water and food. The site of the former inn is also significant at a local level for its rarity as a potentially intact archaeological site in the region, and for its association with the Lawson family, and the early growth of Luddenham. It is also valuable for the archaeological resource that when excavated may be able to provide comparable data on other similar sites across the state.



Figure 4.44 : Location of Lawson's Inn site, facing north. Photo taken by Jennifer Chandler on 26 February 2016.



Figure 4.45 : Area where ceramic and glass fragments are located, facing west. Photo taken by Jennifer Chandler on 26 February 2016.



Figure 4.46 : Some of the glass fragments located on the site. Photo taken by Jennifer Chandler on 26 February 2016.



Figure 4.47 : Painted stone block. Photo taken by Jennifer Chandler on 26 February 2016.

5. Updated summary of impacts

Table 5.1 provides an updated summary of the impacts of the project on identified heritage items in the EIS, including revised impacts based on the outcomes of this assessment.

Table 5.1 : Updated summary of impacts

Heritage item number	Heritage item name	Register number	Proposed activities	Potential impacts
Item 2	Orchard Hills Cumberland Plain Woodland	105317 (CHL) 102211 (RNE)	Clearing of vegetation and construction of carriageway and associated fill slope as well as associated drainage and flood retardation works	Potential impacts to the Orchard Hills Cumberland Plain Woodland Commonwealth Heritage Place (CHP) as a result of the project include impacts to the natural heritage values of the site through native vegetation removal and associated habitat loss, as well as impacts to the historic heritage values of the site as a result of impacts to the Chaffey Brothers Irrigation Scheme Canal (the canal). These potential impacts are summarised below. The main impacts to natural heritage are as a result of clearing of around 9.28 ha of native vegetation within the western periphery of the CHP (Sectors B and H). However this is equivalent to only around 1.3% of the total 726.32 ha of native vegetation within the CHP. The majority of these areas are made up of a mix of regrowth natural vegetation communities identified in the HMP for the DEOH as being of moderate natural heritage significance, as well as grassland areas ranked as being of low natural heritage significance (Godden Mackay Logan 2013). There is also a small patch of relic native trees associated with two trees located within the north-western portion of the CHP that would also be impacted by the project. This area is identified as having moderate natural heritage significance (Godden Mackay Logan 2013). Of the impacted areas, none are identified as remnant vegetation communities which are ranked as high natural heritage significance in the HMP. The regrowth natural vegetation communities have been identified as having a reasonable tolerance for change, being that this element and its key attributes have relatively little heritage value, but may contribute to the overall significance of the site. In general, the element can be altered to a reasonable degree provided it does not impact the heritage values of the site (Godden Mackay Logan 2013). In the context of the CHP overall, impacts to regrowth natural vegetation communities as well as grasslands are expected to be minimal and are therefore considered reasonable. Given this and the moderate

Heritage item number	Heritage item name	Register number	Proposed activities	Potential impacts
				to low heritage significance of these elements, impacts as a result of the project are not expected to be significant. Relic native trees have been identified as having a low tolerance for change, being that this element and its key attributes embody heritage values, retaining a high degree of intactness with no major change or alterations, or only minor alterations that do not detract from the heritage values. In general, the element should be retained and conserved (Godden Mackay Logan 2013). Although impacts to relic native trees in the overall context of the CHP as a result of the project would be minimal, given their moderate natural heritage significance and low tolerance for change, impacts to this element as a result of the project are considered moderate. The aquatic environment within the CHP that is ranked in the HMP as being of moderate to high significance (Godden Mackay Logan 2013) is not expected to be impacted by the project due to the distance from the works and the proposed application of effective mitigation measures. Potential impacts to the historic heritage values of this item are related to impacts to the canal located within the south-western portion of the CHP (Sector H of the DEOH). The canal is ranked as high significance in the HMP (Godden Mackay Logan 2013). Construction would overlap with only 2.36% of the northern part of the canal, some of which is in poor condition as it is extremely shallow from erosion. The canal and the area in which it is situated (Sector H) has a low tolerance for change in relation to new development and demolition/remediation. However, given the project is impacting a small proportion of the overall canal on DEOH land, and that the section being impacted is of relatively poor quality due to erosion, the overall impact on the historic heritage values are not considered to be significant. Vibration is unlikely to impact the canal due to the structural nature of the canal and vegetation on the canal.

Heritage item number	Heritage item name	Register number	Proposed activities	Potential impacts
Item 3	Warragamba Dam to Prospect Reservoir pipeline	-	Construction of carriageway and fill slope. Drainage infrastructure upgrades comprising a concrete drainage channel along the northern perimeter of the Water NSW Precinct (north of the pipeline) and an access track to the east of The Northern Road.	The Northern Road carriageway construction is confined to section of pipeline that is underground. No impact is expected. Proposed access track would impact on culvert located in Survey Area No. 4-26, but not on pipeline, as it is below the ground in this area.
Item 9	Miss Lawson's Guesthouse Site	-	Construction of dual carriageway, intersection and cut slopes	The full site would be directly impacted by construction.
Item 10	Lawson's Inn site	53 (LLEP)	Construction of dual carriageway, a cul-de-sac, an intersection, cut slopes and construction compound and laydown site	The construction of The Northern Road upgrade would directly impact on around one quarter of the entire curtilage of the property (Lot 2 DP623457). The potential for substantial and intact relics related to Lawson's Inn has been assessed as low within the construction footprint and moderate to high adjacent to the construction footprint. It is not anticipated that the project would have a direct impact on the potential main archaeological features related to the former Inn as historical plans and photographs indicate the actual inn site is outside the project boundary. An area of low archaeological potential has been identified along the northern edge of the Inn site to account for any peripheral relics that may be associated with the Inn site. It is also unknown, without archaeological investigation, whether the area at the western end of the lot, containing the artefact scatter, is related to the use of the Inn. The area containing the artefact scatter is located within the project boundary. All areas within the project boundary have been designated as being of low archaeological potential (Desic and Kottaras 2017).

6. Updated Statements of Heritage Impact

The following Statements of Heritage Impact have been updated in response to submissions. These replace the Statements of Heritage Impact in the non-Aboriginal heritage technical working paper as part of the EIS (Chandler and Waller, 2017).

Item 2: Orchard Hills Cumberland Plain Woodland Commonwealth Heritage Place (Lot 3 DP238092)

Proposed works

Proposed works that would interact with the Orchard Hills Cumberland Plain Woodland CHP include clearing of vegetation and construction of a carriageway to the east of the existing The Northern Road, including associated fill slope formations and alterations to existing drainage lines for road-serving drainage and flood retardation works. This would have potential impacts on the natural heritage values of the site (refer to Figure 6.1). These works would also overlap with the western-most section of the Chaffey Brothers Irrigation Scheme Canal (the canal) in two locations, which would have potential impacts on the non-Aboriginal heritage values of the site (Figure 6.2).

Impact Assessment

Potential impacts to the Orchard Hills Cumberland Plain Woodland Commonwealth Heritage Place (CHP) as a result of the project include impacts to the natural heritage values of the site through native vegetation removal and associated habitat loss, as well as impacts to the historic heritage values of the site as a result of impacts to the Chaffey Brothers Irrigation Scheme Canal (the canal). These potential impacts are summarised below.

The following aspects of the project respect or enhance the heritage significance of the item for the following reasons:

The natural heritage values of the site are mainly focused on its natural vegetation, which includes areas of original native vegetation (including very old relic trees) as well as the natural regrowth of these original plant communities (Godden Mackay Logan (2013). This includes small remnants and regenerating areas of Cumberland Plain Woodland, Castlereagh Ironbark Forest and Sydney Coastal Riverflat Forest (River Flat Eucalypt Forest), particularly in the eastern portion of the CHP. It is noted that impacts from the project would be limited to the western periphery of the CHP.

Cumberland Plain Woodland is listed as a critically endangered ecological community at both state (*Cumberland Plain Woodland in the Sydney Basin Bioregion*) and Commonwealth levels (*Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest*). As such, the CHP is considered a core biodiversity area for the conservation of these communities, and the place comprises the least disturbed and largest remaining remnant of Cumberland Plain Woodland (Godden Mackay Logan 2013).

Although around 9.28 ha of native vegetation would be removed by the project, this is equivalent to only around 1.3% of the 726.32 ha of native vegetation on the CHP. These areas are made up of a mix of regrowth natural vegetation communities identified in the HMP as being of moderate natural heritage significance, as well as grassland areas ranked as being of low natural heritage significance (Godden Mackay Logan 2013). There is also a small patch of relic native trees associated with two trees located within the north-western portion of the CHP that would also be impacted by the project. This area is identified as having moderate natural heritage significance (Godden Mackay Logan 2013).

Additionally of the 9.28 ha of the Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest (CPWSGTF) and River-flat Eucalypt Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and South East Corner Bioregions (REFCF) ecological communities that would be removed by the project, this would be equivalent to only around 1.5% of the total 610.60 ha of these communities within the CHP. None of the areas impacted by the project have been identified in the HMP as remnant vegetation communities of high natural heritage value.

Additionally since the area is already disturbed by fencing, roadside and edge effects, impacts to fauna within the CHP as a result of the project (eg edge effects, light pollution, etc.) are not considered to be significant. For impacts to fauna refer to the Biodiversity Assessment (Appendix I of the EIS).

The project would also result in an increase in the rate and volume of flow discharging to three Blaxland Creek tributaries and existing dams within the Blaxland Creek catchment within the DEOH site. As a result, the scour potential along these drainage lines would increase and ground conditions would become wetter. However, these impacts are not expected to extend to the aquatic areas mapped as moderate to high significance within the CHP, therefore the impact on these areas would be negligible. This is due to the distance of the works from these areas and the implementation of effective mitigation measures outlined in the Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS).

The entire length of the canal within the CHP is around 2,632 m and is ranked as being of high significance in the HMP (Godden Mackay Logan 2013). There would be minimal impact to the canal as much of its extent is situated outside the construction footprint. The construction footprint (and therefore, area of impact) only overlaps with around 2.36 % of the entire canal. Furthermore, around 36 m of the part of the canal located within the construction footprint is in poor condition as it is extremely shallow from erosion. The section within the construction footprint which is in better condition is very similar to those sections that are outside the construction footprint. The wooden features of the canal structure that have the potential to yield information about the construction of the canal are located outside the construction footprint.

The following aspects of the project could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

As identified above, although around 9.28 ha of native vegetation would be removed by the project, this is equivalent to only around 1.3% of the 726.32 ha of native vegetation on the CHP and is mainly made up of a mix of regrowth natural vegetation communities identified in the HMP as being of moderate natural heritage significance, as well as grassland areas ranked as being of low natural heritage significance (Godden Mackay Logan 2013). The small patch of relict native trees within the north-western portion of the CHP that would also be impacted by the project, which has been identified as having moderate natural heritage significance (Godden Mackay Logan 2013).

The key attributes of natural heritage elements on DEOH are the floristics and structure of the ecological communities, and the existence of the isolated relict trees. Therefore, they have different levels of tolerance for change. The regrowth natural vegetation communities have been identified as having a reasonable tolerance for change, being that this element and its key attributes have relatively little heritage value, but may contribute to the overall significance of the site. In general, the element can be altered to a reasonable degree provided it does not impact the heritage values of the site (Godden Mackay Logan 2013). In the context of the CHP overall, impacts to regrowth natural vegetation communities as well as grasslands are expected to be minimal and are therefore considered reasonable. Given this and the moderate to low heritage significance of these elements, impacts as a result of the project are not expected to be significant.

Relict native trees have been identified as having a low tolerance for change, being that this element and its key attributes embody heritage values, retaining a high degree of intactness with no major change or alterations, or only minor alterations that do not detract from the heritage values. In general, the element should be retained and conserved (Godden Mackay Logan 2013). Although impacts to relict native trees in the overall context of the CHP as a result of the project would be minimal, given their moderate natural heritage significance and low tolerance for change, impacts to this element as a result of the project are considered moderate.

The project could potentially introduce invasive weed and pest species. There may be regular mobilisation of typical roadside maintenance fertilisers, herbicides or other chemicals that may stunt the regrowth of native vegetation. However this would be managed through the implementation of effective weed and pest management measures as outline in the Biodiversity Assessment (Appendix I of the EIS).

The project would result in an increase in the rate and volume of flow discharging to three Blaxland Creek tributaries and existing dams within the Blaxland Creek catchment within the DEOH site. As a result, the scour potential along these drainage lines would increase and ground conditions would become wetter. However as identified above, impacts to the aquatic areas mapped as moderate to high significance in the DEOH site would be negligible due to the distance of the works from these areas and the implementation of effective mitigation measures.

In relation to the canal, which is ranked as being of high significance in the HMP (Godden Mackay Logan 2013), only 2.36 % of the entire canal extent associated with the DEOH is situated within the construction footprint and would therefore be subject to direct physical impact during construction. The remaining sections of the canal within the study area would potentially be subject to damage or destruction from the use of construction machinery and vehicles if not managed appropriately during construction; however this is not expected given the implementation of mitigation measures as outlined in Section 8.1 [of the Non-Aboriginal heritage assessment (Chandler and Waller 2017)].

Around 36 m of the canal within the construction footprint area is extremely shallow and eroded while the more intact section is similar to the other sections which would not be impacted. Overall the proposed works would have minimal impact to the significance of the site.

Furthermore, there are other remnants of the canal located to the west of The Northern Road about one kilometre south-west of the DEOH site which is listed on the PLEP as a locally significant archaeological heritage item (A-137).

The following impacts have been assessed as follows:

- vibration – vibration is unlikely to impact the canal due to the minimal structure of the canal and vegetation on the canal
- demolition – around 2.36 % of the canal extent associated with DEOH overlaps with the construction footprint and would likely be demolished. The remaining section of the canal outside the construction footprint is not expected to be impacted.
- archaeological disturbance – the section of the canal that would be impacted is similar to the other sections of the canal which would not be impacted. An archaeological excavation will be undertaken in the form of trenches cutting sections across the canal.
- altered historical arrangements and access – the canal is located on Defence land and is therefore subject to restricted access
- landscape and vistas – the landscape within the project would be altered by the construction of the dual carriageway; however, the vistas of the area would not be impacted as part of the area contains trees which obscure the vistas of the canal
- architectural noise treatment – not relevant to this heritage item

The Heritage Management Plan for the DEOH site (Godden Mackay Logan 2013:152-155) outlines management guidelines for the DEOH, including those related to managing impacts to the natural heritage values within Sectors B and H and historic heritage values associated with the canal in Sector H as follows:

- This New development in Sectors B and H should be located so as to avoid impacts on natural heritage. These sectors have a low tolerance for change in relation to new development
- New development in Sector H should not be planned for the southwest area where the Mulgoa Irrigation Scheme (the canal) is located. This southwest area of Sector H has a low tolerance for change in relation to new development.

- Demolition and remediation relating to whole of DEOH land – Remediation should aim to avoid all heritage items and values. If heritage sites cannot be avoided as a consequence of remediation, then heritage mitigation measures should be implemented. Remediation that impacts heritage values must be subject to assessment, development of a HIA, heritage impact mitigation and Defence approval.
- Demolition and remediation relating to Sector H (location of canal) - consideration of proposals for demolition of built elements should take into account the heritage value of the element and its tolerance for change, as well as its relationship to other, related elements of heritage value and the number of its type remaining. Demolition of elements of moderate and high heritage value should be avoided. Sector H has a low tolerance for change.

The management of historic heritage values of DEOH is supported by the following implementation guideline:

- Manage elements and structures of heritage value in accordance with its heritage value ranking and tolerance for change.

High heritage value: These elements should receive the highest priority for conservation and should be preserved, restored and reconstructed. Only minor adaptation of buildings would be appropriate (eg internal spaces only). Removal should be avoided.

As discussed above, some impacts would occur as a result of the project which are unavoidable. Additionally, given the project is impacting a small proportion of the overall canal on DEOH land, and that the section being impacted is of relatively poor quality due to erosion, the overall impact on the heritage values are not considered to be significant.

By implementing the relevant mitigation measures identified in the Biodiversity Assessment (Appendix I of the EIS), the Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS), impacts to the natural heritage values of the site are expected to be minimised and are not expected to be significant.

The Significant Impact Guidelines 1.2 (Department of Sustainability Environment Water Population and Communities 2013) (SEWPaC) provides a list of criteria that guide the assessment of actions that are likely to have a significant impact on the environment. These are relevant to the project for identifying the significance of potential impacts to the heritage values of the Orchard Hills Cumberland Plain Woodland CHP, as provided in Table 6.1. It is suggested in SEWPaC (2013) that where the answer to any of these questions is yes, a significant impact on the environment would be expected.

Where the project does not incur significant impacts to natural heritage values, a referral for the project to undergo further assessment by the Federal Department of the Environment is not required and, subsequently, the need to obtain offsets specific to natural heritage values is also not required. This is separate to the requirement for a referral under the EPBC Act due to biodiversity impacts, which has been assessed in the Biodiversity Assessment for the project (Appendix I of the EIS).

By implementing the following mitigation measures the potential impacts on the canal would be minimised:

- An archival photographic recording would be made of the extent of the canal to be impacted by the works, in accordance with the Heritage Division of the OEH guidelines (Heritage Council of NSW 2006) prior to its demolition.
- The sections of the canal that will be removed by the project will be recorded by a surveyor, including horizontal and vertical dimensions of the canal in its present form.
- Archaeological investigation of the sections of the canal to be impacted by the works would be undertaken. The investigation will include excavation of one trench in the northern section of the canal (to record gradient); and three trenches in the southern section of the canal which will sample the canal in various conditions. Investigations will include clearance of vegetation, hand

excavation of topsoil/overburden, and mechanical excavation of trenches across the canal in various locations to reveal the cross-section, as detailed in *Mulgoa Irrigation Canal, Archaeological Research Design and Excavation Methods* (Kottaras 2017b) (Appendix B).

- The section of the canal outside the construction footprint would need to be protected from accidental or incidental damage during construction. Protective barrier fencing would be constructed along the construction footprint boundary in the vicinity of the canal prior to construction commencing and would remain in place until the conclusion of the works, at which time it would be removed.

Implementing these mitigation measures would reduce the impact of the significance of the canal as much as possible given the other constraints in this area of the project.

Additionally, given the project is impacting a small proportion of the overall canal on DEOH land, and that the section being impacted is of relatively poor quality due to erosion, the overall impact on the heritage values are not considered to be significant.

In summary, the project is not expected to have a significant impact on the natural or non-Aboriginal heritage values of the CHP given the heritage significance of these elements, their tolerance for change and proposed implementation of effective mitigation measures in accordance with this assessment (Section 8.1 [Chandler and Waller 2017]), the Biodiversity Assessment (Appendix I of the EIS), Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS).

Table 6.1 : Updated Item 2 – significant impact assessment

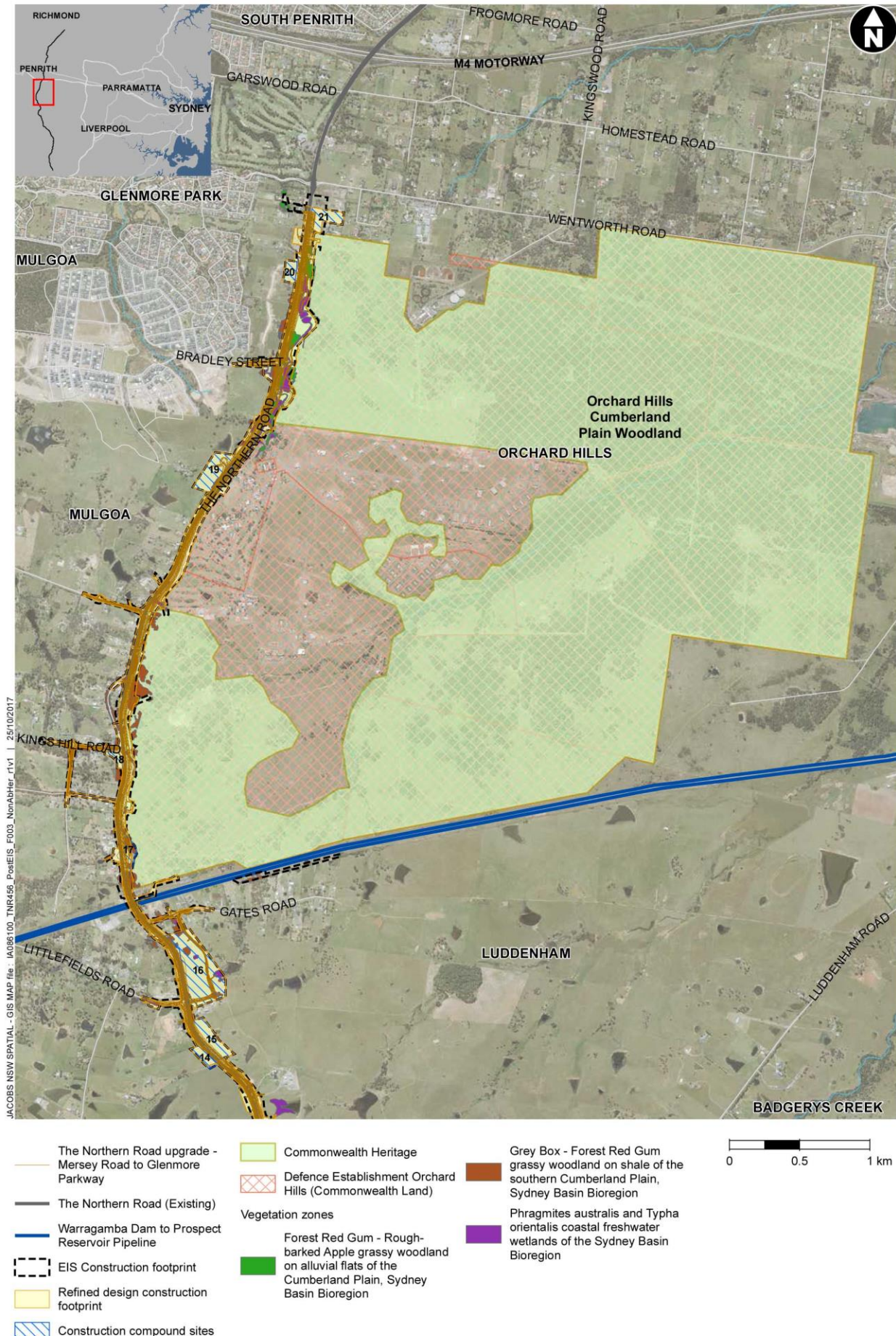
Significant impact criteria. Is there a real chance or possibility that the action will:	Assessment of impacts to the natural heritage values of the site	Assessment of impacts to the non-Aboriginal heritage values of the site (ie the canal)
Permanently destroy, remove or substantially alter the fabric (physical material including structural elements and other components, fixtures, contents, and objects) of a heritage place	Approximately 9.28 ha of native vegetation would be removed by the project within the construction footprint. This is equivalent to 1.3% of the 726.32 ha of native vegetation on the CHP. Approximately 9.28 ha of the CPWSGTF and REFCF ecological communities would be removed by the project at the western edge of the CHP. The total area of these communities on the CHP is 610.60 ha. As such, the area removed would be equivalent to 1.5% of the total amount within the CHP. Using the severity guidelines provided in SEWPaC (2013), the Project is a Moderate severity impact. The action would permanently remove some of the components upon which the Orchard Hills Cumberland Plain Woodland CHP is based. However, of the impacted areas, none are identified as remnant vegetation communities which are ranked as high heritage significance (Godden Mackay Logan 2013), but rather would be limited to regrowth natural vegetation communities and a small patch of relic native trees ranked as moderate heritage significance in the HMP (Godden Mackay Logan 2013). In summary, the core vegetation areas in the centre and east of the Orchard Hills Cumberland Plain Woodland would not be affected, therefore impacts to the natural heritage values of the site as a result of vegetation loss are not expected to be significant. Construction of the project involves small scale native vegetation clearance that could potentially introduce invasive weed and pest species. There may be regular mobilisation of typical roadside maintenance fertilisers, herbicides or other chemicals that may stunt the regrowth of native vegetation. However this would be managed through the implementation of effective weed and pest management measures as outline in the Biodiversity Assessment (Appendix I of the EIS). Additionally since the area is already disturbed by fencing, roadside and edge effects, the impact to fauna as a result of the project (eg edge effects, light pollution, etc.) is not considered to	The proposed action would involve the demolition of a small section of the canal, which would permanently destroy, remove or substantially alter the fabric of the canal. However, an archaeological investigation in the form of salvage excavation of the extent of the canal to be impacted by the works and archival photographic recording for the entire canal would be undertaken to capture detailed information that has not previously been captured of a heritage item subject to ongoing environmental erosion.

Significant impact criteria. Is there a real chance or possibility that the action will:	Assessment of impacts to the natural heritage values of the site	Assessment of impacts to the non-Aboriginal heritage values of the site (ie the canal)
	be significant. The project would also result in an increase in the rate and volume of flow discharging to three Blaxland Creek tributaries and existing dams within the Blaxland Creek catchment within the DEOH site. As a result, the scour potential along these drainage lines would increase and ground conditions would become wetter. However, these impacts are not expected to extend to the aquatic areas mapped as moderate to high significance within the DEOH site, therefore the impact on these areas would be negligible. This is due to the distance of the works from these areas and the implementation of effective mitigation measures outlined in the Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS). The impact would be intense, involving vegetation removal and construction of a road. The impact would be permanent and irreversible. However the scale of the impact to the CHP is relatively small (considering the 610.60 ha area of the CPWSGTF and REFCF ecological communities on the CHP site) as the project impacts are limited to the vegetation on the western fringes, and the core biodiversity area for conservation which has been identified as high heritage significance in the HMP (Godden Mackay Logan 2013), would not be impacted. As such, this criteria is expected to be consistent with the heritage values of the CHP where mitigation measures are implemented.	
Involve extension, renovation, or substantial alteration of a heritage place in a manner which is inconsistent with the heritage values of the place	The project would result in an increase in the rate and volume of flow discharging to three Blaxland Creek tributaries and existing dams within the Blaxland Creek catchment within the DEOH site. As a result, the scour potential along these drainage lines would increase and ground conditions would become wetter. This does not accord with the heritage values of the CHP. However, these impacts are not expected to extend to the aquatic areas mapped as moderate to high significance within the DEOH site, therefore	The heritage values of the place relate to potential to yield information about early canal/irrigation practices and construction which can be obtained from the wooden structures and canal located outside the impact area. The historical significance would not be affected as the majority of the canal would not be affected and an archival photographic recording would be undertaken for the entire canal thereby capturing information about the heritage item in detail.

Significant impact criteria. Is there a real chance or possibility that the action will:	Assessment of impacts to the natural heritage values of the site	Assessment of impacts to the non-Aboriginal heritage values of the site (ie the canal)
	the impact on these areas would be negligible. This is due to the distance of the works from these areas and the implementation of effective mitigation measures outlined in the Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS). This would take account of the DEOH Land Remediation Plan and Soil Conservation Manual to take account of the natural at the CHP. Exposure of soils resulting from vegetation clearing and other earth works would create an opportunity for weed invasion which has the potential to be moderately severe in this type of environment due to medium-long term impacts of a small-medium scale. However, this impact would be minimised through the implementation of effective weed and pest management measures as outline in the Biodiversity Assessment (Appendix I of the EIS), which would incorporate relevant elements of the DEOH Weed Management Plan. The native vegetation removal has the potential to limit habitat opportunities and ecological function for native flora and fauna. This is not in accordance with the heritage values of the CHP. However, being that the vegetation loss is of a small area of low to moderate significance (Godden Mackay Logan 2013) and is spread in a linear fashion along an existing habitat edge, this impact is not considered to be significant, being of a small-scale/localised and low-intensity nature. As such, this criteria is expected to be consistent with the heritage values of the CHP where mitigation measures are implemented.	

Significant impact criteria. Is there a real chance or possibility that the action will:	Assessment of impacts to the natural heritage values of the site	Assessment of impacts to the non-Aboriginal heritage values of the site (ie the canal)
Involve the erection of buildings or other structures adjacent to, or within important sight lines of, a heritage place which are inconsistent with the heritage values of the place	The Project involves the construction of an (up to) eight-lane road corridor at the western periphery of the CHP. According to observations made during the biodiversity survey, the existing The Northern Road is likely to be visible from high points within the CHP. The Project alignment is similar to that of the existing roadway and, as such the vistas from the CHP are not anticipated to be substantially changed. This criterion is considered to be consistent with the current heritage values of the CHP.	Unlikely. The proposed action would involve the demolition of a small section of the canal which is unlikely to result in visual impacts on the remainder of the canal.
Substantially diminish the heritage value of a heritage place for a community or group for which it's significant	The CHP holds heritage value to a range of community groups, such as the Friends of the Cumberland Plains and the Department of Defence. However, the impact to the CHP is considered to be relatively small, involving the clearance of 1% of the available extent of CPWSGTF and REFCF ecological communities within the CHP site that is already disturbed by edge effects relating to the current The Northern Road corridor. Additionally these have been identified as native regrowth areas of low to moderate significance with a reasonable tolerance for change (Godden Mackay Logan 2013). This is not considered to be a significant reduction in the heritage value of the CHP for community groups. As such, this criterion is expected to be consistent with the heritage values of the CHP where mitigation measures are implemented.	The significance assessment for the canal does not provide values for a strong or special association with any particular community group or cultural group associated with the canal.

Significant impact criteria. Is there a real chance or possibility that the action will:	Assessment of impacts to the natural heritage values of the site	Assessment of impacts to the non-Aboriginal heritage values of the site (ie the canal)
Substantially alter the setting of a heritage place in a manner which is inconsistent with the heritage values of the place	The Project would involve the loss of a relatively small area (1%) of the CHP. In the context of the CHP, this is not considered to be a substantial loss. Additionally these have been identified as native regrowth areas of moderate significance with a reasonable tolerance for change (Godden Mackay Logan 2013). The current setting includes the existing The Northern Road corridor. The Project would result in the widening of this corridor with a similar alignment. As such, the Project is not considered to substantially alter the setting of the existing CHP that would be inconsistent with the heritage values of the CHP. As such, this criterion is expected to be consistent with the heritage values of the CHP where mitigation measures are implemented.	Unlikely. The proposed action would involve the demolition of a small section of the canal which is unlikely to substantially alter the setting of the heritage place.
Substantially restrict or inhibit the existing use of a heritage place as a cultural or ceremonial site	Being that the CHP is currently used as an active Defence base and is restricted from public access, the Project is not anticipated to result in the CHP being more restricted as a cultural site. No ceremonial sites are present within the CHP site. This criterion is considered to be consistent with the current heritage values of the CHP.	No impact. The heritage place is not used as a cultural or ceremonial site.





- | | |
|---|---|
| — The Northern Road upgrade - Mersey Road to Glenmore Parkway | — Chaffey Brothers Irrigation Scheme Canal |
| — The Northern Road (Existing) | — Orchard Hills Cumberland Plain Woodland |
| — Warragamba Dam to Prospect Reservoir pipeline | — Defence Establishment Orchard Hills (Commonwealth Land) |
| - - - EIS Construction footprint | ▨ Construction compound sites |
| ▨ Revised design construction footprint | |

0 200 400 m



Figure 6-2 | Location of Orchard Hills Cumberland Plain Woodland showing extent of Chaffey Brothers Irrigation Scheme Canal (item 2) in relation to proposed works

Item 3: Warragamba Dam to Prospect Reservoir pipeline (Lot A DP341629 & Lot A DP341893)

Proposed works

Construction of carriageway and fill slope to the west of The Northern Road (current) overlaps with the pipeline alignment to the west of The Northern Road (Figure 6.3).

Impact assessment

The following aspects of the project respect or enhance the heritage significance of the item for the following reasons:

The carriageway is located over the section of pipeline that is below the ground to the west of The Northern Road and would avoid direct impact to the pipeline. The study area is located 5-10 m to the east of four cement building footings associated with the pipeline. In addition, the proposed works include fill slopes within the pipeline corridor.

The following aspects of the project could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

Potential for physical damage to the pipeline from road construction machinery, vehicles or other activities accidentally occurring outside the construction footprint. *The Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines* (Sydney Catchment Authority 2012) sets out guidelines when designing, planning or assessing development on land adjacent to this pipeline. The document outlines risks to the pipeline through construction works in the vicinity and includes measures such as:

- Consultation with the Sydney Catchment Authority (SCA) to identify key issues relevant to particular locations to ensure the proponent or authority has the information needed to implement SCA requirements or recommendations
- Access to the Upper Canal and Warragamba Pipelines 'Controlled Areas', outlining access approvals and site inspections and access for SCA staff and contractors
- Risks during construction and site preparation – including vibration caused by jack hammering, pile driving or rock breaking, cut and fill works, erosion, sedimentation and stormwater impacts, dust, windblown rubbish and other airborne pollutants and illegal storage of construction materials. The SCA recommends that consent authorities require a Construction Environmental Management Plan be completed as a condition of consent for new large subdivisions and major development adjacent to the Upper Canal and Warragamba Pipelines corridors. The Construction Environmental Management Plan should identify any potential impacts of the corridors and the range of controls to be implemented during the construction phase to avoid these impacts.
- Erosion and sediment control – management of eroded sediment during any construction phase when the removal of vegetation and disturbance of groundcover in the currently predominately rural areas
- Stormwater management – the SCA requires that no stormwater beyond pre-development levels enters the corridors.
- Public safety and security of water supply, including security fencing
- Road and pedestrian crossings
- Land uses and landscaping along corridor boundaries (Sydney Catchment Authority 2012:7-17).

The guidelines also outline guiding principles for development proposed within and adjacent to the Warragamba Pipeline corridor:

1. The Upper Canal and Warragamba Pipelines corridors are essential public infrastructure whose key purpose is the supply of drinking water to the Greater Metropolitan Sydney region. Water supply infrastructure must always be safe and serviceable.
 - a. The SCA will not approve development proposed by external parties within the corridors unless:
 - i. the development is for the purpose of essential infrastructure and services that cannot be feasibly located elsewhere; and
 - ii. the proponent can ensure to the satisfaction of the SCA that there will be no adverse impact on the Upper Canal and Warragamba Pipelines infrastructure. Infrastructure and services must not compromise the SCA's future proposals for canal and pipeline infrastructure.
 - b. The SCA will not support development or planning proposals adjoining the corridors unless it can be shown that there will be no adverse impact on the Upper Canal and Warragamba Pipeline infrastructure.
2. Water quality and quantity within the Upper Canal and Warragamba Pipelines corridors must be maintained and protected.
 - a. The SCA will not approve infrastructure and services proposed by external providers within the corridors unless the providers can ensure to the satisfaction of the SCA that there will be a neutral or beneficial effect on water quality and quantity.
 - b. The SCA will not support development or planning proposals adjoining the corridors unless it can be shown that there will be a neutral or beneficial effect on water quality and quantity.
3. Proponents of development or activities within or adjoining to the Upper Canal and Warragamba Pipelines corridors should bear any additional costs to the SCA arising from requirements under the above principles. This may include, but not be limited to, costs for technical or specialist studies, additional security measures, additional stormwater management measures, construction requirements, the planning and registration of easements and financial compensation for access rights and easements (Sydney Catchment Authority 2012:19).

The concrete culvert located within a proposed access track would be directly impacted by the proposed works. However, removal of the culverts would not impact on the significance of the pipeline because they do not contribute to the historical significance of the site, nor demonstrate the technological significance of the pipeline. The building footings adjacent to the proposed access track would be protected with exclusion fencing to ensure no impact occurs to these items as a result of the proposed works.

The following impacts have been assessed as follows:

- vibration – unlikely due to the application of the measures outlined in *The Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines* (Sydney Catchment Authority 2012) and the guidelines and associated safe working distances to be adhered to for heritage structures as outlined in the Noise and vibration assessment (**Appendix H** of the EIS)
- demolition – the pipeline would not be demolished. A concrete culvert would be demolished but would not impact on the significance of the heritage item.
- archaeological disturbance – not applicable

- altered historical arrangements and access – the heritage item is located within WaterNSW land and is therefore subject to restricted access
- landscape and vistas – the landscape and vistas of the heritage item would not be impacted
- architectural noise treatment – not relevant to this heritage item

There would be no overall impact to Item 3 during construction.

There would be no operational impacts to Item 3.



Figure 6-3 | Location of Warragamba Dam to Prospect Reservoir Pipeline (Item 3) in relation to proposed works The Northern Road Upgrade - Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park Submissions and Preferred Infrastructure Report

Item 9: Miss Lawson's Guesthouse site (Lot 1 DP90157)

Proposed works

- Construction of dual carriageway and cut slopes
- Construction of an intersection off the new The Northern Road onto Eaton Road (Figure 6.4).

It is noted that although the location of the proposed ancillary facility C8 overlaps with this item, construction and operation of this ancillary facility would not result in any additional impact to the site that would not already be impacted by construction of the road alignment at this location.

Impact assessment

The following aspects of the project respect or enhance the heritage significance of the item for the following reasons:

While the project would have a direct impact on archaeological deposits of the Guesthouse site, the opportunity for undertaking a detailed archaeological investigation of the site prior to its destruction may enhance its significance through the realisation of its research potential. Undertaking archaeological investigation of the site under a well-structured research design by an appropriately qualified historical archaeologist would reveal information and answer questions particularly in relation to the early settlement of Luddenham and the hotel and inn industry in the early 20th century.

The Northern Road Upgrade is proposed for the newer section of The Northern Road and will avoid the original The Northern Road section (now Eaton Road). This allows for the retention of the relationship between Miss Lawson's Guesthouse site and the original The Northern Road alignment to remain legible in the landscape.

The following aspects of the project could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The construction of The Northern Road upgrade would have a direct impact on all surface features identified at the site, and on potential subsurface archaeological deposits from the construction. By following the mitigation measures as much information as possible can be obtained which contributes to our knowledge and significance of the heritage item. To minimise impacts and maximise the opportunity for realising research potential at the site the following actions would be undertaken:

- Archaeological investigation in the form of test and salvage excavation to be undertaken in accordance with the Heritage Division of OEH guidelines including an appropriate research design and methodology in order to best realise the research potential of this area of the site
- Archaeological investigation in the form of test and salvage excavation would be undertaken under the supervision of an appropriately qualified and experienced historical archaeologist.
- In response to the two dot points above a research design was developed by Pamela Kottaras (Heritage Services Manager, EMM Consulting) (Kottaras 2017a) (refer to Appendix B). The research design states the following:

As the site will be removed in total, the questions will be focused on extracting the maximum information from its removal. One obvious avenue of investigation is the connection between Miss Lawson's Guesthouse and Lawson's Inn (Item 10, approximately 75 m south over Eaton Road); for instance, how did the inn access fresh water? Was it from one of the wells identified on the guesthouse site?

The research questions begin with a broad scope and focus in where they have been guided by the research and the archaeological test excavation:

1. *What is the nature and extent of the archaeological resource? Can it shed light on the building materials used for the various buildings?*
2. *Does the archaeological resource support the documentary evidence and its analysis or can it provide information that is not available elsewhere?*
3. *What were the spatial arrangements of the complex? Can the 'platforms' be ascribed a spatial function?*
4. *Can the establishment be reconstructed using archaeological evidence?*
5. *Do the wells contain information about the place? Is one or both associated with Lawson's Inn 75 m to the south?*
6. *What species of tree is the dead fruit tree? Was it part of the guesthouse garden?*
7. *Did the guesthouse have a kitchen garden?*
8. *How self-sufficient was the establishment, e.g. did it possess a kitchen garden, animal pens, cool rooms and killing sheds?*

The following impacts have been assessed as follows:

- vibration – this heritage item would not be impacted by vibration due to the archaeological nature of the site
- demolition – the entire heritage item would be demolished; however, mitigation measures would minimise these impacts
- archaeological disturbance – the entire heritage item would be subject to archaeological disturbance; however, mitigation measures would minimise these impacts
- altered historical arrangements and access – not relevant to this heritage item, as the entire site would be impacted
- landscape and vistas – relationship to road and guesthouse site retained
- architectural noise treatment – not relevant to this heritage item

Construction impacts to Item 9 would be physical damage to the whole site.

There would be no operational impacts to Item 9.

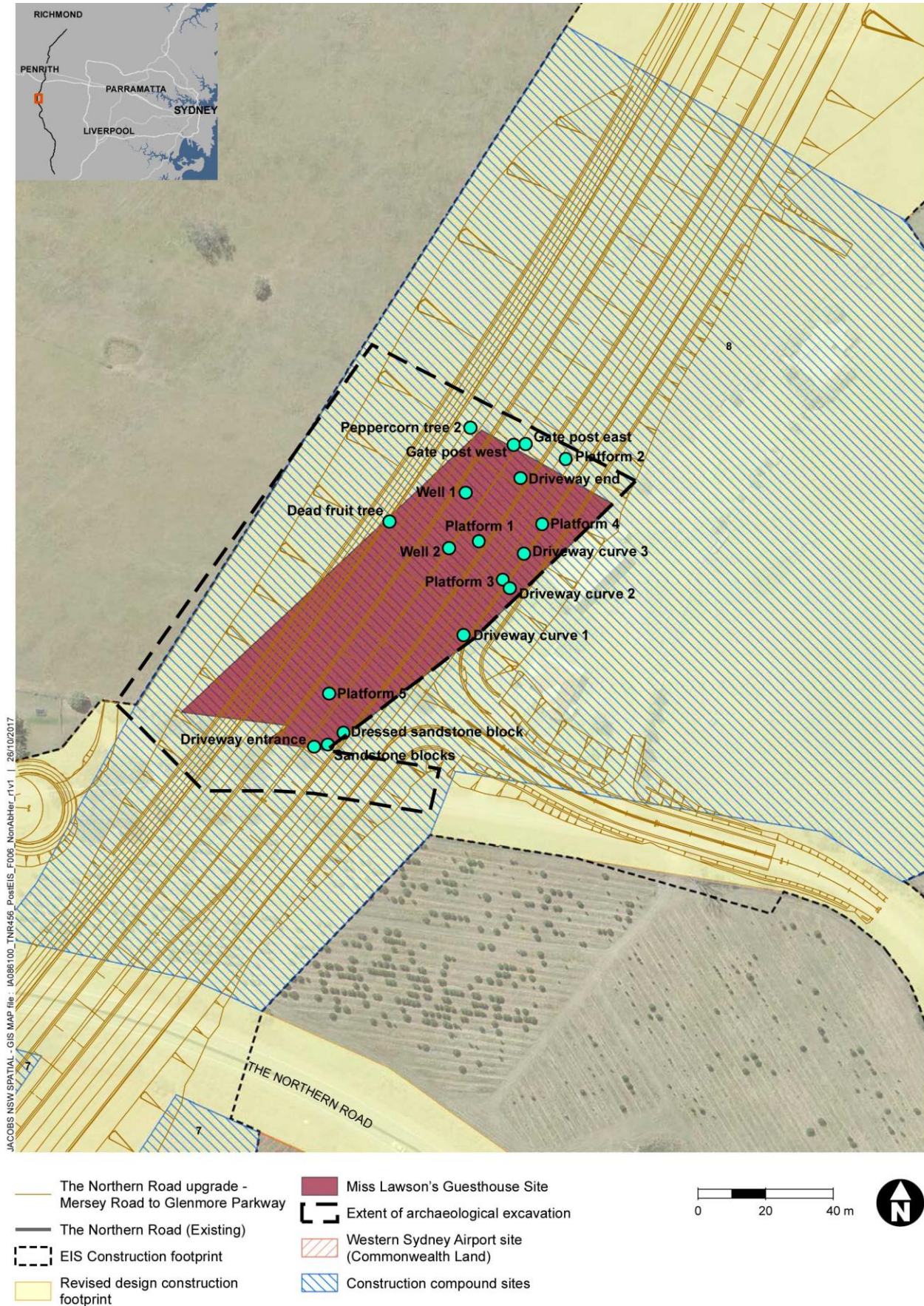


Figure 6-4 | Location of Miss Lawson's Guesthouse Site (Item 9) in relation to proposed works

Item 10: Lawson's Inn Site (Lot 2 DP623457) (LLEP 53)

Proposed works

- Construction of new dual carriageway (The Northern Road)
- Construction of a cul-de-sac on the existing Eaton Road, to the west of the new The Northern Road. The southern section of the cul-de-sac extends into the inn site.
- Construction of an intersection off the new The Northern Road onto Eaton Road
- Cut slopes for all of the above
- Construction compound and laydown site (Figure 6.5).

Impact assessment

The following aspects of the project respect or enhance the heritage significance of the item for the following reasons:

The potential for substantial and intact relics related to Lawson's Inn has been assessed as low within the construction footprint and moderate to high adjacent to the construction footprint.

It is not anticipated that the project would have a direct impact on the potential main archaeological features related to the former Inn as historical plans and photographs indicate the actual inn site is outside the project boundary. An area of low archaeological potential has been identified along the northern edge of the Inn site to account for any peripheral relics that may be associated with the Inn site.

It is also unknown, without archaeological investigation, whether the area at the western end of the lot, containing the artefact scatter, is related to the use of the Inn. The area containing the artefact scatter is located within the project boundary. All areas within the project boundary have been designated as being of low archaeological potential.

The opportunity for undertaking further archaeological investigation of the site prior to its destruction may realise its research potential. Undertaking archaeological investigation of the site under a well-structured research design by an appropriately qualified historical archaeologist would reveal information and answer questions particularly in relation to the early settlement of Luddenham, and the hotel and inn industry related to use of early roads in NSW. An archaeological test excavation has been proposed for the construction footprint directly to the north of the historical location of the Inn to capture peripheral features that may relate to the Inn as well as the road. An archaeological testing program is also proposed for the construction footprint to the west of the lot (the location of the surface artefact scatter) to provide assurances that when construction begins, it will not be halted by unexpected finds. The expectation that relics exist in this area of the construction footprint is low but features such as post-holes for huts, fences and outbuildings may exist in this area and this evidence would be lost (Desic and Kottaras 2017).

The proposed Northern Road Upgrade would follow the newer section of The Northern Road and will largely avoid the original alignment of The Northern Road section (now Eaton Road). This allows for the retention of the relationship between Lawson's Inn and the original The Northern Road alignment to remain legible in the landscape.

The following aspects of the project could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The construction of The Northern Road upgrade would directly impact on around one quarter of the entire curtilage of the site. Based on historical photographs and maps it is expected that potential archaeological deposits relating to the Inn building are located outside the project impact area. In contrast, the surface artefact scatter is located within the impact area. By following the mitigation measures as much information as possible can be obtained which contributes to our knowledge and significance of the heritage item. To minimise impacts and maximise the opportunity for realising research potential at the site the following actions would be undertaken:

- Archaeological investigation in the form of initial test excavations, followed by salvage excavation where required, will be undertaken in areas identified as low archaeological potential within the project boundary. This investigation will be undertaken in accordance with the Heritage Division of OEH guidelines including an appropriate research design and methodology in order to best realise the research potential of this area of the site. The investigation is detailed in *Item 10 - Lawson's Thistle Inn and Store archaeological site, Archaeological Assessment and Research Design* (Desic and Kottaras 2017) (refer to Appendix B). The area of the heritage item to be subject to test excavation is provided in Figure 6.5.
- Archaeological investigation would be undertaken under the supervision of an appropriately qualified and experienced historical archaeologist.

The research questions developed by Desic and Kottaras (2017) for the archaeological investigation are as follows:

As the likely location of Thistle Inn will be avoided, only areas that were peripheral to and in front of it are to be disturbed, along the margins of a road that was itself in use from the 1820s, and whose travellers generated their own refuse zone. If they exist, the most likely remains within the project area will therefore be low density artefact scatters, which are archaeologically of negligible value due to their poor provenance, and lack of spatial, stratigraphic and temporal controls. Once any such material is identified, it will be recorded but will not be subject to further analysis and may be discarded.

The following research questions assume at least some level of integrity can be demonstrated for the archaeological finds or deposits.

- Are land boundaries such as yards, fences or different surfacing materials used to demarcate the boundary between public and private space along the road?
- Can any activity areas relating to use of the inn be identified along its road frontage?
- Does archaeological refuse indicative of the inn occur in front of the site or is the material recovered along the road margins consistent?
- Are the sandstone blocks currently marking a vehicle track likely to be the remnants of the inn building? If so, what insight does it provide about the materials used for various buildings?
- Has the road margin remained constant or shifted over time?

The following impacts have been assessed as follows:

- vibration – this heritage item would not be impacted by vibration due to the archaeological nature of the site
- demolition – part of this heritage item would be demolished; however, mitigation measures would minimise these impacts
- archaeological disturbance – part of the heritage item would be subject to archaeological disturbance; however, mitigation measures would minimise these impacts
- altered historical arrangements and access – the historical arrangements and access would not change for the remaining part of the heritage item which would not be impacted

- landscape and vistas –relationship to road and inn site retained
- architectural noise treatment – not relevant to this heritage item

Construction impacts to Item 10 would be physical damage to part of the site.

There would be no operational impacts to Item 10.

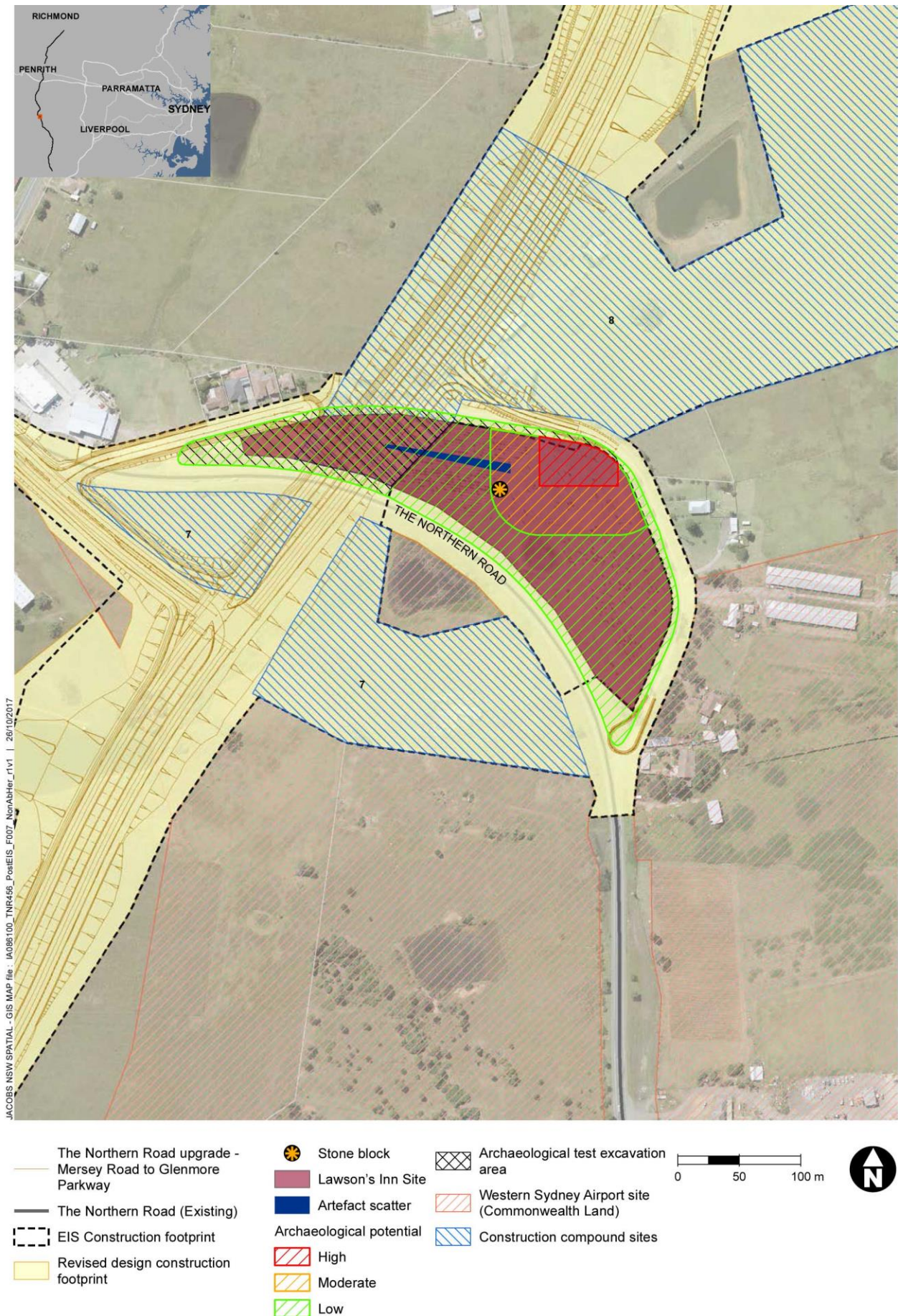


Figure 6-5 | Location of Lawson's Inn Site (Item 10) in relation to proposed works

7. Mitigation measures

Table 7.1 provides an updated summary of the mitigation measures for the project, including revised mitigations based on the outcomes of this assessment. These measures would inform the revised environmental management measures for the project (refer to Chapter 6 of the submissions and preferred infrastructure report).

Table 7.1 : Updated summary of mitigation measures

Heritage item name	Potential impacts during construction	Impact	Proposed mitigation	Impact after mitigation	Potential impacts during operation	Impact during operation
Orchard Hills Cumberland Plain Woodland	Clearing of native vegetation (9.28 ha), including regrowth areas of critically endangered ecological communities	Low to medium. Clearing impacts would be permanent, irreversible and intense, however these impacts would be limited to areas ranked as low to moderate significance in the HMP for the DEOH (Godden Mackay Logan 2013)	Relevant mitigation measures as per the Biodiversity Assessment (Appendix I of the EIS), Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS) would be implemented to appropriately manage potential impacts to the natural heritage values of the site.	Minor (or negligible) changed hydrological conditions within the Blaxland Creek catchment, Minor (or negligible) weed and pathogen impacts Minor light impacts to fauna	Moderate. Changed hydrological conditions within the Blaxland Creek catchment Degradation of ecological condition by proliferation of weed species at the CHP Light pollution due to increased road lighting	Relevant mitigation measures as per the Biodiversity Assessment (Appendix I of the EIS), Hydrology and Flooding Assessment (Appendix K of the EIS) and the Soils, water and contamination assessment (Appendix L of the EIS) would be implemented to appropriately manage potential impacts to the natural heritage values of the site.
	Changed hydrological conditions within the Blaxland Creek catchment	Negligible. Increased volume and rate of flow discharged to waterways, increased scour, erosion and sedimentation along waterways and wetter ground conditions. However these would not impact areas ranked as moderate to high significance in the HMP for the DEOH (Godden Mackay Logan 2013)	Archaeological investigation in the form of test excavation of the extent of the canal to be impacted by the works would be			

Heritage item name	Potential impacts during construction	Impact	Proposed mitigation	Impact after mitigation	Potential impacts during operation	Impact during operation
	Degradation of ecological condition by proliferation of weed species Introduction / disturbance of pathogen and/or disease vectors Light pollution Physical damage to northern section of canal adjacent to The Northern Road	Low. Weed invasion degrades biodiversity values Low. Pathogens and disease presence to be tested / confirmed. Impact includes degradation of ecological resources. Low. Light impact includes habitat unsuitability for some native fauna Low. Only small section of overall canal system would be removed.	undertaken. Archival photographic recording, surveying and archaeological investigation of the canal, and erection of protective barrier fencing	Recording and investigation of northern section of canal allows for interpretation and understanding of site even though partially destroyed.	No impact as operation would be confined to road which is located adjacent to remaining canal section.	Negligible. Traffic use of the road is located adjacent to the remaining canal and separated by fill slope.

Heritage item name	Potential impacts during construction	Impact	Proposed mitigation	Impact after mitigation	Potential impacts during operation	Impact during operation
Warragamba Dam to Prospect Reservoir pipeline	Potential for accidental impact	Low. A concrete culvert would be impacted by the proposed works; however, this item does not contribute to the overall significance of the pipeline. The pipeline would not be impacted. Impact to the building footings would be avoided.	The construction contractor would identify suitable measures to be incorporated into the CEMP to prevent physical damage to the pipeline in accordance with <i>The Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines (Sydney Catchment Authority 2012)</i> . These measures would be developed in consultation with Roads and Maritime and the Sydney Catchment Authority and include measures for the management of potential vibration impacts, erosion and sediment controls and agreed site access protocols. An exclusion zone would be established to protect the depot building footings adjacent to the pipelines.	Negligible. Guidelines (Sydney Catchment Authority 2012) set out measures when designing, planning or assessing development on land adjacent to the pipeline. Impact to the building footings would be avoided.	No impact as Guidelines (Sydney Catchment Authority 2012) would be followed during operation.	Negligible. Guidelines (Sydney Catchment Authority 2012) would be followed during operation.

Heritage item name	Potential impacts during construction	Impact	Proposed mitigation	Impact after mitigation	Potential impacts during operation	Impact during operation
Miss Lawson's guesthouse site	Physical impact to entire site	High. The construction would have a direct impact on all surface features identified at the site and on potential subsurface archaeological deposits.	Archaeological investigation of the item including test excavation and salvage excavation where required in accordance with Kottaras (2017a).	Medium. Archaeological excavation allows for data to be collected about the site which contributes to our knowledge and understanding of site	No impact as site would have been removed through archaeological excavation and subsequent construction.	Negligible as site would have been removed through archaeological excavation and subsequent construction.
Lawson's Inn site	Physical impact to potential artefacts and relics associated with the Inn site	Medium. The potential for substantial and intact relics related to Lawson's Inn has been assessed as low within the construction footprint and moderate to high adjacent to the construction footprint. It is not anticipated that the project would have a direct impact on the potential main archaeological features related to the former Inn as historical plans and photographs indicate the actual inn site is outside the project boundary. An area of low archaeological potential has been identified	Archaeological test investigation of areas of low archaeological potential within the project impact area in accordance with Desic and Kottaras (2017). Protection of area of high archaeological potential (former Inn site) with barrier fencing along the project boundary in the vicinity of the area of high potential.	Low. Archaeological excavation allows for data to be collected about the site which contributes to our knowledge and understanding of site	No impact as main Inn site would have been avoided and any potential artefacts or relics would have been removed through archaeological excavation and subsequent construction.	Negligible as site would have been avoided and any artefacts or relics would have been removed through archaeological excavation and subsequent construction.

Heritage item name	Potential impacts during construction	Impact	Proposed mitigation	Impact after mitigation	Potential impacts during operation	Impact during operation
		along the northern edge of the Inn site to account for any peripheral relics that may be associated with the Inn site. It is also unknown, without archaeological investigation, whether the area at the western end of the lot, containing the artefact scatter, is related to the use of the Inn. The area containing the artefact scatter is located within the project boundary. All areas within the project boundary have been designated as being of low archaeological potential.				

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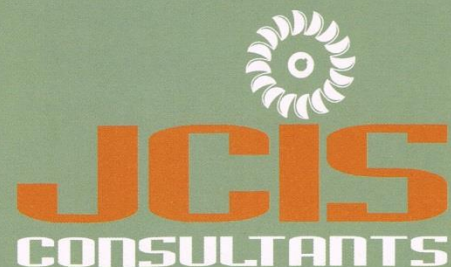
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Appendix A – Historical Research

**HISTORICAL RESEARCH
INTO SIX SITES IN
LUDDENHAM, NSW**



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**HISTORICAL RESEARCH
INTO SIX SITES IN
LUDDENHAM, NSW**

REPORT BY JCIS CONSULTANTS

Prepared for: Jacobs and Road and Maritime Services

JCIS Consultants Report 17-035

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1 INTRODUCTION

1.1 Background to this report

JCIS Consultants was commissioned by Jacobs to undertake documentary research, particularly related to land records, for several properties in Western Sydney to assist in completing some significance assessments for potential heritage items.

A very limited time was available to undertake this research.

1.2 Study Area

The list of items provided by Jacobs is set out in the table below:

Item	Lot/DP	Address
Item 5: Weatherboard House, Slab Hut and Old Dairy, Luddenham	Lot 502 DP580982	2787 The Northern Road, Luddenham
Item 6: Weatherboard House and Sheds, Luddenham	Lot A DP160890	2825 The Northern Road, Luddenham
Site 7: Pleasant View	Lot 100 DP846962	2422-2430 The Northern Road, Luddenham
Site 8: Luddenham Village Area (one site)	Lot 21 DP614481	12-26 Eaton Road
Item 9: Miss Lawson's Guesthouse Site	Lot 1 DP90157	26 Adams Road, Luddenham
Item 10: Lawson's Inn Site	Lot 2 DP623457	

The location of these items was provided by Jacobs as a shapefile and the location of the items is shown in Figure 1.

1.3 Limitations

This report is based on historical research. The sites we have been asked to research are located in the periphery of the Cumberland Plain at Luddenham. The location of the sites means that historical records are not created at the same rate as places such as Circular Quay in Sydney. Therefore there are important gaps in the historical narrative of the places within the study area. It is not clear whether further historical research will close these gaps or whether other sources such of physical evidence may resolve them.

In any case it is possible that further historical research or the emergence of new historical sources may support different interpretations of the evidence in this report.

The maps in this report are for informational purposes and are not suitable for and were not prepared for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

1.4 Sources

JCIS Consultants were specifically asked to look at land titles information. Most of the lots were held until recently in a form of Title known as “Old System” and have only recently been converted to the Torrens system introduced in 1861. It might be helpful clarify what we mean by “Old System” vs Torrens titles.

In the first years of the NSW colony there were no provisions for recording land transactions. In some cases brief particulars of a sale were written on the back of a land grant and in many cases ownership changed without any documentary evidence at all. It was left for Governor Macquarie (in 1817) to establish a formal system of registration of deeds relating to land.

This system, based on English Common law, had manifest inadequacies. Each time land was sold or mortgaged, a separate deed was drawn up. Proof of title required the tedious examination of a series of deeds, known as a chain of deeds, mostly written in longhand. To follow a chain of title one establishes the grantee of the land and then using a set of index of vendors (again mostly written in longhand) search the grantees name looking for transactions that involve the land. Then the Conveyance Number and Book need to be accessed, (some are on line some are in the Lands Title Office and some are being scanned in Bathurst) copying the information from that volume which allows you to move on to the next search starting at the indexes.

The Old System was cumbersome, expensive, uncertain and not guaranteed by the State – particularly as there was no statutory requirement to register deeds. Additionally, it was not mandatory to register plans of subdivision of Old System land prior to 1961.

In 1863 the Torrens Title designed by Robert Richard Torrens for the South Australian land title registry, was introduced to NSW with the commencement of the Real Property Act on 1 January 1863. Since then all land granted by the Crown is subject to the provisions of that Act; however, the Old System continued in parallel to the Torrens system.

The system used a single register for each land holding and recorded all details and interests affecting that land. The greatest advantage of Torrens Title is that it is a single document guaranteed by the State Government (of New South Wales in this case). A Certificate of Title (CT) is a copy of the related Folio of the Torrens Land Title Register.

From a historian's point of view the Torrens title is easy to read, gives details of prior and on-going titles and has a plan of the land referred to. Moreover, all Torrens Titles are available online and copies are easily purchased.

Crown Plans are plans produced for the use of the Crown (i.e. the State of NSW) in the course of its activities such as granting land, reserving land, resuming land and so on. At the small scale there are County and Parish plans these record details of grants and of alterations to grants such as subdivisions, reservations and some dealings. At a larger scale are various types of Crown Plans

Various Parish maps and some Plans were used to record changes to land status over time. This is called charting where the base map is manually updated and when sufficiently encumbered with annotations a new edition is lithographed and put into use. Hard copy charting maps were used to record changes to land boundaries in NSW, until manual updates ceased in 2002.

1.5 Authorship

The Historical research was prepared by Dr Iain Stuart (Member, PHA) and Jane Cummins Stuart of JCIS Consultants.

2 HISTORICAL REPORT

Some level of historical research needs to be undertaken for a place or landscape and for individual components of a place or landscape in order to understand how the fabric expresses the site's history and to provide a foundation for understanding the significance of a place or landscape and, ultimately, how to manage the historic values of a site or landscape.

The land in the study area was occupied by Aboriginal people for eons but with the settlement at Sydney Cove the British Government allowed Governor Phillip through the second letter of instructions to him "full power and authority" to dispose of lands to "any person or persons" for "such terms and under such moderate quit rents services and acknowledgments to be thereupon reserved" as set out in his instructions (George Rex III 1786).

These instructions were considerably expanded in 1794 when with Governor Hunter arrived as they covered the question of land grants to free settlers as opposed convicts (George Rex III 1794). These instructions allowed a second phase of post-contact settlement of the Cumberland Plain focusing on the alluvial soils of the Hawkesbury-Nepean River. Later under Lieutenant-Governor Patterson (c1809) settlement was encouraged to move away from the flood prone areas into what was termed forest land (Perry 1963:23-25).

These changes also reflected the change in attitudes to settlement which reflect an on-going debate about whether Australia or, more particularly NSW, should be a convict settlement or develop as a free society. If a free society then the question of how land was to be disposed of became an important one. Small land grants were given to former convicts to encourage agriculture. Larger grants were given to Government Officials as a reward for services or compensation for losses. However with the development of free settlement in NSW came a new class of individuals eligible for grants incipient capitalists.

2.1 John Blaxland

The first of this new type of free settlers were the Blaxland brothers – John Blaxland and Gregory (the Blaxland Lawson and Wentworth one). Their arrival was preceded by the following dispatch from Lord Castlereagh to Governor King

It being deemed expedient to encourage a certain number of Settlers in New South Wales of responsibility and Capital, who may set useful Examples of Industry and Cultivation, and from their property and Education be fit persons to whose Authority the Convicts may be properly entrusted, Permission has been given to Mr. John Blaxland and his Brother Mr. Gregory Blaxland to establish themselves and their Families in the Colony.

... I am induced to flatter myself that the exertions of these Gentlemen will not only Answer the Sanguine Expectations they have themselves formed, but will also contribute in an essential Degree to the benefit and prosperity of the Colony.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p490)

A brief summary of the agreement with John Blaxland was enclosed as follows:

MEMORANDUM that an agreement has been entered into at Lord Camden's Office by James Chapman, Esq., that, provided John with John Blaxland engages a Capital of £6,000 in the Colony of New South Wales, he is to have his passage out for himself, his wife, four or five children, and two or three servants, in the same manner as his Brother, Gregory Blaxland, is now going out; that he is to be allowed fifteen tons to take out necessaries for himself and family; when he arrives there, that he is to have a Grant of Land given him of eight thousand acres, with one convict for every hundred acres to clear and cultivate it; to be Cloathed and Victual'd for eighteen months according to the custom of the Colony; but provided he should not be possessed of so large a sum he is then to have Land and Convicts in proportion to the capital advanced.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p491)

In the event Castlereagh was wrong; the Blaxland's arrived with more or less the required capital but also with a sense of entitlement and querulous natures.

Gregory Blaxland arrived in Sydney on the *William Pitt* on 14th April 1806 and was immediately involved in legal action with the ship's Master. Nevertheless Governor King allowed Gregory Blaxland to purchase livestock from the Government as well as granting him land and access to convict labour

John Blaxland arrived on the 4th of April, 1807, on the ship *Brothers*, belonging to himself and the Messrs. Hullets, which was also used for whaling and sealing ventures. His arrival coincided with the arrival of Governor Bligh. For a while Bligh socialised with Blaxland but Blaxland's attitudes quickly alienated him from Governor Bligh. In particular Bligh objected the Blaxland pursuing grazing cattle rather than cultivating land and noted

The Blaxland's, in a partnership, seem to turn their minds principally to grazing and selling the Milk of their Cows and Butcher's Meat, which is attended to by Mr. J. Blaxland, in a House at Sydney where he resides, while his brother remains in the Country purchasing Live Stock from those who can be tempted to sell it. The former is very discontented with what Government has granted him, although it is in itself a Fortune.

(Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p144)

In a later dispatch to Windham, Bligh stress his compliance with his instructions regarding the Blaxland's noting, regarding his land grant, that he had received twelve hundred and ninety acres of land, "The remaining quantity of Land I have ordered to be measured out for him" (Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p182).

Blaxland joined the groups agitating against Bligh and was a strong supporter of the overthrow of Bligh by the Rum Corp officers but then fell out with them as well and in 1808 began to travel to Great Britain to seek redress for his wrongs. He was arrested on the orders of Governor Bligh and was transported to Great Britain as a witness in the court martial of Major Johnston. He returned to Sydney in 1812 (Irving 1996).

Blaxland's arrival was followed by a dispatch from Lord Liverpool to Governor Macquarie reaffirming the British Government's commitment to honouring its original agreement (Liverpool to Macquarie 26 July, 1811 HRA, Series 1, Vol VII p 367-368).

Macquarie, like his predecessors as Governors, found it difficult to deal with the Blaxland's particularly when it came to determining whether the Blaxlands has indeed provided the capital they claimed to have. He eventually got them to swear affidavits and once they did so provided the remaining resources commenting to Lord Liverpool

"With the Services of 120 men from Government, and the command of a still more unlimited extent of soil than even that number of men could cultivate, the Messrs. Blaxland have continued a burthen on the Government, restless and dissatisfied notwithstanding all they have derived from its liberality".

(Macquarie to Liverpool 17 Nov 1812, HRA, Series 1, Vol VII p557-560)

2.2 The Luddenham Estate

Blaxland clearly had some substantial land grants prior to 1812 but it seems clear that these were not properly surveyed – this was a function of the poor quality of the Surveyor Generals Department rather than any slight to Blaxland. In 30th May, 1812 Blaxland wrote to Macquarie:

Having, Sir, met with much difficulty and expense in selecting a tract of land that would suit the purposes of Agriculture and grazing, and also having sustained considerable losses in its not being confirmed to me by Grant, I hope and trust that you will not object to my taking that which was marked out by Mr. Maihan, previous to my leaving the Colony, for which I applied when in England, and was informed it was left for your Excellency's determination.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p561)

This may have been the land that Bligh referred to. However it was clearly not the Luddenham Estate for on 1st June, 1812 Blaxland wrote to Macquarie

In the course of my excursion up the country, I have seen some Land which appears unappropriated, lying at a place called Cobbotty, and a further tract at Mulgowie and Stony range, at which place I hope your Excellency will not object to my taking what remains due to me, having already expended £15,000 in this Colony.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p562)

It seems that the land at Cobbitty was already set aside for the location of a Common (a cause of yet another dispute between the Governor and Blaxland) but the land at Luddenham was granted to John Blaxland on the 30th November 1813.

Curiously though on his tour of inspection of the interior which covered the settlements on the edges of the Cumberland Plain in 1810 Macquarie had passed what appears to have been the Luddenham Estate. On the 28th November 1810 Macquarie and a small party which included Gregory Blaxland set out from Parramatta and after visiting Badgery's farm

“Thence we proceeded to Mr. Blaxland's own Farms, about 5 or six miles distant from the South Creek in a westerly direction. — This is entirely as yet a grazing Farm, with only a miserable Hut for the Stock keepers, and Stock-Yards for the Cattle. — The Land in some parts is tolerably good, and pretty well watered, but is better adapted to grazing than Tillage. We rode back, a different way to what we came, to Mr. G. Blaxland's Farm on the South Creek, through his second large Farm, and a Farm belonging to Doctor Wentworth in the Bringelly District; the Country through this last ride was pretty to look [at] but the Soil generally bad; at 1. P.M. arrived at Mr. Blaxland's Hut, where we rejoined our Friends again”.

(Macquarie 28th November 1810)

Clearly the second large farm is most likely to be the Luddenham estate due to its proximity to Wentworth's farm. It may seem odd that farms were occupied without formal grants. Apart from Blaxland, D'arcy Wentworth for example did not receive a formal grant until 1818.

The survey of the grants consisted of simply marking boundaries and roads. It seems likely that the Northern road was not formerly surveyed until the mid-1820s. None of the early surveys have buildings or structures marked on them. This is typical of the times and of Crown Plans generally covering land grants.

Figure 2 is by far the best of the early roll plans in that it has survived more or less intact and is quite legible and it shows the sheer size of John Blaxland's grant and as well the grant to Darcy Wentworth immediately to the south of the Luddenham Estate. On the northern boundary of the Luddenham estate was a 600 acre grant to John Blaxland Jnr which dates to 31st August 1819.

Except for a small section of land – part of Wentworth's Estate all the land containing the properties which are part of this report was owned by the Blaxland family.

It seems from the research of O'Sullivan (1977) that John Blaxland was focusing the development of his estate on the banks of the Nepean River at what is now Wallacia. Blaxland had previously developed his Newington Estate on the Parramatta River with a salt works, distillery, blanket factory and meatworks as well as building his own residence. At Luddenham, Blaxland built a water powered flour mill by 1834 and by 1839 had established a brewery (1977:4). These were located on the Nepean River near the Warragamba River junction so that Blaxland could use water power.

Sullivan reproduced an 1840's inventory of Blaxland's assets (sourced from the Blaxland papers in the State Library of NSW). The inventory lists the buildings at Wallacia but also the remaining land at Luddenham as grazing land (1977:3). If the land had been subdivided into tenanted farms by this time then they would have been listed in the inventory.

It seems therefore, unlikely that any of the buildings that are part of this study date from the early part of Blaxland's ownership. This pattern is also shown in Figure 3 which although it is general shows the buildings being located at Wallacia.

The early 1840s was a period of economic depression in Australia brought on by a severe drop in the wool market combined with drought which caught speculators in the pastoral industry which has expanded rapidly. Thus all pastoralists were under pressure and as well the banks that provided finance were also stressed. There was a great rush of insolvencies (see (Abbott 1971, Butlin 1968). So from c1840 the Blaxland enterprises began to falter.

John M Blaxland (Jnr) Blaxland oldest son died on the 29th May 1840 and his property was administered by his family but remained separate from the Luddenham Estate.

In 1842 Blaxland mortgaged his properties to the Australian Trust Company. In 1851 The Australian Trust Company conveyed the Luddenham Estate to Sir Charles Nicholson. This much is established by the Old System Titles. John Blaxland died in August 1845 but there is little readily available information about how his estate was managed but presumably they defaulted on the mortgage allowing the Australian Trust Company to sell the Estate to Nicholson.

2.3 Nicholson's sale of the Luddenham Estate

In around 1858 Nicholson had the Luddenham Estate surveyed and subdivided by Surveyor Samuel Jackson. The plan of the Estate was widely circulated and several copies have survived. Importantly the lithograph was used by the Land Titles Office as a carting plan of the Estate – Roll Plan 4 which covers the Eastern part of the Estate (see Figure 4). The plan shows existing buildings and structures as well as the subdivision superimposed on them. It appears that the land in this area was leased for small farms presumably by Nicholson, and the buildings and structures are shown on Jackson's plan.

The auction of the Luddenham Estate was extensively advertised in September 1859:

The EASTERN DIVISION, containing upwards of 4000 acres, extending from Badgery Creek to the Bringelly Road, and subdivided into Farms, containing from 30 to 320 ACRES EACH, a great proportion of which are cleared, fenced, and in cultivation; with good homesteads thereon.

In this division also the VILLAGE OF LUDDENHAM has been laid out and most eligibly situated on the high road, about equidistant between Penrith and Camden, opposite LAWSON'S, INN and STORE.

("Advertising" *The Sydney Morning Herald*, 8 September 1859: 7)

It appears from a close study of the plan that the Village of Luddenham – a private village was mostly a few scattered building along the road except for the Chapel, School and Lawson's Store and Inn.

Details of the land subject to this study in 1859 are set out in the table below based on Roll Plan 4 and the Advertisement in the Sydney Morning Herald (8 September 1859).

Site 7 Pleasant View	Lot 2	Cleared with some fences but no house is shown. It was described as "Clear and partly cultivated"
Site 8 Luddenham Village Area	This land was not for sale as it was part of the Wentworth estate	Chapel and School but these are located away from the land that is now Lot 21 DP614481. If there was more development it is likely it would have been shown to encourage buyers
Item 9: Miss Lawson's Guesthouse Site	Lot 2 Block 1 Luddenham Village	The land is vacant
Item 10: Lawson's Inn Site	Not included	Lawson's Inn and Store is identified as a local landmark and noted on the plan.

Despite the Luddenham Estate being a “magnificent and truly valuable agricultural property” sales were not particularly vigorous and the land was slowly sold off in small lots.

The break-up of Blaxland’s holdings by 1859 means necessitates that the history of each lot now has to be followed on its own.

2.4 Item 5: Weatherboard House, Slab Hut and Old Dairy, Luddenham

Lot 502 DP580982 at 2787 The Northern Road, Luddenham County of Cumberland Parish of Mulgoa. As mapped the study area covers two lots Lot 502 DP 580982 which covers the weatherboard house and Lot 506 DP 587193 which covers the sheds.

This land was part of John M Blaxland Jnr’s 600 acres. After John M Blaxland Jnr died, on the 29th May 1840, his executer appears to have been George Blaxland and they conveyed the land to John Blaxland and John Dobie on 18th June 1845. The transactions seem a little confused no doubt because of John Blaxland’s death in August 1845, however it seems that the land remained in the Blaxland family until 1855 (PA24415).

The next series of transactions are difficult to understand as the land is not clearly described but the land goes from the Blaxland family to Andrew McGaritty in 1856 and then to the McKnight family in 1868. After the death of Mrs Abigail McKnight on 1st October 1884 (she was described as a very old and respected resident by the *Nepean Times* 4 October 1884, p. 2) the land was sold to John Colwell in April 1885 (PA24415)..

Colwell built up a successful business but moved out of the district for several years returning in c1902 at which point he seems to have sold his properties (PA24415).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is shown in the same area as the study area. The owner/tenants name is hard to read but may be Dove.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area.

It is not clear how he obtained title but a Mr William Wardell owned the land in the late 1930’s. Wardell mortgaged the land to a Nellie Mary Hall and in February 1941 she foreclosed on the property (Conveyance no 114 Book 1887). Prior to this in 1939 Wardell had a clearance sale

HAVING received instructions from Mr Wardell, of "Harripool," BrIngelly Road, Luddenham, next door Mr Jim Roots, on SATURDAY, NOVEMBER II, at 2 p.m., the following will be offered at Auction:

Furniture, Horses, etc.-2 Pony Mares, 4 and 6 years old; 1 Bay Gelding, 1½ years (by Herico from Lady Lsa Curn); Three-piece Lounge Suite (good order), Double Beds, Dressing Tables, Wardrobes, Chest Drawers, Overmantle, Sideboard, Wireless Set (world reception, excellent condition), Sofa, Kitchen Chairs and Table, Dining Room Chairs.

E. F. RULE, Auctioneer

("Advertising" *Nepean Times* (Penrith, NSW: 1882 - 1962) 2 November 1939: 5.)

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is shown in the same area as the study area. The property name is identified as "Harripool".

This land was owned by a Reginald W Hamilton (Conveyance no 918 Book 2231). Other than the fact that his family came from nearby Wallacia little else has been enabled to be unearthed.

In 1976 the then owners Donald McKellar, David Nagle Asimus, Denis Mansour and Douglas MacLaren applied to convert the title to Torrens by way of a Part IVA action under the Real Property Act. Their application contains no detail of prior land ownership but notes that the property was called Hamilton's Cottage (IVA 18480).

The land was subdivided and the larger portion was sold to Chatris Pty Ltd in 1977.

2.5 Item 6: Weatherboard House and Sheds, Luddenham

Lot A DP160890 at 2825 The Northern Road, Luddenham County of Cumberland, Parish of Mulgoa

As mapped the study area covers two lots Lot A DP160890 which covers the weatherboard house and sheds and Lot 505 DP 581138 which covers the yards and associated rubbish pit.

This land was part of John M Blaxland Jnr's 600 acres. After John M Blaxland Jnr died, on the 29th May 1840, his executer appears to have been George Blaxland and they conveyed the land to John Blaxland and John Dobie on 18th June 1845. The transactions seem a little confused no doubt because of John Blaxland's death in August 1845, however it seems that the land remained in the Blaxland family until 1855 (PA24415).

The next series of transactions are difficult to understand as the land is not clearly described but the land goes from the Blaxland family to Andrew McGaritty in 1856 and then to the McKnight family in 1868. After the death of Mrs Abigail McKnight on 1st October 1884 (she was described as a very old and respected resident by the Nepean Times 4 October 1884, p. 2) the land was sold to John Colwell in April 1885 (PA24415)..

Colwell built up a successful business but moved out of the district for several years returning in c1902 at which point he seems to have sold his properties (PA24415).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is shown in the same area as the study area. The owner/tenants name is Morehead. The Nepean Times reported a gathering at 'Sunnyside' by Mr J Morehead and his family, ("Luddenham" *Nepean Times* 4 August 1906: 4).

Morehead seems to have been a leading character in the district although little is known about him. He was appointed a magistrate ("Government Gazette Appointments and Employment" New South Wales Government Gazette, 28 September 1900: 7649). A notice in the NSW Government Gazette of 1900 shows that he was a tenant elsewhere ("NOTIFICATION OF RESUMPTION OF LANDS UNDER THE PUBLIC ROADS ACT OF 1897." 10 January 1900: 235.). In 1913 a newspaper article gives his address as Ferndale Luddenham.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area. The property is identified as "Sunnyside".

By this time the property was owned by James Root and his family. A report of a car and cyclist, accident in the *Sun* to James Root (son) identified that his residence was "Sunnyside" (*The Sun* 16 May 1932: 7).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is shown in the same area as the study area. The property name is identified as "Sunnyside"

Mrs Elizabeth Roots, wife of Mr James Roots died at "Sunnyside," Luddenham, on Saturday, July 28 at the age of 58years. She was born at Luddenham, where she lived all her life, highly esteemed by all who knew her. She was the daughter of the late William and Elizabeth Bray (*Nepean Times* Thursday 2 August 1945, page 1).

The land was still in the Roots family at least into the 1950s but as the land was still held as an Old System title until quite recently there is little detailed information as the form of conversion to Torrens title (CA 23374) does not give an extensive list of dealings.

Overall it is established that there was a building on the property from at least 1906 and possibly earlier if Colwell resided on the land.

2.6 Item 7: 'Pleasant View' House 1, Luddenham

Lot 100 DP846962 at 2422-2430 The Northern Road, Luddenham, County of Cumberland Parish of Bringelly

This land was put up for sale as Lot 2 of the Luddenham Estate in 1859. It was described as "Clear and partly cultivated" (Roll Plan 4; "Advertising" *The Sydney Morning Herald*, 8 September 1859: 7).

The earliest mention of "Pleasant View" found to date is from the 1891 Census (District No. 32, Sub-District Penrith, County of Cumberland) that refers to Agnes Hughes (who was Edwin Hughes' mother) as being the owner of the locality Pleasant View. The Electoral Rolls of 1903 and 1930 list members of the Hughes family simply as living in Luddenham; however, the Electoral Roll of 1932 lists Agnes Lily Louisa Hughes as living at Pleasant View, Luddenham with other family members simply being listed as living in Luddenham.

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section. 1927). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

In 1936 Edwin Victor Hughes, Alwyn James Hughes, John Rex Hughes and Norman Henry Hughes – who are all listed as being of Luddenham and dairy farmers – purchased land from the Executors of the Estate of the Late John Ratcliffe Parnell, Snr (who had run hotels around various parts of NSW) (No. 639, Book 1964). There does not seem to be any indication that Parnell Snr. lived on the land or used it for any other purpose other than investment. The Old Systems deeds list earlier owners of the land without any indication that the land was owned for anything other than investment.

The Messrs. Hughes were the sons of Edwin Hughes (1867-1946) who is listed as being a farmer at Luddenham from the 1913 Electoral Roll and in the Sands Directories from at least 1919. Edwin and his wife, Adeline, had the four sons (listed above) and also four daughters who, for the most part married into Luddenham families. As regards the connection between the Hughes family and "Pleasant View", it has proved difficult to assess whether the building Item 7: Pleasant View House was the residence of the Hughes family at the time they purchased the land, or whether their residence was a different building or whether Pleasant View was the name of the property (which seems highly likely).

The Electoral Roll of 1934 describes the address of members of the Hughes family resident in Luddenham as being either Bringelly Road, Luddenham or Pleasant View, Luddenham.

From 1939 on there are numerous mentions of various members of the extended Hughes family of Pleasant View, Luddenham from engagements to weddings and births to deaths, and including the announcement in the Nepean Times that Mrs E V Hughes of Pleasant View, Luddenham has won Fletcher's spelling competition prize of £2/2/- (2nd February 1939).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army, Royal Australian Survey, Corps 1955) A building is shown in the same area as the study area. The property name is not identified. It seems likely that the present building was constructed between c1927 and 1955.

In 1961, Edwin Victor Hughes bought out his brothers and became the sole owner of Pleasant View before, in January 1972 conveying the property to the family company of E V Hughes & Sons.

The current title for "Pleasant View" is Lot 100 in DP846962 with the owner being listed as Kenneth John Hughes (DP 846962 was created in May 1995). The prior title to the current title had been brought about after a conversion action which recorded the conversion of this land from Old Systems to Torrens Title.

Kenneth Hughes, described as being an auto electrician of Luddenham, had purchased the land from the family company, E V Hughes & Sons Pty Limited in February 1975 (No. 689, Book 3190). Previously, Edwin Victor Hughes had been the sole owner but had conveyed the land into the family company three years earlier (January 1972) (No.11, Book 3046).

From the information to hand, it seems possible that the Hughes family may have leased the property before buying it in 1936; but whether Pleasant View is the name of the property as a whole (which seems more likely) or the name of the house is not possible to determine. The evidence from the maps suggests the house was constructed after 1927. In view of the Hughes family purchasing the property in the mid-1930s it is likely the house dates to that time.

2.7 Item 8: 'Luddenham Village' area: Chapel and School Site and Adams Road House

Lot 21 DP614481 County of Cumberland Parish of Bringelly

This land was part of a grant to D'Arcy Wentworth of 300 acres on 17th August 1818. The Wentworth's built this up to a large estate initially called Elmshall Park but later Greendale. Wentworth's will was particular about inheritance and the land remained in the Wentworth family until 1902.

In 22nd June 1902 the estate was purchased by John Thomas Colburn Mayne a grazier living at Denham Court for £17, 030 (Con 1 Book 715). He in turn sold lot "C:" – 4 acres of land to Henry Lewis Sale on the 4th September 1916 for £38-320s (Con 101 Book 1097).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is not shown in the same area as the study area.

The area that was to become Lot 21 was mapped part of the construction of a new section of Bringelly road on the 20th December 1950 (MS 14004-3000). If a building or structure was located on the road frontage it would have been mapped – none were.

Sites 8 and 9 were held as a single parcel by Henry Lewis Sales which he brought under the provisions of the Real Property Act by Primary Application No 40157 on the 12 February 1963 (CT 83440 Fol 7).

Lot 21 DP614481 was created in October 1971 when the land was purchased by Carmelo and Maria Cambareri (CT 14354 Fol 3). The land was later sold on the 14th August 1988 to Vincenza and Giuseppe de Leo.

Given the mapping evidence that does not show a building in this location it is difficult to argue for there being a building on Lot 21 until the 1970s.

But what of the Chapel and School noted on the 1859 plan? According to a report in the *Nepean Times* "The new Primitive Methodist Church at Luddenham, which is almost complete, was formally opened by the Rev. J. B. Penman", on Sunday 14th November 1886. The *Nepean Times* reported the festivities and that "The young people, nothing daunted, then adjourned to another vacant plot and danced away to their hearts content. One or two of the young men had visited during the day a wine shop in the vicinity, and they were, to use a somewhat vulgar phrase, "slightly elevated," and their language was none of the choicest" ("Luddenham." *Nepean Times*, 20 November 1886: 4).

From the account this was the second Church and presumably the older church, the one on the 1859 plan was abandoned when the new one was eventually completed. Based on land titles information it is likely that the original church was simply on land leased from the Wentworth's as no separate title was created.

2.8 Item 9: Miss Lawson's Guesthouse Site, Luddenham

Lot 1 DP90157 at 26 Adams Road, Luddenham, County of Cumberland Parish of Bringelly

This land was part of the land John Lawson purchased from Abraham Meyers on 13th September 1862 (Con No 224 Book87). Meyers purchased the land from Sir Charles Nicholson but there are various transactions from 1860 which seem to cover a large amount of property but are poorly described and difficult to read.

John Lawson made a will on the 13th December 1881 leaving his estate to his wife Anne Lawson and his six young children namely: William, James Lachlan, Daniel, Caroline, Alice Lawson (later Alice Vickery) and Rose Ross (later Rose Ross Petith). He also stipulated that his wife should not sell the land but, after her death, the land should be unequally divided with the males getting double the quantity of land than the females (!).

Lawson died on 22nd June 1885 and letters of administration were granted to Anne Lawson his widow and James Lachlan Lawson one of his sons. Anne Lawson died on the 31st October 1894 intestate. James Lachlan Lawson died on the 16th April 1893 also intestate (Con No 129 Book 604).

James Lachlan Lawson's widow Kate Megarity (she had remarried) was granted administration of his estate in 12th April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another Norman Frederick Gilliam was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniel's share of Lawson's estate to him in 1895. At the same time the children partitioned the Supreme Court to appoint Kenneth Campbell as administrator of John Lawson's estate (Campbell was a leading member of the Methodist Church in Luddenham which the Lawson family was part of). The letters of administration were given on 23rd June 1897, and Campbell set to his task (Con No 129 Book 604).

Campbell transferred 12 acres 2 roods and 25 perches to Caroline Lawson on 3rd August 1897. The land transferred to Caroline Lawson was held in trust on her behalf and includes the study area (Con No 129 Book 604).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

Caroline Lawson made a will on the 4th May 1911 appointing her brother Daniel Lawson her Executor. She died on the 1st January 1930 and with probate granted Daniel because her Executor. However Daniel became of unsound mind and the Public Trustee took over administration in August 1938. Daniel died in the same month and by his will Frank Vickery and Wilfred Cecil Vickery became administrators of his estate and affairs (Con No 381 Book 1854). Vickery sold the land to Henry Lewis Sales in August 1939 (PA 40157).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area fronting the road.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is shown in the same area as the study area but not otherwise identified.

Sites 8 and 9 were held as a single parcel by Henry Lewis Sales which he brought under the provisions of the Real Property Act by Primary Application No 40157 on the 12 February 1963 (CT 83440 Fol 7). The title wasn't issued until 1967 and the land was passed to Gloria Loraine Boots and Harry Colin Jessie Sales in 1971 (CT 8340-6) and the land remains with the Sales family.

The historical evidence points to a building on the site from before 1920 and presumably this was where Caroline Lawson lived. A search in Trove for more information about her life yielded little information. However this may reflect the lack of visibility of Luddenham in the activities reported in NSW newspapers.

2.9 Item 10: Lawson's Inn Site

Lot 2 DP623457 County of Cumberland Parish of Bringelly

John Lawson arrived in Sydney as a convict aboard the Guildford in 1822, having been convicted of larceny and sentenced to 14 years transportation (although some registers list his sentence as being for life). He gained his freedom somewhere between 1834 and 1838.

He married Anne Freeburn, a widow, at Mulgoa in March 1854 and is described in the church register as being a bachelor of Bringelly. A list from an annual meeting to grant publican's licences shows the name John Lawson, Luddenham (*Sydney Morning Herald* Tuesday 3 May 1859, p8) and he is listed on the New South Wales, Australia, Certificates for Publicans' Licences as being the publican of The Thistle, in Luddenham and remains listed as the Publican until September 1875 at least.

Lawson became a respected member of the Luddenham community and his name is mentioned many times in various newspapers whether by writing to petition the government for financial relief for local farmers in time of drought to supporting the foundation of local Methodist church and being one of a list of local citizens petitioning the government for a local public school.

Lawson also seems to have built up a large land holding around the Luddenham Village owning most of the lots as well as larger areas of grazing land.

Lawson's Inn and Store is depicted on the 1859 subdivision plan but clearly was not included in the property for sale. This suggests that Lawson had previously purchased the land presumably from Nicholson although the details of the conveyance have not yet been found

It has not been possible to determine the history of the Thistle Inn after John Lawson died, but an article from 1909 in the *Windsor and Richmond Gazette* notes that "Lawson's old 'Thistle Inn' has been long closed" which certainly implies that it was never known as anyone else's Thistle Inn (1909 'A Ramble Through Yarramundi.', *Windsor and Richmond Gazette* 2 October, p. 16).

Lawson died on 22nd June 1885 and letters of administration were granted to Anne Lawson his widow and James Lachlan Lawson one of his sons. Anne Lawson died on the 31st October 1894 intestate. James Lachlan Lawson died on the 16th April 1893 also intestate (Con No 129 Book 604).

James Lachlan Lawson's widow Kate Megarity (she had remarried) was granted administration of his estate in 12th April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another Norman Frederick Gilliam was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniels share of Lawson's estate to him in 1895. At the same time the children partitioned the Supreme Court to appoint Kenneth Campbell as administration of John Lawson's estate (Campbell was a leading member of the Methodist Church in Luddenham which the Lawson family was part of). The letters of administration were given on 23rd June 1897 and Campbell set to his task (Con No 129 Book 604).

Details of the transaction have not yet been searched but it is likely that this land was part of Lawson's inheritance obtained by Alice Vickery his daughter as Alice and Frank Vickery mortgage the land in 1900 (PA 56452).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. This is in agreement with historical accounts that the Inn was demolished c1895.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office General Staff Australian Section, 1927). A building is not shown in the same area as the study area.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955) A building is not shown in the same area as the study area and the area remains undeveloped.

The land was held in the Vickery family until 1960 and used for dairying. In December 1950 a new alignment of the Northern road was surveyed (Ms 14004-3000) and the land was resumed for the road. This left the site of the Inn on a sort of island between the two roads.

In the 1960s the land is owned by A.S. Clugston and seems to be used for dairying. Clugston becomes Blue Hills Investments in 1981 and the land is subsequently held waiting for development opportunities.

Although little is known in detail about Lawson's Inn and Store the site of the building is likely from the historical evidence to have been mainly grazing land since the buildings demolition.

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1950 PLAN Showing land to be acquired in Liverpool with the proposed widening and deviation of part of Bringelly Road between Luddenham and Narellan. MAIN ROAD N9154 Parish of Bringelly County of Cumberland, MS 14004-3000

B-214 or

Roll Plan 4 (Charting copy of Jackson 1859B)

Parish of Bringelly, County of Cumberland, New South Wales State Library 1850

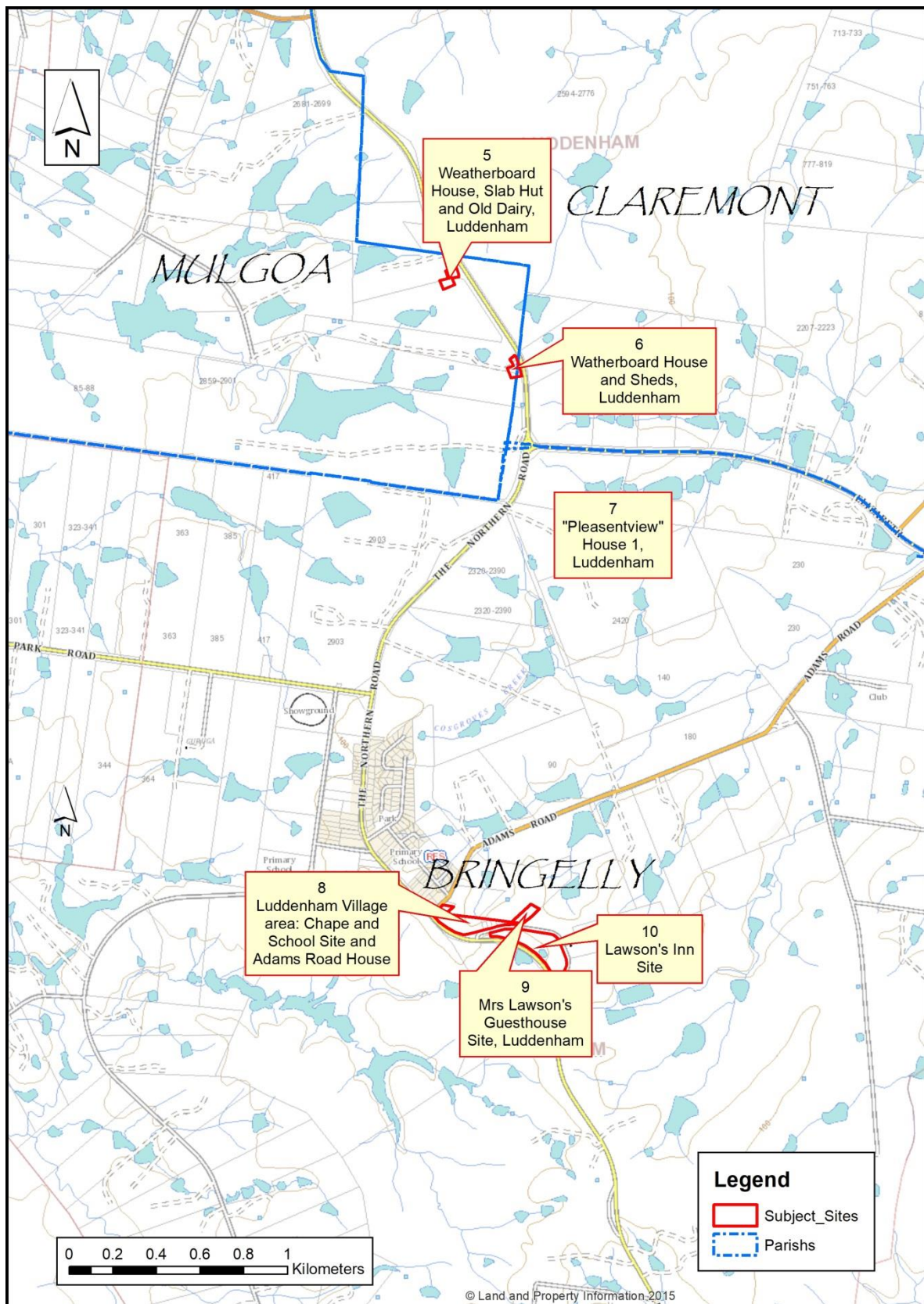


Figure 1: General location of the study area and items within it

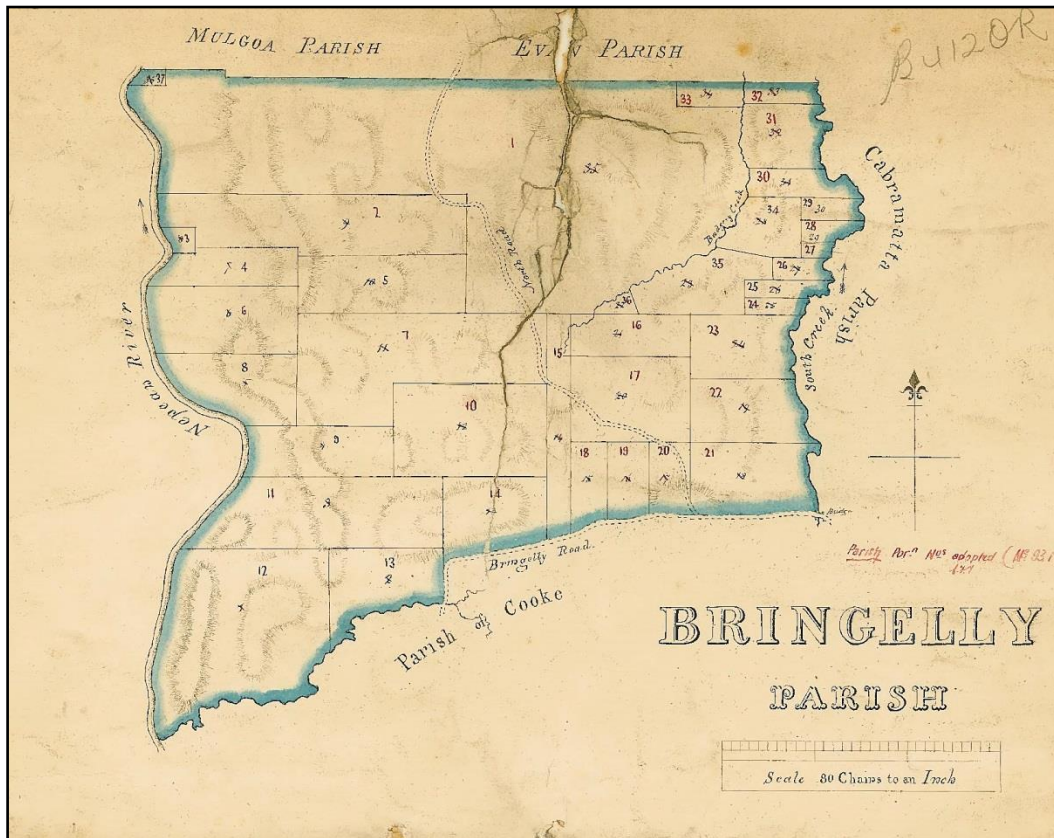


Figure 2: Parish of Bringelly 9 (c1820) Plan B. 214 or

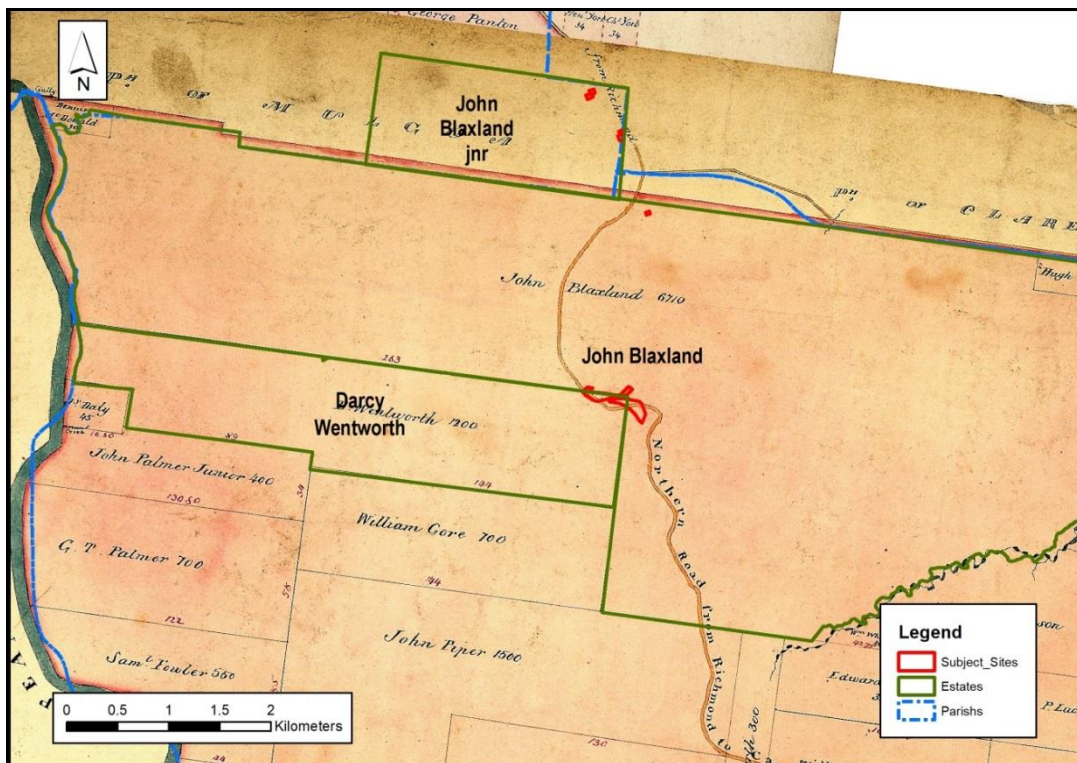


Figure 3: Location of the three Estates discussed in this report on an early plan of the Parishes of Bringelly and Mulgoa



Figure 4: Parish of Bringelly showing the location of Blaxland's establishment art Wallacia (Parish of Bringelly, County of Cumberland. s.n, [s.l, 1850)

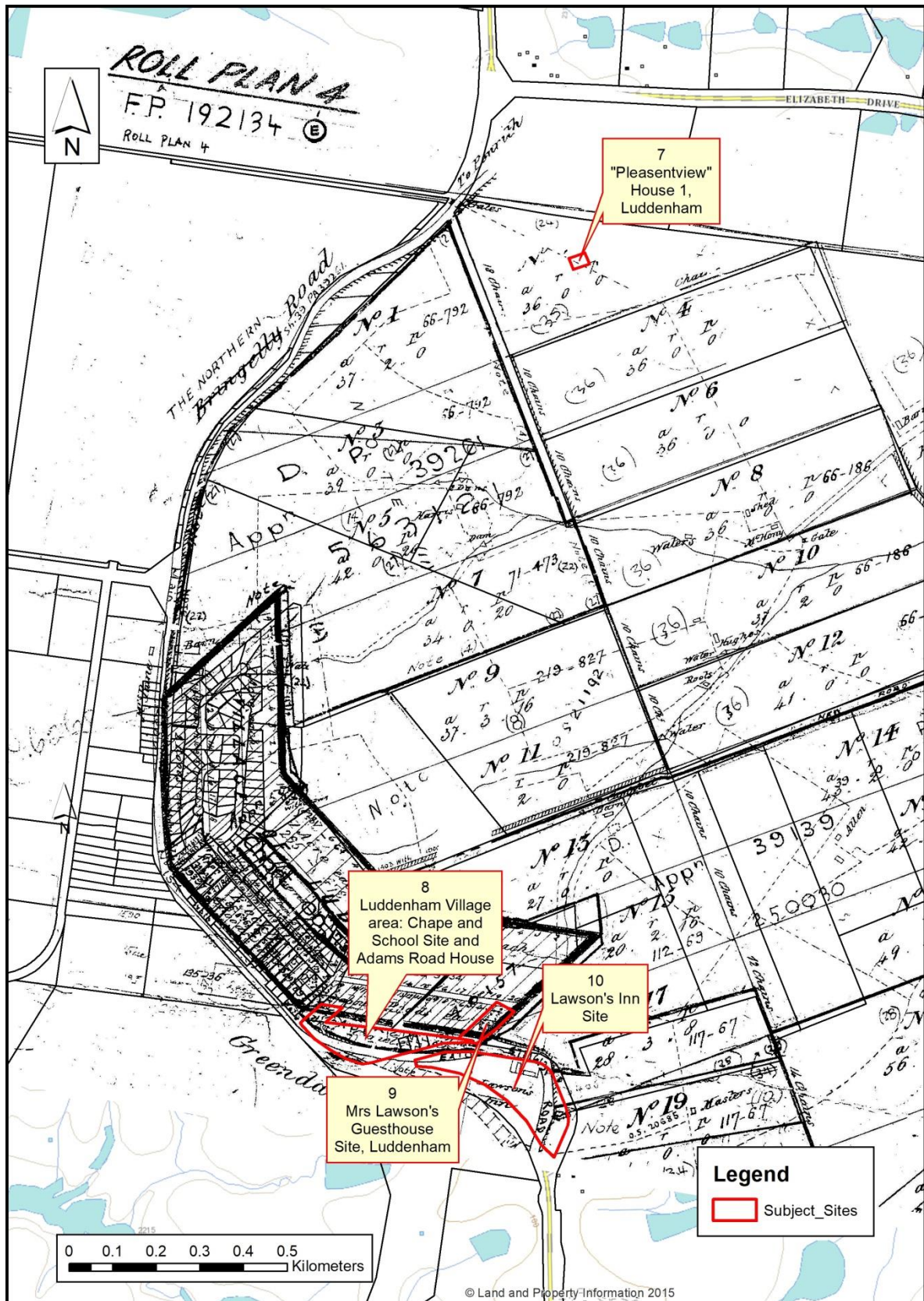


Figure 5: Detail from Roll Plan 4 showing the location of the study area

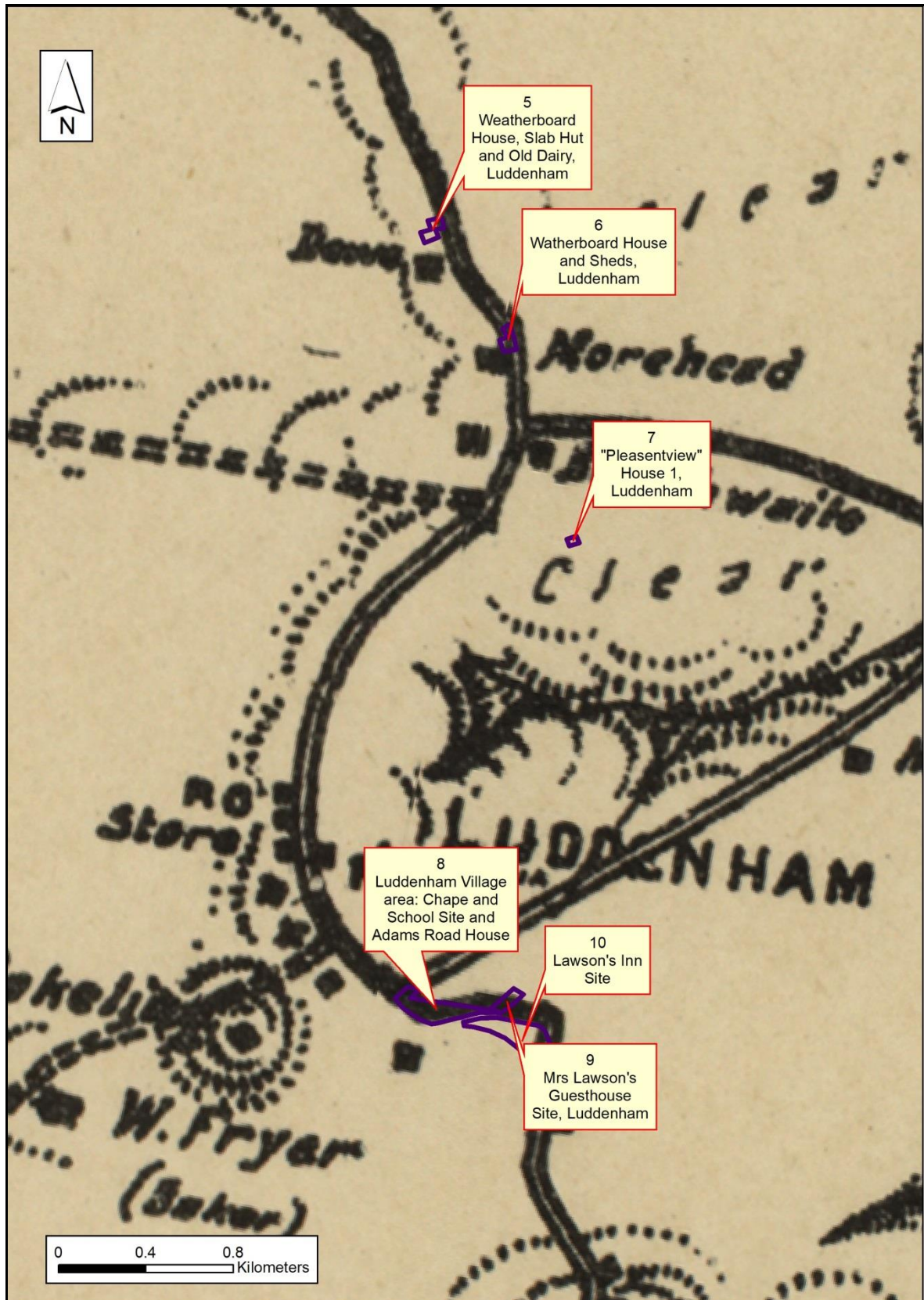


Figure 6: Detail from map of the manoeuvre area Liverpool

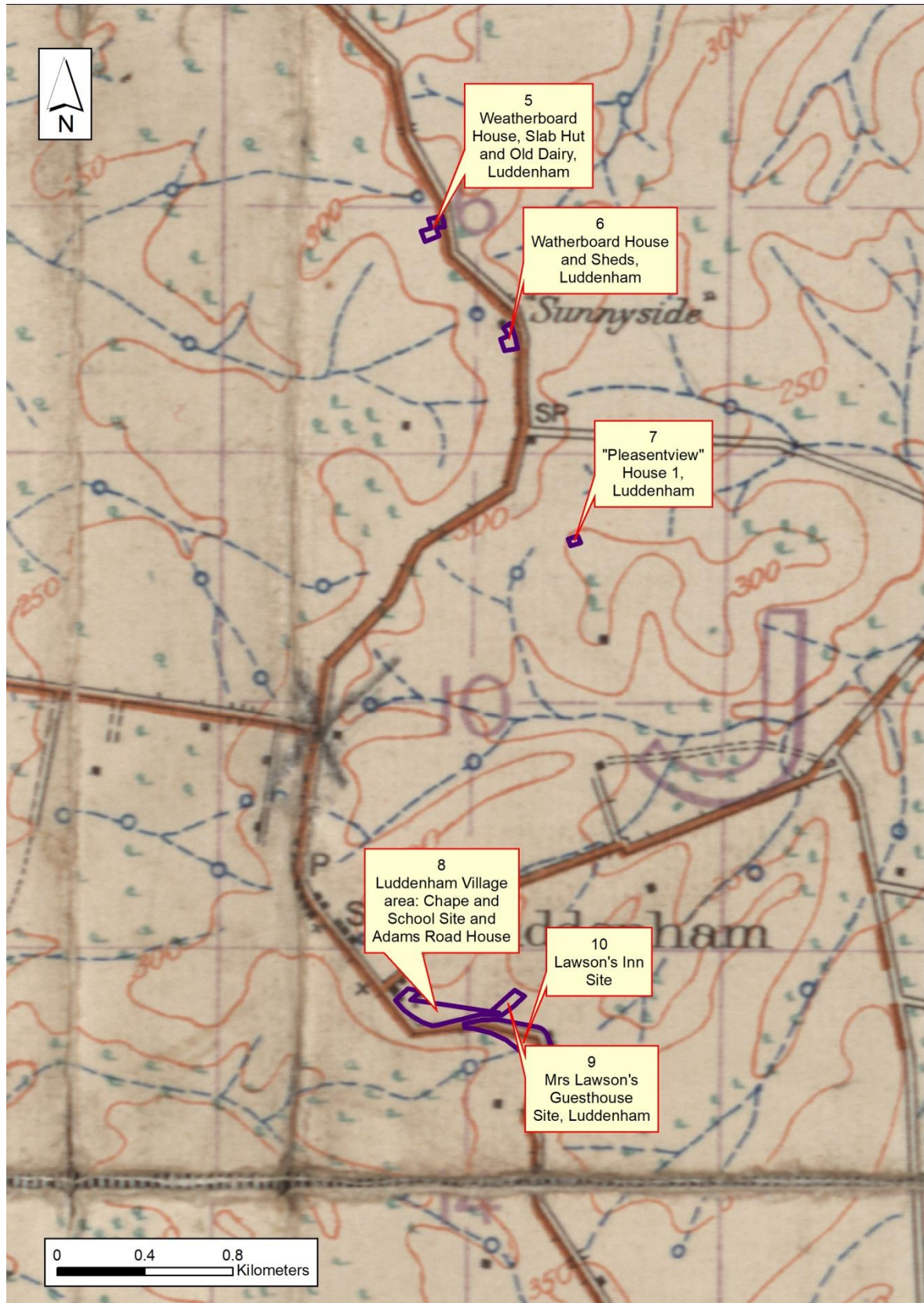


Figure 7: Detail from the Liverpool 1:63360 topographic map (1927)

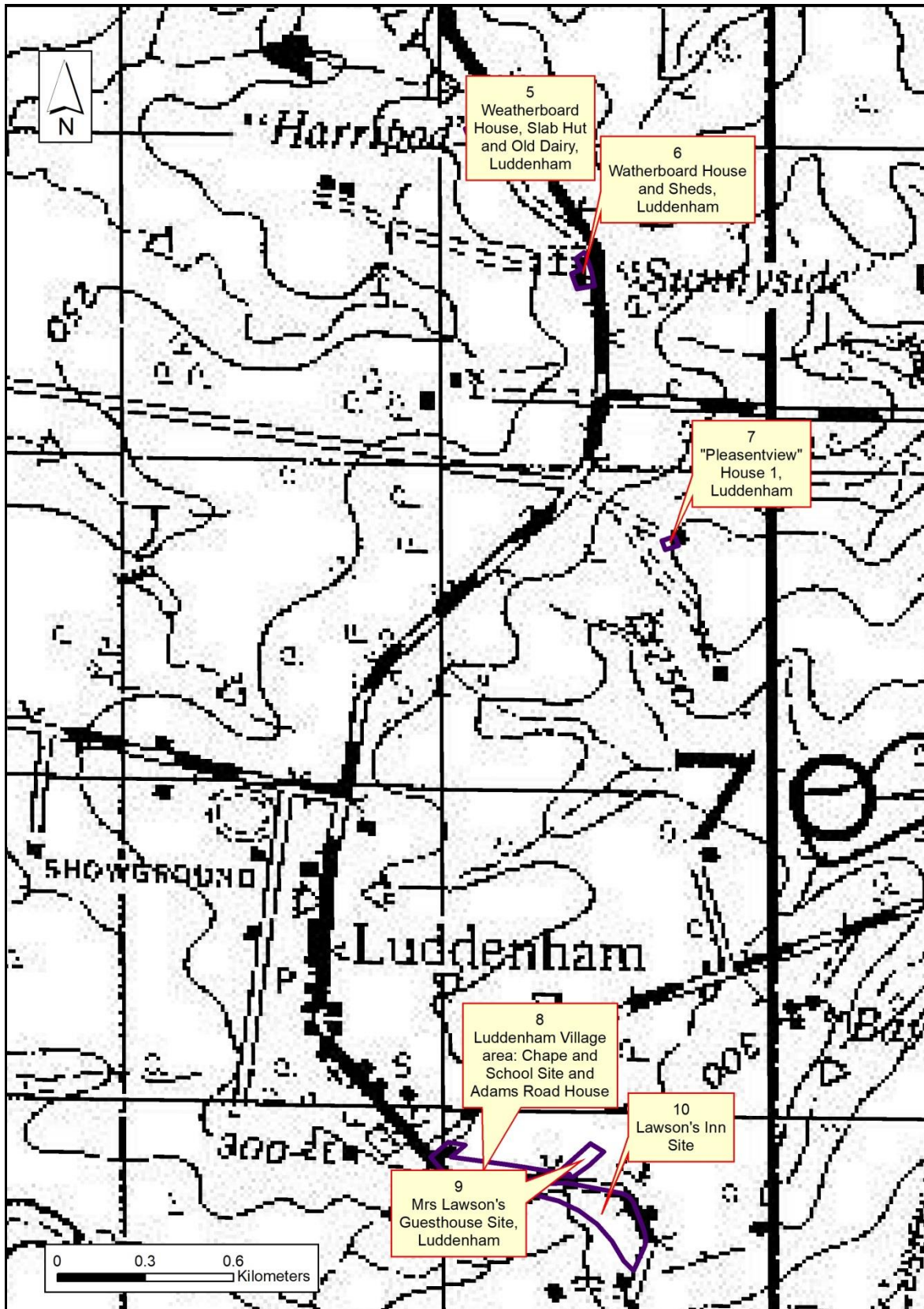


Figure 8: Detail of the Liverpool 1:63360 map (1955)

Appendix B – Research Designs and Excavation Methodologies

B.1) Item 2: Orchard Hills Cumberland Plain Woodland (Chaffey Brothers Irrigation Scheme Canal)

B.2) Item 9: Miss Lawson's Guesthouse Site

B.3) Item 10: Lawson's Inn Site

The Northern Road Upgrade

The Chaffey Brothers Irrigation Scheme Canal | Archaeological research design and excavation methods

Prepared for Roads and Maritime Services | 19 October 2017

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The Northern Road Upgrade

Final

Report J17228RP3 | Prepared for Roads and Maritime Services | 19 October 2017

Prepared by	Ryan Desic	Approved by	Pamela Kottaras
Position	Senior Archaeologist	Position	Heritage Services Manager
Signature		Signature	
Date	19 October 2017	Date	19 October 2017

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Executive Summary

EMM Consulting Pty Limited has been engaged by the Roads and Maritime Services to prepare an archaeological research design and excavation method to archaeologically investigate the site of the Chaffey Brothers irrigation scheme canal (the canal).

The canal was discovered during the preparation of the environmental impact statement for The Northern Road Upgrade project. The report *Appendix N – Technical working paper: Non-Aboriginal heritage* was prepared by Jacobs (15 May 2017). Following further discussion with the Commonwealth Department of Environment and Energy an archaeological excavation and study of the affected portion of the canal.

The area affected by the project is part of Lot 3 DP 238092 on the eastern side of The Northern Road at Orchard Hills NSW. The archaeological investigation indicates that remnants of the canal exist within the construction footprint. The archaeological features of the canal are likely to include the following on the eastern side of the Northern Road within Defence-owned property:

- evidence of the cut and trench for the canal;
- ephemeral, deflated or truncated evidence of the embankments on either side of the trench;
- evidence of natural sediment build-up post-construction; and
- evidence of imported fill to level the ground for vehicle access.

The remnants of the canal on the western side of the Northern Road were not accessed during the site inspection. However, aerial imagery indicates that the canal alignment has been in filled and possibly had a small portion destroyed by the development of house and sheds.

An archaeological research design program of archaeological test excavation has been proposed for the affected portions of the canal within Defence-owned property. The archaeological program would be scheduled prior to the start of the construction process.

The results of the archaeological excavation will be reported in an excavation report in accordance with the conditions of approval.

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1 Introduction

1.1 Overview

EMM Consulting Pty Limited (EMM) has been engaged by the Roads and Maritime Services (Roads and Maritime) to prepare an archaeological research design and excavation method to archaeologically investigate the site of the former Chaffey Brothers irrigation scheme canal (the canal) in Orchard Hills. The canal was partially constructed but never completed.

The canal is located within Department of Defence land and is within the curtilage of the Commonwealth Heritage List (CHL) item “Orchard Hills Cumberland Plain Woodland” (CHL 105317 and RNE 102211). It will be partially impacted by the proposed The Northern Road Upgrade project and was assessed in the report prepared by Jacobs *The Northern Road Upgrade Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park, NSW Environmental Impact Statement/Commonwealth Draft Environmental Impact Statement: Appendix N – Technical working paper: Non-Aboriginal heritage June 2017* (the technical report 2017b).

The technical report recommended that the sections of the canal that will be impacted should be photographically recorded in archival format and the boundary of the project area with the canal is demarcated by protective barrier fencing (Jacobs 2017b, p. 121).

The Commonwealth Department of Environment and Energy made the following request in response to the recommendations in the environmental impact statement (EIS) in relation to the heritage management measures for the canal:

- Archaeological excavation and study of the canal section to be destroyed (unless such studies have been done previously), with values documented before the action commences.

This report has been prepared to support the response to submissions in relation to the canal and anticipated impacts. It reaffirms the recommendation for photographic archival recording of those parts of the canal that will be removed by the project and provides an archaeological testing and recording method prior to removal.

1.2 Project description

Roads and Maritime propose to upgrade 16 km of The Northern Road between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park (the project).

The project generally comprises the following key features:

- A six-lane divided road between Mersey Road, Bringelly and Bradley Street, Glenmore Park (two general traffic lanes and a kerbside bus lane in each direction). A wide central median would allow for an additional travel lane in each direction in the future, if required;
- An eight-lane divided road between Bradley Street, Glenmore Park and just south of Glenmore Parkway, Glenmore Park (three general traffic lanes and a kerbside bus lane in each direction separated by a central median);
- About eight kilometres of new road between Mersey Road, Bringelly and just south of the existing Elizabeth Drive, Luddenham to realign the section of The Northern Road that currently runs through the Western Sydney Airport site;

- About eight kilometres of upgraded and widened road between the existing Elizabeth Drive, Luddenham and just south of Glenmore Parkway, Glenmore Park;
- Access to the Luddenham town centre from north of the realigned The Northern Road and the existing The Northern Road;
- Twin bridges over Adams Road, Luddenham;
- Four new traffic light intersections and new traffic lights at existing intersections;
- Local road changes and upgrades to current access arrangements for businesses and private properties; and
- A new shared path for pedestrians and cyclists on the western side of The Northern Road and footpaths on the eastern side of The Northern Road where required.

A detailed description of the project, including design refinements is provided in Jacobs 2017a and 2017b.

1.3 Site definition

The canal is part of a larger agricultural construction program called the Chaffey Brothers Irrigation Scheme Canal but was also referred to as the Mulgoa Irrigation Canal, or as being part of the Mulgoa Irrigation Scheme, in historical document and more recent heritage studies (GML 2013).

It is referred to in this report as 'the canal' because it is only the canals that will be affected by the road upgrade project. The canal is in Lot 3 DP 238092 on the eastern side of The Northern Road at Orchard Hills (Figure 1.1 and Figure 1.2).

The Register of the National Estate (RNE) is now a static register, superseded by the introduction of the CHL and the National Heritage List (NHL) when the *Environmental Protection and Biodiversity Act 1999* came into force. Many items, including the Orchard Hills Cumberland Plain Woodland, were transferred to the appropriate register. In the case of the current heritage item, as it is not of National significance, and it is Commonwealth property, the most appropriate register is the CHL.

1.4 Proposed impacts

The proposed works will involve clearing of vegetation and construction of carriageway and associated fill slope as well as associated drainage and flood retardation. Jacobs completed an updated impact assessment for the project on the canal which is provided below:

The entire length of the canal within the CHP is around 2,632 m and is ranked as being of high significance in the HMP (Godden Mackay Logan 2013). There would be minimal impact to the canal as much of its extent is situated outside the construction footprint. The construction footprint (and therefore, area of impact) only overlaps with around 2.43% of the entire canal. Furthermore, around 36 m of the part of the canal located within the construction footprint is in poor condition as it is extremely shallow from erosion. The section within the construction footprint which is in better condition is very similar to those sections that are outside the construction footprint. The wooden features of the canal structure that have the potential to yield information about the construction of the canal are located outside the construction footprint.

In summary, impacts to the canal will be limited where it occurs within the project construction footprint as shown in which is shown Figure 1.2 and in Figure 4.1 which shows the project construction footprint in relation to the predicted remains of the canal.

1.5 Author identification

This report was prepared by Ryan Desic (EMM Senior Archaeologist). The survey results were written by Pamela Kottaras (Heritage Services Manager) who conducted it. Sources used were provided by Jacobs (2017a and 2017b). Quality assurance was provided by Pamela Kottaras. The figures were produced by Antony Edenhofner (EMM GIS Services Manager).

1.6 Acknowledgements

This report was prepared with the assistance of Suzette Graham and Denis Gojak (Road and Maritime), Kelly Thomas, Jennifer Chandler and Karen Murphy (Jacobs). Special thanks to security representatives at DEOH for escorting the site inspection.

1.7 Limitations

The limitations associated with this report are associated with timeframes for the response to submissions to the environmental impact statement (EIS).

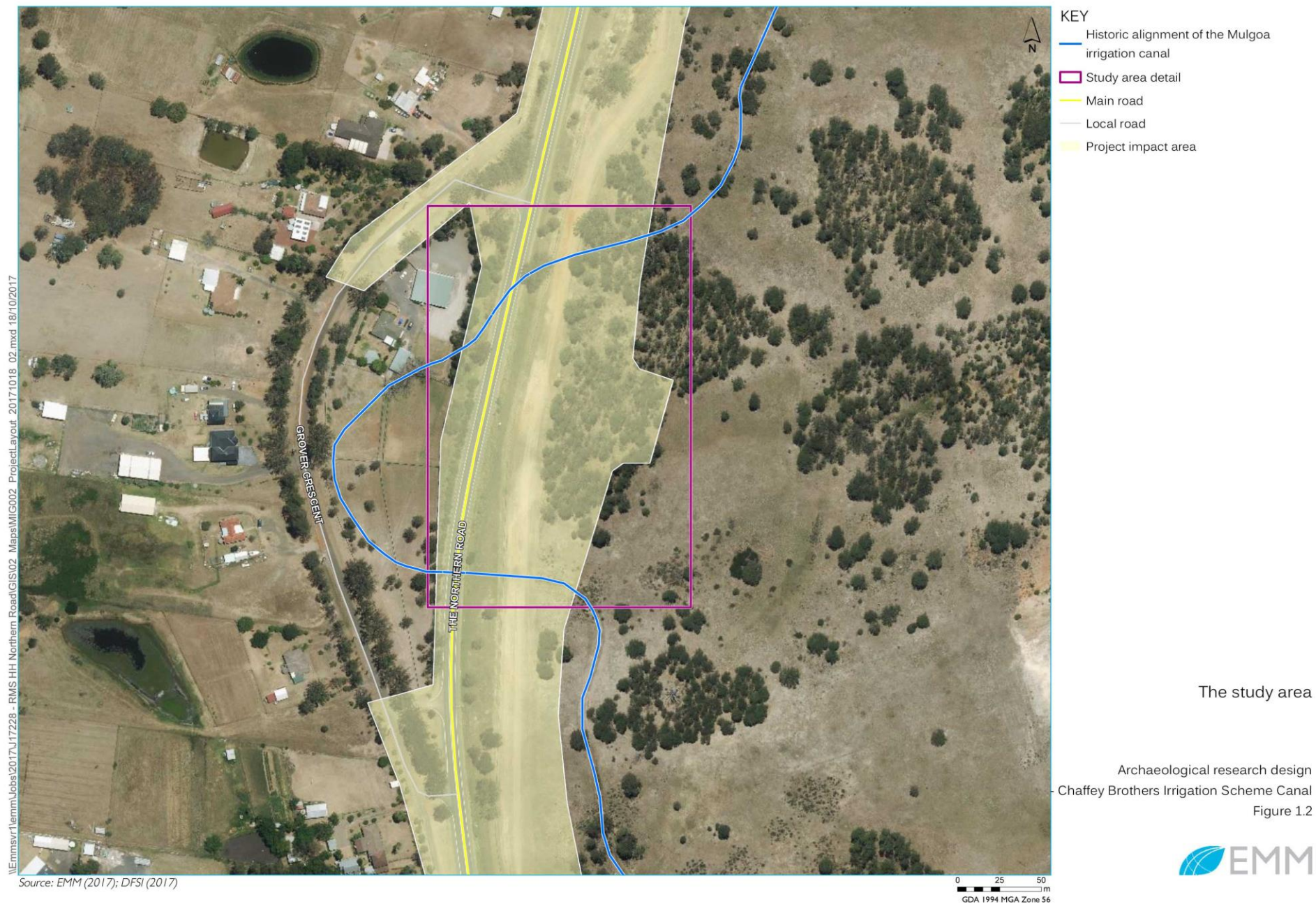


Figure 1.2 The study area

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2 Historical summary

This section of the report focuses on the Mulgoa Irrigation Scheme, which resulted in the construction of the canal. The information presented below has been extracted from sections of *Defence Establishment Orchard Hills, NSW Heritage Management Plan*, prepared by GML in 2013 (pp. 19–25):

The Mulgoa Irrigation Scheme was an attempt to create an irrigation settlement at Mulgoa, near Penrith. The settlement was to comprise 20,000 acres of fruit-growing and horticultural lands irrigated from the Nepean and Warragamba rivers. The scheme was proposed by George Chaffey, a Californian irrigator, and Henry Gorman, Estate Agent Chaffey, along with his brother William, had recently overseen the Mildura Irrigation Scheme in Victoria. The Mildura scheme was hailed a success by contemporary newspapers for turning a 'barren and worthless country' into a farming region that had the potential to produce '£750,000 worth of fruit and other produce'. The newspapers reported on hopeful anticipation of the general public for the Chaffey Brothers to produce similar results in New South Wales. The scheme was established in 1890, when Parliament passed an act to allow for its construction.

The Mulgoa Irrigation Bill allowed for the promoters to acquire 19,000 acres of land, construct a pumping station that was designed by Chaffey and construct a 4,000,000 gallon reservoir within Mulgoa. The water was to be redistributed across the Nepean region to as far north as St Marys through a network of canals.

The land would then be subdivided and sold as five acre lots for growing vegetables and fruit and 10 acre lots for cattle and sheep grazing. This scheme was expected to bring about 1,600 families into a poorly populated region. The company proposed to sell the land and water together and each landowner would have a personal canal available at the highest point of their lot. The Chaffey brothers also proposed to supply water to adjoining towns for domestic purposes. Construction of the main channel, including the portion within the study area, and the pumping station (outside the study area) was already underway when the scheme stalled in 1893.

The Chaffey brothers were bankrupted by the economic depression in NSW in the 1890s and withdrew their support for the scheme. Subsequent representations to the NSW government to take over the scheme in 1895 were without success and the works were never completed. Following the collapse of the Mulgoa Irrigation Scheme, the original Blaxland land grants were subdivided and sold in several portions (Certificate of Title 6394-28). The Cooper family's land was not part of the irrigation scheme and remained in their ownership up until the late 1910s, when parts of their estate began to be sold off. In 1919 William Moore, Grazier, purchased a portion of the Cooper Estate that contained parts of the land granted to Oakes, Rutter, Nash, Snowden, Smith, Wood, and Piper. Other portions of the Cooper Estate continued to be sold but remained agricultural land until purchased by the Commonwealth of Australia in the early 1950s.

The study area formed part of the area owned by The Department of Defence since 1942.

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3 Field survey

3.1 Introduction

Field survey was undertaken on Friday 15 September by Pamela Kottaras (EMM) and Suzette Graham (Roads and Maritime) with the assistance of a representative from Department of Defence Security.

For the purposes of this report, where the canal enters the project area, it has been divided into the northern and southern sections to reflect the impact of the existing vehicle track on the continuity of the feature; this definition applies only to this report. It includes the section of the canal at its northernmost recorded extent east of the former alignment that was renamed Grover Crescent when the road was straightened (Figure 4.1). At this point the canal crosses what is now a vehicle track and the newer alignment of The Northern Road and loops around within the space created by Grover Crescent and The Northern Road and then turns to the east again, crosses The Northern Road and the vehicle track on Department of Defence land and continues southward (Figure 1.2).

The team drove to the location of the northern arm of the canal in Orchard Hills on the eastern side of The Northern Road and then to the southern arm within the area of impact. No environmental constraints were encountered on the day as it was clear and sunny. Ground surface visibility varied from full ground cover in the form of grasses, mature trees and leaf and bark litter obscuring the landscape to introduced fill to create the vehicle track within the lot.

3.2 Canal northern section

Ground surface visibility varied, with the northern arm not at all visible as it is now obscured by tall eucalypts where it crosses into the project area. The canal was not visible in the project area but the landscape amongst the trees was undulating and showed evidence of modification despite not clearly representing the canal (Plate 3.2 and Plate 3.3).

A part of the northern arm of the canal is visible in current aerial photography with parts of the canal visible on historical aerial photography (Plate 4.2), and in its entirety in historical plans (Plate 4.1). On current aerial imagery, the canal alignment is visible crossing the vehicle track but disappears beneath a tree and does not reappear on the western side of The Northern Road, most likely because of later developments on the land.

3.3 Southern Section of the canal

The southern section of the canal is evident in the landscape to the east of the existing vehicle track as it is a clearly defined and incised feature in the ground. The canal is approximately 3 m wide and 0.5 m deep with gently sloping sides at approximately 50 degrees. The canal is habitat for sedges (*Juncus sp.*), which visually separates it from the surrounding landscape. Approximately 22 m from the edge of the vehicle track to the east the canal has been filled in to create a walkway that is approximately 4 m long before it dips down into an identifiable canal again. The site survey did not go beyond the filled in area as this represents the inner edge of the project area.

Directly to the south of the canal alignment, another shallow linear depression was noted (Plate 3.6) and photographed. The shallow depression is not clear in the photograph but is apparent on the ground and in aerial photography (Figure 4.1 and Figure 5.1). It may be related to the canal and have been used to direct surface water or it may indicate the planned but unexecuted width of the canal. This depression is approximately 2 m wide and approximately 10 cm deep but consistently so and visible when on site. This area will be investigated archaeologically.

This section of the canal has been isolated from the section to the north by the vehicle track within Department of Defence land as well as by general fill on the western side of the vehicle track to the fence. The construction of the existing alignment of The Northern Road would have destroyed evidence of the canal in that location and land modification on the western side of The Northern Road is likely to have filled in and/or destroyed the form of the canal there. Whatever the destructive process on the western side of The Northern Road, it is not visible in current aerial imagery.

The canal appears to be constructed out of the natural ground with no introduced materials visible in the general area. Fabric such as concrete or brick is not expected to form part of the construction, nor is it known if any building fabric was intended to create these features. A plan and section of the irrigation scheme showing the 'earth tank' suggests that the canal and other water holding features were also likely to have been constructed using earthen banks without introduced building materials (Plate 3.1).

No other potential historical features were noted in the landscape in this area during the field survey undertaken by EMM (Section 3).

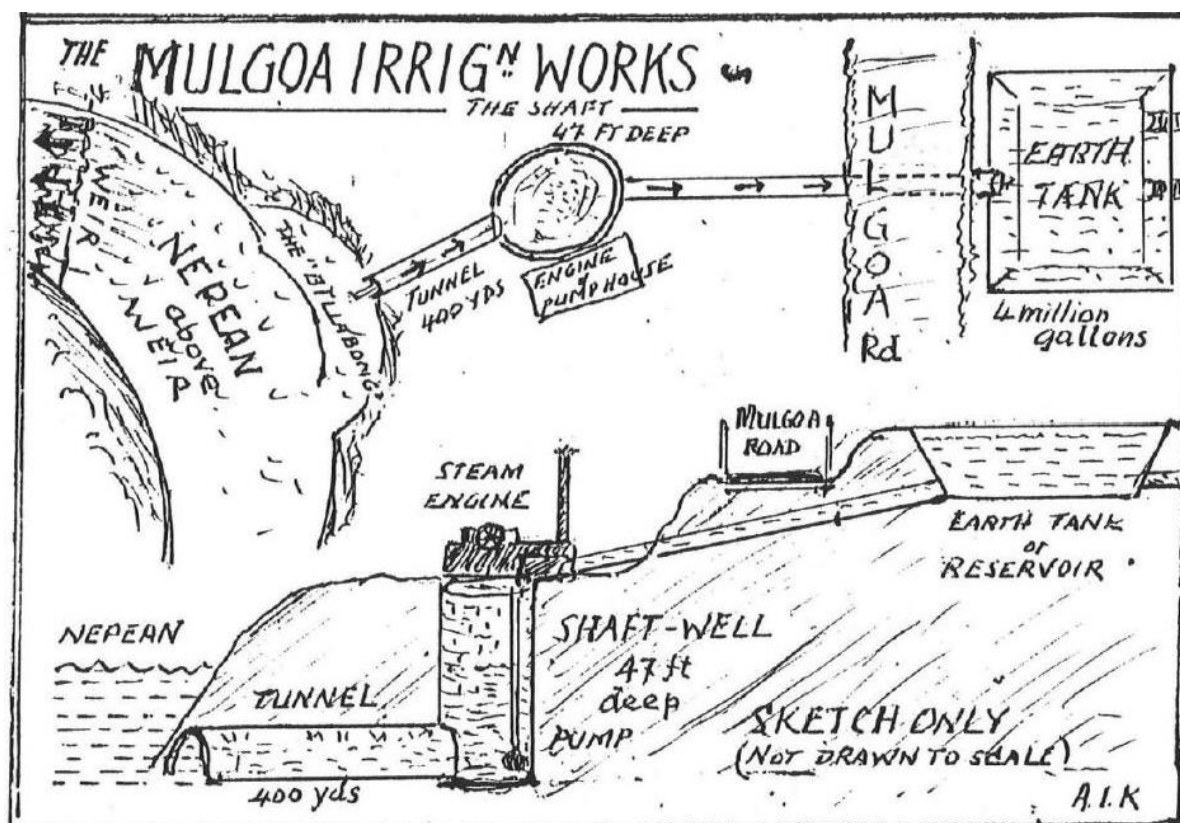


Plate 3.1 Sketch of the Mulgoa Irrigation Scheme. Source: Keenan, AI 24 October 1984 in Godden Mackay Logan 2013, p.24).



Plate 3.2 Location of northern arm of the canal. View south-east.



Plate 3.3 The northern arm of the canal. View north; photograph taken on the other side of the clump of trees shown in Plate 3.2



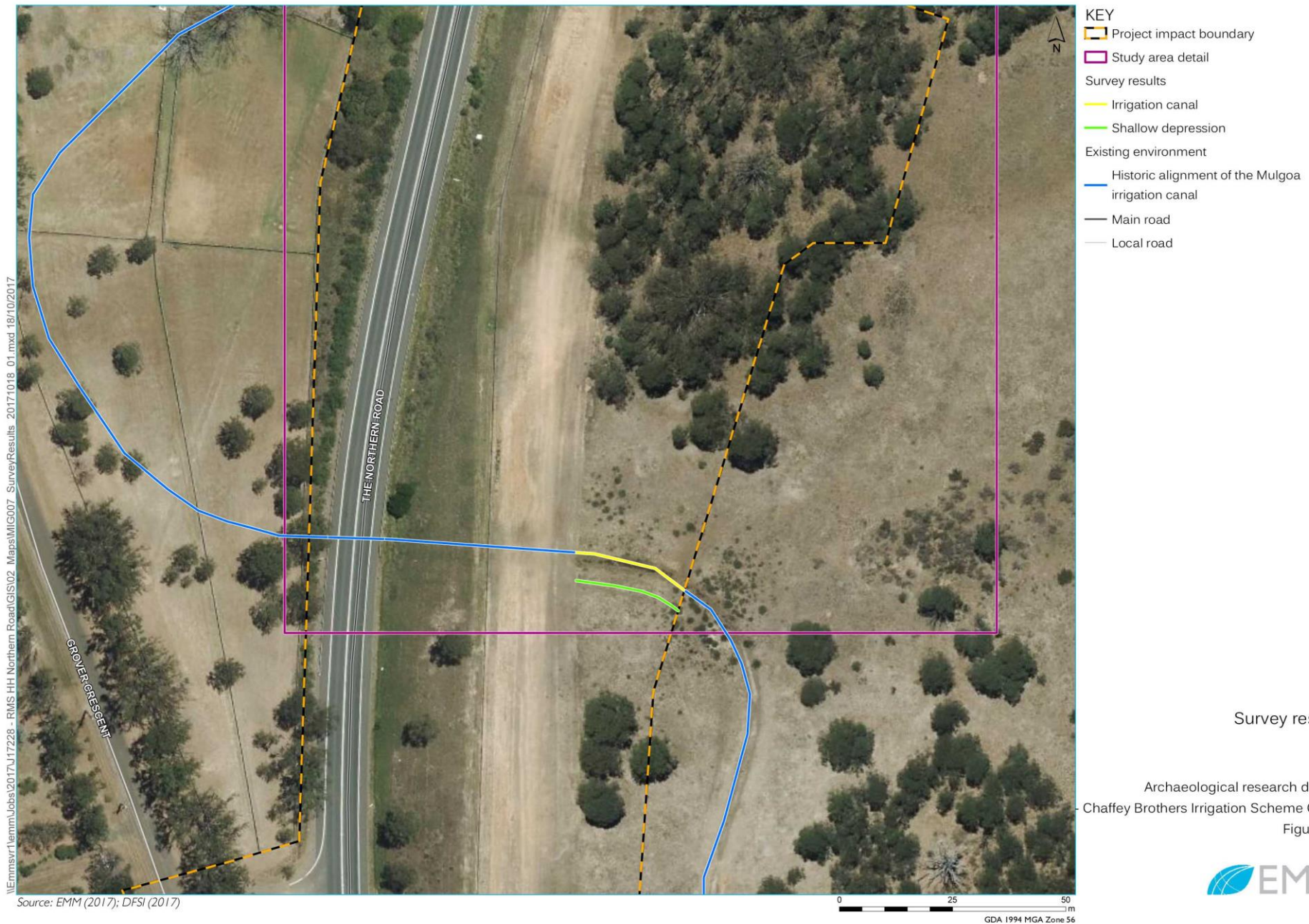
Plate 3.4 Southern section of the canal. View east.



Plate 3.5 Southern section of the canal. View west toward The Northern Road.



Plate 3.6 The shallow linear depression to the south of the canal (visible on the left).



Survey results

Archaeological research design
Chaffey Brothers Irrigation Scheme Canal
Figure 3.1



Figure 3.1 Field survey results

4 Site evaluation

4.1 Overview

The site evaluation of the canal provides the item with spatial perspective and assists in developing research questions to frame the management measures in this report. The following section collates and analyses existing historical sources, uses evidence gathered from the site inspections and uses comparative archaeological and standing sites to aid in overall predictions of archaeological potential for the inn site.

4.2 Analysis of historical sources

4.2.1 Written sources

There are historical accounts describing the general design and layout of the MIS, including the canals. The canal is described in the Mulgoa Irrigation Company Booklet:

The principal irrigation works begin with a weir in the Nepean, above its junction with the Warragamba, thus creating an immense natural reservoir. This throws the water into a billabong, quarter of a mile in length. From the billabong the water runs through a tunnel for 500 feet to the pumping shaft, an oblong, 18 feet by 12 feet, and 47 feet in depth. From the pumps the water is conveyed through 22-inch pipes to the receiving basin at the beginning of the main channel, and 180 feet above the river. The receiving basin is at the southern extremity of the township of Mulgoa and at the commencement of the irrigation area. Close to the receiving basin is the reservoir, with a capacity of 4,000,000 gallon for the domestic supply of the township (Mulgoa Irrigation Company 1892).

The plan was to have the water redistributed across the Nepean region as far north as St Marys through a network of canals. One reporter, who attended a site inspection for the Mulgoa Irrigation Scheme presented by the Chaffey Brothers in 1890, wrote:

There will be 30 miles of main canals, and another 60 or 70 miles of subsidiary channels. The main canals will be 4ft deep; that is to say, they will be 2ft in the ground, while the earth taken out in making them will form embankments 2ft high. They will be 20ft wide at the top and 12ft at the bottom. (Sydney Morning Herald 1891)

The description provided above is valuable as it provides the envisaged design features of the canals. However, as noted in the historical summary, the canal was never completed and therefore the actual construction of the canal would not have resulted in the design described above. Notably, the site inspection results do not reflect the intended design of the canal in the study area; that is, the embankments above ground level are either deflated or have been removed and they are not 20ft (approximately 6 m) wide. However, the smaller shallow linear feature to the south can be seen clearly and consistently on current aerial imagery and may be a construction phase of the canal that was abandoned (refer to Figure 5.1). From edge to edge, the combination of these two features measures approximately 7 m. As such, it is surmised the remnants of the canal are a mixture of a semi-completed design and post-construction site formation processes such as soil aggradation and erosion. It is unlikely that the surviving width of the canal has been modified through natural erosional processes because it is of a consistent width on the ground (where observed) and in historical and current aerial imagery. Archaeological excavation will shed more light on the level of completion of the canal in this area.

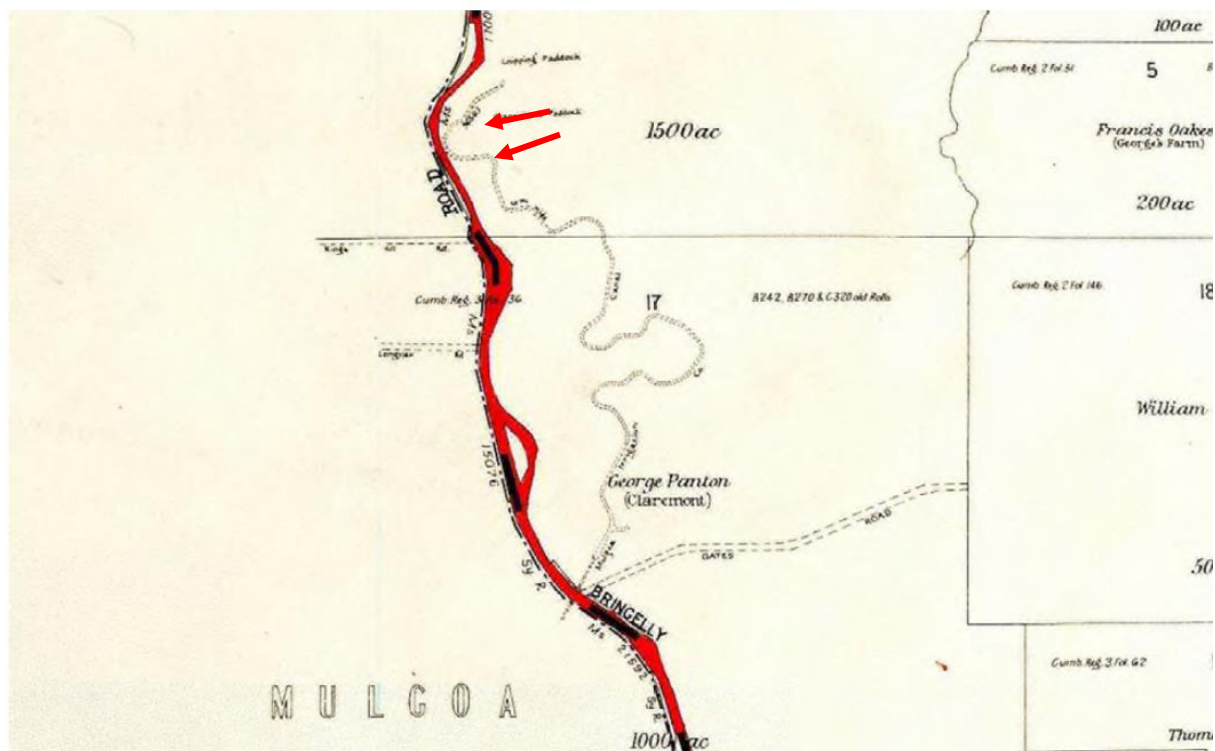


Plate 4.1 1972 Claremont parish map showing the canal which is labelled as Mulgoa Irrigation Co. Canal. The red arrows point to the general location of the affected portion of the canal



Plate 4.2 1947 aerial photograph of Orchard Hills showing the canal alignment partially obscured by cleared paddock sections

4.2.2 Historical plans and aerial imagery

Historical plans and aerial imagery are a reliable source of information that provides the location and alignment of the canal. The 1972 Claremont parish map shows the extent of the alignment of the canal which formed a horse shoe shape within the project boundary (Plate 4.1).

The earliest aerial photography from 1947 clearly shows that the canal alignment was mainly intact (Plate 4.2). However, the 'U' shaped portion of the canal that partially falls within the construction footprint is obscured by a cleared alignment, probably used for paddock access.

Current aerial imagery shows that the canal within the vicinity of the construction footprint has been impacted by:

- the realignment of the existing The Northern Road which is likely to have destroyed any traces of the canal;
- the construction of an access track to the east of The Northern Road which is used by Defence; and
- the development of houses and a shed which may have destroyed a small portion of the canal outside the construction footprint.

4.3 Comparative analysis

4.3.1 Overview

The Defence Establishment Orchard Hills HMP includes a comparative analysis of the canal with the Upper Nepean Scheme and the Murray River Irrigation Schemes. Both of the schemes are contemporary in date and nature with the Mulgoa Irrigation Scheme. Sections of the following comparative analysis have been extracted from the HMP (GML 2013):

The Murray River Irrigation Schemes (Victoria and South Australia)

The Murray River Irrigation Scheme is listed on the Victorian Heritage Register and the RNE (Register of the National Estate), in connection with Rio Vista. The following details have been taken directly from the online listings and available information on the Chaffey brothers. The Murray River Irrigation Scheme established the settlements of Mildura, in Victoria, and Renmark, in South Australia, in the late 1880s. The schemes were intended to irrigate lands which had little natural productive capacity and where settlement was not previously possible on a large scale. The two irrigation schemes were based on irrigation schemes in the United States, which had been developed by the Chaffey brothers. The Australian schemes were implemented by the Canadian born Chaffey brothers-George and William Chaffey-and are considered rare examples of an overseas socio/economic system being brought to Australia and reproduced from scratch in an entirely new settlement context. Prior to their work in Australia, the Chaffey's [*sic*] were developing an irrigation settlement in Ontario, California. At the time, Victorian Cabinet Minister, Alfred Deakin, had been appointed by the Victorian parliament to visit the United States of America on a fact finding mission. The Chaffey's heard of his visit to their region and organised to meet. The Chaffey's model irrigation settlement impressed Deakin, who in turn impressed them with the potential for irrigation from the Murray River in Australia. In order to implement the two schemes, extensive negotiations and contracts with the Victorian and South Australian governments were drawn, including the sale of extensive quantities of Crown land on 'favourable' terms (GML 2013, p.82).

Despite the eventual failure of the Chaffey's company and scheme, the Mildura irrigation system resulted in the construction of a large amount of functioning infrastructure, including channels, locks

and the Psyche Pump Station (built in 1891) which pumped water from the Murray River to Kings Billabong and then distributed it throughout the area via a series of channels. 13 Once completed, the Chaffey's scheme resulted in the irrigation of an area of 33,000 acres (which functions to this day) and the permanent establishment of Mildura and Renmark (GML 2013, p.83).

The Upper Nepean Scheme (NSW)

The Upper Nepean Scheme is listed on the Water NSW Heritage and Conservation Register (s170 Heritage Act) in its entirety. Components of the Upper Nepean Scheme are also listed on the SHR.

The Upper Nepean Scheme was constructed between 1880 and 1888, and was developed from the late 1880s to meet Sydney's water supply needs. The Upper Nepean Scheme comprises a system of three dams, weirs, tunnels, aqueducts and a 64km canal system that moved water from the three supply dams to Prospect Reservoir. The significance assessment for the Upper Nepean Scheme states:

The dams and other works are important examples of early Australian civil engineering and were all "State of Art" for their time. The catchment area and system is considered to provide one of the world's purest sources of water for human consumption.

The Upper Nepean Scheme has functioned as part of the main water supply system for Sydney for over 120 years, and apart from development in supply and improvements has changed little in its basic principles since the day it was completed, except for the decommissioning of the Lower Canal in the 1990s.

The Upper Nepean Scheme is an excellent example of the ingenuity of late nineteenth century hydraulic engineering, illustrating the techniques of canal building (often at extremely small grades), the progressive improvements in both pipe manufacture and pipeline construction, and the construction, even by present day standards, of a large earth fill and rock dam. Of particular note is the way in which it was designed to supply a large area of Sydney by gravity.

The Upper Nepean Scheme provides detailed and varied evidence of engineering construction techniques prior to the revolution inspired by reinforced concrete construction. Although concrete was later used to improve the durability of the system, much of the earlier technology is still evident along the Canal.

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

The Upper Nepean Scheme made the big advance from depending on local water sources to harvesting water in upland catchment areas, storing it in major dams and transporting it to the city by means of major canals and pipelines.

It is highly significant that the initial Scheme, completed in 1888, lent itself to progressive development over a period of over 120 years to meet Sydney's increasing water supply needs. Many of the original control installations such as the stop logs, penstocks and gate valves, are still in service and continue to illustrate the technology of the time.

This is extremely unusual for an item of technology. Although some of the features of the Upper Nepean Scheme are used elsewhere in the water supply system, nonetheless many of the structural elements are unique to the Upper Nepean Scheme. Apart from the decommissioning of the Lower Canal, which nonetheless still remains a distinct entity, the whole of the Upper Nepean Scheme remains largely intact and performs the same functions as originally intended.

4.4 Statement of archaeological potential

This section relates to the archaeological potential of the canal within the construction footprint. The results of site analysis indicate that remnants of the canal exist within the construction footprint. However, because the construction of the canal was terminated prior to its completion, the envisaged design of the canal was not created. The archaeological features of the canal are likely to include the following on the eastern side of the Northern Road within Defence-owned property:

- evidence of the cut and trench for the canal;
- ephemeral, deflated or truncated evidence of the embankments on either side of the trench;
- evidence of natural sediment build-up post-construction; and
- evidence of imported fill to level the ground for vehicle access.

The remnants of the canal on the western side of the Northern Road were not accessed during the site inspection. However, aerial imagery indicates that the canal alignment has been in filled and possibly had a small portion destroyed by the development of house and sheds.

The archaeological potential of the canal is illustrated on Figure 4.1.

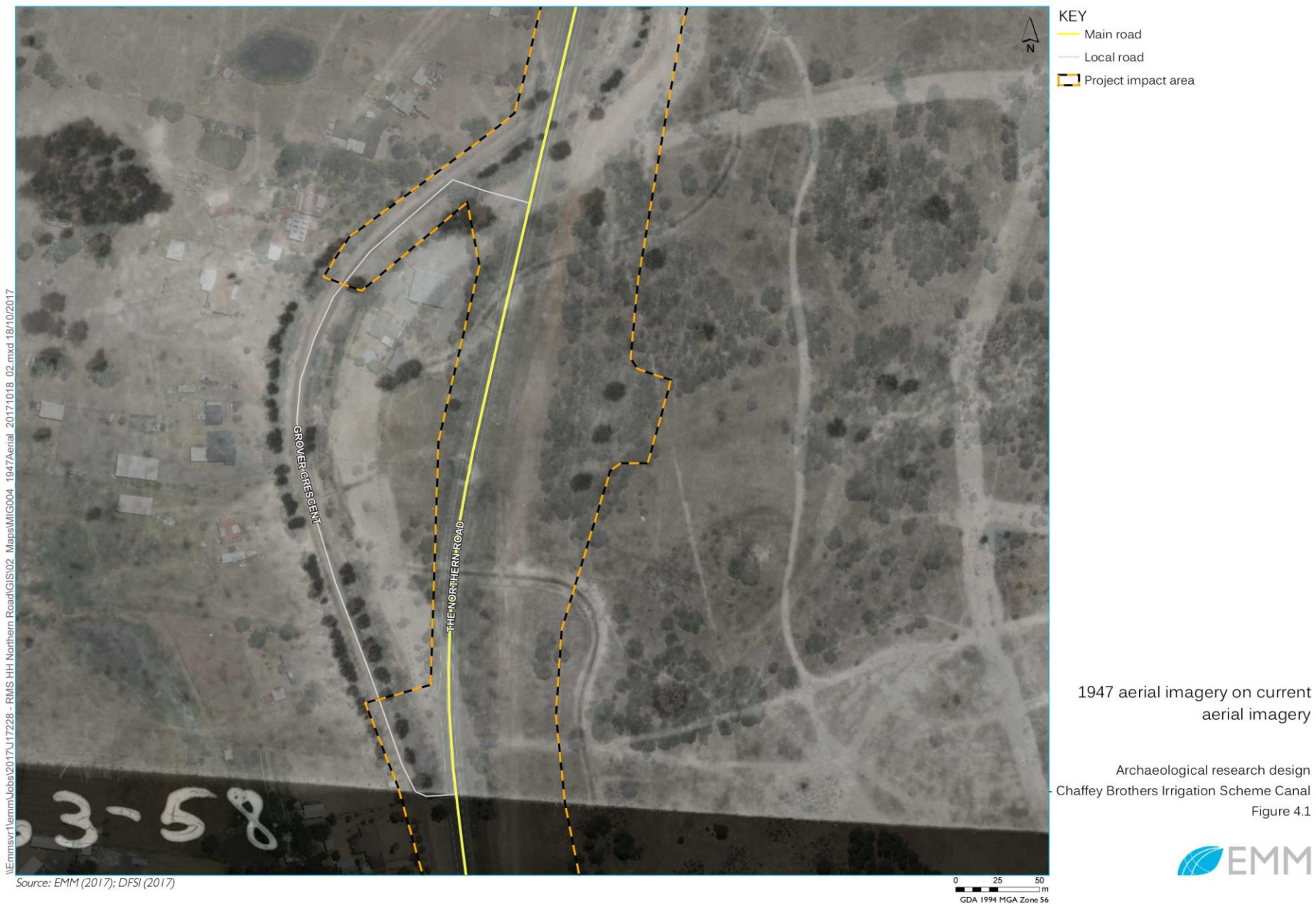


Figure 4.1 1947 aerial imagery on current aerial imagery



Figure 4.2 Archaeological potential

4.5 Assessment of significance

4.5.1 Defining heritage significance

In NSW the assessment of heritage significance is based on the *Burra Charter* (Australia ICOMOS 2013) and further expanded upon in the Heritage Manual's "Assessing Heritage Significance" (Heritage Office 2001). It lists seven criteria to identify and assess heritage values that apply when considering if an item is of state or local heritage significance as set out in Table 4.1.

The heritage significance of the Mulgoa Irrigation Scheme has previously been assessed by GML against the CHL criteria in 2013 for the Defence Establishment Orchard Hills HMP which is provided in Table 4.1. Jacobs have related the canal to the SHR criteria which is also reference in Table 4.1.

Table 4.1 Assessment of heritage significance (Lot 1 DP 623457)

CHL/SHR Criterion	Assessment
CHL A – Importance in the course, or pattern, of Australia's natural or cultural history A - Importance in the course, or pattern, of Australia's natural or cultural history	The Mulgoa Irrigation Scheme is important in the course and pattern of New South Wales and the Mulgoa/Orchard Hills districts because of its place as an attempt to irrigate pastoral lands and allow farming of areas which were otherwise unsuitable for agriculture. The scheme contains important engineering elements that provide an understanding of hydrological systems, including movement of water upslope to a reservoir and distribution through a planned distribution network. The Mulgoa Irrigation Scheme was comparable with two other irrigation schemes, implemented in Victoria and South Australia, which resulted in the establishment of Mildura and Renmark respectively. As such, the Mulgoa Irrigation Scheme provides evidence for one of the New South Wales government's economic aims in Western Sydney, prior to Federation. The ultimate failure and abandonment of the Mulgoa Irrigation Scheme in 1895 provides evidence of the financial difficulties encountered by the Mulgoa Irrigation Company in New South Wales, along with their comparable sister companies in Victoria and South Australia; as well as the general economic situation in New South Wales, where the government was unwilling to fund and complete the scheme following the withdrawal of the Mulgoa Irrigation Company (GML 2013:91-92).
B – Uncommon, rare or endangered aspects of Australia's natural or cultural history F – Uncommon, rare or endangered aspects of NSW cultural or natural history	The Penrith Heritage study (Paul Davies Pty Ltd 2007) noted that the LEP listed section of the Chaffey Brothers irrigation scheme (situated outside the CHL boundary) met the requirements of this criterion, but no further detail of that assessment was available for the current assessment. As the canal situated in the construction footprint is part of the same overall irrigation scheme, it also meets this criterion.
C – Potential to yield information that will contribute to an understanding of Australia's natural or cultural history E - Potential to yield information that will contribute to an understanding of NSW cultural or natural history	Further study of the Mulgoa Irrigation Scheme could yield new information on the planned subdivision and establishment of the township of Mulgoa. Investigation of the remains of the Mulgoa Irrigation Scheme could provide further insight into the mode of canal construction, landscape modification and technology for a gravity-fed water canal (GML 2013:93).

CHL/SHR Criterion	Assessment
D – Principal characteristics of: 1. A class of Australia's natural or cultural places; or 2. A class of Australia's natural or cultural environments G - Important in demonstrating the principal characteristics of a class of NSW cultural or natural places or cultural or natural environments	The remnant archaeological remains for the Mulgoa Irrigation Scheme are located within, and are a component of, a rural cultural landscape. The Mulgoa Irrigation Scheme represents an attempt to modify the rural landscape to allow more intensive agricultural purposes, in a similar manner to that undertaken in Mildura and Renmark. The cultural landscape is characterised by undulating low hills; a natural landscape suitable for development of a gravity-fed irrigation canal (GML 2013:94).
E – Particular aesthetic characteristics valued by a community or cultural group C - Important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW	No values are provided for this criterion in the CHL listing.
F – High degree of creative or technical achievement at a particular period C - Important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW	The Mulgoa Irrigation Scheme demonstrates a high degree of technical achievement, where water needed to be raised from the Nepean River (through a pumping station and a series of pipes) to be held in a reservoir (Square Dam). From this storage point the Mulgoa Irrigation Scheme was to move and distribute water through the landscape by a gravity fed system of canals with a low gradient. The canal distribution network demonstrates considerable technical understanding of topography, planning and hydrological engineering (comparable to that undertaken for the contemporary Upper Nepean Scheme) (GML 2013:95).
G – Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons D - Strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons	No values are provided for this criterion in the CHL listing.
H - Special association with the life or works of a person, group of persons of importance in Australia's natural or cultural history B - Strong or special association with the life or works of a person, or group or persons, of importance in NSW cultural or natural history	The Mulgoa Irrigation Scheme was conceptualised and implemented by George and William Chaffey in 1890. In the 1880s the Chaffey brothers came to Australia on the invitation of Alfred Deakin (a Victorian Cabinet Minister), and establishment of the towns of Mildura (Victoria) and Renmark (South Australia) around comparable irrigations schemes took place. The Chaffey brothers' initial success in Victoria and South Australia led to an invitation to develop a similar scheme in New South Wales – the Mulgoa Irrigation Scheme. Following an initial period of construction, when parts of the Mulgoa Irrigation Scheme infrastructure was built, the scheme failed as a consequence of the economic situation in New South Wales and Victoria/South Australia, combined with the Chaffey brothers' personal monetary difficulties. The residual evidence of the Mulgoa Irrigation Scheme provides a direct connection to the Chaffey brothers, who visualised and engineered it (GML 2013:96).
I - Importance as part of Indigenous tradition	No values are provided for this criterion in the CHL listing.

4.6 Statement of significance

The Mulgoa Irrigation Scheme HMP (GML 2013) provides a suitably detailed history and succinct assessment of significance for the item. Additional research was not undertaken for the report other than the site survey and analysis of plans and aerial photographs as the information in the HMP is of a suitable detail to inform the archaeological research design and excavation method. As a result, the following statement of significance has been extracted from the HMP:

The Mulgoa Irrigation Scheme was conceptualised and implemented by George and William Chaffey in 1890. In the 1880s the Chaffey brothers came to Australia on the invitation of Alfred Deakin (a Victorian Cabinet Minister), and establishment of the towns of Mildura (Victoria) and Renmark (South Australia) around comparable irrigations schemes took place. The Chaffey brothers' initial success in Victoria and South Australia led to an invitation to develop a similar scheme in New South Wales – the Mulgoa Irrigation Scheme. Following an initial period of construction, when parts of the Mulgoa Irrigation Scheme infrastructure was built, the scheme failed as a consequence of the economic situation in New South Wales and Victoria/South Australia, combined with the Chaffey brothers' personal monetary difficulties. The residual evidence of the Mulgoa Irrigation Scheme provides a direct connection to the Chaffey brothers, who visualised and engineered it (GML 2013, p.96).

5 Research design and excavation methods

5.1 Introduction

An archaeological research design is a theoretical framework to support archaeological field investigations with the aim of extracting information that is relevant to the development and function of the site. The research design is based on the outcomes of the archival and documentary research and the existing environment and seeks to develop questions that will contribute to current and relevant knowledge about a place, a theme and perhaps individuals that documentary sources cannot contribute to. These questions should be compatible with the nature of the predicted archaeological resource and realistic in terms of their ability to produce relevant answers.

The questions in Section 5.2 are influenced by the results of the fieldwork and the historical summary.

5.2 Research questions

1. What is the extent of the canal and its remnants within the project area?
2. Is the gradient of the slope discernible within the project area?
3. What condition is the canal in within the project area where it has not been filled-in?
4. How has the vehicle track that has been built over it affected the structure?
5. What condition is the canal in within the project area to the west of the vehicle track where it has been filled in?
6. What is the relationship of the shallow depression to the south of the canal with the canal?
7. Is there evidence of introduced materials such as brick or concrete in the construction of the canal?

5.3 Management of Aboriginal objects

The Aboriginal cultural heritage values of the site have been addressed in a separate report (Kelleher Nightingale 2017), which has developed management measures to address the Aboriginal statutory constraints in the project area. The Aboriginal cultural heritage report has identified archaeological site location (described in this report as an area of potential archaeological deposit (PAD)) with artefacts, across part of the current study area (Kelleher Nightingale 2017, Figure 7, p.26).

TNR AFT 11 has been recorded as AHIMS Site ID 45-5-4780. It consists of two surface artefacts, one of which is a silicified tuff retouched medial flake fragment and one which is a retouched silcrete flake fragment. The spatial extent of Site TNR AFT 11 is defined by the upper contours of the hill top overlooking the headwaters of several tributaries of Blaxland Creek and Mulgoa Creek. The western extent of the site, which is bound by The Northern Road, has been extensively modified by the construction of a road, which required vegetation removal, and grading and the effects of vehicle usage resulting in erosion.

TNR AFT 11 was assessed at moderate significance and will be partially impacted by the project. Measures to manage impacts to this site are:

- barrier fencing to be erected on the project approval boundary for the extent of the site to ensure that no construction impact extends into the portion of the site outside the project boundary;
- the portion of the site area outside the project boundary should be identified on the construction environmental management plan (CEMP) as an environmentally sensitive no-go zone to ensure no impacts occur;
- archaeological salvage excavation of impacted portion of site to be undertaken; and
- relevant project approval required prior to the commencement of works affecting the site.

In the event that Aboriginal objects are encountered, the historical excavation team will consult with Roads and Maritime and address the issue in accordance with the project approval and the Aboriginal heritage management plan.

The combined management of Aboriginal and historical archaeological values will occur concurrently with archaeological test excavation for Aboriginal values commencing around the historical site. The historical archaeology excavation director will confer with the Aboriginal archaeology excavation director to determine which team will start and where. The soil profile trenches (refer to Section 5.5) will potentially be excavated by the Aboriginal archaeology team. The focus of the collaboration will be to ensure that impacts to the Aboriginal and the historical archaeological values are controlled and comply with project approval.

5.4 Field program

5.4.1 Introduction

Two small areas of the former canal will be impacted by the proposal (Figure 5.1). It is intended that both of these areas will be photographed to digital archival standards (refer below) and both sections will be archaeologically investigated. The rationale for archaeologically investigating different areas of the same feature is to measure gradient to understand how water was, or would have been, transported along the length.

The southern section comprises, from west to east, an obscured part of the canal, a vehicle track where the canal has been in filled followed by a small of approximately 19 linear metres of the relatively intact canal that will be impacted by the proposal. All three parts have been subject to varying levels of disturbance and will be investigated and recorded archaeologically. The archaeological recording will be completed to archival quality standards with photography complying with current heritage practice standards.

The locations of the canal that will be recorded are shown in Figure 5.1.

5.4.2 Recording

i Photography

As the site will be archaeologically recorded, photography will be undertaken in accordance with the NSW Heritage Council “Heritage Information Series” *Photographic recording of heritage items using film or digital capture* (Heritage Office 2006).

Photographs will be taken of the relevant sections of the canal in its present form and during each stage of the archaeological program (refer to Section 5.5.1).

ii Survey

The sections of the canal that will be removed by the project will be recorded by a surveyor and tied into an appropriate grid reference such as the Universal Transverse Mercator (UTM) or the Map Grid of Australia (MGA) to accurately place it in its spatial context. The horizontal and vertical dimensions of the canal in its present form will be recorded.

5.5 Archaeological excavation

5.5.1 General excavation method

i Aims

The aim of the archaeological excavation is to record elements of the canal that are currently obscured. The anticipated outcomes will be a clearer understanding of the construction methods used.

The general locations of the archaeological trenches are shown in Figure 5.1; all will be within the project area in locations that will be impacted by the project. It is proposed that four trenches will be excavated as part of the testing program. This comprises:

- one trench in the northern section of the canal (to record gradient); and
- three trenches in the southern section of the canal which will sample the canal in various conditions.

The question of gradient will be addressed by a trench that will be machine and hand-dug on the northern arm of the canal that survives in the project area

ii The existing canal (northern and southern section)

- A section of the canal, 3 m in length will be cleared of vegetation by hand.
- Using picks, shovels and trowels, topsoil and overburden will be removed to reveal the form and structure of the canal as it was first constructed.
- Using an excavator with a smooth-edged mud bucket, a section the width of the mud bucket and adjacent to the hand-excavated trench will be removed to reveal the canal in section.
- The excavation director will determine if any of the trenches are too disturbed to provide data and will decide whether to abandon it and excavate in another location.

iii The canal in the vehicle track

- Using a smooth-edged mud bucket, a section the width of bucket will be removed.
- The section will be cleaned up and recorded photographically with orthographically corrected photographs for the creation of section drawings.
- Based on the results of the section excavation of the canal beneath the vehicle track, the excavation director will determine if archaeological excavation of the buried canal will answer relevant questions. These may include questions related to the impact of creating vehicle tracks over cultural landscape features.

5.5.2 Artefact management

While it is not anticipated that artefacts will be recovered from the excavation of the canal, if they exist they will be collected as described below. Unprovenanced artefacts and other material assessed as being of low significance or future research potential will be discarded upon delivery of the final report.

- all artefacts that are retained will be catalogued by using a system that identifies and allows easy retrieval of the item;
- the specialists' cataloguers will produce reports on the artefacts outlining issues of importance;
- important artefacts will be the subject of materials conservation which would include the gluing of pottery or the conservation of important metal or leather materials; and
- artefacts which are the subject of materials conservation may be used in artefact displays in interpretation of the stations.

The excavation report will contain an analysis of artefacts and their deposits and contexts; the analysis will be illustrated using tables in the final report.

5.6 Field program management

The field program will employ at least two experienced trench supervisors who will be responsible for a small team of archaeologists with varying levels of site expertise.

The excavation will be directed by a suitably qualified and experienced archaeologist consistent with NSW jurisdiction requirements by the Heritage Division of OEH criteria.

5.7 Excavation report

A detailed excavation report will be produced describing the methods and results of the archaeological program. The report will include the artefact analysis and response to research questions and a Harris matrix to illustrate the relationship of the contexts to one another.

The excavation report will be prepared as a separate stage to the field program.

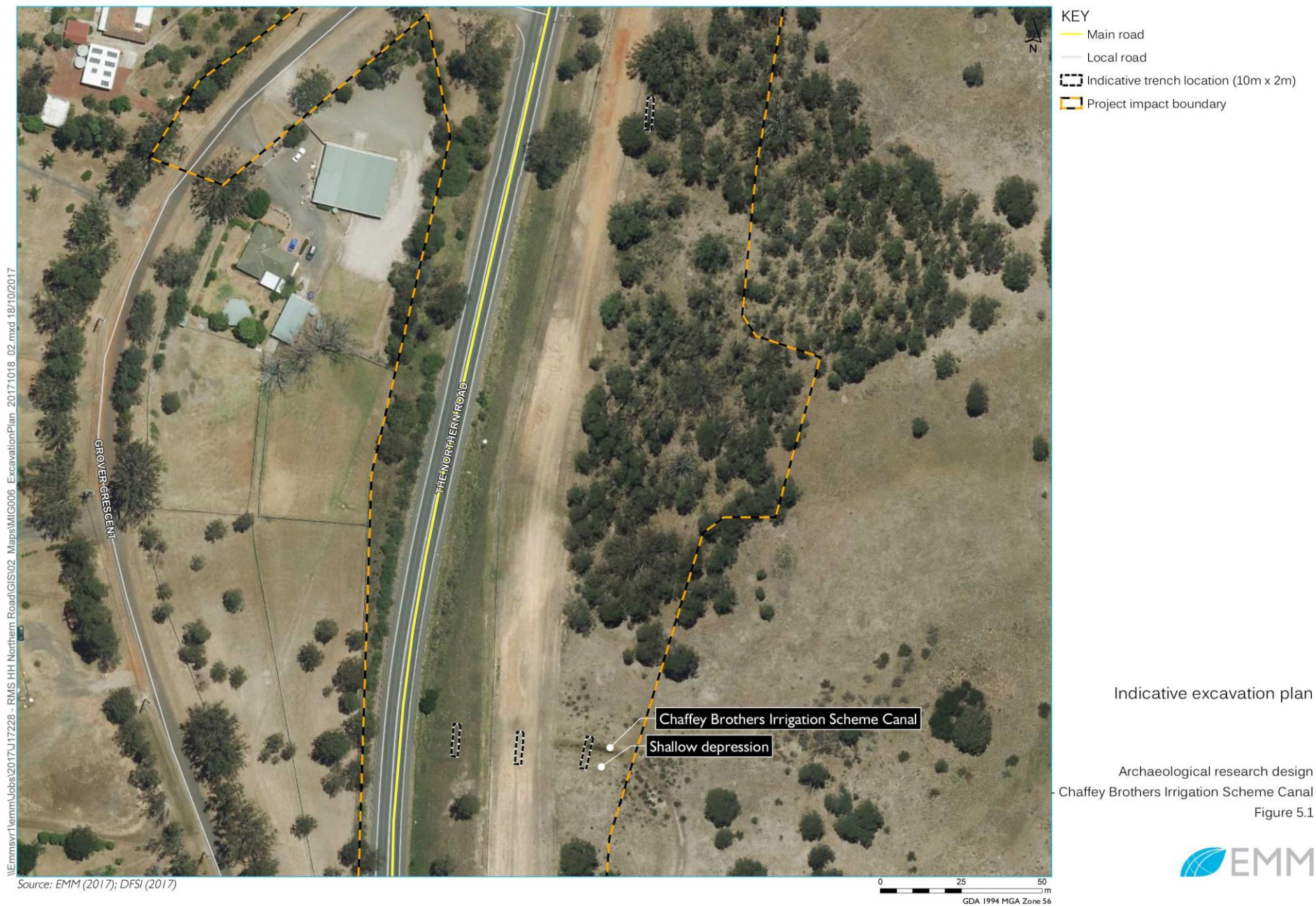


Figure 5.1 Indicative excavation plan

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The Northern Road Upgrade

Item 9 - Miss Lawson's Guesthouse archaeological site | Research design and excavation methods

Prepared for Roads and Maritime Services | 9 October 2017

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The Northern Road Upgrade

Final

Report J17228RP1 | Prepared for Roads and Maritime Services | 9 October 2017

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Date	9 October 2017	Date	9 October 2017

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Executive Summary

EMM Consulting Pty Limited has been engaged by the Roads and Maritime Services to prepare an archaeological research design and excavation method to archaeologically investigate the site of the former Miss Lawson's Guesthouse.

The site was discovered during the preparation of the environmental impact statement for The Northern Road Upgrade between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park. The report *Appendix N – Technical working paper: Non-Aboriginal heritage* was prepared by Jacobs (15 May 2017). This report is part of the response to submissions report and addresses the issues raised by the Heritage Division of the Office of Environment and Heritage.

The site of Miss Lawson's Guesthouse is at 26 Adams Road Luddenham, in the Liverpool local government area, in the County of Cumberland, Parish of Bringelly. Access to the site however, is from Eaton Road directly adjacent to 40 Eaton Road. The legal description is Lot 1 DP 90157.

When operating in its early years (c 1907), the guesthouse was located opposite the former Lawson's Inn, which by this date was being used as a private residence. The proprietor, Caroline (Carrie) Lawson, was the daughter of the owner of the inn and she inherited the property on the north side of The Northern Road (the study area) from her father, John Lawson.

The guesthouse operated from before 1907 when it was mentioned in a newspaper article, and as Carrie Lawson inherited the land in 1897, it may have been built any time in the ten intervening years. It is likely that by the time that Carrie Lawson died (1930), the guesthouse was being used as a private residence by Daniel Lawson (brother) and John William Vickery (brother-in-law).

The site of Miss Lawson's Guesthouse has been assessed as possessing *local* heritage significance. The site fulfils the criteria for historic (a), associative (b), scientific (e) value and is also rare (f) as an archaeological site of its type. Archaeological excavation will reveal if the site is representative (g) of guesthouses.

An archaeological research design has been prepared to provide a theoretical framework with which to physically investigate the relics. The research questions that have been posed aim to provide answers that it is predicted the archaeological resource can answer, and which will contribute to the understanding of the development of the road, the locality, the individuals that lived there and about the guesthouse itself.

It is proposed that archaeological excavation program is undertaken with consideration of the following:

- management of Aboriginal objects;
- site recording using accepted archaeological techniques;
- removal of vegetation;
- electronic survey for the preparation of plans;
- soil profile recording;
- initial clearing of topsoil;
- manual archaeological excavation;

- artefact management; and
- public access

The results of the archaeological excavation will be reported in a detailed excavation report in accordance with the conditions of project approval.

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1 Introduction

1.1 Background

EMM Consulting Pty Limited (EMM) has been engaged by the Roads and Maritime Services (Roads and Maritime) to prepare an archaeological research design and excavation method to archaeologically investigate the site of the former Miss Lawson's Guesthouse.

The site was discovered during the preparation of the environmental impact statement for The Northern Road Upgrade between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park. The report *Appendix N – Technical working paper: Non-Aboriginal heritage* was prepared by Jacobs (15 May 2017). Submissions made to the Department of Planning and Environment included the preparation of:

...detailed excavation methodology and research design by the nominated excavation director for the full mitigation of these sites, where the detailed design cannot avoid impact to them. The Excavation program must be undertaken by a person who can demonstrate open area salvage of local and potentially state significant sites in NSW under the Heritage Council of NSW Excavation Director criteria. These documents must be prepared and submitted for review of the Heritage Council of NSW or its delegate and the approval of the Secretary of the Department of Environment and Planning [sic].

OEH project submission 2 August 2017

This report fulfils that requirement.

Jacobs engaged JCIS Consultants to undertake additional research and have prepared a memorandum (Jacobs 2017b) in response to the submissions received by the Office of Environment and Heritage (OEH), Liverpool City Council and the Community. This additional research and the memorandum have also informed this report.

1.2 Project description

Roads and Maritime propose to upgrade 16 km of The Northern Road between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park (the project).

The project generally comprises the following key features:

- A six-lane divided road between Mersey Road, Bringelly and Bradley Street, Glenmore Park (two general traffic lanes and a kerbside bus lane in each direction). A wide central median would allow for an additional travel lane in each direction in the future, if required;
- An eight-lane divided road between Bradley Street, Glenmore Park and just south of Glenmore Parkway, Glenmore Park (three general traffic lanes and a kerbside bus lane in each direction separated by a central median);
- About eight kilometres of new road between Mersey Road, Bringelly and just south of the existing Elizabeth Drive, Luddenham to realign the section of The Northern Road that currently runs through the Western Sydney Airport site;
- About eight kilometres of upgraded and widened road between the existing Elizabeth Drive, Luddenham and just south of Glenmore Parkway, Glenmore Park;

- Access to the Luddenham town centre from north of the realigned The Northern Road and the existing The Northern Road;
- Twin bridges over Adams Road, Luddenham;
- Four new traffic light intersections and new traffic lights at existing intersections;
- Local road changes and upgrades to current access arrangements for businesses and private properties; and
- A new shared path for pedestrians and cyclists on the western side of The Northern Road and footpaths on the eastern side of The Northern Road where required.

A detailed description of the project, including design refinements since exhibition of the EIS is provided in Chapter 5 of the Submissions Report for the project.

1.3 Site location

The study area is the site of the former Miss Lawson's Guesthouse is described as being at 26 Adams Road Luddenham but access is from Eaton Road Luddenham. The legal description is Lot 1 DP 90157 (Figure 1.1) in the Liverpool local government area, in County of Cumberland, Parish of Bringelly. It is one site that has been identified as possessing archaeological value within the larger project area of the Project.

This report makes the distinction between 'study area', which is the Miss Lawson's Guesthouse site under investigation, and 'project area', which is specifically the area that will be modified to build the new road and upgrade the existing alignment. The project area includes lay down and stockpile areas and any other area that is associated with the upgrade.

1.4 Proposed impacts

The study area comprising of the archaeological site of the former Miss Lawson's Guesthouse will be removed by the project. The guesthouse site is located where the road alignment is proposed. Reference should be made to Jacobs 2017a for details.

1.5 Author identification

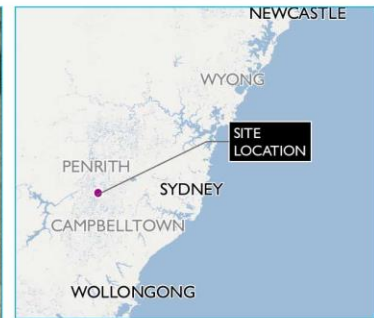
The research design was prepared by Pamela Kottaras (Heritage Services Manager EMM). Ryan Desic (Senior Archaeologist EMM) provided assistance and quality assurance. Roshni Sharma (GIS Analyst EMM) created the mapping and figures.

1.6 Acknowledgments

This report was prepared with the assistance of Suzette Graham and Denis Gojak (Roads and Maritime), Kelly Thomas, Jennifer Chandler and Karen Murphy (Jacobs) and Iain Stuart and Jane Cummins Stuart (JCIS). Particular thanks to Ms Leanne Sales for accompanying Pamela Kottaras on site and providing her recollections of the site; to Mr Gregory Sales for additional information and also to Mrs Nancy Sales (landowner) for permission to access the site.

1.7 Limitations

The limitations associated with this report are associated with timeframes for the response to submissions to the environmental impact statement (EIS). Background research was conducted by Jacobs and JCIS Consultants, with minor additions by EMM.



KEY
 Survey boundary
 Main road
 Local road

The study area in the local and regional context

Archaeological research design -
 Item 9
 Miss Lawson's Guesthouse
 Figure 1.1



Figure 1.1 The study area in the local and regional context



Figure 1.2 Study area

2 Historical summary

2.1 Sources

The historical summary in this report is either verbatim or paraphrased from research completed by JCIS Consultants who were engaged by Jacobs to undertake additional research for the non-Aboriginal heritage technical memorandum (Jacobs 2017b). The additional research was for the Response to Submissions and Preferred Infrastructure Report. The historical research was provided to EMM on 26 September 2017.

The historical summary is based on research undertaken on land titles information for the site from the Land and Property Information, and newspaper articles source from Trove. The references used in the historical summary have been reproduced in this report. Some original research was undertaken by EMM.

The Aboriginal heritage context of the site has been addressed in a separate report and has been considered in the excavation method (Section 6).

2.2 The study area

Aboriginal people lived on the Cumberland Plain prior to its occupation by the British Government. With the settlement at Sydney Cove the British Government allowed Governor Phillip, through the second letter of instructions to him, “full power and authority” to dispose of lands to “any person or persons” for “such terms and under such moderate quit rents services and acknowledgments to be thereupon reserved” as set out in his instructions (George Rex III 1786).

These instructions were considerably expanded in 1794 when Governor Hunter arrived, as they covered the question of land grants to free settlers as opposed to convicts (George Rex III 1794). These instructions allowed a second phase of post-contact settlement of the Cumberland Plain focusing on the alluvial soils of the Hawkesbury-Nepean River. Later under Lieutenant-Governor Patterson (c1809) settlement was encouraged to move away from the flood prone areas into what was termed forest land (Perry 1963, p23–25).

These changes also reflected the change in attitudes to settlement about whether Australia or, more particularly NSW, should be a convict settlement or develop as a free society. If a free society then the question of how land was to be disposed of became an important one. Small land grants were given to former convicts to encourage agriculture. Larger grants were given to Government Officials as a reward for services or compensation for losses. However with the development of free settlement in NSW came a new class of individuals eligible for grants incipient capitalists.

2.3 John Blaxland

The first of this new type of free settlers were the Blaxland brothers – John Blaxland and Gregory (the Blaxland Lawson and Wentworth one). Their arrival was preceded by the following dispatch from Lord Castlereagh to Governor King,

It being deemed expedient to encourage a certain number of Settlers in New South Wales of responsibility and Capital, who may set useful Examples of Industry and Cultivation, and from their property and Education be fit persons to whose Authority the Convicts may be properly entrusted, Permission has been given to Mr. John Blaxland and his Brother Mr. Gregory Blaxland to establish themselves and their Families in the Colony.

... I am induced to flatter myself that the exertions of these Gentlemen will not only Answer the Sanguine Expectations they have themselves formed, but will also contribute in an essential Degree to the benefit and prosperity of the Colony.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p.490)

A brief summary of the agreement with John Blaxland was enclosed as follows:

MEMORANDUM that an agreement has been entered into at Lord Camden's Office by James Chapman, Esq., that, provided John with John Blaxland engages a Capital of £6,000 in the Colony of New South Wales, he is to have his passage out for himself, his wife, four or five children, and two or three servants, in the same manner as his Brother, Gregory Blaxland, is now going out; that he is to be allowed fifteen tons to take out necessaries for himself and family; when he arrives there, that he is to have a Grant of Land given him of eight thousand acres, with one convict for every hundred acres to clear and cultivate it; to be Cloathed and Victual'd for eighteen months according to the custom of the Colony; but provided he should not be possessed of so large a sum he is then to have Land and Convicts in proportion to the capital advanced.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p491)

In the event Castlereagh was wrong; the Blaxland's arrived with more or less the required capital but also with a sense of entitlement and querulous natures.

John Blaxland arrived on the 4th of April, 1807, on the ship *Brothers*, belonging to himself and the Messrs. Hullets, which was also used for whaling and sealing ventures. His arrival coincided with the arrival of Governor Bligh. His brother, Gregory Blaxland, arrived in Sydney the previous year on the *William Pitt* on 14th April 1806, and was immediately involved in legal action with the ship's Master. Nevertheless Governor King allowed Gregory Blaxland to purchase livestock from the Government as well as granting him land and access to convict labour.

For a while Bligh socialised with Blaxland but Blaxland's attitudes quickly alienated him from Governor Bligh. In particular Bligh objected the Blaxland pursuing grazing cattle rather than cultivating land and noted,

The Blaxland's, in a partnership, seem to turn their minds principally to grazing and selling the Milk of their Cows and Butcher's Meat, which is attended to by Mr. J. Blaxland, in a House at Sydney where he resides, while his brother remains in the Country purchasing Live Stock from those who can be tempted to sell it. The former is very discontented with what Government has granted him, although it is in itself a Fortune.

(Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p144)

In a later dispatch to Windham, Bligh stress his compliance with his instructions regarding the Blaxland's noting, regarding his land grant, that he had received twelve hundred and ninety acres of land, "The remaining quantity of Land I have ordered to be measured out for him" (Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p182).

Blaxland joined the groups agitating against Bligh and was a strong supporter of the overthrow of Bligh by the Rum Corp officers but then fell out with them as well and in 1808 began to travel to Great Britain to seek redress for his wrongs. He was arrested on the orders of Governor Bligh and was transported to Great Britain as a witness in the court martial of Major Johnston. He returned to Sydney in 1812 (Irving 1996).

Blaxland's arrival was followed by a dispatch from Lord Liverpool to Governor Macquarie reaffirming the British Government's commitment to honouring its original agreement (Liverpool to Macquarie 26 July, 1811 HRA, Series 1, Vol VII p 367-368).

Macquarie, like his predecessors as Governors, found it difficult to deal with the Blaxlands particularly when it came to determining whether the Blaxlands has indeed provided the capital they claimed to have. He eventually got them to swear affidavits and once they did so provided the remaining resources commenting to Lord Liverpool,

With the Services of 120 men from Government, and the command of a still more unlimited extent of soil than even that number of men could cultivate, the Messrs. Blaxland have continued a burthen on the Government, restless and dissatisfied notwithstanding all they have derived from its liberality.

(Macquarie to Liverpool 17 Nov 1812, HRA, Series 1, Vol VII p557-560)

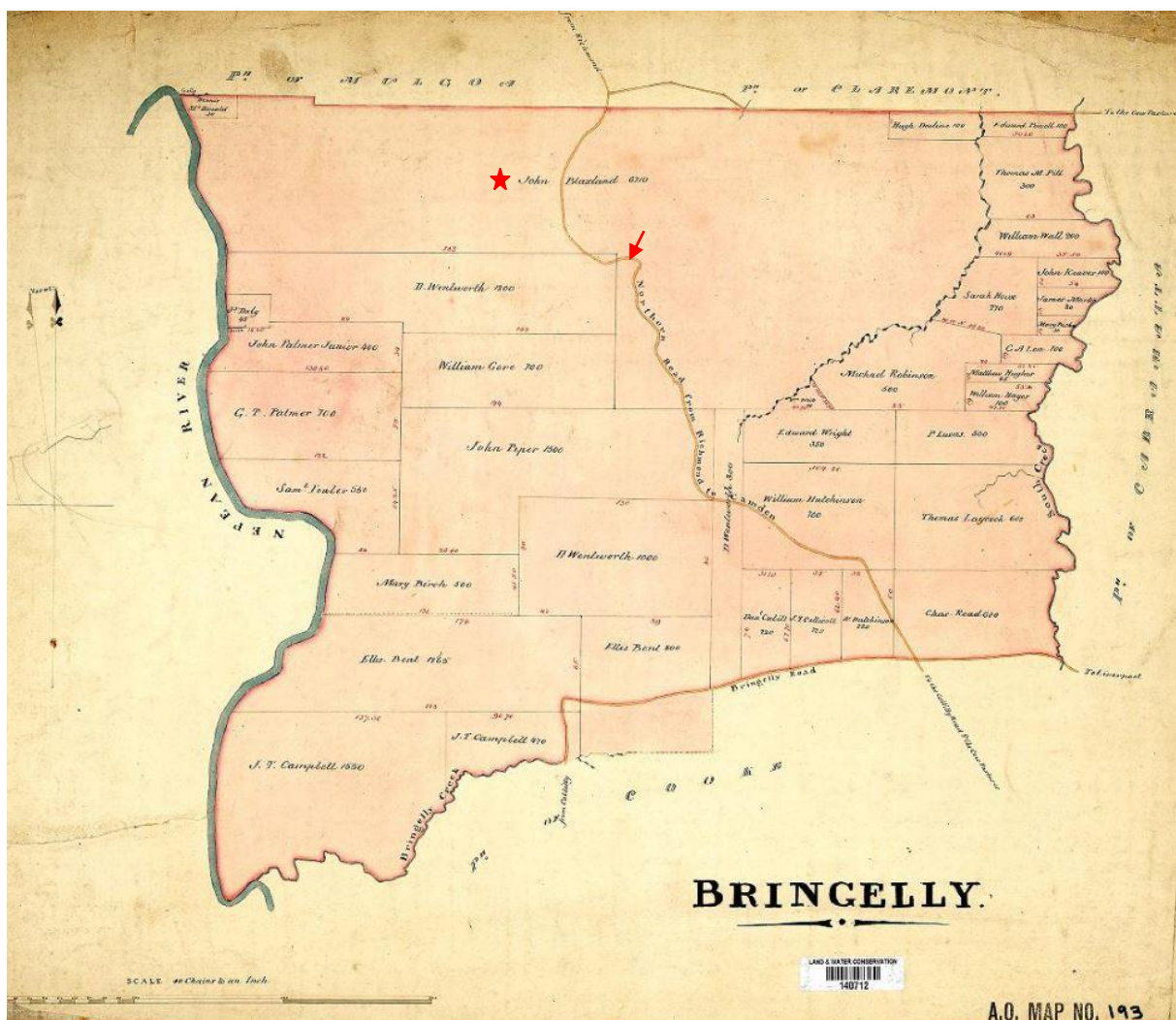


Plate 2.1 Parish of Bringelly, c1850 (based on style), County of Cumberland. The red star is in John Blaxland's grant. The red arrow points to the location of the future Miss Lawson's Guesthouse. Source: Land and Property Information.

2.4 The Luddenham Estate

Blaxland had some substantial land grants prior to 1812 but it appears that these were not properly surveyed – this was a function of the poor quality of the Surveyor Generals Department rather than a reflection on Blaxland. In 30th May, 1812 Blaxland wrote to Macquarie:

Having, Sir, met with much difficulty and expense in selecting a tract of land that would suit the purposes of Agriculture and grazing, and also having sustained considerable losses in its not being confirmed to me by Grant, I hope and trust that you will not object to my taking that which was marked out by Mr. Maihan [*sic*], previous to my leaving the Colony, for which I applied when in England, and was informed it was left for your Excellency's determination.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p561)

This may have been the land that Bligh referred to. However it was clearly not the Luddenham Estate for on 1st June, 1812 Blaxland wrote to Macquarie:

In the course of my excursion up the country, I have seen some Land which appears unappropriated, lying at a place called Cobbitty, and a further tract at Mulgowie and Stony range, at which place I hope your Excellency will not object to my taking what remains due to me, having already expended £15,000 in this Colony.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p562)

It seems that the land at Cobbitty was already set aside for the location of a Common (a cause of yet another dispute between the Governor and Blaxland) but the land at Luddenham was granted to John Blaxland on the 30th November 1813.

Curiously though on his tour of inspection of the interior which covered the settlements on the edges of the Cumberland Plain in 1810, Macquarie had passed what appears to have been the Luddenham Estate. On the 28th November 1810 Macquarie and a small party which included Gregory Blaxland set out from Parramatta and after visiting Badgery's farm

Thence we proceeded to Mr. Blaxland's own Farms, about 5 or six miles distant from the South Creek in a westerly direction. — This is entirely as yet a grazing Farm, with only a miserable Hut for the Stock keepers, and Stock-Yards for the Cattle. — The Land in some parts is tolerably good, and pretty well watered, but is better adapted to grazing than Tillage. We rode back, a different way to what we came, to Mr. G. Blaxland's Farm on the South Creek, through his second large Farm, and a Farm belonging to Doctor Wentworth in the Bringelly District; the Country through this last ride was pretty to look [at] but the Soil generally bad; at 1. P.M. arrived at Mr. Blaxland's Hut, where we rejoined our Friends again.

(Macquarie 28th November 1810)

It is likely that the second large farm is the Luddenham estate due to its proximity to Wentworth's farm.

The survey of the grants consisted of simply marking boundaries and roads. It seems likely that the Northern road was not formerly surveyed until the mid-1820s. None of the early surveys have buildings or structures marked on them. This is typical of the times and of Crown Plans generally covering land grants. The location and size of the estates belonging to John Blaxland, D'Arcy Wentworth and John Blaxland Jnr are shown on early parish maps (Plate 2.1). On the northern boundary of the Luddenham estate was a 600 acre grant to John Blaxland Jnr which dates to 31st August 1819.

John Blaxland focused on the development of his estate on the banks of the Nepean River at what is now Wallacia after developing his Newington Estate on the Parramatta River with a salt works, distillery, blanket factory and meatworks as well as building his own residence. At Luddenham, Blaxland built a water powered flour mill by 1834 and by 1839 had established a brewery (O'Sullivan 1977, p.4). These were located on the Nepean River near the Warragamba River junction so that Blaxland could use water power.

Sullivan reproduced an 1840's inventory of Blaxland's assets (sourced from the Blaxland papers in the State Library of NSW). The inventory lists the buildings at Wallacia and described the remaining land at Luddenham as grazing land (O'Sullivan 1977, p.3). If the land had been subdivided into tenanted farms by this time then they would have been listed in the inventory. It seems therefore, unlikely that buildings dating from the period of Blaxland's ownership occur within the study area.

The early 1840s was a period of economic depression in Australia brought on by a severe drop in the wool market combined with drought which caught speculators in the pastoral industry which has expanded rapidly. Thus all pastoralists were under pressure as were the banks that provided finance. There was a great rush of insolvencies (see Abbott 1971, Butlin 1968). So from c1840 the Blaxland enterprises began to falter.

John M Blaxland (Jnr) Blaxland oldest son died on the 29th May 1840 and his property was administered by his family but remained separate from the Luddenham Estate.

In 1842 Blaxland mortgaged his properties to the Australian Trust Company. In 1851 The Australian Trust Company conveyed the Luddenham Estate to Sir Charles Nicholson. This much is established by the Old System Titles. John Blaxland died in August 1845 but there is little readily available information about how his estate was managed but presumably they defaulted on the mortgage allowing the Australian Trust Company to sell the Estate to Nicholson.

2.5 Nicholson's sale of the Luddenham Estate

In around 1858 Nicholson had the Luddenham Estate surveyed and subdivided by Surveyor Samuel Jackson. The plan of the Estate was widely circulated and several copies have survived. Importantly the lithograph was used by the Land Titles Office as a carting plan of the Estate – Roll Plan 4 which covers the Eastern part of the Estate (Plate 2.2 and Plate 2.3). The plan shows existing buildings and structures as well as the subdivision superimposed on them. It appears that the land in this area was leased for small farms presumably by Nicholson, and the buildings and structures are shown on Jackson's plan.

The auction of the Luddenham Estate was extensively advertised in September 1859:

The EASTERN DIVISION, containing upwards of 4000 acres, extending from Badgery Creek to the Bringelly Road, and subdivided into Farms, containing from 30 to 320 ACRES EACH, a great proportion of which are cleared, fenced, and in cultivation; with good homesteads thereon.

In this division also the VILLAGE OF LUDDENHAM has been laid out and most eligibly situated on the high road, about equidistant between Penrith and Camden, opposite LAWSONS, INN and STORE.

("Advertising" *The Sydney Morning Herald*, 8 September 1859, p.7)

Close study of the plan that the Village of Luddenham reveals a private village was mostly a few scattered building along the road, which included for the Chapel, School and Lawson's Store and Inn. Buildings on the site of Miss Lawson's Guesthouse are not shown in the 1859 plan, as presumably, the land was vacant.

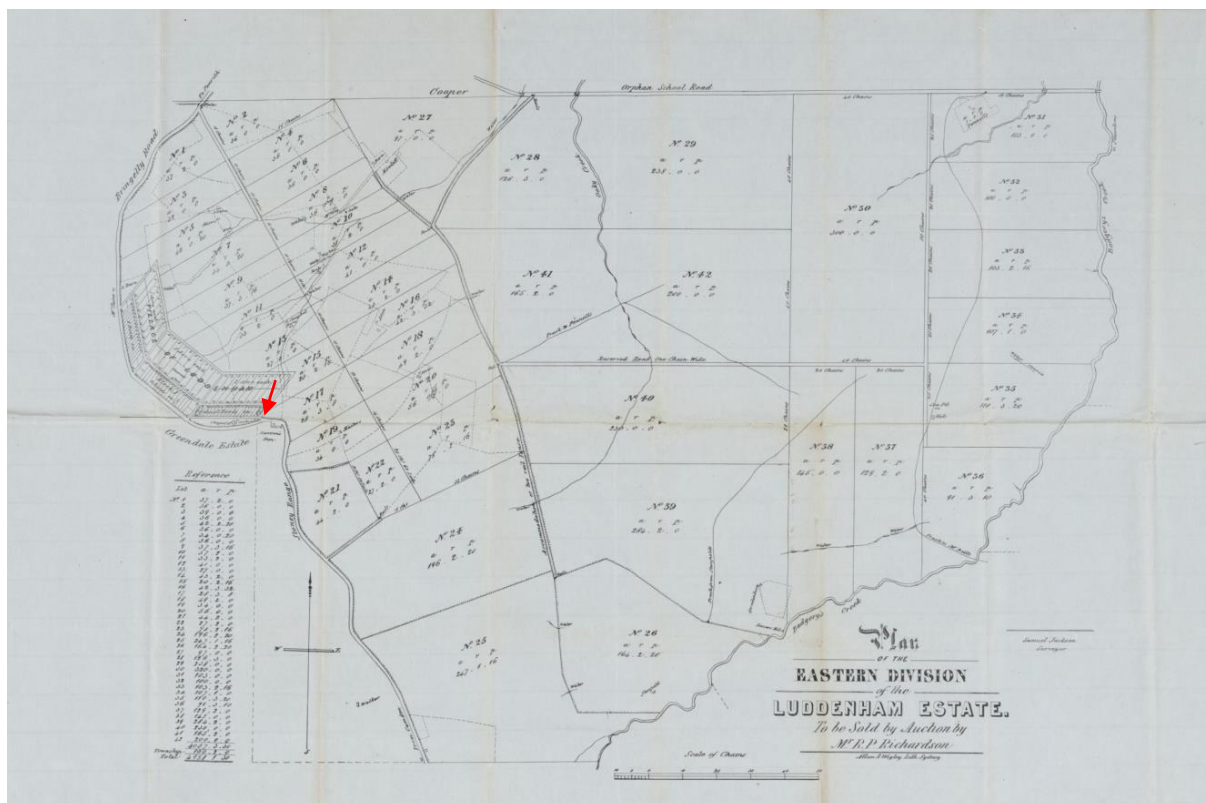


Plate 2.2 The Eastern Division of the Luddenham Estate 1859. The study area is indicated by the red arrow. Lawson's Inn is on the south side of the road. Source: National Library of Australia.

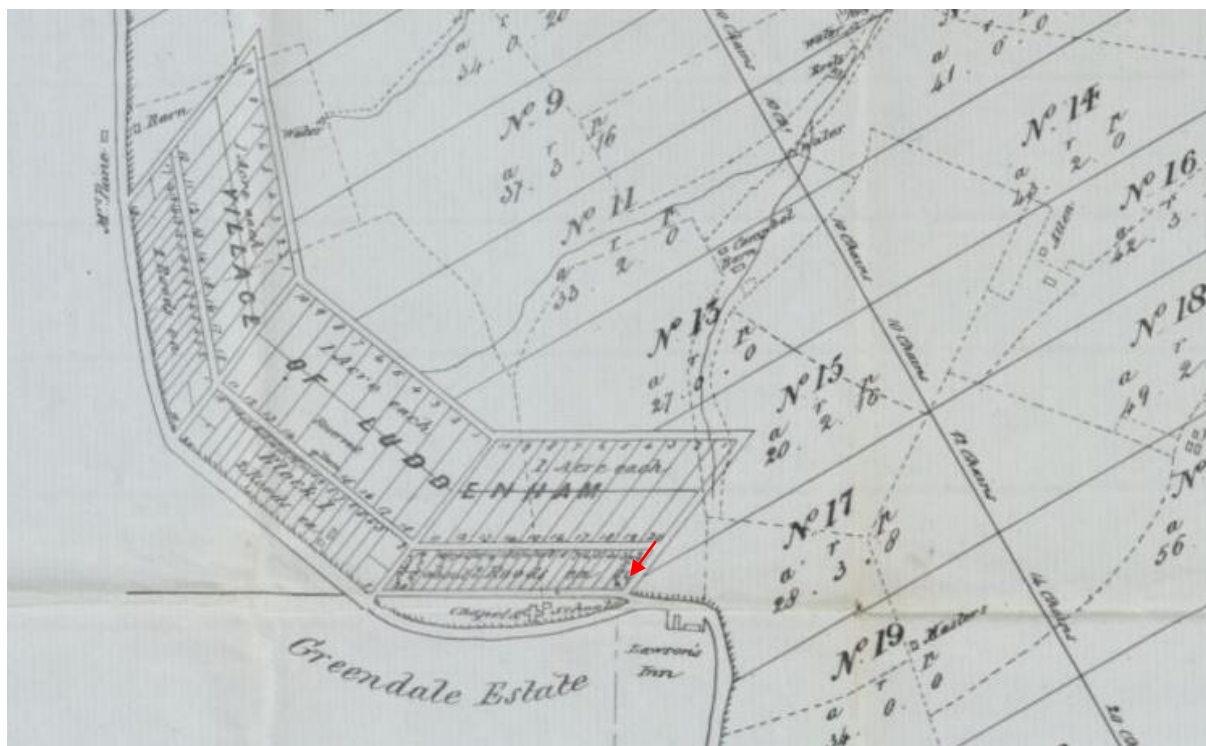


Plate 2.3 Detail of the map Eastern Division of the Luddenham Estate 1859. The study area is indicated by the red arrow. Source: National Library of Australia.

Despite the Luddenham Estate being a “magnificent and truly valuable agricultural property” sales were not particularly vigorous and the land was slowly sold off in small lots. Perhaps the description was overstated as Macquarie had previously described the soil as ‘tolerably good...but is better adapted to grazing than Tillage’ (refer to Section 2.4).

Blaxland’s holdings had been subdivided by 1859.

2.6 Miss Lawson’s Guesthouse

This land was part of the land John Lawson purchased from Abraham Meyers on 13 September 1862 (Con No 224 Book 87). Meyers purchased the land from Sir Charles Nicholson but there are various transactions from 1860, which seem to cover a large amount of property and which are poorly described and difficult to read.

John Lawson made a will on the 13 December 1881 leaving his estate to his wife Anne Lawson and his six young children namely: William, James Lachlan, Daniel, Caroline (Carrie), Alice Lawson (later Alive Vickery) and Rose Ross (later Rose Ross Petith). He also stipulated that his wife should not sell the land but, after her death, the land should be unequally divided with the sons getting double the quantity of land than the daughters – an unsurprising distribution of assets of the day.

Lawson died on 22 June 1885 and letters of administration were granted to Anne Lawson, his widow, and James Lachlan Lawson, one of his sons. James Lachlan Lawson died on the 16th April 1893, intestate and his mother Anne Lawson died, also intestate, on the 31 October 1894. (Con No 129 Book 604).

James Lachlan Lawson’s widow Kate Megarity (she had remarried) was granted administration of his estate on 12 April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another, Norman Frederick Gilliam, was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniel’s share of Lawson’s estate to Gilliam in 1895. At the same time the children petitioned the Supreme Court to appoint Kenneth Campbell as administrator of John Lawson’s estate (Campbell was a leading member of the Methodist Church in Luddenham which the Lawson family was part of). The letters of administration were given on 23 June 1897, and Campbell set to his task (Con No 129 Book 604).

Campbell transferred 12 acres 2 rods and 25 perches to Carrie Lawson on 3 August 1897. The land transferred to Carrie Lawson was held in trust on her behalf and includes the study area (Con No 129 Book 604). This lot was covered by the map of the manoeuvre area Liverpool NSW published in 1906 (Byrnes 1906). A building is not shown in the same area as the study area. It is assumed that the current building was not constructed at the time this map was compiled.

Reminiscences in 1907 by William Freame in *The Nepean Times* mentions the guesthouse being opposite the former ‘Lawson’s Inn’. The inn (called *The Thistle Inn* in the article) is described as a an “old house”, opposite *a neat cottage, where decent travellers may be provided with comfortable and clean bed and board at reasonable charge by Miss Lawson*, (*The Nepean Times*, 10 August 1907, p.7). The mention of Miss Lawson’s Guesthouse appears in the second of a three-part series submitted by Freame called “A round trip – over historic ground”, which begins with:

Every man to his own pleasure is a maxim as old as the hills, and my idea of a holiday is to roam around the country with a note-book and camera, and thus make myself familiar with old-time scenes and make acquaintances with interesting associations.

The Nepean Times, 20 July 1907, p.6

Carrie Lawson made a will on the 4 May 1911 appointing her brother Daniel Lawson as her Executor. She died on the 1 January 1930. Daniel however, became of unsound mind and the Public Trustee took over administration in August 1938. Daniel died in the same month and by his will Frank Vickery and Wilfred Cecil Vickery became administrators of his estate and affairs (Con No 381 Book 1854). Vickery sold the land to Henry Lewis Sales in August 1939 (PA 40157).

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927). A building is shown in the same area as the study area fronting the road which may have been a portico or garage related to the guesthouse.

This lot was covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955). A building is shown in the same area as the study area but not otherwise identified.

The study area and the site of the former Lawson's Inn were held as a single parcel by Henry Lewis Sales which he brought under the provisions of the Real Property Act by Primary Application No 40157 on 12 February 1963 (CT 83440 Fol. 7). The title wasn't issued until 1967 and the land was passed to Gloria Loraine Boots [sic] and Harry Colin Jessie Sales in 1971 [sic] (CT 8340-6) and the land remains with the Sales family. Note that the correct names are Gloria Lorraine Roots (née Sales) and Henry Colin Jesse Sales.

The historical evidence points to a building on the site from before 1920 and presumably this was where Caroline Lawson lived. A search in Trove for more information about her life yielded little information. However this may reflect the lack of visibility of Luddenham in the activities reported in NSW newspapers.

3 Field survey

3.1 Introduction

Field survey was conducted for site familiarisation purposes to assist with the preparation of this research design. This builds on field survey undertaken for the preparation of the technical report (Jacobs 2017).

The site of Miss Lawson's Guesthouse was inspected on Monday 18 September 2017 in the presence of Ms Leanne Sales, the daughter of the owner, Ms Nancy Sales. The archaeologist on site was Pamela Kottaras, EMM Heritage Services Manager. A number of features were recorded, including those recorded in the EIS technical report (Table 4-1 pp. 27-28 Jacobs 2017b).

3.2 Method

The inspection was conducted on foot from the gate on Eaton Road to the approximately 120 m along the boundary fence and 50 m across the paddock (to the north-west).

Ground visibility was moderate to poor depending on the nature of the structure. The site is a paddock that appears to have been grazed in the recent past, but which retains long grass and sedge-like grasses growing in clumps across the paddock. No areas of exposed soil were noted and in some places, where sandstone blocks were visible in the ground, they were partially obscured by long grass and sediment build-up. Ground visibility is estimated to have been approximately 2%.

The site survey was undertaken in the area shown in Figure 3.1 and Figure 6.1. This location was surveyed because it is anecdotally known as "Carrie Lawson's" (pers. comm. Ms Leanne Sale); it is in this location that Jennifer Chandler (Jacobs) recorded two wells, peppercorn trees, a road alignment and sandstone gate post bases (Jacobs 2017b, p.27); and it is within the impact area of the project.

It is evident on entering the property from the gate on Eaton Road that the landscape has been modified. Comparison, after the site visit, with historical aerial photography confirms that a building and areas of disturbance exist in the surveyed area (Figure 4.1).

During the site visit, family history from Leanne Sales and her brother Greg Sales was recorded. Leanne Sales has responded to additional requests for information, which is included in this report.

3.3 Results

An archaeologically sensitive zone was recorded in the south-east corner of the paddock. This zone is where the guesthouse is believed to have been located. The features recorded are consistent with what would be expected of overnight accommodation outside of a main town centre. The features recorded during the site visit for this report are shown in and described in summary in Table 3.1.

Table 3.1 Site features: Miss Lawson's Guesthouse

Feature #	Description	Coordinates (GDA)	Interpretation
1. Entrance blocks	Group of sandstone blocks on eastern side of driveway (Plate 3.1). The blocks are no larger than 60 x 60 cm and embedded in the ground.	287062E; 6248398.00N	Boundary markers or field clearance.
2. Driveway	Depression in paddock (Plate 3.2). Approximately 5 m wide and 123 m in length.	287027E; 6248339N 287081E; 6248386N 287084E; 6248419N	Driveway
3. Gate posts	Timber gate posts to rear of site. Retain iron latch (Plate 3.3).	287083E; 6248430.60N 287086 E; 6248429.00N	Gateway at the end of the driveway, possibly into rear of guesthouse yard.
4. Well 2 & peppercorn tree	Circular depression directly adjacent to peppercorn tree. Dressed sandstone blocks scattered across the depression. Approximately 3 m diameter (Plate 3.4).	287063; 62483980N	Well or cistern for water
5. Well 1	Circular depression south of a second peppercorn tree and north of Well 2. Dressed sandstone blocks scattered across the depression. Loose timber boards lay adjacent to the hollow on its western side. These boards have the appearance of a dismantled lid. Approximately 2 m diameter (Plate 3.8).	287068E; 6248415.30N	Well or cistern for water
6. Platform 1	Sandstone platform comprising dressed sandstone block and a small amount of sandstock or wet press brick fragments. Includes what appears to be on in situ threshold stone with wear. While not the usual orange colour of sandstock bricks from the Liverpool area, these items fragments had the impression of other stacked bricks on their stretcher side. Approximately 4 x 4 m (Plate 3.5).	287071E; 6248400N	Kitchen/laundry/storeroom
7. Platform 2	Small platform comprising sandstone blocks with some small sandstock brick fragments. This feature is in close proximity to another circular depression (Plate 3.8 and Plate 3.9), which may be a well or a cistern.	287097E; 6248425N	Kitchen/laundry/storeroom
8. Platform 3	Small platform comprising sandstone blocks with some small sandstock brick fragments (Plate 3.11).	287079E; 6248389N	Kitchen/laundry/storeroom
9. Platform 4	Small platform comprising steel sheets, some small sandstock brick fragments and a broken sandstone millstone. Approximately 2 m x 1 m (Plate 3.12).	287090E; 6248405N	Rubbish dump including the remains of an old bus. Broken millstone probably from site and used to weight down the steel sheets.

Feature #	Description	Coordinates (GDA)	Interpretation
10. Dead fruit tree	Small fruit tree, approximately 2 m high, low branching (Plate 3.14 and Plate 3.15).	287045E; 6248415N	Fruit tree
11. Peppercorn tree	Mature peppercorn tree, similar size (and therefore age?) to peppercorn tree by Well 2. Western side of ground worn down, probably by livestock. No other features visible (Plate 3.16)	287069E; 6248434.11N	Live peppercorn tree.
12. Platform 5	A large circular raised area at the base of a eucalypt near the entrance to the site.	287027E; 6248355N	Unknown

Notes: 1. The numbering system used by Jacobs has been used in this report.



Plate 3.1 Feature 1 — sandstone block group in the south-east corner of the property.



Plate 3.2 Feature 2 — indented alignment marking the driveway from the entrance on Eaton Road.



Figure 3.1 Survey results

Survey results

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Miss Lawson's Guesthouse
Figure 3.1





Plate 3.3 Feature 3 — timber gate posts.
View south-east.



Plate 3.4 Feature 4 — Well 2. View east.



Plate 3.5 Feature 6 – Platform 1 directly north-east and adjacent to Well 2.



Plate 3.6 Component of Feature 6, which appears to be a threshold block with wear in the centre. East at top.



Plate 3.7 Component of Feature 6, one of the few bricks on site.



Plate 3.8 Well 1 (Feature 5) with timber boards in the bottom left corner of the photograph. View east.



Plate 3.9 Feature 7 — Platform 2 located at the northern end of the identified archaeological site. Note the sandstone blocks sitting flush in the ground surface. This feature is directly adjacent to a small circular depression (Plate 3.10).



Plate 3.10 Small circular depression directly north of Feature 7.



Plate 3.11 Feature 8 — Platform 3



Plate 3.12 Feature 9 — Platform 4. Steel sheeting left over from a dilapidated bus. Bricks and a millstone fragment were used to weight the sheets down (per. comm Mr Gregory Sales).



Plate 3.13 Detail of Feature 9 showing the millstone fragment and brick thrown over the top of the steel sheets.



Plate 3.14 Feature 10 – the dead fruit tree on the western side of the site.



Plate 3.15 The dead fruit tree (Feature 10 in the mid-ground) with the peppercorn tree beside Well 2 (Feature 4). View south-west.



Plate 3.16 **Feature 11 –**
peppercorn tree not associated with any
other visible features on the site.

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4 Site evaluation

4.1 Introduction

The evaluation of a site's heritage values is prepared to predict the potential for archaeological resources of State or local significance, that is, relics, to survive. An evaluation assists with the level of the anticipated extent and intactness as well as the type of spatial arrangement that could be expected; it is a prediction of archaeological sensitivity.

This evaluation has been prepared through an analysis of the existing information, which includes the historical summary (JCIS 2017; Jacobs 2017b), the results of the site survey and historical aerial photography. Other factors that have informed the site evaluation are structures and elements that would be expected to form part of an establishment providing lodging and food to guests. The 'expected' structures have been identified through comparative analysis of guesthouses and like-sites such as inns (refer also to the comparative analysis of Lawson's Inn, EMM 2017). Site plans and photographs of the guesthouse were not found.

4.2 Written sources

The historical summary (Section 2) suggests that the study area, that is, the location of the former Miss Lawson's Guesthouse, was vacant in the period when it was in the ownership of John Blaxland and later, Charles Nicholson. It was purchased by John Lawson from Abraham Meyers in 1862 and remained undeveloped, it seems, until the guesthouse was built

William Freame's reminiscences place the guesthouse on site in 1907 (refer to Section 2.6). The guesthouse and Lawson's Inn, which by this time was a private residence, appear in one of three articles published in 1907. While no date is provided for the round trip, each one is published alongside current notices and advertisements. The articles have thus been interpreted in this report as being a contemporary description of Freame's travels, give or take a few months. The important point to note is that the guesthouse was operating in 1907, and the inn was by this time, being used as a private home.

4.3 Oral history

Information was provided to EMM by Leanne Sales, the daughter of the current co-owner Nancy Sales. The generational relationships of the individuals mentioned in this report are provided in Plate 4.1 for clarity. The family tree below is not complete but the relationships are correct.

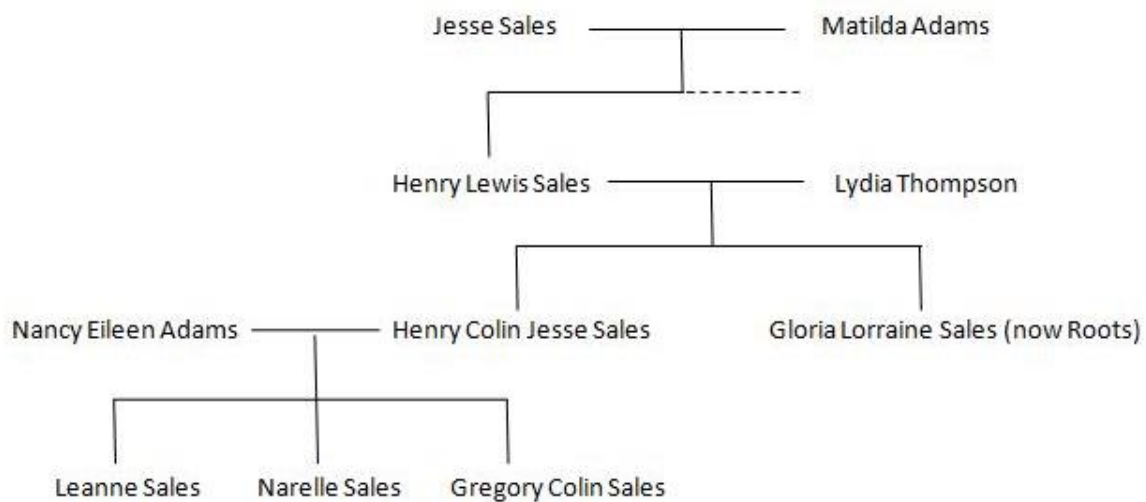


Plate 4.1 The Sales' family tree (abridged)

Henry Colin Jesse Sales (Colin) told his wife, Nancy, and his children about his youth on the property. Nancy Sales, has been able to provide additional information and confirmation of some of the stories told by her husband. The information presented in this report was provided, and checked, by Leanne Sales verbally or via email. Gregory Sales also assisted by providing information over the telephone to his sister Leanne. The oral history has enhanced some parts of the historical development of the site or confirmed documentary sources.

Henry Lewis (Harry) Sales, born in the 1894, was the local blacksmith. He also owned a horse-drawn bus with which he would pick guests up from St Marys Station on Friday afternoons to take to Miss Lawson's Guesthouse, returning them to the station the following Sunday. In about 1920, prior to purchasing Carrie Lawson's property, Harry Sales lived and worked on the land bounded by Adams Road, The Northern Road and Eaton Road (where the IGA supermarket and four houses now stand) and this is where he built the blacksmith's forge and corner store. As a child, Harry lived approximately 1 km to the south with his parents, Jesse Sales and Matilda Adams, and his siblings.

A side-story that illustrates the remoteness of the place and the life of the early Sales': to get to work, Jesse Sales would walk to the Nepean River, undress and with his clothes and boots held aloft, would cross the river, re-dress and continue his way to work. This would be repeated on his way home from work, presumably for the time he worked on the other side of the Nepean River.

As a young man, Colin worked on the property after his father purchased it in 1939 (refer to Section 2.6) and he also had memories of visiting the place when Daniel Lawson (Carrie's brother) and Jack Vickery (brother-in-law) lived there. Colin had recollections that Daniel and Jack lived in the guesthouse until their deaths, after the guesthouse closed (possibly on the death of Carrie). Colin told his wife, Nancy, that one time he was asked to cut one of the men's hair but the clippers got tangled and he had to run to his father's blacksmith workshop to get tools that would break them apart. When the property was purchased by Harry Sales, the wells were filled to stop stock from falling in (pers comm. Leanne Sales as told to her by her father Colin Sales).

4.4 Historical aerial photography

Aerial photographs were sourced that cover the years 1955, 1961, 1966, 1970, 1975, 1979, 1984, 1989, 1991, 1994, 1998, 2002, 2004 and 2005. The most recent aerial photographs are current and have been used in the production of project figures in this report. The relevant historical aerial photographs for the current study are from the years 1955 to 1979 as they show a large building, smaller structures and surrounding vegetation and the changes that occurred over 24 years. The photographs below are of the study area and only a small portion of the larger image.

The earliest aerial photograph that was found for this study is dated to 1955 (Plate 4.2), by which time the guest house was unoccupied and falling into disrepair. Only one building appears to be still standing, and the surrounding buildings have been removed. This may be the kitchen that Colin Sales remembered being on site in the 1940s. A tree is growing in the location of the dead fruit tree and what is presumably the peppercorn tree next to Well 2 is visible.

In 1961 (Plate 4.3), holes are appearing in the roof of the surviving building. The tree in the location of the dead fruit tree is flourishing. The peppercorn tree next to Well 2 appears to be a sapling, which suggests it self-seeded after the guesthouse ceased operations. The driveway might be visible turning north in front the surviving building in the 1961 aerial photograph.



Plate 4.2 1955 aerial photograph. Source: Land and Property Information (233_19_153).

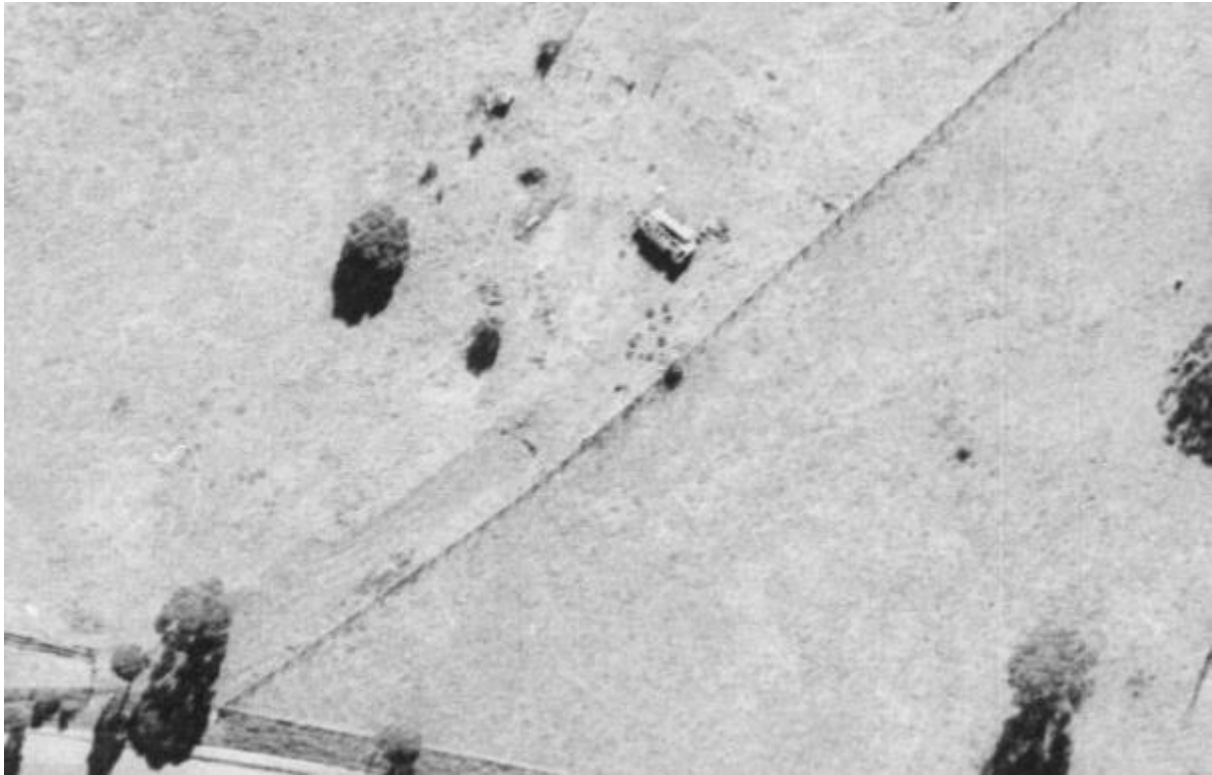


Plate 4.3 1961 aerial photograph. Source: Land and Property Information (1058_35_142).

Nine years later, in 1970, the structure is still standing, but is starting to look more dilapidated. Damage to the roof is clearly visible, but the remainder of the site does not appear to have changed significantly. The paddock appears to have thicker grass, which may be the result of rainfall but the time of day could also play a part in what the photograph captured. Judging by the long shadows cast to the south, this photograph was taken in winter and while the tree shown where the dead fruit tree is now looks large, the size is due to the shadow. The driveway is partially visible but loses definition in all the photographs as it heads north-west so it is difficult to tell if it turned to the north in front of the surviving building or behind. The gate posts are not clearly visible in any of the photographs but their placement in the landscape suggests that the driveway passed in front of the surviving building. More animal tracks are visible in the landscape in 1970.

By 1975 the dilapidated structure has either been removed or only a small portion of it survives on site. Four years later in 1979, the house and a shed on the property to the east have been built. The dead fruit tree has leaves and the peppercorn tree by Well 2 has grown. No other features are clear because the photograph is grainy and the remaining structures have been removed.



Plate 4.4 1970 aerial photograph. Source: Land and Property Information (1909_18_068).

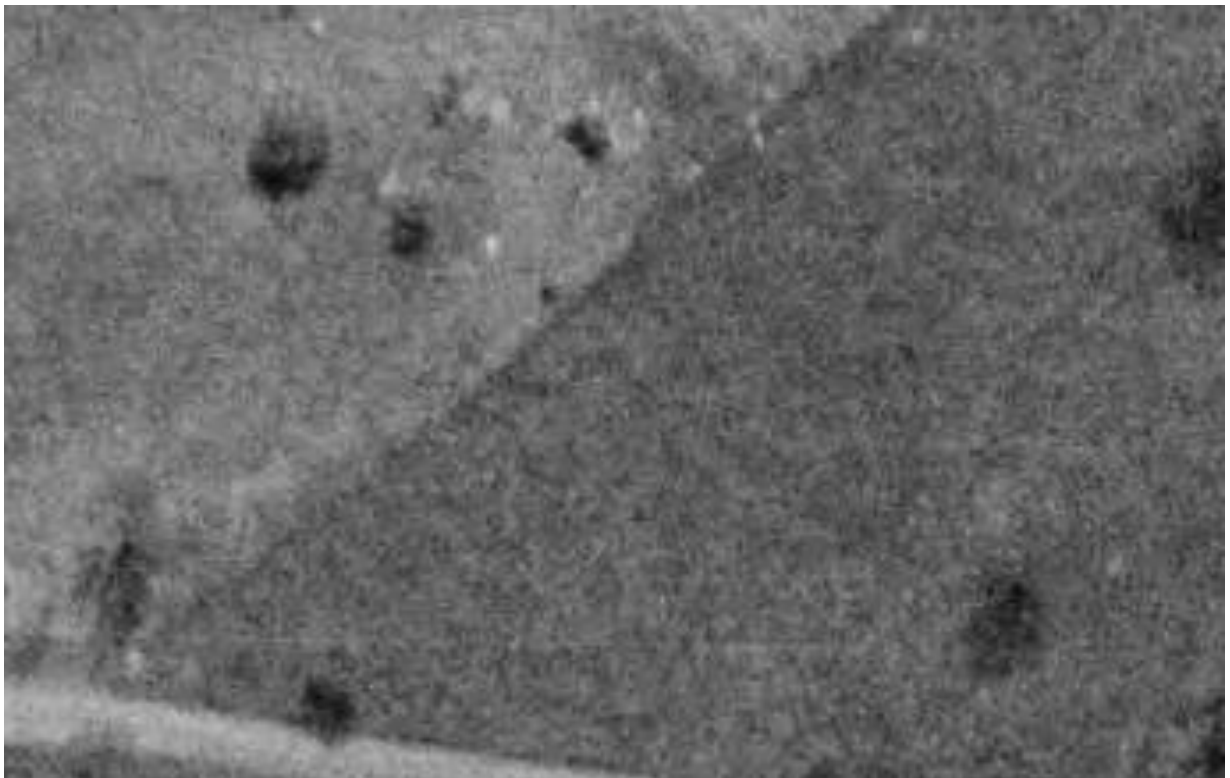


Plate 4.5 1975 aerial photograph. Source: Land and Property Information (2299_07_055).



Plate 4.6 1979 aerial photograph. Source: Land and Property Information (1909_18_068).

4.5 Historical plans

Plans of the guesthouse were not located but the study area has taken recognisable form by at least c 1850, probably earlier when the road was formally surveyed (1820s). A parish map dated to c1850 (Plate 2.1) shows the size of John Blaxland's grant in which the guesthouse would eventually be built.

Buildings are shown on the 1859 Eastern Division of the Luddenham Estate plan but these are not in the study area. Lawson's Inn is shown to the south-east of the guesthouse site, and a chapel appears to the south-west. Structures are shown across this plan away from The Northern Road, and presumably accessible via the tracks shown (Plate 2.3). It is reasonable to assume that with the slow development of local area and since no buildings are shown in the study area, the site had not been developed in 1859.

Only one plan was found to show a building in or close to the study area. The plan is the "Liverpool inch to the mile topographic map" dating from around 1927 (Great Britain, War Office, General Staff, Australian Section, 1927) (Plate 4.7 and Figure 4.1).



Plate 4.7 Detail of the 1927 “Liverpool inch to the mile” topographic map. A building that may be in the study area is indicated by the red arrow. Source: JCIS 2017.



KEY
 Survey boundary

1955 aerial imagery on overlay

Archaeological research design -
 Item 9
 Miss Lawson's Guesthouse
 Figure 4.1



Figure 4.1 1955 aerial imagery on current aerial imagery

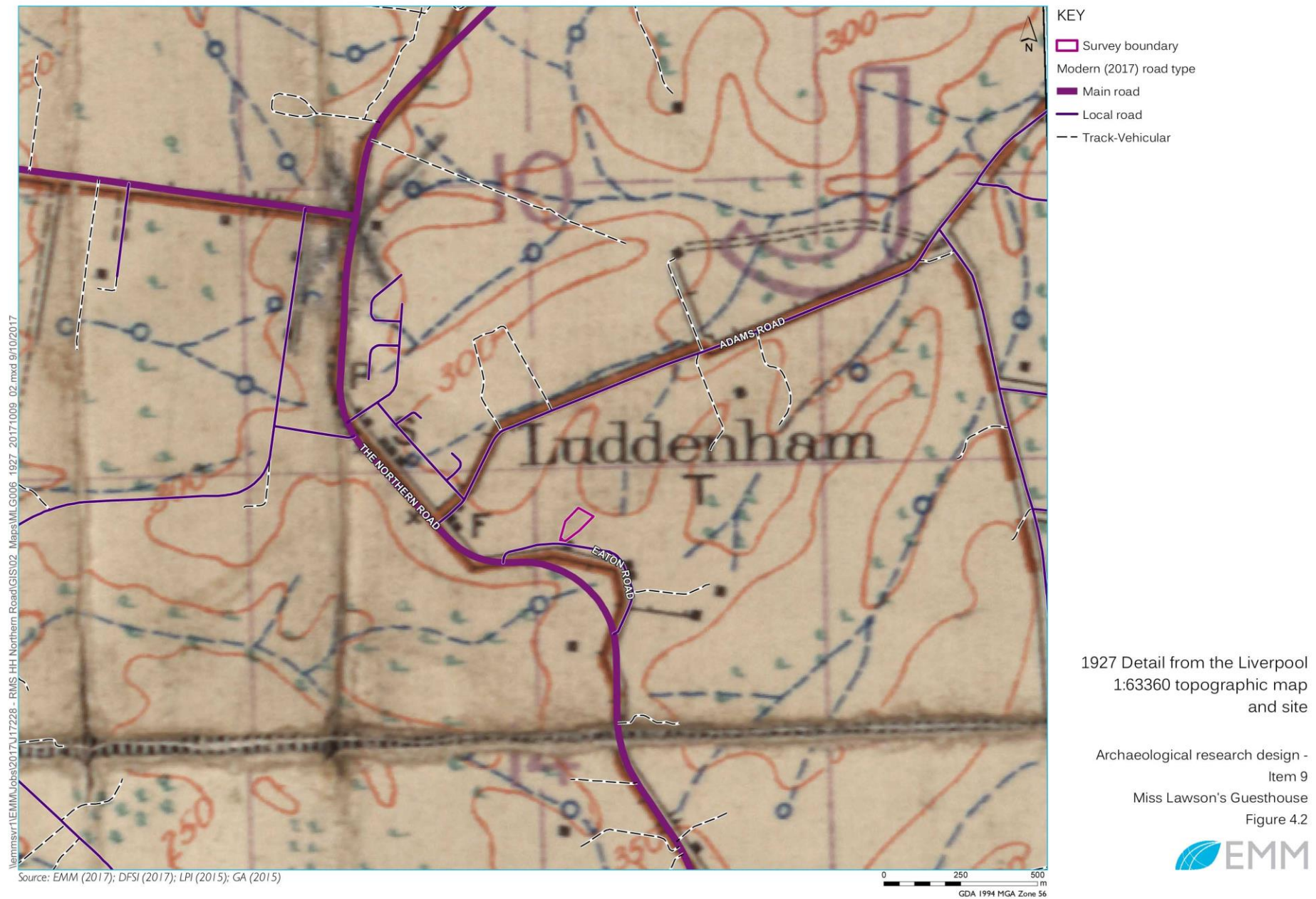


Figure 4.2 1927 Detail from the Liverpool 1:63360 topographic map and site

4.6 Comparative review

4.6.1 Introduction

A review of comparable sites assists with understanding factors such as rarity, representativeness, which inform the assessment of a place's significance. A comparative analysis can also be valuable in predicting the layout of the establishment by comparing it to like sites as it could be easily assumed that what made one place successful would be replicated by other places. For some places, such as wayfarer inns that were situated between towns, this principle is more likely to apply as each place had have a certain level of self-sufficiency, which would leave an archaeological fingerprint that could be compared to other inn sites. Infrastructure such as housing for beasts, wells and cisterns for water, kitchen gardens, slaughter rooms and food storage would be expected.

Guesthouses are generally not in the same category as inns because they were used as destinations to get away from the city. As the idea of getting away from unhealthy cities started to gain popularity, the infrastructure of the urban centres they were situated in catered to the requirements of the guests. Water was reticulated, food for the kitchen could be purchased by the guesthouse kitchen and entertainment was available in the surrounding area. The focus of guesthouses was comfort, views and clean air.

While it is easy to assume that guesthouses replaced the function of earlier eighteenth and nineteenth century inns, this is not borne out by comparisons to other guesthouses. Unlike inns which were waypoints where travellers could rest on the way to somewhere, guesthouses were destinations in themselves.

The gold mining boom initially encouraged the construction of inns across the mountain range but the same boom played a major role in the extension of the railway to replace the Western Road (Silvey 1996, p.1). Many inns closed down with when rail travel was introduced because no longer were horses necessary to take people to their destination and travel was significantly faster.

In the late nineteenth century, Australia's colonial gentry made it fashionable to spend summer in the hills, such as the Blue Mountains (Inglis 2007). Aesthetic values and ideas about health developed out of the late Victorian idea of clean mountain air and majestic views to treat illnesses of the lung such as tuberculosis. This view, expounded by physicians such as Dr Malcolm Sinclair and Sir Philip Sydney Jones, resulted in the establishment of a number of sanatoria, including *The Queen Victoria Sanatorium* (LEP WF025) was the first and was built in Wentworth Falls. *Bodington* (WF047) also in Wentworth Falls and the *RT Hall Home* at Hazelbrook (H002) are three prominent and heritage listed sanatoria (SHI 1170824).

New establishments were purpose-built, and old estates were converted into guesthouses (Thorpe 1986 p.88). Guesthouses provided affordable accommodation and a respectable income, particularly for "spinsters" and "widows" (Jackson-Stepowski 2001, p.8).

As with the placement of sanatoria, the locations of guesthouses were chosen for aesthetic and natural qualities, such as views and other amenities (tennis courts, manicured gardens). From the 1870s many the Blue Mountains attracted wealthy families who could afford to stay in them and to take time off work and guesthouses are integral to this trend (Jackson-Stepowski 2001, p.3). Homes and guesthouses were built to be aesthetically romantic and picturesque to blend in with the sublime views (Karskens 1990, p18) and which often recreated nostalgic, fashionable European styles. The Ritz is a good example of this (refer to Section 4.6.2).

While rail heralded the demise of the roadside, or wayfarer's inn), it drove the development of guesthouses by providing affordable access to holiday destinations in New South Wales. The Blue

Mountains, the seaside and lakes, were marketed as scenic and healthy holiday destinations. James Foy and Sir James Joynton Smith were influential in opening up the Blue Mountains to tourism in the early twentieth century. Foy built the landmark Hydro Majestic and Joynton Smith, the proprietor of the *Smiths Weekly* ran well-known hotels such as the *Carrington* at Katoomba and the *Imperial* at Mount Victoria (Silvey 1996, p.2). Presumably Joynton Smith used his publication to advertise the benefits of Blue Mountains holidays. Foy and Smith were also responsible for bringing electricity to the mountains, which coincided with the installation of sewage services in Katoomba in 1913, both of which were major tourist drawcards.

In the early twentieth century guesthouses tended to be more modest in form and materials and have consequently been largely overlooked in heritage studies (Jackson-Stepowski 2001, p.3). The annual holiday became increasingly attainable for middle and working class people and accommodation was often developed and extended in somewhat haphazard ways (Jackson-Stepowski 2001, p.26). Federation era guesthouses tended to be timber, often in a chalet style but in the interwar period buildings were less adorned and in the bungalow style. One element that remained constant was the verandah which often provided a place for guest to contemplate the view.

Bundanoon in the Southern Highlands of NSW once had over 64 guesthouses; numbers peaked during the interwar period as the town became a popular holiday and honeymoon destination. People made the easy train trip from Sydney seeking fresh air and the views. After WWII, improved roads and motorcars made day trips more popular and the number of guesthouses dwindled (Bundanoon History Group 1989).

A guesthouse is described in the Oxford Dictionary “a private house offering accommodation to paying guests”. They were associated with changing modes of transport (primarily trains) and the development of the local tourism industries. Guesthouses were built from the late nineteenth century, but the heyday of the guesthouse was during the early inter-war period (inter-war period 1919-1939) during the economic prosperity that followed the end of WWI. When the depression arrived in the 1930s, incomes could no longer stretch to frivolous holidays and guesthouses began to close. The key characteristics of late nineteenth and early twentieth century guesthouses are:

- location in association with an aspect of nature;
- social operational routine (eg shared bathrooms and meal schedules);
- communal services, provisions and recreational activities;
- stays longer than one night but not with permanent ‘lodgers’
- largely seasonal business;
- unlicensed premises; and
- accessibility (Jackson-Stepowski 2001, p.9–10).

At the commencement of the twenty first century, purpose-built early to mid-twentieth century guesthouses are rare (Jackson-Stepowski 2001, p.3).

4.6.2 The Ritz

(Blue Mountains LEP 2015, item La012)

The earliest, grandest and longest-lived of all Leura tourist establishments, the Ritz (203-223 Leura Mall, Leura) was built in 1892. It was designed by Sydney architect Ernest Bonney. It had a croquet lawn, tennis court, and manicured gardens. The main building is 2-3 storeys with pitched gabled roofs, attic rooms and long two story verandahs. Also on site are a boiler house, a single-storey cottage (c.1910) and historic plantings.



Plate 4.8 The Ritz, Leura. Image source: SHI 1170453

4.6.3 The Cecil Guesthouse

(Blue Mountains LEP 2005 Item K094)

The Cecil Guest House (23-27 Lurline St, Katoomba) was built in 1910 and is a representative example of an early twentieth century guesthouse in the Blue Mountains. It was originally named Mount View and leased to Miss Lumsden from 1912 -1925 by Sydney merchant William Henry Miles. It was renamed The Cecil around 1934. The asymmetric building has a stone basement with brick walls to the main floor and fibro cladding on the upper floor, a later addition. There is a two-storey verandah along the front. It is situated to take advantage of views over Leura and the Jamieson valley. Amenities for guests include terraced gardens and a tennis court.



Plate 4.9 The Cecil Guesthouse, Katoomba. Image source: SHI 1170401

4.6.4 Katoomba Mountain Lodge

(Blue Mountains LEP 2015, item K104)

In 1925–6, Mrs C Finch bought the property at 31 Lurline St and built a brick boarding establishment with cement walls and 25 bedrooms. Initially called Belfast House, it is a 2-3 storey gabled brick building with a three story verandah and low pitched roof.

4.6.5 Lurline Street Precinct Conservation Area

(Blue Mountains LEP 2015, Item K053)

This group of early to mid twentieth century guesthouses on Lurline Street between Gang Gang Street and Church Lane are representative of the development of guesthouses and the tourist industry in the upper Blue Mountains. It includes *The Cecil Guesthouse* (4.6.2) and *Katoomba Mountain Lodge* (4.6.4).

The Metropole (11-15 Gang Gang Street) is a two-storey brick building with a later, third storey clad in pressed metal to simulate shingles, hipped roof and cantilevered verandahs.

5 Lurline Street is a three-storey brick building with a three-storey verandah and hipped roof.

Eldon (9 Lurline Street) is a three-storey rendered brick building constructed above a sandstone retaining wall.

4.6.6 Wallawa

(Blue Mountains LEP 2015, item Ln023)

Wallawa (25 Honor Ave, Lawson) was built in 1893 and run as a boarding house by proprietors such as Mrs MacDonald and Mrs Thompson. It is a single-storey Federation building with weatherboard cladding, a hipped roof and bullnosed veranda. It has catered for tourists since the late nineteenth century.

4.6.7 Glenella, 56–60 Govetts Leap Road, Blackheath NSW

(SHI 1172015; Blue Mountains LEP – BH095)

Glenella, built 1905, is a predominantly single-storey Federation Queen Anne building. It was built as a family home by George Phillips who brought his family to the Blue Mountains due to the ill-health of one of his children. By 1915, the house was being run as a guesthouse and a two-storey wing was added in 1917 to cater for the increasing holidaymaker trade in the Blue Mountains. The addition allowed for *Glenella* to accommodate 60 guests and was run by Mrs Elizabeth Phillips and her five daughters. After the death of Elizabeth and George Phillips (1948), the guesthouse was run by one of their daughters, Leila, and then by one of their daughter-in-laws, Laurel.

The State Heritage Inventory description of the guesthouse is as follows:

The building has a hipped roof, apart from the wing that projects from the western end of its front, which has a gabled roof. The roof is covered with corrugated iron and walls are lined with rusticated timber weatherboards. A verandah with a bullnosed corrugated iron roof painted in contrasting bands of colour runs across the full length of the southern side of the building. The verandah roof is supported on turned timber posts, and has a turned timber valance running beneath the beam supporting the roof. Window joinery is of timber.

Surrounding buildings that would have been associated with the guesthouse are not described but it is possible that a guesthouse in the Blue Mountains, which was catering to holidaymakers and day-trippers, would not have had to be self-sufficient. When the number of guests that *Glenella* is considered, it becomes highly unlikely that the establishment would have included many of the structures that a guesthouse may have required in a less established town.

Glenella is of local significance for its associations with the Phillips family and as a focal point in the tourist economy in Blackheath (and the Blue Mountains). It is a significant part of a group of buildings at 40 to 68 Govetts Leap Road and architecturally is representative of the Federation Queen Anne style.

4.6.8 Yabba Yabba and Garden, 179–181 Wentworth Street, Blackheath NSW

(Blue Mountains LEP – BH045)

Yabba Yabba is a single-storey dwelling, now converted to a family home after a long history of being a guesthouse (or leasing property). Built in around 1888 it was modified up to 1926 during its use as a guesthouse. The larger guesthouse building extended a smaller weatherboard cottage that had a hipped slate roof, double-hung windows and a bullnosed verandah. The chimneys are rendered (likely to be brick but not described in the SHI data) with heavy corbels and terracotta pots.

When the guesthouse was extended to the north and east, modifications were in the bungalow style with roofs that were low pitched, hipped, gabled and jerkin headed and in corrugated steel. Cladding was splayed weatherboard and the gables were timber-shingles. *Yabba Yabba* featured a substantial garden with pine borders along the Wentworth Street boundary.

The land was originally granted to George Cousins in 1880. In 1885 Cousins, a publican in Mount Victoria, sold the undeveloped land to Anne Cripps, (presumed to be the wife of John Cripps, owner of the *Hydora Hotel* in Blackheath). Anne Cripps entered into a mortgage agreement in 1888, so it is possible that the guesthouse was built using the funds made available by the agreement. She also established an orchard in the adjacent lot. In 1903 Mrs Spark of Roseville in Sydney was advertising it for lease; from 1912 to 1946 Rebacca [sic] Page and Laura Dash operated it as a guesthouse.

Yabba Yabba is significant as one of Blackheath's earliest guesthouses, and for its continuous operation until 1972 after which it became a home for intellectually disabled people and then a private family home in the 1980s. It is also significant for its well-established garden (SHI 1170056).

4.6.9 Former hotels/inns

The Victoria and Albert Guesthouse (19-29 Station St, Mount Victoria) was built c.1914 by William Lees on the site of an 1860s hotel called the *Royal*. Known as the Hotel Mount Victoria, the two-storey cement rendered building is sited on a corner block with a well established garden (Blue Mountains LEP, Item Mv016).

Bolands Inn (8-9 Ferguson Rd, Springwood) was the earliest inn at Springwood. It changed to a guesthouse called *Looranna* by the 1890s (Blue Mountains LEP, Item Sp007) and was demolished in the 1940s.

4.6.10 Chateau Napier site (archaeological site)

(Blue Mountains LEP 2015 La026)

The Chateau Napier guesthouse (31 Great Western Highway) was built in 1910 by Justin McSweeney and run by Mrs McManus. It was a two and three-storey timber building with wings extending to the rear. The second, two-storey brick building was added in 1914. It is marked by mature cypress trees and the standing remains of what was once one of the “largest and best appointed houses for guests on the Mountains” (*Blue Mountains Echo* 16 Dec 1910, p.6). Features include a rough cast archway, steps and a large sandstone retaining wall. There are also burnt out remains of two main wings of the guesthouse, comprising of partly intact brick walls, concrete foundations, and concrete paving (possibly a tennis court). The guesthouse was destroyed by fire in 1957.

Archaeologically, the site has little research value but the surviving fabric is of *local* significance (SHI 1170822).

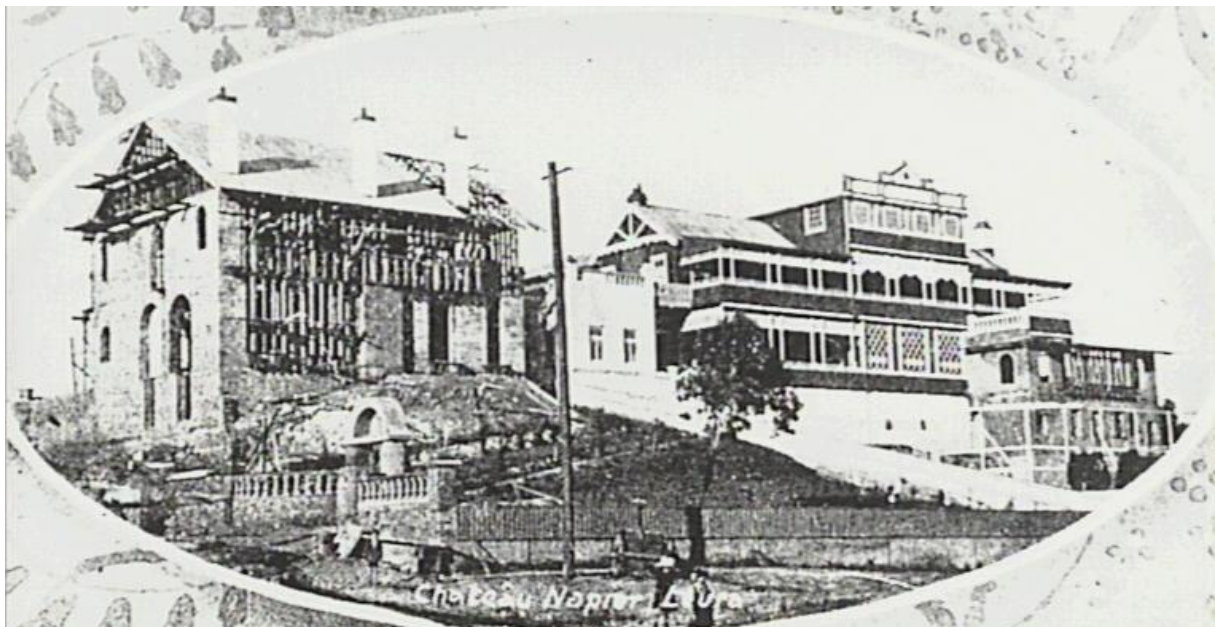


Plate 4.10 c1914 Chateau Napier, Leura by photographer Harry Phillips (Blue Mountains City Library LS002\002113)

4.7 Comparative analysis

A comparison of guesthouses for the purposes of assessing the spatial arrangement, and thus archaeological potential and the significance of Miss Lawson’s Guesthouse has provided insights into some aspects of this type of accommodation but not into others. As many guesthouses were built in tourist locations, they were close to the services that they would need to supply: food procurement, beverages, potable piped water, toilet and bathing facilities were all either provided by the guesthouse or accessible nearby. In an urbanised area, a guesthouse did not need to run as a self-sufficient economy. Miss Lawson’s Guesthouse, on the other hand, was located in what was, and is, still a rural setting without a reticulated water supply or sewerage system.

By virtue of its position along The Northern Road and between main towns, Miss Lawson’s Guesthouse is likely to have taken over the function of the inn. It is likely to have catered to “destination” guests who

came for the clean air and mountain views as well as passing travellers. It is actually described by William Freame as supplying “decent travellers” with “comfortable and clean bed and board” (*The Nepean Times* 10 August 1907). An alternative but compatible view is that it *also* catered to those less well-off than the clientele who travelled to the Blue Mountains health retreats. Despite the views to the Blue Mountains from the property, the location of the guesthouse is more likely to be an artefact of the historical ownership of the land, the professional history of the Lawson family and the unmarried Carrie Lawson.

A strong theme evident through the comparative analysis is that many guesthouses were run by women. Could running guesthouses, unlicensed as most of them appeared to be, be seen to be a more acceptable profession for a single woman? Certainly in Carrie Lawson’s case, it is likely that she would have learned the hospitality trade from her family and this would seem like a natural niche to fill. It is also likely that Carrie was a Methodist (generally abstaining from alcohol), but the effect of this on the archaeological record will need to be interrogated.

From an archaeological perspective, Miss Lawson’s Guesthouse is more likely to have an archaeological fingerprint that is comparable to inns than to other guesthouses. The remoteness of the place would have necessitated some services be provided by the guesthouse – water, toilet and bathing facilities, perhaps stables for people travelling through, a garden that supplied some of the foodstuffs and possibly food and beverage storage.

If the guesthouse was operating in 1907, it is likely to have been built prior to that and after Carrie Lawson inherited the land in 1897 (refer to Section 2.6). Stylistically, this could place the main building in the Federation Queen Anne style, but photographs and descriptions have not been found to confirm this. Oral history describes the detached kitchen as “slab” (Colin Sales via pers. comm. Ms Leanne Sales). The kitchen may have been timber slab or weatherboard over slab.

The comparative analysis also highlighted the lack of archaeological information associated with guesthouses. The listings reviewed above did not include an archaeological component and a search through the grey literature on *NSW Archaeology online* (refer to the bibliography) did not return any comparable matches.

The comparison indicates that guesthouse sites with potential for archaeological deposits in the local area are rare. Miss Lawson’s Guesthouse is also more likely to be representative of the transition between inns and guesthouses because of location, the probable necessity for remote-area facilities and the family’s professional history.

4.8 Historic themes

The historic themes relevant to the archaeological investigation of the study area were taken from the NSW Heritage Branch website (www.environment.nsw.gov.au/heritage/index.htm). These have been used as a source and starting point in the formulation of research questions for the proposed archaeological program.

The national historic themes relating to the inn site are:

- working;
- developing Australia’s cultural life; and
- developing local, regional and national economies.

The NSW historic state themes relating to the study area are:

- accommodation;
- commerce;
- leisure;
- transport;
- domestic life;
- land tenure;
- environment – cultural landscape;
- persons; and
- agriculture.

4.9 Archaeological potential

The combination of documentary research, site survey and comparisons with other guesthouses assisted with the assessment of potential for the site. A visual inspection confirms that features exist on the site – a driveway, gateposts, depressions that are either wells or cisterns and confirmation through family history that these features were wells that were filled in to stop stock from falling in. Dressed sandstone blocks, handmade bricks and what appear to be cultural plantings (peppercorn trees and dead fruit tree) are situated within 50 m of each other.

Historical aerial photographs also show a brief period where structures are visible between 1955 and 1975; in particular one structure that is large enough to be a kitchen or shed.

Historic plans are not as useful in illustrating the site components but they assist with focusing in on development in the study area. No buildings are shown in the study area in early plans, although Lawson's Inn appears on the *Eastern Division of the Luddenham Estate 1859* plan (Plate 2.3). It can be argued that Lawson's Inn is shown because it was a local landmark but careful review of the same plan shows a number of small buildings scattered across the landscape. It can be assumed that buildings did not appear in the study area until the guesthouse was built (it may not have been initially as a guesthouse however). This assumption should be tested during the archaeological excavation program.

The Sales family oral history is supported by historical aerial photography and the site visit. Colin Sales told his children that as a young man, he worked in the paddock where the old slab kitchen stood.

The site survey located a number of features in a concentrated area. These features, combined with research undertaken for the technical report (Jacobs 2017b) and this research design, have provided direction for archaeological investigation.

The archaeological potential of the site can be attributed to three main points:

1. The site remained unmodified from the end of the guesthouse period and was used only for grazing stock.
2. The wells/cisterns were filled in to protect stock, when the property was purchased by HF Sales.
3. Cultural material is visible in the ground in areas where the ground cover permits visibility.

The archaeological resource will yield features that are likely to be related to:

- the main house;
- the kitchen;
- a laundry;
- water procurement and storage;
- food storage in the form of a cool room or cellar;
- a kitchen garden;
- a ornamental garden;
- animal housings, possibly stables or stockyards;
- manufacturing spaces such as a brick clamp;
- a recreational space; and
- private/public spaces within the complex.

If they exist, these features would be visible in the form of footings and flagging, deeper deposits containing artefacts that indicate use, soil deposits for pollen analysis and possibly with identifiable seeds. A small number of bricks were noted on the surface; these bricks had stacking impressions on their stretcher sides indicating that they were made and stacked to fire, and also indicating that they were hand-made, suggesting a local manufacture site. There was no evidence of brick making noted on site during the survey but it is a consideration for the research design.

Other significant information that the archaeological resource is likely to contribute to is the spatial arrangement of the guesthouse buildings and the facilities provided. This should provide information about the micro-economy of the guesthouse and its relationships to the surrounding community.

Other possible but less likely relics that may survive on site include “miserable” huts and “stock yards” for cattle (refer to Macquarie’s diary entry reproduced in Section 2.4).

4.10 Assessment of significance

4.10.1 Defining heritage significance

In NSW the assessment of heritage significance is based on the *Burra Charter* (Australia ICOMOS 2013) and further expanded upon in the Heritage Manual's "Assessing Heritage Significance" (Heritage Office 2001). It lists seven criteria to identify and assess heritage values that apply when considering if an item is of state or local heritage significance as set out in Table 4.1.

This assessment of significance builds on the assessment prepared by Jacobs in the Memorandum prepared for the Response to Submissions and Preferred Infrastructure Report. The assessment has been informed by the historical information and site evaluation presented in this report and the report prepared by Jacobs.

Table 4.1 Assessment against the NSW assessment criteria

Criteria	Assessment
a) An item is important in the course or pattern of NSW's (or the local area's) cultural or natural history (Historical Significance).	The archaeological site of Miss Lawson's Guesthouse is of significance for its ability to demonstrate change in the way people travelled in the late nineteenth and early twentieth centuries. It shows the adaptations made by the hospitality industry with changes to travel from horse to train to motor car. The changing nature of hospitality is particularly evident in this situation as Miss Lawson's Guesthouse provided a modified version to the establishment her father ran, which was an inn, catering to those travelling through and serving food and alcohol. The guesthouse is also a symbol of social change representing the creation of disposable incomes and increasing leisure of the working classes, and a change in attitudes about health. Miss Lawson's Guesthouse was operating during the peak of the 'health retreat' period, that is, during the late Victorian and Inter-War period, where getting out of the city to breath clean air and take in nature's views was becoming fashionable. The item is of <i>local</i> significance.
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 (or the local area's) cultural or natural history (Associative Significance).	The guesthouse is also associated with the Lawson family, a well-respected family who had ties to the local area throughout the late nineteenth and early twentieth century. The item is of <i>local</i> significance.
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) (Aesthetic Significance).	The item does not meet this criterion.
d) An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons (Social Significance).	The site does not have a strong or special association with a particular community or cultural group. However, the current owner, Mrs Nancy Sales and her children consider the site of significance to themselves and their family. Henry Lewis Sales purchased the property from Carrie Lawson's executor on the death of her brother Dan and his companion John William Vickery. The family oral history includes events that involved Dan Lawson and John Vickery, and the Sales family is a long-standing family in Luddenham with many ancestors buried in St James Anglican Church, Luddenham. The item does not meet this criterion.

Criteria	Assessment
e) An item has the potential to yield information that will contribute to an understanding of NSW's (or the local area's) cultural or natural history (Research Significance).	The site possesses the ability to yield information about the guesthouse, how it operated, who it catered to and its level of self-sufficiency through an analysis of spatial patterns and building/room functions. The building was also used as a private residence at the death of Carrie Lawson, when her brother Daniel and John William Vickery used it as their residence. Archaeological evidence to supplement this information may be visible. The item is of <i>local</i> significance.
f) An item possesses uncommon, rare or endangered aspects of NSW's (or the local area's) cultural or natural history (Rarity).	Archaeology likely to be rare in a local (western Sydney regional) context The item is of <i>local</i> significance.
g) An item is important in demonstrating the principle characteristics of a class of NSW's (or the local area's) cultural or natural places or environments (Representativeness).	May be a cross-over between guesthouses and inns. It may preserve evidence of the different supporting infrastructure required for guesthouses, which have been lost in sites that have been upgraded to modern standards. The item is of <i>local</i> significance.

4.10.2 Summary statement of significance

The site of Miss Lawson's Guesthouse (Item 9) is of *local* significance for its historical and associative values and for the research potential inherent in the predicted archaeological deposits and fabric.

Miss Lawson's Guesthouse is significant for its ability to demonstrate changes in travel on the outskirts of Sydney, from horse and horse-drawn vehicles to train, to motor vehicles. These changes represent the development of the colony in the local region, which heralded social change shown in a greater disposable income and a focus on health breaks away from cities.

The site is associated with the Lawson family, a well-respected family with ties to the local area through the late nineteenth and twentieth century, who also owned the other well-known landmark on the south side of the road (now Eaton Road), *Lawson's Inn* otherwise known as *The Thistle Inn*.

The site is also significant from a research perspective as it retains potential to answer questions that can only be answered by archaeological excavation. The infilled wells/cisterns, architectural/structural remains and anticipated deposits are anticipated to answer questions related the spatial arrangement of the guesthouse and the use of those spaces, There is potential for information to be obtained about the materials that people were transporting at the time, and the nature, scale and extent of the guesthouse.

There are very few guesthouses with archaeological potential remaining in the region that were operating at this time. The comparative analysis indicates that Miss Lawson's Guesthouse was not set out like other guesthouses in urbanised areas and may have had a layout that is more akin to wayfarers' inns. Representativeness will be determined through archaeological excavation and comparison to the site patterning of inns (as guesthouse archaeological excavations have not been found).

5 Research design

5.1 Introduction

An archaeological research design is a theoretical framework to support archaeological field investigations with the aim of extracting information that is relevant to the development and function of the site.

The research design is based on the outcomes of the archival and documentary research presented in Section 2 as well as the existing environment as recorded during the field survey (Section 3). It develops questions that will contribute to current and relevant knowledge about a place, a theme and perhaps individuals that cannot be sourced from documentary evidence. These questions should be compatible with the nature of the predicted archaeological resource and realistic in terms of their ability to produce relevant answers.

While the guesthouse was probably built in the late nineteenth century and operated until the late 1920s it possesses archaeological, that is, research value. In the major centres such as Sydney manufacturing was becoming mechanised, access to goods and services was improving. City life has been well documented by archaeologists and historians, in photographs and in maps and plan but it should not be assumed that the outskirts of Sydney have been as well researched and documented. What was life like in Luddenham, which at the time was far enough from Sydney to be an overnight holiday destination? How did people go about their daily lives when they did not have access to the number and variety of shops that Sydneysiders, or even those in nearby Liverpool had access to?

The questions in Section 5.2 are influenced by the assessment of potential in the archaeological assessment and statement of heritage impact (Jacobs 2017b and Section 7.3 Jacobs 2017a). Potential has been determined through the analysis of documentary sources and the results of the site surveys (a separate site visit was undertaken on Monday 18 September and is described in Section 3.3).

Elements of the guesthouse that are still visible in the landscape include dressed sandstone blocks, a driveway that is approximately 5 m wide starting at the gate on Eaton Road, approximately 123 m in length and defined to the north-west by two timber gate posts. Other features on site include what appear to be building platforms, two wells or cisterns, two peppercorn trees (live) and one fruit tree (dead) of unknown species (possibly a peach tree) (Plate 3.15). Family oral history indicates that the main building was constructed of timber and may have been slab or weatherboard, or weatherboard on slab. A small number of sandstock, or handmade bricks were recorded on the site, possibly having come from fireplaces and/or footings.

There is a small chance that building materials were re-used in other construction in the local area, but this appears to be unlikely as the guesthouse passed in ownership from the Lawson family to the Sales family (via the administrators of Daniel Lawson's will) and the oral tradition within the family is that Colin Sales (the son of the first Sales to own the property), remembered the building on site when he worked on the property as a young man. Mr Sales told his children that the guesthouse was constructed in timber slab. Mr Gregory Sales (son) remembers that some sandstone blocks were removed from the site and placed on another part of the property outside of the project area close to Adams Road.

The site has experienced a low level of impacts since the demolition of the guesthouse, being used only for stock grazing, and so is likely to retain fabric and deposits that survived the initial demolition. It represents three phases of European use, being the guesthouse phase (c1920 – c. 1930) followed by preparation of the site for grazing (1939-1976), during which time the wells were filled and the building and surrounding elements fell into disrepair and later removed off site and the final phase 1976 during which the site has been left unchanged.

As the site will be removed in total, the questions will be focused on extracting the maximum information from the removal. One obvious avenue of investigation is the connection between Miss Lawson's Guesthouse and Lawson's Inn (Item 10, approximately 75 m south over Eaton Road); for instance, how did the inn access fresh water? Was it from one of the wells identified on the guesthouse site? The archaeological research design for Lawson's Inn is a separate report (EMM 2017).

5.2 Research questions

The research questions begin with a broad scope and focus in where they have been guided by the research and the field survey.

1. Does the archaeological resource support the documentary evidence and its analysis or can it provide information that is not available elsewhere?
2. What is the nature and extent of the archaeological resource? Can it shed light on the building materials used for the various buildings?
3. Does architectural fabric that could provide information on the style of the main house survive?
4. Does the building shown in the 1927 Liverpool to the inch topographic map occur in the study area? If so, can its function be discerned through archaeological excavation?
5. Can a relationship be established between Miss Lawson's Guesthouse and Lawson's Inn? That is, were structures that serviced Lawson's Inn on the property that was to later become the guesthouse?
6. Was it a guesthouse in the style that was fashionable in the Blue Mountains, that is, a health retreat and getaway or was it performing the function of the defunct Lawson's Inn?
7. Does the archaeological evidence indicate that bricks were made on site? Were the remains of a brick clamp found?
8. What were the spatial arrangements of the complex? Can the 'platforms' be ascribed a spatial function?
9. Can the establishment be reconstructed using archaeological evidence?
10. Are the depressions on site wells, cisterns or something else?
11. How was waste removed from site? Did the guesthouse have cesspits?
12. If the depressions are wells or cisterns, do they contain information about the place? Is one or both associated with Lawson's Inn 75 m to the south?
13. Does the archaeological evidence accord with the family memory?
14. What species of tree is the dead fruit tree? Was it part of the guesthouse garden?

15. How self-sufficient was the establishment, eg, did it possess a kitchen garden, animal pens, cool rooms and killing sheds?
16. Can the processes of abandonment and reuse be quantified in the archaeological resource?
17. Can a relationship to Sydney or other major centres be established through the archaeological evidence?

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6 Proposed excavation method

6.1 Introduction

Architectural fabric that is likely to be related to the guesthouse is visible in the ground and therefore more substantial relics are likely to also be shallow. It is proposed that the field program commences with manual excavation to determine the integrity and depth of the relics with the use of an excavator or backhoe to be determined once the archaeological resource has been exposed. A machine such as a backhoe or excavator can be introduced toward the end of the field program if warranted.

The initial focus of the excavation will be on the features identified during the site visits so the field program will start as an archaeological test excavation, that is, it will expose relics associated with each feature without removing them. They will be exposed by removing grass and topsoil to the extent of the square in which they are situated; that is, the surface will be cleared to a nominated grid-line. Each feature will be exposed and the decision to extend the trenches and excavate deeper deposits will be made based on the nature of the archaeological resource.

Salvage excavation will largely be guided by the nature and extent of the archaeological resources uncovered during the test excavation. The salvage excavation will aim to:

- retrieve a level of information relative to the significance and intactness of the archaeological resources; and
- answer the research questions developed for the project.

The layout of the site is shown in Figure 6.1. The grid has not been overlayed at this stage as it will be developed on site with the surveyor and the excavation director.

The excavation will be directed by Pamela Kottaras (EMM); the secondary excavation director will be Ryan Desic (EMM).

6.2 Management of Aboriginal objects

The Aboriginal cultural heritage values of the site have been addressed in a separate report (Kelleher Nightingale 2017), which has developed management measures to address the Aboriginal statutory constraints in the project area. Miss Lawson's Guesthouse is within an area of Aboriginal archaeological potential identified at TNR AFT 22, which is an artefact site of moderate significance. TNR AFT 22 will be partially impacted by the project and covers an area larger than and over the site of Miss Lawson's Guesthouse. Reference should be made to Kelleher Nightingale Figure 8 for details. Figure 8 has not been reproduced in this report to protect sensitive site information.

TNR AFT 22 (Aboriginal Heritage Information Management System number 45-5-4793) as is described:

Site TNR AFT 22 was situated on the crest and upper slopes of a northern spur adjacent to two north flowing tributaries of Cosgroves Creek (Figure 8). The site was located on the northern side of Eaton Road within Lot 1 DP250030, Lot 1 DP90157, Lot 21 DP614481, Lot 1 DP215715 and Lot 2 DP250030.

The site is well defined by hill top contours with silcrete artefacts visible in cuttings along Eaton Road: two silcrete flakes and two silcrete flake fragments. The hill top is part of the ridge facilitating the current road and was clearly a transit way for past Aboriginal people. The hill top soil structure is a closed system of erosion where soils deflate and erode relatively in situ, making

the hill archaeologically valuable. Moderate depth of soil was evident across the landform and the site was assessed as having at least moderate archaeological value.

Kelleher Nightingale 2017, p.21

The significance of TNR AFT 22 has been assessed as *moderate* as this is one of 20 sites with good research potential as they are intact and further investigation would answer questions related to activities in a transitional landscape between the Cumberland Plain and the Nepean River (Kelleher Nightingale 2017, p.30).

Management of TNR AFT 22 is as follows:

- Barrier fencing to be erected on the project approval boundary for the extent of the site to ensure that no construction impact extends into the portion of the site outside the project boundary. Portion of site area outside of project boundary should be identified on the Construction Environmental Management Plan (CEMP) as environmentally sensitive no-go zone to ensure no impact.
- Archaeological salvage excavation of impacted portion of site.
- Relevant project approval required prior to commencement of works affecting the site including the non-Aboriginal archaeological salvage program.

The combined management of Aboriginal and historical archaeological values will occur concurrently with archaeological test excavation for Aboriginal values commencing around the historical site. The historical archaeology excavation director will confer with the Aboriginal archaeology excavation director to determine which team will start and where. The soil profile trenches (refer to 6.3.4) will potentially be excavated by the Aboriginal archaeology team. The focus of the collaboration will be to ensure that impacts to the Aboriginal and the historical archaeological values are controlled and comply with project approval.

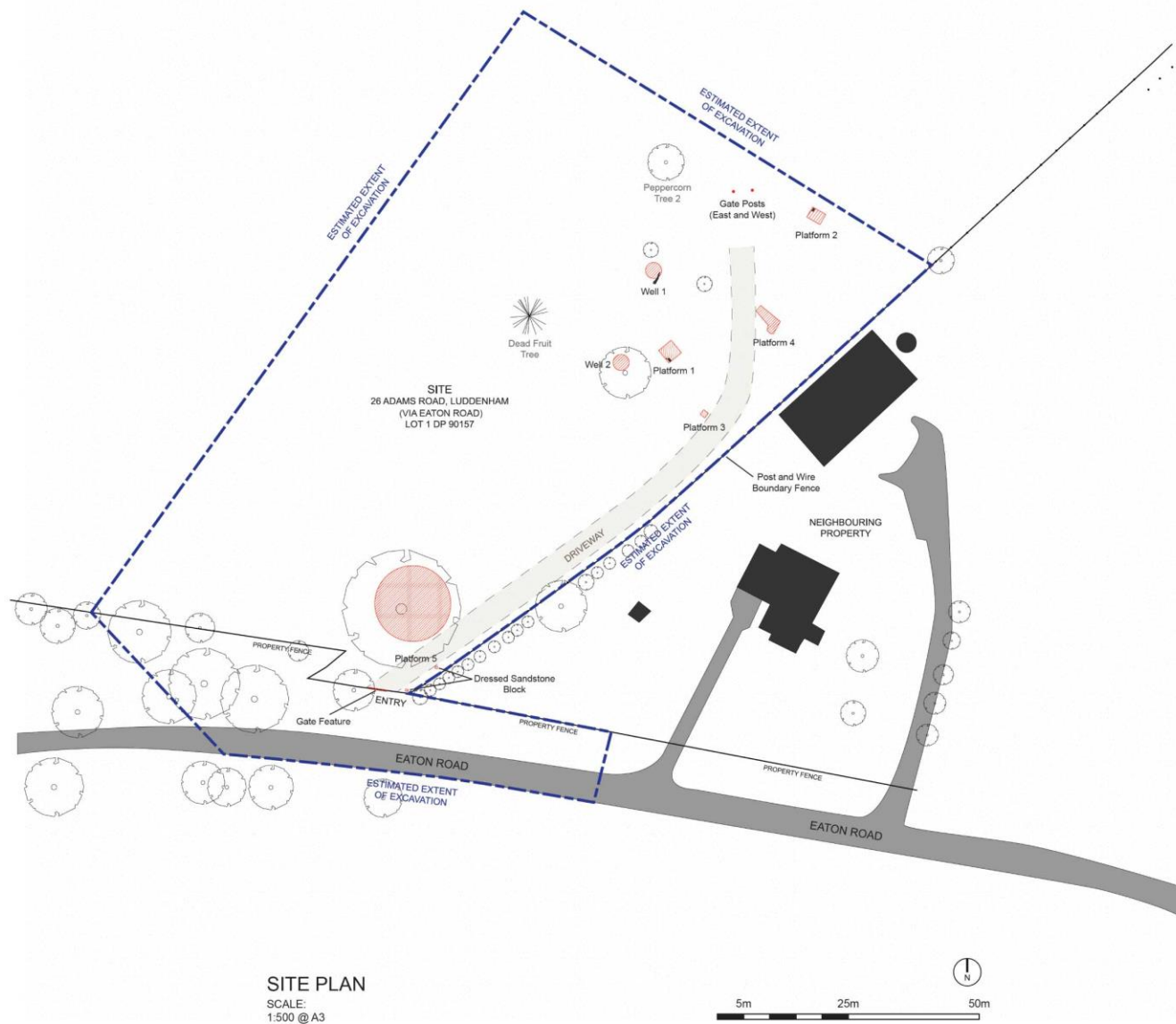
6.3 Field program

6.3.1 Recording

Recording will take place before, during and after the excavation program.

All recording will be undertaken using the following principles:

- the establishment of an appropriate site grid (refer Section 6.3.3);
- use of surveying techniques for location of remains;
- detailed archaeological scale plans or orthographic photographs;
- the use of context recording forms and context numbers to record all archaeological information;
- use of Harris matrix as part of the recording program;
- all structural remains, post holes and features will be planned using an established survey point;
- detailed archival photographic recording (ie in RAW and jpg format);
- collection, labelling, safe storage, washing, sorting and boxing of artefacts.



Estimated extent of excavation

Archaeological research design -
Item 9
Miss Lawson's Guesthouse
Figure 6.1



Source: EMM (2017); DFSI (2017); LPI (2015); GA (2015)

Figure 6.1 Estimated extent of excavation

6.3.2 Removal of vegetation

Where grasses in the paddock can be slashed safely without affecting the structures in the ground, this will be the first site activity.

During excavation of Well 2, which is in proximity to the tree, a determination will be made as to whether the tree will require removal for safety or archaeological access during the excavation.

6.3.3 Survey

The first step will be to accurately survey all visible features using a total station to create accurate squares in which to excavate. The site will be gridded to an appropriate datum such as the Universal Transverse Mercator (UTM) or the Map Grid of Australia (MGA) in 5 x 5 m squares, which will be further divided where necessary. This will be to locate features within a defined square, the size of which will be determined by the size of the exposed feature and the concentration of artefacts.

Excavation will only occur within the project boundary. The extent of the excavation is shown in Figure 6.1 but will be ultimately determined by the excavation director.

6.3.4 Soil profile test trench

Two 2 x 2 m trenches will be excavated, in locations that do not appear to contain archaeological fabric, so that the soil profile can be recorded. One trench will be in close proximity to the dead fruit tree so that archaeobotanical samples can be collected. The second will be in a location away from the features noted in the ground and determined by the excavation director while on site. This soil profile test trenches will be excavated stratigraphically and soil samples will be collected. If relics are encountered, the trench will be treated as those with predicted relics (below).

6.3.5 Initial clearing of topsoil

Each architectural feature will be cleared of overlying soil and grass and exposed as clearly as possible without the removal of deposits or intact fabric. If warranted, the surface of the ground will be cleared to join features in the landscape. The initial focus will be on Well 2 (well and peppercorn tree), Platform 1 (the platform approximately 3 m to the north-east and Well 1 (well with timber planks) and the excavation will be extended from there. The aim will be to remove grass to expose the archaeological landscape underneath before commencing with the removal of deposits and fabric.

If previously obscured features are uncovered during the initial clearing phase, they will be surveyed in as per Section 6.3.3.

6.3.6 Manual excavation

i Features and surrounding land

1. Using hoes and trowels, archaeologists will pull back the grass and soil to the top archaeological level be it structural or archaeological deposit.
2. A feature number will be assigned to each feature, cut or deposit; eg, wells, drains, buildings. It is likely that feature numbers will remain as they are eg Well 1, Platform 1 etc.

3. A context number will be applied to each element of each feature, cut and deposit; eg, footing strips, post holes, well components and subfloor deposit; the feature number (refer above) will be related to the context number assigned on site.
4. Archaeological features, deposits and cuts will be photographed, planned and sections drawn prior to removal by hand; all *in situ* artefacts will be collected for later analysis.
5. Features will be recorded by a qualified surveyor and the resulting plan will be tied into the appropriate datum (on advice from the surveyor). This will include recording reduced levels to establish the varying depths of phases across the sites. Orthographically corrected photographs and survey are the preferred option as this form of recording will save time without decreasing accuracy. In this instance, plans and sections will not be hand-drawn but sketches will be made as part of the site note-taking process.
6. If underfloor deposits are identified the relevant areas will be gridded, excavated stratigraphically and sieved to recover artefacts that may be linked to particular rooms or activity areas during post-fieldwork analysis.
7. Archaeologists will be mindful that the site may possess a kitchen and/or ornamental garden and soil within a profile that is dissimilar to the soil profile test trench will be examined and soil samples will be collected. Borders that would denote a garden boundary will be investigated.

ii Wells/cisterns

Two depressions have been identified as wells (Well 1 and Well 2), which were filled in by the Harry Sales who purchased the property from Carrie Lawson's estate managers. By this time the guesthouse had fallen into disrepair and the property was used to graze stock. The wells will be hand dug to clarify their structure and composition and if they prove structurally unstable or reach depths that do not permit manual excavation, they will be sectioned by machine and recorded. The nature of the deposit will guide decisions on full excavation or half section to begin.

Excavation of Well 1 will be started by hand to avoid damage to its structure, which at this stage is unknown. The presence of dressed sandstone block suggests that it is lined with sandstone but as those blocks are lying across the surface without any discernible pattern, they may belong to another structure and form part of the fill.

Well 2 will be divided into two parts and the western side will be manually excavated to clarify the form of the structure and deposit. A mature peppercorn tree has grown directly adjacent to Well 2 on the eastern side. The plan is to manually excavate the western half of the well away from the tree to (a) avoid damaging the tree if possible, and (b) to start the excavation by comparing each side. This will assist with exposing the well in section.

Both wells may require machine excavation if they are too deep to safely excavate close-up. The decision will be made on site by the excavation director in consultation with Roads and Maritime.

Due to the potential depths and associated safety issues, deep excavation of the wells, whether by hand or machine will be left until last.

iii Driveway

The driveway from the former alignment of The Northern Road (now Easton Road) is visible in the paddock. It starts at the gate on Eaton Road and travel in a north-easterly direction along the property

boundary for approximately 100 m (339 feet) where it turns north to the two timber gate posts. After the gate posts, the alignment is not clear.

Excavation of the driveway will occur towards the end of the excavation program to allow easy access into the site and to schedule it in with the expected timing for the excavator (which will be brought onto site during the second half of the program).

Test trenches will be placed in two areas along the driveway alignment: the first along the main stretch of the alignment; and the second will include the area of the gate posts to ascertain if evidence exists for the continuation of the drive. It is anticipated that the drive will be lined with bedding material such as a road base or the alignment will be more compact than the surrounding deposit. This may be all that is found.

The method will be:

1. Using a machine with a smooth-edged mud bucket, excavate a trench across the alignment from east to west to obtain a section of the driveway.
2. Manually excavate a 1 m to 2 m wide trench across the driveway from the section, following the contour of the land.
3. Record the results.

6.3.7 Machine excavation

The excavation director will determine when excavation will be assisted by machine and will make this decision based on the outcomes of hand clearing of site. There is scope to monitor the removal of grass and topsoil by excavator in areas away from recorded features. The purpose of monitoring by machine would be to test the area within the estimated extent of excavation closest to Eaton Road, where a building is shown in the 1927 topographic map (Plate 4.7).

Using a smooth-edged mud bucket, the excavator will be used for removing grass and deposit in open areas away from features. The excavator will also be used to assist with sectioning of the driveway and if necessary, the wells/cisterns.

6.3.8 Artefact management

Artefacts recovered from the site will be managed by a dedicated artefact manager and in accordance with the process below

- all artefacts that are retained will be catalogued by using a system that identifies and allows easy retrieval of the item;
- the specialists' cataloguers will produce reports on the artefacts outlining issues of importance;
- important artefacts will be assessed for materials conservation treatment the subject of materials conservation which would include the gluing of pottery or the conservation of important metal or leather materials; and
- artefacts which are the subject of materials conservation may be used in artefact displays in interpretation of the stations.

The excavation report will contain an analysis of artefacts and their deposits and contexts; the analysis will be illustrated using tables in the final report.

Artefacts will be categorised into three groups – special finds, reference collection and discard collection. This latter category will be used for those materials whose archaeological research potential has been realised and retention is no longer required. The final repository for special finds and reference collection will be determined in consultation with Roads and Maritime and may include donation to a local museum.

6.4 Public access

OEH will be invited to attend the site once the excavation has started, when features have been cleaned up and deposits are starting to be collected. There may be an opportunity for a public open day to showcase the archaeological site and the progress of the excavation.

6.5 Field program management

The field program will employ at least four experienced trench supervisors who will be responsible for a small team of archaeologists with varying levels of site expertise. An artefact manager will also be on site for at least four days per week and will be responsible for the collection as it is removed.

6.6 Excavation report

A detailed excavation report will be produced describing the methods and results of the archaeological program. The report will include the artefact analysis and response to research questions and a Harris matrix to illustrate the relationship of the contexts to one another.

The excavation report will be prepared as a separate stage to the field program. Where any Aboriginal artefacts are encountered these will be described in the Aboriginal archaeological investigation report and referenced in the historical archaeology excavation report.

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The Northern Road Upgrade

Item 10 - Lawson's *Thistle Inn* and store archaeological site | Archaeological assessment & research design

Prepared for Roads and Maritime Services | 16 October 2017

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The Northern Road Upgrade

Final

Report J17228RP2 | Prepared for Roads and Maritime Services | 16 October 2017

Prepared by	Ryan Desic & Pamela Kottaras	Approved by	Pamela Kottaras
Position	Senior Archaeologist	Position	Heritage Services Manager
Signature		Signature	
Date	16 October 2017	Date	16 October 2017

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Document Control

Version	Date	Prepared by	Reviewed by
V01	22 September	Ryan Desic	Pamela Kottaras
V02	12 October	Pamela Kottaras	Suzette Graham
V03	16 October	Pamela Kottaras	

Executive Summary

EMM Consulting Pty Limited has been engaged by the Roads and Maritime Services to prepare an archaeological research design and excavation method to archaeologically investigate the site of the former Lawson's Inn and Store site (also called *The Thistle Inn*).

The site was discovered during the preparation of the environmental impact statement for The Northern Road Upgrade project. The report *Appendix N – Technical working paper: Non-Aboriginal heritage* was prepared by Jacobs (15 May 2017). Submissions made to the Department of Planning and Environment included the preparation of a detailed excavation method and research design to guide archaeological excavation. This report fulfils that requirement.

The area affected by the project is part of Lot 2 DP 623457 at 2215 The Northern Road, Luddenham in the Liverpool local government area, County of Cumberland, Parish of Bringelly. Research indicated that an archaeological site, that was likely to be classified as a 'relic' under the *Heritage Act 1977* existed on the lot. Further research confirms that the archaeological site, the former *Thistle Inn and Store* run by John Lawson (b.1801- d.1884) was situated at the eastern end of the lot and outside of the construction footprint. The site will therefore not be impacted except perhaps peripheral features, such as fence-posts, fronting the road (formerly The Northern Road, now Eaton Road).

Assessment of the construction footprint was also undertaken. Research strongly suggests that relics do not occur in this area of the construction footprint, which is approximately 80 m to the west of the inn and store site at the western end of the lot.

The potential for substantial and intact relics related to the inn and store has been assessed as low within the construction footprint and moderate to high adjacent to the construction footprint. The site of the former inn and store will not be affected by the project and it will be actively protected by erecting protective fencing on the project boundary.

An archaeological research design program of archaeological test excavation has been proposed for the construction footprint directly to the north of the inn and store site to capture peripheral features that may relate to the inn and store as well as the road.

An archaeological research design and testing program is also proposed for the construction footprint to the west of the lot to provide assurances that when construction begins, it will not be halted by unexpected finds. The expectation that relics exist in this area of the construction footprint is low but features such as post-holes for huts, fences and outbuildings may exist in this area and this evidence would be lost.

The archaeological testing program would be scheduled prior to the start of the construction process to avoid delays that would arise if features that require investigation are found. This step has been put in place because of the proximity of the former inn and store to areas that will be impacted by construction.

It is proposed that archaeological test excavation program is undertaken with consideration of the following:

- management of Aboriginal objects;
- site recording using accepted archaeological techniques;

- removal of vegetation;
- electronic survey for the preparation of plans;
- initial clearing of topsoil using a smooth-edged mud bucket;
- inspection of cleared area;
- manual archaeological excavation of features; and
- artefact management.

The results of the archaeological excavation will be reported in a detailed excavation report in accordance with the conditions of project approval.

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1 Introduction

1.1 Overview

EMM Consulting Pty Limited (EMM) has been engaged by the Roads and Maritime Services (Roads and Maritime) to prepare an archaeological research design and excavation method to archaeologically investigate the site of the former Lawson's Inn and Store site (also called *The Thistle Inn*).

The site was discovered during the preparation of the environmental impact statement for The Northern Road Upgrade project. The report *Appendix N – Technical working paper: Non-Aboriginal heritage* was prepared by Jacobs (15 May 2017). Submissions made to the Department of Planning and Environment included the preparation of:

...detailed excavation methodology and research design by the nominated excavation director for the full mitigation of these sites, where the detailed design cannot avoid impact to them. The Excavation program must be undertaken by a person who can demonstrate open area salvage of local and potentially state significant sites in NSW under the Heritage Council of NSW Excavation Director criteria. These documents must be prepared and submitted for review of the Heritage Council of NSW or its delegate and the approval of the Secretary of the Department of Environment and Planning [sic].

Heritage Council project submission 2 August 2017

This report fulfils that requirement.

1.2 Project description

Roads and Maritime propose to upgrade 16 km of The Northern Road between Mersey Road, Bringelly and Glenmore Parkway, Glenmore Park (the project).

The project generally comprises the following key features:

- A six-lane divided road between Mersey Road, Bringelly and Bradley Street, Glenmore Park (two general traffic lanes and a kerbside bus lane in each direction). A wide central median would allow for an additional travel lane in each direction in the future, if required;
- An eight-lane divided road between Bradley Street, Glenmore Park and just south of Glenmore Parkway, Glenmore Park (three general traffic lanes and a kerbside bus lane in each direction separated by a central median);
- About eight kilometres of new road between Mersey Road, Bringelly and just south of the existing Elizabeth Drive, Luddenham to realign the section of The Northern Road that currently runs through the Western Sydney Airport site;
- About eight kilometres of upgraded and widened road between the existing Elizabeth Drive, Luddenham and just south of Glenmore Parkway, Glenmore Park;
- Access to the Luddenham town centre from north of the realigned The Northern Road and the existing The Northern Road;
- Twin bridges over Adams Road, Luddenham;

- Four new traffic light intersections and new traffic lights at existing intersections;
- Local road changes and upgrades to current access arrangements for businesses and private properties; and
- A new shared path for pedestrians and cyclists on the western side of The Northern Road and footpaths on the eastern side of The Northern Road where required.

A detailed description of the project, including design refinements since exhibition of the EIS is provided in Chapter 5 of the Submissions and Preferred Infrastructure Report for the project.

1.3 Site location

The inn site is described as being at 2215 The Northern Road, Luddenham on a crescent-shaped parcel of land between The Northern Road and Eaton Road. The legal description is Lot 2 DP 623457 (Figure 1.1) in the Liverpool local government area, in the County of Cumberland, Parish of Bringelly.

This report makes the distinction between ‘study area’, which is the Lawson’s Inn and Store site under investigation, and ‘project area’, which is specifically the area that will be modified to build the new road and upgrade the existing alignment. The project area includes lay down and stockpile areas and any other area that is associated with the upgrade and has the potential to affect heritage values.

1.4 Proposed impacts

The location of Lawson’s Inn and Store has been re-investigated using documentary sources and project plans. It has been demonstrated in this report that the main part of the inn (and store) is not in an area that will be impacted by the proposal and therefore will not require extensive excavation, if any.

The only area that may be archaeologically sensitive is the section of the Eaton Road shoulder directly to the north of where the former inn is assessed to be and for this reason archaeological test excavation is proposed here.

Archaeological test excavation has also been proposed in the west of the lot, where the project will have an impact (Figure 7.1).

This test excavation is to confirm that the inn is not located within the area of impact (refer to Section 4.6 for details) but also to investigate the possibility of ephemeral archaeological features such as early structures, however unlikely.

This report has been prepared to (a) support the conclusion that the site of Lawson’s Inn and Store is not within the project footprint and will not be substantially impacted by the project and (b) to support the minor archaeological test excavation to remove risks associated with stop-work orders for relics once the road building project has started.

1.5 Author identification

The research design was prepared by Ryan Desic (Senior Archaeologist EMM) and Pamela Kottaras (Heritage Services Manager EMM). Roshni Sharma (GIS Analyst EMM) created the mapping and figures. Quality assurance was provided by Pamela Kottaras.

1.6 Acknowledgments

This report was prepared with the assistance of Suzette Graham and Denis Gojak (Road and Maritime), Kelly Thomas, Jennifer Chandler and Karen Murphy (Jacobs). Thank you to Mr Ken Steinholt for permission to access the Christmas Tree Farm for the site survey.

1.7 Limitations

The limitations associated with this report are associated with timeframes for the response to submissions to the environmental impact statement (EIS). Background research was conducted by Jacobs and JCIS Consultants, with minor additions by EMM.



KEY
 — Main road
 — Local road

Regional setting

Archaeological research design -
 Item 10
 Lawson's Inn
 Figure 1.1



Figure 1.1 Regional setting

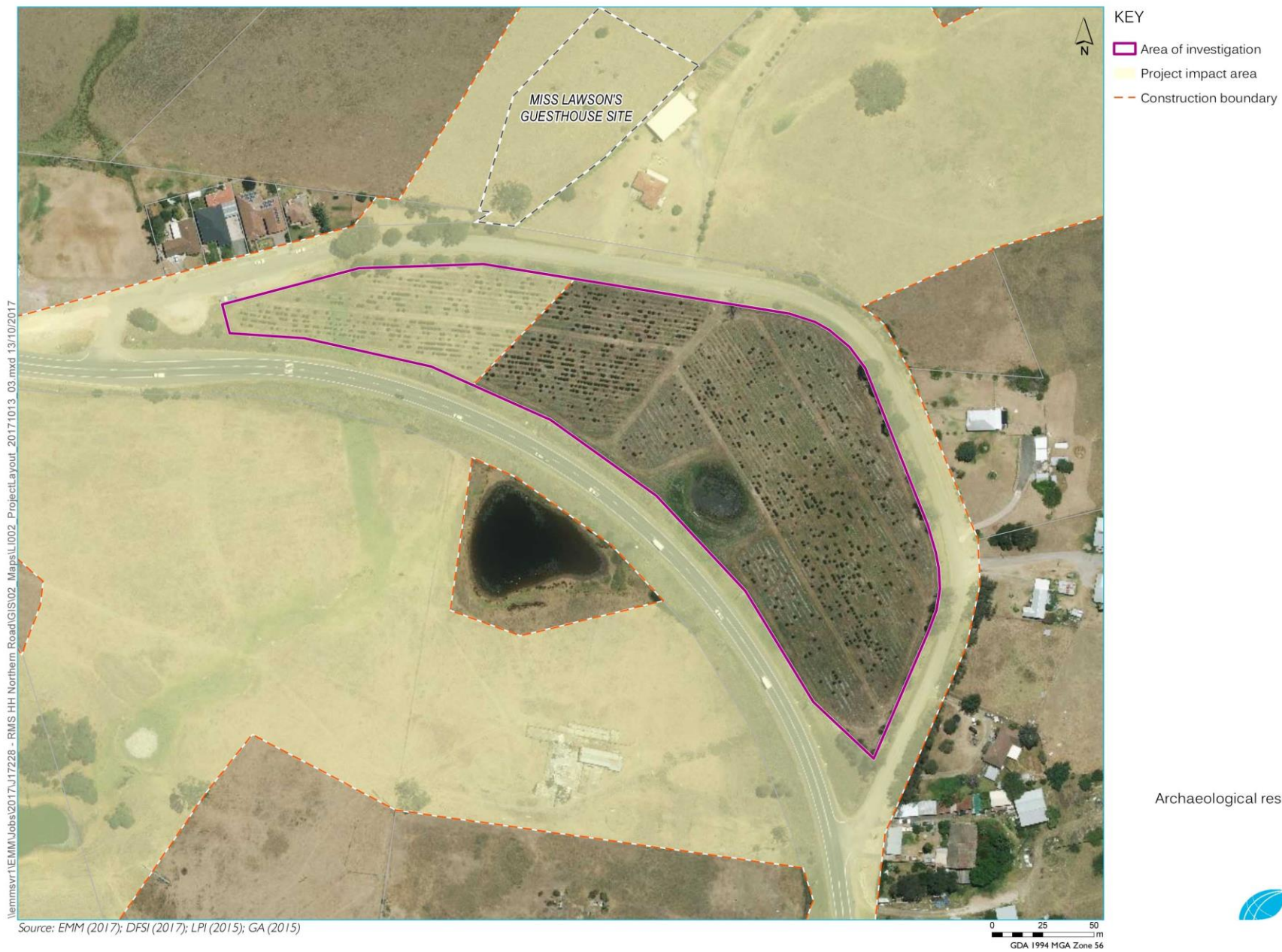


Figure 1.2 Study area

Study area

Archaeological research design -
Item 10
Lawson's Inn
Figure 1.2



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2 Historical summary

2.1 Sources

The historical summary in this report is largely paraphrased from research completed by JCIS Consultants who were engaged by Jacobs to undertake additional research for the non-Aboriginal heritage technical memorandum (Jacobs 2017b) for the Response to Submissions and Preferred Infrastructure Report. The historical research was provided to EMM on 26 September 2017.

The historical summary is based on research undertaken on land titles information for the site from the Land and Property Information, and newspaper articles source from Trove. The references used in the historical summary have been reproduced in this report. Some original research was undertaken by EMM.

The Aboriginal heritage context of the site has been addressed in a separate report and has been considered in the excavation method (Section 6).

2.2 The study area

Aboriginal people lived on the Cumberland Plain prior to its occupation by the British Government. With the settlement at Sydney Cove the British Government allowed Governor Phillip, through the second letter of instructions to him, “full power and authority” to dispose of lands to “any person or persons” for “such terms and under such moderate quit rents services and acknowledgments to be thereupon reserved” as set out in his instructions (George Rex III 1786).

These instructions were considerably expanded in 1794 when Governor Hunter arrived, as they covered the question of land grants to free settlers as opposed to convicts (George Rex III 1794). These instructions allowed a second phase of post-contact settlement of the Cumberland Plain focusing on the alluvial soils of the Hawkesbury-Nepean River. Later under Lieutenant-Governor Patterson (c1809) settlement was encouraged to move away from the flood prone areas into what was termed forest land (Perry 1963, p23–25).

These changes also reflected the change in attitudes to settlement about whether Australia or, more particularly NSW, should be a convict settlement or develop as a free society. If a free society then the question of how land was to be disposed of became an important one. Small land grants were given to former convicts to encourage agriculture. Larger grants were given to Government Officials as a reward for services or compensation for losses. However with the development of free settlement in NSW came a new class of individuals eligible for grants incipient capitalists.

2.3 John Blaxland

The first of this new type of free settlers were the Blaxland brothers – John Blaxland and Gregory (the Blaxland Lawson and Wentworth one). Their arrival was preceded by the following dispatch from Lord Castlereagh to Governor King,

It being deemed expedient to encourage a certain number of Settlers in New South Wales of responsibility and Capital, who may set useful Examples of Industry and Cultivation, and from their property and Education be fit persons to whose Authority the Convicts may be properly entrusted, Permission has been given to Mr. John Blaxland and his Brother Mr. Gregory Blaxland to establish themselves and their Families in the Colony.

... I am induced to flatter myself that the exertions of these Gentlemen will not only Answer the Sanguine Expectations they have themselves formed, but will also contribute in an essential Degree to the benefit and prosperity of the Colony.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p.490)

A brief summary of the agreement with John Blaxland was enclosed as follows:

MEMORANDUM that an agreement has been entered into at Lord Camden's Office by James Chapman, Esq., that, provided John with John Blaxland engages a Capital of £6,000 in the Colony of New South Wales, he is to have his passage out for himself, his wife, four or five children, and two or three servants, in the same manner as his Brother, Gregory Blaxland, is now going out; that he is to be allowed fifteen tons to take out necessaries for himself and family; when he arrives there, that he is to have a Grant of Land given him of eight thousand acres, with one convict for every hundred acres to clear and cultivate it; to be Cloathed and Victual'd for eighteen months according to the custom of the Colony; but provided he should not be possessed of so large a sum he is then to have Land and Convicts in proportion to the capital advanced.

(Castlereagh to King, 13th July, 1805 HRA, Series 1, Vol V p491)

In the event Castlereagh was wrong; the Blaxland's arrived with more or less the required capital but also with a sense of entitlement and querulous natures.

John Blaxland arrived on the 4th of April, 1807, on the ship *Brothers*, belonging to himself and the Messrs. Hullets, which was also used for whaling and sealing ventures. His arrival coincided with the arrival of Governor Bligh. His brother, Gregory Blaxland, arrived in Sydney the previous year on the *William Pitt* on 14th April 1806, and was immediately involved in legal action with the ship's Master. Nevertheless Governor King allowed Gregory Blaxland to purchase livestock from the Government as well as granting him land and access to convict labour.

For a while Bligh socialised with Blaxland but Blaxland's attitudes quickly alienated him from Governor Bligh. In particular Bligh objected the Blaxland pursuing grazing cattle rather than cultivating land and noted,

The Blaxland's, in a partnership, seem to turn their minds principally to grazing and selling the Milk of their Cows and Butcher's Meat, which is attended to by Mr. J. Blaxland, in a House at Sydney where he resides, while his brother remains in the Country purchasing Live Stock from those who can be tempted to sell it. The former is very discontented with what Government has granted him, although it is in itself a Fortune.

(Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p144)

In a later dispatch to Windham, Bligh stress his compliance with his instructions regarding the Blaxland's noting, regarding his land grant, that he had received twelve hundred and ninety acres of land, "The remaining quantity of Land I have ordered to be measured out for him" (Bligh to The Right Hon. William Windham, 31st October, 1807, HRA, Series 1, Vol VI p182).

Blaxland joined the groups agitating against Bligh and was a strong supporter of the overthrow of Bligh by the Rum Corp officers but then fell out with them as well and in 1808 began to travel to Great Britain to seek redress for his wrongs. He was arrested on the orders of Governor Bligh and was transported to Great Britain as a witness in the court martial of Major Johnston. He returned to Sydney in 1812 (Irving 1996).

Blaxland's arrival was followed by a dispatch from Lord Liverpool to Governor Macquarie reaffirming the British Government's commitment to honouring its original agreement (Liverpool to Macquarie 26 July, 1811 HRA, Series 1, Vol VII p 367-368).

Macquarie, like his predecessors as Governors, found it difficult to deal with the Blaxlands particularly when it came to determining whether the Blaxlands had indeed provided the capital they claimed to have. He eventually got them to swear affidavits and once they did so provided the remaining resources commenting to Lord Liverpool,

With the Services of 120 men from Government, and the command of a still more unlimited extent of soil than even that number of men could cultivate, the Messrs. Blaxland have continued a burthen on the Government, restless and dissatisfied notwithstanding all they have derived from its liberality.

(Macquarie to Liverpool 17 Nov 1812, HRA, Series 1, Vol VII p557-560)

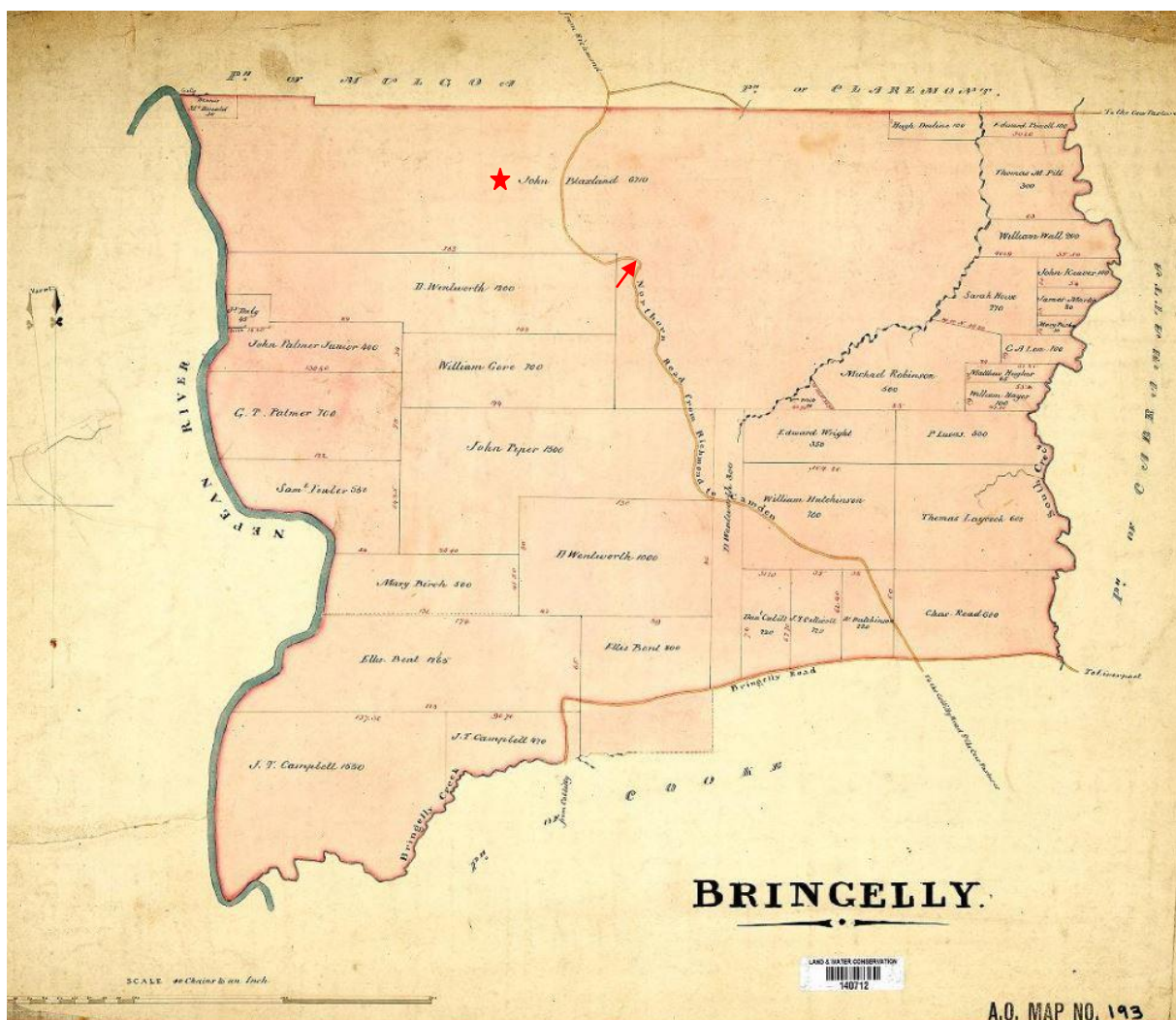


Plate 2.1 Parish of Bringelly, c1850 (based on style), County of Cumberland. The red star is in John Blaxland's grant. The red arrow points to the location of the future Lawson's Inn and Store. Source: Land and Property Information.

2.4 The Luddenham Estate

Blaxland had some substantial land grants prior to 1812 but it appears that these were not properly surveyed – this was a function of the poor quality of the Surveyor Generals Department rather than a reflection on Blaxland. In 30th May, 1812 Blaxland wrote to Macquarie:

Having, Sir, met with much difficulty and expense in selecting a tract of land that would suit the purposes of Agriculture and grazing, and also having sustained considerable losses in its not being confirmed to me by Grant, I hope and trust that you will not object to my taking that which was marked out by Mr. Maihan [*sic*], previous to my leaving the Colony, for which I applied when in England, and was informed it was left for your Excellency's determination.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p561)

This may have been the land that Bligh referred to. However it was clearly not the Luddenham Estate for on 1st June, 1812 Blaxland wrote to Macquarie:

In the course of my excursion up the country, I have seen some Land which appears unappropriated, lying at a place called Cobbitty [*sic*], and a further tract at Mulgow and Stony range, at which place I hope your Excellency will not object to my taking what remains due to me, having already expended £15,000 in this Colony.

(Macquarie to Liverpool 17 Nov 1812. HRA, Series 1, Vol VII p562)

It seems that the land at Cobbitty was already set aside for the location of a Common (a cause of yet another dispute between the Governor and Blaxland) but the land at Luddenham was granted to John Blaxland on the 30th November 1813.

Curiously though on his tour of inspection of the interior which covered the settlements on the edges of the Cumberland Plain in 1810, Macquarie had passed what appears to have been the Luddenham Estate. On the 28th November 1810 Macquarie and a small party which included Gregory Blaxland set out from Parramatta and after visiting Badgery's farm

Thence we proceeded to Mr. Blaxland's own Farms, about 5 or six miles distant from the South Creek in a westerly direction. — This is entirely as yet a grazing Farm, with only a miserable Hut for the Stock keepers, and Stock-Yards for the Cattle. — The Land in some parts is tolerably good, and pretty well watered, but is better adapted to grazing than Tillage. We rode back, a different way to what we came, to Mr. G. Blaxland's Farm on the South Creek, through his second large Farm, and a Farm belonging to Doctor Wentworth in the Bringelly District; the Country through this last ride was pretty to look [at] but the Soil generally bad; at 1. P.M. arrived at Mr. Blaxland's Hut, where we rejoined our Friends again.

(Macquarie 28th November 1810)

It is likely that the second large farm is the Luddenham estate due to its proximity to Wentworth's farm.

The survey of the grants consisted of simply marking boundaries and roads. It seems likely that the Northern road was not formerly surveyed until the mid-1820s. None of the early surveys have buildings or structures marked on them. This is typical of the times and of Crown Plans generally covering land grants. The location and size of the estates belonging to John Blaxland, D'Arcy Wentworth and John Blaxland Jnr are shown on early parish maps (Plate 2.1). On the northern boundary of the Luddenham estate was a 600 acre grant to John Blaxland Jnr which dates to 31 August 1819.

John Blaxland focused on the development of his estate on the banks of the Nepean River at what is now Wallacia after developing his Newington Estate on the Parramatta River with a salt works, distillery, blanket factory and meatworks as well as building his own residence. At Luddenham, Blaxland built a water powered flour mill by 1834 and by 1839 had established a brewery (O'Sullivan 1977, p.4). These were located on the Nepean River near the Warragamba River junction so that Blaxland could use water power.

Sullivan reproduced an 1840s inventory of Blaxland's assets (sourced from the Blaxland papers in the State Library of NSW). The inventory lists the buildings at Wallacia and described the remaining land at Luddenham as grazing land (O'Sullivan 1977, p.3). If the land had been subdivided into tenanted farms by this time then they would have been listed in the inventory. It seems therefore, unlikely that buildings dating from the period of Blaxland's ownership occur within the study area.

The early 1840s was a period of economic depression in Australia, brought on by a severe drop in the wool market combined with drought which caught speculators in the pastoral industry, which has expanded rapidly. Thus all pastoralists were under pressure as were the banks that provided finance. There was a great rush of insolvencies (see Abbott 1971, Butlin 1968). So from c1840 the Blaxland enterprises began to falter.

John M Blaxland (Jnr) Blaxland oldest son died on the 29 May 1840 and his property was administered by his family but remained separate from the Luddenham Estate.

In 1842 Blaxland mortgaged his properties to the Australian Trust Company. In 1851 The Australian Trust Company conveyed the Luddenham Estate to Sir Charles Nicholson. This much is established by the Old System Titles. John Blaxland died in August 1845 but there is little readily available information about how his estate was managed; presumably they defaulted on the mortgage allowing the Australian Trust Company to sell the Estate to Nicholson.

2.5 Nicholson's sale of the Luddenham Estate

In around 1858 Nicholson had the Luddenham Estate surveyed and subdivided by Surveyor Samuel Jackson. The plan of the Estate was widely circulated and several copies have survived. Importantly the lithograph was used by the Land Titles Office as a carting plan of the Estate – Roll Plan 4 which covers the Eastern part of the Estate (Plate 2.2 and Plate 2.3). The plan shows existing buildings and structures as well as the subdivision superimposed on them. It appears that the land in this area was leased for small farms presumably by Nicholson, and the buildings and structures are shown on Jackson's plan.

The auction of the Luddenham Estate was extensively advertised in September 1859:

The EASTERN DIVISION, containing upwards of 4000 acres, extending from Badgery Creek to the Bringelly Road, and subdivided into Farms, containing from 30 to 320 ACRES EACH, a great proportion of which are cleared, fenced, and in cultivation; with good homesteads thereon.

In this division also the VILLAGE OF LUDDENHAM has been laid out and most eligibly situated on the high road, about equidistant between Penrith and Camden, opposite LAWSON'S, INN and STORE.

("Advertising" *The Sydney Morning Herald*, 8 September 1859, p.7)

Close study of the plan that the Village of Luddenham reveals a private village was mostly a few scattered building along the road, which included for the Chapel, School and Lawson's Store and Inn, which is at the very western extent of the Luddenham Estate.

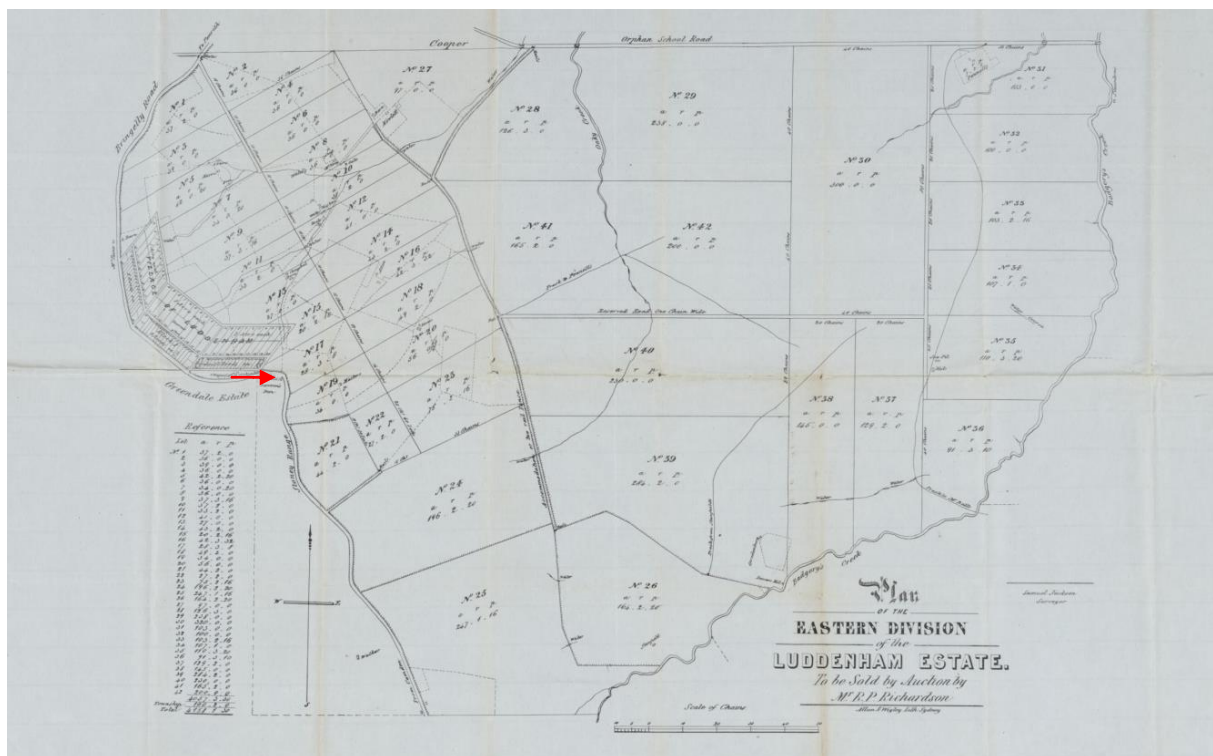


Plate 2.2 The Eastern Division of the Luddenham Estate 1859. The study area is indicated by the red arrow. Lawson's Inn and Store is on the south side of the road. Source: National Library of Australia.



Plate 2.3 Detail of the map Eastern Division of the Luddenham Estate 1859. The study area is indicated by the red arrow. Source: National Library of Australia.

Despite the Luddenham Estate being a “magnificent and truly valuable agricultural property” sales were not particularly vigorous and the land was slowly sold off in small lots. Perhaps the description was overstated as Macquarie had previously described the soil as ‘tolerably good...but is better adapted to grazing than Tillage’ (refer to Section 2.4).

Blaxland’s holdings had been subdivided by 1859.

2.6 Lawson’s Thistle Inn

John Lawson arrived in Sydney as a convict aboard the *Guildford* in 1822, having been convicted of larceny and sentenced to 14 years transportation (although some registers list his sentence as being for life). He gained his freedom somewhere between 1834 and 1838.

He married Anne Freeburn, a widow, at Mulgoa in March 1854 and is described in the church register as being a bachelor of Bringelly. A list from an annual meeting to grant publican’s licences includes “John Lawson, Luddenham” (*Sydney Morning Herald* Tuesday 3 May 1859, p.8). Lawson is also listed on the New South Wales, Australia, Certificates for Publicans’ Licences as being the publican of *The Thistle*, in Luddenham and he remains listed as the Publican until September 1875 at least.

Lawson became a respected member of the Luddenham community. His name is mentioned many times in various newspapers whether by writing to petition the government for financial relief for local farmers in time of drought, to supporting the foundation of local Methodist church, and being one of a list of local citizens petitioning the government for a local public school.

Lawson also seems to have built up a large land holding around the Luddenham Village owning most of the lots as well as larger areas of grazing land.

Lawson’s Inn and Store is depicted on the 1859 subdivision plan but clearly was not included in the property for sale. This suggests that Lawson was running the inn and store before the purchased became official (refer to Table 2.1).

It has not been possible to determine the history of the *Thistle Inn* after John Lawson died, but an article (Reminiscences in 1907 by William Freame in *The Nepean Times*) mentions Miss Lawson’s Guesthouse being opposite the former ‘Lawson’s Inn’. The inn is described as an “old house”, opposite *a neat cottage* (the guesthouse), *where decent travellers may be provided with comfortable and clean bed and board at reasonable charge by Miss Lawson*, (*The Nepean Times*, 10 August 1907, p.7). Freame describes the scene:

So if I hurry on towards the centre of Luddenham it is not that I do not appreciate the homely little cottages nestling behind their flower gardens alongside the quiet roadway, but time is short and the way is long, and I am glad to find myself contemplating the old house that for so so [*sic*] many years was the village inn. I write ‘was’ because it was its days as a public house for the entertainment of man and beast have gone [*sic*]. No longer does ‘The Thistle’ [*sic*] beam across the roadway a welcome invitation to the tired traveller, with money in his purse. But the old house still remains a quaint memorial of the ‘have beens’ – a kind of architectural milestone on time’s roadway reminding us of approaching old age.

The Nepean Times, Penrith, Saturday August 10, 1907

The inn and guesthouse appear in the second of a three-part series submitted by Freame called “A round trip – over historic ground”, which begins with:

Every man to his own pleasure is a maxim as old as the hills, and my idea of a holiday is to roam around the country with a note-book and camera, and thus make myself familiar with old-time scenes and make acquaintances with interesting associations.

The Nepean Times, 20 July 1907, p.6 (part 1)

While no date is provided for the round trip, it is interpreted in this report as being a contemporary description of Freame's travels, give or take a few months. The important point to note is that the inn was by this time, being used as a private home.

Another article by Freame from 1909 in the *Windsor and Richmond Gazette* notes that "Lawson's old 'Thistle Inn' has been long closed" which certainly implies that it was never known as anyone else's Thistle Inn (1909 'A Ramble Through Yarramundi' *Windsor and Richmond Gazette* 2 October 1909, p.16). More importantly, it also implies that the building was still standing in 1909.

Lawson died on 22 June 1885 and letters of administration were granted to Anne Lawson his widow and, James Lachlan Lawson, one of his sons. James Lachlan Lawson died on 16 April 1893 intestate. Anne Lawson died on 31 October 1894, also intestate. (Con No 129 Book 604). James Lachlan Lawson's widow Kate Megarity (she had remarried) was granted administration of his estate in 12th April 1892.

Meanwhile Daniel Lawson became bankrupt in the 1890s and after one administrator of his estate died another, Norman Frederick Gilliam was appointed in 1895. Gilliam and Megarity seem to have conveyed Daniel's share of Lawson's estate to him (Gilliam) in 1895. At the same time the children petitioned the Supreme Court to appoint Kenneth Campbell as administrator of John Lawson's estate (Campbell was a leading member of the Methodist Church in Luddenham, which the Lawson family was part of). The letters of administration were given on 23 June 1897 and Campbell set to his task (Con No 129 Book 604). It is likely that this land was part of Lawson's inheritance obtained by Alice Vickery, his daughter, as she and Frank Vickery mortgage the land in 1900 (PA 56452).

This lot was covered by the map of the manoeuvre area Liverpool N.S.W. published in 1906 (Byrnes 1906). A building is not shown in the same area as the location of the inn, which is a discrepancy in the historical sources (refer to William Freame's writing above). It was also covered by the Liverpool inch to the mile topographic map dating from around 1927 (Great Britain, War Office General Staff Australian Section, 1927). A building is not shown in the same area as the location of the inn indicating inn and out buildings would have been demolished by then.

The lot was also covered by the Liverpool inch to the mile topographic map dating from around 1955 (Australia Army Royal Australian Survey Corps 1955). A building is not shown in the same area as the study area and the area remains undeveloped. Aerial imagery also shows that the site was vacant at this time (Plate 4.3).

In December 1950 a new alignment of The Northern Road was surveyed (Ms 14004-3000) and part of the land was resumed for the road. This left the site of the inn on an island between the new The Northern Road and the old alignment, now called Eaton Road. The land was held in the Vickery family until 1960 and used for dairying.

In the 1960s the land is owned by A.S. Clugston and seems to be used for dairying. Clugston becomes Blue Hills Investments in 1981 and the land is subsequently held waiting for development opportunities.

Although little is known in detail about Lawson's Inn and Store the site of the building is likely from the historical evidence to have been mainly grazing land since the buildings demolition, and more recently, as a Christmas tree farm. Other inns are discussed in the comparative review section of this report (Section 4.3) to understand the possible spatial and functional analysis of the establishment.

A search of the NSW Deeds Registration Branch by RD Williamson (Legal Searcher), on behalf of Jacobs, in July 2016 revealed details of the land titles information, up to Primary Application No. 56452 (Table 2.1) for Lot 2 DP623457, the land on which the Lawson's Inn and Store site is situated. Lot 2 DP623457 has been identified as the correct location of Lawson's Inn and Store, and is situated on the opposite side of The Northern Road, to the north of the LEP listed location.

Table 2.1 Land titles for Lawson's Inn

Date	Event
30 November 1813	Land Grant of 6710 acres in the District of Bringelly to be known by the name of Luddenham to John Blaxland
17 May 1843	Indenture of Release (Conveyance) No. 27 Book 4 from John Blaxland also Harriet Blaxland to Francis Walker
14 January 1860	Conveyance No. 70 Book 65 from Francis Walker to John Lawson
22 June 1885	John Lawson died
3 August 1897	Conveyance No. 132 Book 604 from Kenneth Campbell (Administrator with the Will annexed of John Lawson) also others re said Will to Kate Megarrity (formerly Kate Lawson, Widow of the deceased)
6 April 1915	Conveyance No. 979 Book 1057 from Kate Megarrity also others to John William Vicary
18 November 1947	Acknowledgement No. 62 Book 2040 from Cecil Wilfred Vicary (Executor of the Will of John William Vicary) to Cecil Wilfred Vicary (Devisee under the said Will)
17 July 1950	Conveyance No. 683 Book 2130 from Cecil Wilfred Vicary to Donald Lawson Vicary
27 September 1960	Conveyance No. 21 Book 2555 from Donald Lawson Vicary to AS Glugston (Luddenham) Pty Ltd

1. Note the spelling of Megarrity and Vicary (Megarity and Vickery) in Table 2.1. It is unknown if this is spelling mistake made during the legal search or if this is the spelling used in the documents.

Prior to its use as a Christmas tree farm the property was part of a dairy owned by Mr Don Vickery and used for dairy cattle grazing (Pers. comm. Nancy Sales and Leanne Sales to Jacobs, August 2017). There was no evidence of deposits noted during the field survey but much of the ground surface was covered with grass and trees which would have obscured any less obvious features.

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3 Field survey

Prior to the survey undertaken by EMM, Jacobs surveyed the site on 26 February 2016 (Jacobs 2017, p.29). Items, possibly relating to the inn site, that were visible on site in 2016 that were not relocated in 2017 due to the dense vegetation cover. These items include glass and ceramic fragments. The glass comprised dark green, blue, clear and brown glass fragments and thicker bottle-base fragments and there were smaller frequencies of ceramic. All of these fragments were within an area of approximately 100 m x 8 m (refer Jacobs 2017, Figure 7-5). Several dressed stone blocks were also identified which have been painted white and mark out vehicle tracks on the existing Christmas tree farm. It is possible that these blocks were part of the inn building fabric and repurposed for the current track.

The study area was visited on Friday 18 September 2017 and inspected without the benefit of the historical aerial photography or the historical summary (JCIS 2017). Present on site was Pamela Kottaras (EMM) and Suzette Graham (Roads and Maritime). The area of the Christmas tree farm that was inspected was within the project boundary as well as approximately to the east of the project boundary in the vicinity of the current gate. The inspection was as thorough as necessary and was undertaken on a clear, sunny day.

Ground surface visibility in the study area was very low as long, dry grass covered most of the farm. Access paths, approximately three metres wide have been cleared across the property but visibility in these areas was also restricted because of the consistent cover of grass. One linear depression was noted from the direction of Eaton Road (which was The Northern Road in the time the inn was operating) and circular depressions were also visible in the topography but all of these were outside the project area to the east. The nature of these features was indiscernible through visual inspection alone.

The majority of the Christmas tree farm had been ploughed resulting, in deep furrows running east-west. At the eastern end of the property (not surveyed) the furrows run in a north-west to south-east direction. Ultimately, the artefacts noted by Jacobs (Figure 7-5 Jacobs 2017) were not relocated, but this was to be expected as the grass has grown significantly and was a dry tangle when visited in September.

One dressed sandstone block, painted white, was recorded in line with the current access gate. This block has the appearance of being ex-situ, recently painted and used as a driveway marker for the farm operations. Other white-painted blocks also occur on the property and appear to be track markers.

No artefacts were recorded during this site survey and none of the depressions were identifiable as cultural features. Ultimately, no evidence of the inn, or any other building, was noted during the site survey, which did not extend far enough to the east to where it is anticipated that the relics would be. The surface modifications to convert the paddock to a Christmas tree farm would have disturbed surface expressions of the former structures; however evidence may survive at depth.

One item of interest was recorded on the road verge, but which is likely to be dumped rather than *in situ*. The item is a concrete block approximately 60 cm wide, 100 cm long and 30 cm high. It is composed of large stone aggregate so has the appearance of early twentieth century concrete. Four cut-off iron rods are embedded in the block, which is not aligned to the property boundary or the road. Ground cover conditions prohibited a view of the relationship of the block to the ground but superficial investigations suggest it is simply sitting on top of the ground and appears to be discarded. This feature will be investigated as part of the archaeological program.

The important aspect in this assessment however, is that the inn and store, later to become a private home, was not situated within the project area.



Plate 3.1 Ground surface visibility. Tape length is 2 m. View south-east to The Northern Road.



Plate 3.2 Ground surface visibility. Tape length is 2 m. View south-west.



Plate 3.3 Ground surface visibility on property track. View west.



Plate 3.4 Dressed and (recently) painted sandstone block with Eaton Road in the background (not in project area). View north.



Plate 3.5 Concrete block on road verge. View west.



Figure 3.1 Survey results

Survey results

Archaeological research design -
Item 10
Lawson's Inn
Figure 3.1



4 Site evaluation

4.1 Overview

A site evaluation aids in the assessment of the archaeological sensitivity of the inn site. The following sections collates and analyses existing historical sources, uses evidence gathered from the site inspections and uses comparative archaeological and standing sites to aid in overall predictions of archaeological potential for the inn site.

4.2 Analysis of historical sources

4.2.1 Introduction

This section summarises documentary evidence with the aim to identify the location of the inn site, its phases of development and demolition and how it relates to the proposed project impacts.

Jacobs identified that the inn site boundary listed on the LEP for the inn was incorrect (Jacobs 2017b, p.85). Additional historical research by Jacobs, that included geo-referencing historical maps and plans, indicates the actual location of the inn site is on Lot 2 DP623457 approximately 100 m north-east of the LEP listed boundary on the opposite of the Northern Road.

The predicted location of the inn site is on land currently used as a Christmas tree farm. Jacobs identified ceramic and glass fragments and several sandstone blocks during a site inspection of this area. Jacobs argue that, apart from the demolition of the structures related to the inn, the inn site would have been subject to only low levels of disturbance from grazing and Christmas tree cultivation (Jacobs 2017b, p.85).

Jacobs assessed the potential archaeological resource of the Lawson's Inn site to be of local significance and therefore would constitute 'relics' under the *Heritage Act 1977* (Heritage Act). The inn site was originally assessed to be of local significance in 2004.

4.2.2 Written sources

There is not a great deal of contemporary writing relating to Lawson's Inn. Sources tell us that John Lawson arrived in the colony in 1822 as a convict and gained his freedom between 1834 and 1838. He was a 'bachelor of Bringelly' until he married Anne Freeburn in 1854 and is recorded as the licensed publican of *The Thistle Inn* from 1859 to 1875. The inn could have been built as a home for his bride five years before he obtained a licence, but probably no earlier as he was registered as living in Bringelly before his marriage. Alternatively, the building may have been built by a previous owner, but there is no evidence to date that supports establishment earlier than John Lawson's ownership.

The building is described in the *Windsor and Richmond Gazette* in 1909 as "long closed" (refer to Section 2.6) and in the absence of evidence that it had been demolished by this time, it has been assumed for the purposes of this assessment, that the buildings still stood – in what condition is not known.

The historical excerpt from 1907 written by William Freame (Section 2.6) provides minor insights into the history of the inn. The reference to the inn being "for the entertainment of man and beast" shows that stabling facilities were part of the inn's services. The source also notes that the building was still standing in 1907 but no longer operated as an inn. While no date is provided for Freame's trip, each article is published alongside current notices and advertisements. The articles have thus been interpreted in this report as being a contemporary description of Freame's travels, give or take a few months. The important

point to note is that Miss Lawson's Guesthouse was operating in 1907, and the inn was by this time, being used as a private home.

Freame was writing about Luddenham again in 1932, where he reminisces about the old days:

Luddenham is rich in memories of the past, and there may be some who can remember the Thistle Inn, kept by members of the Lawson family. John Lawson did a big business as a store and inn keeper. He died in 1885, in his 84th year.

William Freame, *The Nepean Times*, 1 October, 1932, p.6.

In the article, Freame remembers the *Thistle Inn* amongst other places in district but makes no mention of the survival of the building, even as a ruin. In fact, the term "some who can remember the Thistle Inn" suggests the inn has gone by this time.

The site of Luddenham village may have been chosen because of the existence of the inn and store because it was a rest stop and a focal point for the farmers in the surrounding area.

4.2.3 Historical plans

The earliest evidence of the inn site is shown in an 1859 plan of the Central and Western Divisions of Luddenham (Figure 4.1). The plan shows two rectangular structures within a boundary delineated by a line on the plan which opens onto the Northern Road. It is likely that the rectangle orientated on an east-west axis represents the main inn building which would have fronted the road. The rectangle orientated on a north-south axis represents another unknown structure which may have been a detached kitchen, an additional wing of accommodation, stables or a private residence. There is also the possibility that the second building was the store, but it is just as likely that the inn building doubled as the store.

A lithographic survey plan of 1859 (State Records Authority NSW) also shows the two buildings in the same location but refers to the location as "Lawson's Store" indicating an additional function for the inn site during this period (Jacobs 2016, Figure 5-46).

The next available source is an undated plan showing greater detail of cadastre boundaries. It was undoubtedly made after the 1859 plans because it shows further cadastral subdivisions of the surrounding area. This plan proved the most reliable for geo-referencing because many of the cadastral boundaries are still present today. It also appears that some sections of the alignments of Eaton Road and the Northern Road have changed over time and this point as well as the accuracy of the maps reduces their reliability as reference points.



Figure 4.1 1859 Plan of the central and western divisions of Luddenham with project boundary overlay

4.2.4 Photography

An undated photo of the inn (Plate 4.2) provides valuable information about the inn's design and architecture. It appears that the photo was taken facing south from the then Northern Road, towards the main inn building that was orientated on an east-west axis. The other building orientated on a north-south axis as shown in the historical plans is probably excluded from the frame and would have been positioned to the right of the photo.

Similar to many inns of in the early to mid-nineteenth century period, the photos shows that it was single-storey Georgian vernacular building with a large verandah that could date from the 1820s through to the 1860s. Little more is discernible from the photograph other than there was a chimney at the eastern end of the building (the poor lighting of the photo may be obscuring another chimney at its eastern end). The facade of the building is also obscured so entrances are not visible.

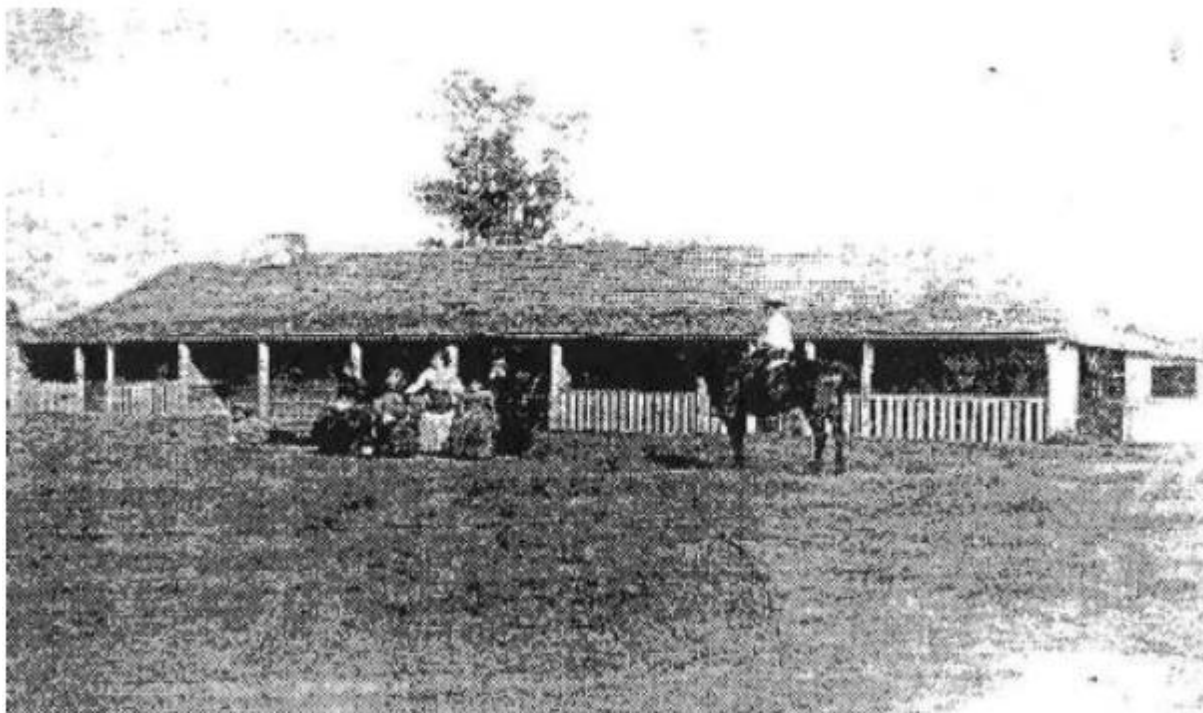


Plate 4.2 Photo from Wilmington (2013, p.8) titled 'The Thistle with the Lawson family'.

4.2.5 Aerial photography

Aerial photographs were sourced that cover the years 1955, 1961, 1966, 1970, 1975, 1979, 1984, 1989, 1991, 1994, 1998, 2002, 2004 and 2005. The most recent aerial photographs are current and have been used in the production of project figures in this report. An aerial photograph from the 1930s was not accessible at the time this report was being prepared as it was in the process of being digitised. This photograph could add information to the assessment and should be viewed when it becomes available. The inn had been demolished some time before 1955 (Plate 4.3) as there is no clear evidence on the site of a ruin, although some marks in the ground provide pause for thought. The location of the inn was on the inside of the bend in the former alignment of The Northern Road in the vicinity of the red arrows. There are a few discolorations that may be indicative of walls or a boundary fence, and there is also a circular feature approximately 20 m west of the predicted inn layout that may be a well.

Many marks can be seen in the aerial imagery from 1955, which may be plough marks but some features remain the same. Refer to Figure 4.2 for an overlay of a sketch of the inn from the 1859 Luddenham Estate plan on the 1961 aerial photograph.

There are a number of unidentified features that are constant in all the photographs reproduced in this report. Note that the annotations are only shown on this aerial photograph as once they are pointed out they remain visible in the photographs included in this section. There is a linear depression at the bend of the road (indicated by red arrow) and a collection of features that do not appear to be trees (indicated by the blue arrow). It is posited that the red arrow may be a driveway (compare to Figure 4.2), although it may be a later drainage ditch; and the blue arrow is pointing to features outside the fence of the inn and store but within Lawson's land. The area outside of the fence (Plate 3.3) may have been the private area where stock was kept. Note that in the plan does not show a front fence, which accords with the photograph of the inn (Plate 4.2).



Plate 4.3 1955 aerial photograph. Source: Land and Property Information (233_19_153).



Plate 4.4 Detail of the 1859 Plan of the central & western division of the Luddenham Estate. Source: NLA



Plate 4.5 1961 aerial photograph. Source: Land and Property Information (1058_35_142).



Plate 4.6 1970 aerial photograph. Source: Land and Property Information (1909_18_068).



Plate 4.7 1975 aerial photograph. Source: Land and Property Information (2299_07_056).

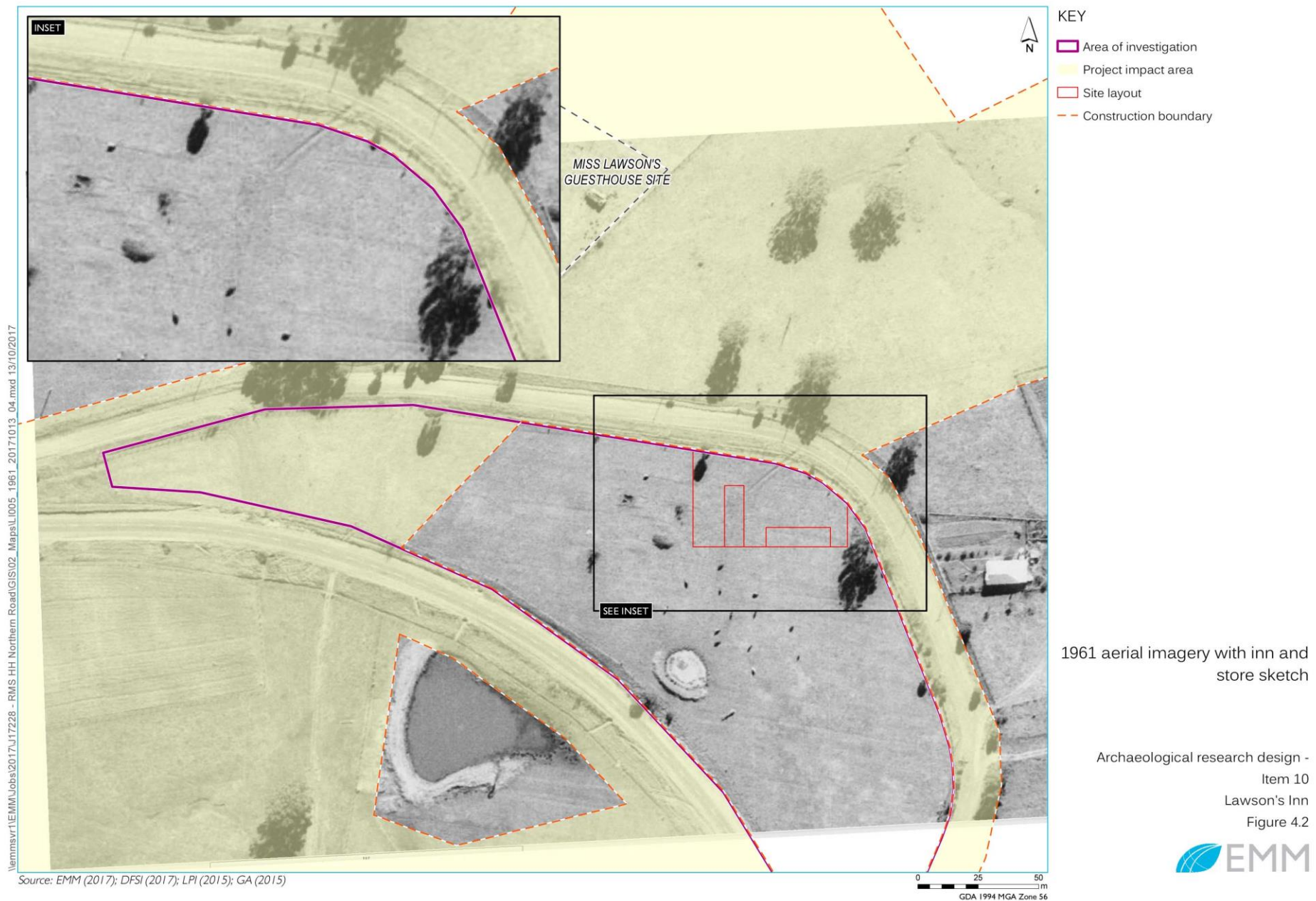


Figure 4.2 1961 aerial imagery with inn and store sketch

4.3 Comparative review

4.3.1 Introduction

Inns and inn keeping have a history in Australia that lasted just over 100 years, with the most popular period being the first fifty years. Following on from a type of accommodation that developed over centuries in England (Freeland 1966, p.4-5), the Australian inn fulfilled a need that was born out of long distances in a land was being explored and opened up by the new arrivals.

The establishment of inns (known as 'wayside' or 'wayfarer' inns) was largely a result of land grant conditions imposed by Governor Macquarie (Dawson, Brown and Ackert 1990, p.8; Freeland 1966, p.91). Their appearance followed explorers and farmers and they were often the first building in a district (Freeland 1966, p.91) and the dates of their construction along new tracks and roads can mark the expansion of the colony. Inns provided important and sometimes familiar rest stops, food and accommodation on long journeys around the colony.

Wayside inns which is what Lawson's Inn was, were once a regular sight on roads leading away from main towns throughout NSW as they were situated on routes radiating out from Sydney to the north, west and south. They were generally placed half a day's ride by horse or coach, which was, at the time the optimal distance for long-distance travel for the recuperation for people and beasts alike. While these types of establishments had their genesis in their English counterparts, the distances between destinations in the colony created a need for greater self-sufficiency so in addition to stables (which would be expected of any inn) colonial inns kept smithies and gardens amongst other facilities. Inn keepers chose prime locations on their properties, close to water, perhaps on an elevated landform, and in areas that provided good pasture for passing stock (Freeland 1966, p.91). They met the demands of trade and transport by providing workers and travellers with food and accommodation, along with stabling and storage for their horses and stock. They also provided dispersed farming communities with a focal point. Inns were also a strong part of the community, acting as courthouses, the venue for coronial enquiries and business transactions as well as other local administrative tasks and social functions (Kirkby 1997, p.30).

During the first half of the nineteenth century, wayside inns experienced a boom and competition was high. In the initial years, they catered to lone travellers and smaller transport vehicles, as well as catering to the surrounding residents. As the roads became more passable and reasons to travel became more prevalent, coaching routes were established and passenger transport began in earnest. During the 1820s a regular coach route from Sydney to Parramatta began, which inspired other coaching companies to do the same and by the 1830s, regular coach routes were servicing all the major centres (Freeland 1966, p.99-100). Then in 1853, Freeman Cobb arrived in the colony after hearing of the gold rush. Cobb, who was part of Adam and Co. in America, set up a coaching company with another three Americans and created Cobb and Co., which essentially took over all the coach transport routes of the colony. Despite the advances in travel times made by Cobb and Co., distances were still vast and overnight stops remained a necessity of long-distance travel.

Their earlier incarnations saw inns as single-storey vernacular buildings, generally built in timber slab and/or weatherboard. As the colony became more established and the condition of roads improved, inns were being built to be two-storey and constructed of brick or stone. Many inns were now including coffee rooms, parlours, full stables and undercover coach parking (Freeland 1977, pp.101-103).

By the 1860s the introduction of railway travel in Sydney was having an impact on coaching routes. Many inns in the rest of the colony were closed as a result of the growing railway network and the subsequent reduction in demand for coaching. Inns located on the edges of towns would have been able to adapt to service tourists to the area but many smaller inns would not have survived.

Many inns established in NSW during the mid nineteenth century still exist today. This assessment has considered extant inns and previous archaeological investigations of inns to understand the nature of the potential archaeological resources of Lawson's Inn site. It also uses descriptions by Freeland (1966) to consider possible outbuildings and architectural styles. Comparative analysis can provide an indication of a site's rarity or representative nature. This assessment has attempted to limit comparative analysis to inns constructed c.1800–1860, which is a period capturing the construction of John Lawson's buildings.

While no date for the construction of Lawson's Inn has been confirmed, given that The Northern Road was built in the 1820s, and the alignment of Lawson's Inn faces the road, it is reasonable to assume that the buildings were constructed after the 1820s, and possibly in the 1850s when Lawson is listed as publican of the *Thistle Inn* on The Northern Road in Luddenham (*Sydney Morning Herald* Tuesday 3 May 1859, p.8; JCIS, 2017 p.15). The inn is included on an 1859 plan of Luddenham. By the 1860s Lawson's Inn served as a public meeting place for locals as well as supplying goods for Luddenham Village (Jacobs 2017, vol 5, p.85). The fact that the Lawsons were Methodists, a denomination of the Christian faith that generally abstained from alcohol, ran an inn and had a liquor license, is of interest.

In the Liverpool Council area, most inns and hotels listed as heritage items on the local environment plan (LEP) were built at the end of the nineteenth century (the *Liverpool Arms Hotel* 1882, the *Commercial Hotel/Marsden's Hotel* 1896 and the *Collingwood Inn* 1880s). Therefore, a comparative analysis of other inns that were constructed in NSW around the same time (c.1800s-1860s) is necessary to make predictions about possible archaeological resources.

4.3.2 Standing inns

i Red Cow Inn/Hotel

Penrith LEP 2010, I690, 565-595 High Street Penrith

Red Cow Inn, Station St, Penrith was built by Thomas Smith in 1862. It was strategically located near the Penrith railway terminus (built 1863) and a departure point for coaches crossing the Blue Mountains. The inn is a two-storey plastered brick building (the second storey was added c.1882) with a verandah all around.

In 2005 Casey and Lowe Pty Ltd undertook an archaeological investigation of the Red Cow Inn. The site consisted of the extant Red Cow Inn and associated structures that had previously been demolished. The excavation, which focused on the areas of the inn that had been demolished, found evidence of an older phase and associated deposits. There was also evidence for rebuilding or additions including an early kitchen with footings built from large river cobbles and a later kitchen with a large stone fireplace. Other remains found included a blacksmith's shop to the south of the Red Cow Inn, a cistern and a second timber-lined well.

Artefacts associated with the Red Cow Inn demonstrated its use as a place providing meals and accommodation to travellers along the Western Road. Among these items were large transfer printed serving platters and plates and transfer-printed cups and saucers. The blacksmith's shop showed that the maintenance of rural transport and machinery was a major function of the Inn. Artefacts related to blacksmith's shop included horseshoes, buggy steps, a mould board for a plough, and tools for fixing equipment and shoeing horses.



Plate 4.8 The Red Cow Inn c.1918 in its two-storey form. (Source: Casey & Lowe 2005, p.26).

ii Box Hill Inn

SHR 00724, 43 Boundary Road Box Hill (frontage on Windsor Road)

Box Hill Inn fronts Windsor Road although its address is 43 Boundary Road, Box Hill. It was built around 1840-42 by John Suffolk (or by John Terry who leased the land) originally as a residence, called *Rummery Homestead*, with a section set aside to sell liquor. In 1844 Joseph Suffolk obtained a liquor licence, probably to take advantage of passing traffic; it only functioned as an inn until 1848.

The building is a single-storey brick of Georgian design with attic rooms, a gabled roof and front verandah. The front wall is stuccoed and pointed to represent Flemish bond brickwork. There is also a cellar. Buildings associated with the inn include a separate kitchen, separate laundry and bathroom.

The inn is situated on the north side of Windsor Road in Box Hill. It is currently unoccupied and has been for a number of years; as a result its condition is deteriorating but relics that exist are likely to survive intact as the site within the fence has not undergone any obvious development.

iii Collits Inn

SHR 00455; Lithgow LEP I012, Hartley Vale Road, Hartley Vale

Initially known as *The Golden Fleece*, Collits Inn (Hartley Vale Road, Hartley Vale) was built c 1823 by Pierce Collits, and was the first wayside inn built west of the Blue Mountains. It is built in the old colonial Georgian style with a stone flagged verandah and a symmetrical facade. It is a single-storey building of weatherboard and brick nog construction. Surviving structures associated with the inn include stables, a barn, outbuilding, woolshed and toilets.

The archaeological resource is of local, state and national heritage significance for the research potential inherent on the site and for the rarity of an intact archaeological site dating from the early nineteenth century (SHR data sheet).

As a result of decreasing demand for the inn's services, it went into decline in the 1830s and was primarily used as a residence and farm. Collits managed to procure a grant in Hartley, where he built another inn in 1838. Today, Collits Inn at Hartley Vale is a bed and breakfast.



Plate 4.9 Collits Inn in 2001 prior to restoration works (Source: Christine and Russell Stewart 2002, Section 4).

iv Royal Oak Inn/The Mean Fiddler (former) The Fiddler (currently)

SHR 00698; The Hills Shire LEP I185, 2 Commercial Road Rouse Hill (address may be incorrect).

The Royal Oak Inn, adjacent to the Windsor Road at Rouse Hill, was built c 1829 and licensed as "White Hart" to William Cross (although this is likely to be an error). The inn is a single-storey building Georgian (early Victorian) style. The front facade is dressed sandstone blocks and the side walls are random coursed. A verandah runs along the front of the building across the front. Extensions at the rear of the inn are of sandstock brick. The inn has a former rear wing, previously incorporated within a tavern alteration and stone cellars.

v Macquarie Arms Inn (former)

SHR 00282; Hawkesbury LEP I00282, 104 Bathurst Street Pitt Town

The Macquarie Arms Inn (104-106 Bathurst St, Pitt Town) is a derelict collection of buildings and while still standing is more akin to an archaeological site at present. Also known as *Blighton Arms* and *Flemings Place*, the complex also includes a larger house called *Mulgrave Place* (by 1823).

The Macquarie Arms Inn site is situated at the edge of a ridge overlooking Pitt Town Bottoms. It was built by Henry Fleming (c 1816/17), who also ran it. Fleming was a convict arrived in Australia on the third fleet and one of the earlier settlers in Pitt Town (in the district of Mulgrave Place). Fleming was the brother-in-law to William Johnston, who was a member of a significant family in the area.

The *Macquarie Arms Inn* site consisted of the main house called *Mulgrave Place* (built prior to 1823) with a separate kitchen, barn/stables and a brick cottage (c 1805 or 1815). Other features on this site include what is described as a brick well with a domed roof, but which is more likely to be a cistern.

A part of the barn was used as an inn during the early period. It is single-storey with an attic, which is where the accommodation is thought to have been. The external walls are brick nogging (where brick is used to fill spaces in a wooden frame giving the impression of brick veneer) but may have originally been a slab building and later infilled with brick. The roof was jerkin-head (otherwise known as 'hipped-gable'). Cedar joinery in the bar was removed in the 1970s.

Each individual building is significant, but as a collection, this significance is elevated. The site is listed on the SHR, which makes it a significant item in the development of the state of NSW.

The site has probably shrunk from its original size through surrounding development but it is highly likely that the archaeological resource in the current SHR curtilage is intact and substantial. It is also of State significance.

vi Coach & Horses Inn, Berrima

Wingecarribee LEP I0133; 24 Jellore Street Berrima

The Coach and Horses Inn is a good example of how inns evolved structurally throughout the nineteenth century. The inn site originally comprised of a single-storey, two-roomed rectangular building constructed in the late 1830s. Its Georgian architectural style was typical for buildings in the early years of the colony. The inn originally operated under the sign of the *Mail Coach Inn* from 1837 to 1839 as a licensed public house and staging post for travel and for the delivery of mail. Additions were made in the 1850s which included a detached kitchen. An eastern extension to the main building was added in the 1880s and included an outdoor privy. These additions to the inn affected the original Georgian symmetry of the building.

vii The White Horse Inn, Berrima

SHR 00106; Wingecarribee LEP I123, 3 Market Place Berrima

The *White Horse Inn* is listed on the State Heritage Register (SHR 00106). This building, in Market Street Berrima, dates to 1834. It lacks the long veranda at the front but was renovated in the nineteenth century to include a verandah on the second level.

The building is constructed of dressed sandstone ashlar blocks and has fireplaces on either side. A timber veranda on the second storey provides an outdoor space upstairs. The inn has one entrance on the facade rather than a series of doors entering private rooms. A coach house was built against the western elevation of the main building in 1865.

The White Horse Inn has a detached kitchen of sandstone to the rear adjacent to a roofed courtyard.

viii [The Berrima Inn, Berrima](#)

SHR 00103; Wingecarribee LEP I132, 26 Jellore Street Berrima

The Berrima Inn was purpose built as an inn in 1834 in the traditional Colonial Georgian cottage style. The inn was issued the first inn license in Berrima in 1834 and continued to run until 1848, when it then became a residential dwelling. An extension to mirror the original building was later added to the inn.

ix [Goldfinders Inn, Kurrajong](#)

SHR 01978; Hawkesbury LEP I357; 164 Old Bells Line of Road, Kurrajong NSW.

Goldfinders Inn consists of three buildings being a single-storey timber cottage (c.1809), a two-storey sandstone building, originally the inn (c.1850) and a timber barn (vernacular but not dated). The inn was built by the third owner of the property, John Lamrock who called it the “Goldfinders Home”, catering to gold-diggers travelling to and from the western goldfields. Its location on the Old Bells Line of Road (no. 164) put it in an excellent position to capture passing trade across the mountains. An addition for use as a post office has been demolished.

The group comprising the listing is represented by buildings that retain evidence of vernacular building techniques, with some adaptation to the fabric. It is significant for its ability to demonstrate successive occupancies in the physical evidence of the place and as a place that has been continually inhabited once established in 1809. Its significance is also inherent in its early construction, which as a surviving structure is rare in NSW.

A garden between the inn and cottage survives with camellias (*Camellia japonica* ‘*Variegata*’ and *Camellia japonica* ‘*Triumphans*’) may date from the 1850s as suggested by photographic evidence and information provided by Professor E G Waterhouse.

Other surrounding structures are not described in the listing but it is expected that the site has a well and/or cistern.

x [Dickygundi Inn](#)

I175 Dubbo Local Environmental Plan 2011, 139 Narromine Road Dubbo

The Dickygundi Inn is a single-storey, board and batten building with a shingle roof beneath a corrugated iron roof. The inn was opened in 1864 as a ‘wine shanty’ (SHI 1520484) and became a stop for the Cobb and Co. mail run. It has been used in this report as a comparison because it was built not long after 1859 and most importantly it is stylistically very similar to Lawson’s Inn (although only one photograph of the Lawson’s building has been found - Plate 4.2). In other online sources, the site is called the *Rawsonville Inn*. No other information is provided on ancillary buildings but the inn is in a large undeveloped paddock.



Plate 4.10 The *Dickygundi Inn* on the Mitchell Highway in Dubbo. Photo: P Kottaras. View south.



Plate 4.11 The eastern elevation of the *Dickygundi Inn*. Photo: P Kottaras. View west.

4.3.3 Archaeological sites

i Bents Basin Inn

Liverpool LEP 2008 Item 28, Wolstenholme Ave Greendale

Bents Basin Inn (Wolstenholme Avenue, Greendale) was built by the Rapley family in the 1860s and demolished in the 1950s. The building, described as an inn or hotel, was a timber slab structure with sandstone flagstone flooring. Huts that were built (date not provided on SHI datasheet) next to the main building but were demolished in the 1950s.

The site now is part of the Bents Basin Recreational Area and has archaeological potential. A mature pepper tree (peppercorn) marks the location of inn (SHI 1970075).

ii White Hart Inn

Unlisted, Windsor Road Beaumont Hills

The *White Hart Inn* (Old Windsor Rd, Beaumont Hills) was built by James Gough in 1827 on the overland transportation route between Parramatta and Windsor. It was one of several inns along the road to Windsor that provided food and lodging to travellers.

Archaeological test excavations by EMM with Comber Consultants in 2014 revealed that the main inn building was constructed of brick and sandstone with substantial sandstone footings. The main inn building was described in historical accounts as being two-storey, which is supported by the footings; it had what has been interpreted as a dining room behind the main front-facing verandah, two small rooms at either end of the verandah (showing clear evidence of an extension to the southern end of the building) and small rooms, probably bedrooms also added to the southern end of the building. The complex included a cellar on the northern end of the building, a brick cistern and separate kitchen.

The test excavation determined that the *White Hart Inn* demonstrated at least two phases of development with evidence suggesting brick additions to the main accommodation building. The architectural style of the detached kitchen also indicated that it was a later addition to the main inn building.

The inn was assessed to be of State significance for its historic and representative values as well as its rarity as an archaeological site. It was a product of a period of exploration and expansion and representative of a class of enterprise that were micro-economies in the larger colonial framework (EMM 2015; SHR nomination form EMM 2017).

iii Woolpack Inn Marulan

SHR 00172 as part of the listing for "Old Marulan Town"

The building was erected in 1835 by Joseph Peters at the junction of two alignments of Mitchell's Great South Road. It was a two storey structure.

The building remained in service until the town was largely abandoned and relocated to a new railhead, which took over the town name, in the mid-1860s. The main building was destroyed by realignment of the main road. Archaeological investigations included excavating remains of a privy and several ephemeral structures and activity areas, indicating the former range of activities that were supported by the inn during its use.

The site was investigated in 2007 by Banksia Heritage + Archaeology/Umwelt.

iv Weatherboard Inn Archaeological Site

SHR 00595; Blue Mountains LEP 2005 Item WF019, 3-15 Matcham Ave Wentworth Falls

Cox's Depot was established around 1814 and was used as a military post and a dining room for travellers who also camped and fed their stock there. The building burnt down in 1822 and was eventually replaced by a weatherboard inn, called 'Weatherboard Inn', between 1827 and 1829. Archaeological test excavation of this site (Wendy Thorp, 1985) unearthed sandstone blocks and sandstock brick as well as ceramic, glass and iron. The site was assessed as having a high level of research potential and was stabilised and reburied. Associated buildings included a kitchen, stores and stables (with stabling for 17 horses).

Weatherboard Inn (1-15 Matcham Avenue, Wentworth Falls) was built by John Mills and demolished sometime after 1867 when the inn closed.

v Wollondibby archaeological site, Crackenback

Snowy River LEP I100, 785 Alpine Way, Crackenback

The Wollondibby archaeological site is within the area listed on the Snowy River LEP 2013 as *Wollondibby Cottage, the Green House – Also woolshed and grave*. The listing does not include the archaeological potential of the site. The information in this section has been written partially from memory after a site visit (by Pamela Kottaras and Kerime Danis) in 2007 and is recorded in a report jointly prepared by Austral Archaeology and City Plan Heritage (2007).

Today the site consists of an existing stone cottage (c1860), which was the second dwelling built on the property, a woolshed, and a cemetery enclosed by a stone fence. The archaeological site, which is not included in the listing, is of particular interest as it dates to the early 1840s and was situated in a remote area. The archaeological resource is clearly evident as most of the structures were constructed of locally sourced granite and foundations and footings survive intact. This would indicate, along with the fact that the property in the location of the archaeological site was undeveloped (a Google Map search indicates that it remains undeveloped) that the site retains a high level of archaeological potential. The homestead (that operated as the inn in the 1860s for short period of time) was single-storey with wing rooms on either side (Plate 4.12). Bark shingles formed the roof and fireplaces flanked the building; one fireplace was described as "probably as large as has ever been built in this country" (Marden, *Sydney Morning Herald*, 18 March 1939, p.21).

The field survey was based around features listed in a report prepared by Brian Egloff (1988) and was undertaken to confirm the survival of those resources. The site was also described in an article in the *Sydney Morning Herald* (18 March 1939). In addition to the items of built heritage, the survey confirmed the existence of archaeological features, some of which have been attributed a function, others with known functions. The structures that were represented were the Wollondibby Homestead (known), which was converted to the inn for a short period of time to take advantage of the gold boom in Kiandra, ablutions block (interpretation), laundry (interpretation), killing shed (interpretation), stock yards and animal pens (known), granite pathway to water pool/bathing pool (known) and a well (known). Anecdotal evidence exists for a roasting pit where the owners, the McEvoy's, put on an annual bullock roast for the local Aboriginal people who interacted with the McEvoy's. A large, stone lined pit was recorded by Egloff and City Plan Heritage/Austral Archaeology and it is this pit that is attributed with the function of roasting pit.

The site of the Wollondibby Inn/Homestead is significant for its early construction, one of the earliest pioneer properties in the region as well as its short-lived operation as an inn. It is also significant for its association with the McEvoy's who were an early pioneering family in the region and whose descendants still live in the area. Mary McEvoy (née Shell) is said to have been the first white woman to cross the Snowy River and their daughter Mary, was the first child of settlers in the region (Marden, *Sydney Morning Herald*, 18 March 1939, p.21). The site is also of considerable significance for the research value inherent in the archaeological resource that has the ability to answer question about life on the property, its relationship to nearby sites as well as important information on the spatial arrangement of a site of this nature. The layout of the place and the archaeological resource is likely to highlight the self-sufficiency of the inn, which would have also been of vital importance to the place as a homestead, being as remote as it was.

The homestead is associated with a mill house to the south of the main homestead and another house site called "Gammon Place" on the Moamba River

Wollondibby Homestead was demolished in 1954.



Plate 4.12 A photograph of a photograph of the Wollondibby homestead, which operated as an inn for a period of time. Photo K Danis. Photograph on display at Jindabyne shopping centre.

vi Edward Powell's halfway house

Edward Powell's inn was the earliest in the colony, adapted from his home when he realised the business opportunity his address provided. Powell built his home on the boundary next to the Sydney – Parramatta route, in present day Homebush in 1793. The inn was in a prime location to capture passing trade; even Governor Macquarie stopped in on one of his tours (Freeland 1966, p.90).

Initially Powell was granted eighty acres at Liberty Plains, only for the grant to be retracted. Soon after however, he was granted another eighty acres nearby where he built a home for his wife, Elizabeth Fish, and himself. The house was a single-storey brick and timber, weatherboarded building with a bark roof, which he and his wife ran as an inn soon after. Powell eventually obtained licence for spirits and wines in 1809.

The property boasted 500 acres (202 hectares), half of which was under cultivation, an orchard, outhouses, a granary, stables and plenty of water in addition to the inn building (Freeland 1966, p.90).

His widow took over the role of innkeeper on his death until the role went to her son-in-law in 1816 (Freeland 1966, p.90).

4.4 Comparative analysis

In his book, *The Australian Pub*, J M Freeland sums up the purpose of an inn:

At the wayside inn the peripatetic traveller going from town to town on business bent found shelter and refuge at the end of a long day's ride. At it the squatter on his way to new country could replenish his provisions, repair his broken equipment, shoe his horses, water and pasture his stock, and obtain a last taste of worldly comforts for his family.

Freeland 1966, p.89

But inns not only serviced those travelling though; they acted as a nucleus to a dispersed community, taking on the role of community hall, market place and courthouse.

From this comparative survey of inns that were built around the same time as Lawson's Inn, a number of patterns emerge. These can assist with making predictions about the types of archaeological resources that may survive, and their significance.

Quite often, residents took advantage of passing traffic and adapted their homes to accommodate travellers. Wing rooms were added, which were accessed from outside. Modifications included additional rooms and a second storey. Earlier inns were usually timber slab and/or weatherboard constructions and were a single-storey. Later, as roads were improved and destinations established, inns took on a more sophisticated character with buildings of stone or brick (or both), two-stories and expensive internal detailing (Freeland 1966, p.101).

The inns included in this study demonstrate that in the early days when routes away from Sydney were opening up there was shared style of architecture that existed in NSW. Where they were purpose-built inn typically constructed as single-storey Georgian style, that is, they were simple vernacular buildings often with verandahs and usually with multiple outbuildings. Rooms were accessed directly from the outside but food was provided in a dining room, possibly shared with the proprietor and family.

Purpose-built inns often had an entrance from the verandah to every room at the front and there may have been additional facilities for special guests (Freeland 1977, p.96). In some cases, inns were altered private homes (Freeland 1966, p.93), but the architectural style did not differ significantly from that of the private home. Most inns in the nineteenth century were not just a single building but a complex of structures. Kitchens were usually constructed as a separate building and located behind the main building. Other buildings at could include a laundry, storerooms and privies granaries and toilet/bathing facilities. As most travellers arrived by coach, stables were needed for the horses, and sometimes a blacksmith's workshop was situated on the site or nearby. Other structures associated with water use and management could include wells, cisterns and drains as well as nearby creeks. In more remote places, such as in the Snowy Mountains, an inn and homestead would have had to provide most of the food by

growing vegetables and slaughtering stock, although inns closer to main towns could also have had these facilities. Food storage in the form of cool rooms, dairies and dry stores is likely to have existed on remote sites as well as in less remote areas. Barns, sheds and yards to store animal feed, keep chickens and other small stock are all structures that should be anticipated on an inn site (as opposed to a purpose-built hotel in an urban area). The facilities and infrastructure of an inn would have reflected the facilities required by homesteads in remote locations, only on a larger scale. In their heyday, inns operated as a micro-economy within the larger economic framework of their local area.

The popularity of these businesses peaked between 1820 and 1850, with only the more established inns, and those away from the rail line, continuing to operate into the late nineteenth century. The notable decline in the number of operating inns is the result of growing settlements and railways which significantly reduced travel times. At their closure, usually around the time of lapsed licences, inn buildings were converted to private residences; this is a trend that is evident from the late nineteenth century. As buildings aged, they were also demolished. The mid to late twentieth century saw extant inns regain some of their original function by being used as restaurants, pubs/hotels, or for accommodation.

The survey of former inns also highlights the history of adaptation, from home to inn and back to home again. As discussed, the first mention of *The Thistle Inn* is in 1859 – this does not mean the buildings date to that year as well.

The earliest likely date for John Lawson's occupation of the site, and possibly the construction dates of the building is around the late 1830s, when he gained his freedom but more likely after his marriage to Anne Freeburn in 1854 (refer to Section 2.6) since he was registered as living in Bringelly at his marriage. The only photograph found of the inn (Plate 3.1) confirms that it was a single-story vernacular structure, and while the timber verandah balustrades are clearly visible, the facade of the inn is not, and so the number of doors leading into the building cannot be seen. Perhaps, John Lawson and his family lived in this house before converting it to an inn, and later as a home again.

4.5 Historic themes

The historic themes relevant to the archaeological investigation of the study area were taken from the NSW Heritage Branch website (www.environment.nsw.gov.au/heritage/index.htm). These have been used as a source and starting point in the formulation of research questions for the proposed archaeological program.

The national historic themes relating to the inn site are:

- working;
- developing Australia's cultural life; and
- developing local, regional and national economies.

The NSW historic state themes relating to the study area are:

- accommodation;
- commerce;
- leisure;
- transport;

- domestic life;
- land tenure;
- environment – cultural landscape;
- persons; and
- agriculture.

4.6 Archaeological potential in the project area

The archaeological potential for relics associated with *The Thistle Inn* in the impact area of the project is predicted to be low to nil. The former inn site was to the east and outside of the area of impact within the project area, although peripheral structures related to the inn may have been built in the western end of the property.

While it cannot be discounted that other relics unrelated to the inn may survive in the area that will be impacted by the project, there has been no documentary evidence found to indicate earlier structures on site. Nevertheless, there may be evidence of the miserable huts described by Governor Macquarie (refer to Section 2.4) or other ephemeral structures.

4.7 Archaeological potential of the inn site

The results of site analysis indicate that the archaeological resources related of the inn site are located to the south of Eaton Road in the north-eastern corner of Lot 2 DP623457. The inn buildings were demolished in the early to mid-twentieth century and the site was subsequently resumed by vegetation by the 1940s. As a result, only features of the inn would remain as archaeological resources.

The assessment of the potential for archaeological evidence is based on a predictive model that assumes historical archaeological evidence is generally located in close proximity to occupation and activity areas. This potential is identified through historical research and by judging whether current building or earlier development activities have removed all evidence of known previous lands uses (Heritage Council 1996).

While the property has remained largely undeveloped, the practices used to grow and harvest Christmas trees is likely to have had an impact on the upper levels of the archaeological site. Nevertheless, it is anticipated that deeper architectural fabric such as footings, wells, cesspits and deposits will have survived intact. Some inns would be expected to have cellars for storing provisions and alcohol for guests. Archaeologically, cellars are deeper than the foundations of the main building and are therefore less likely to have been destroyed by subsequent development or land use. They are also often built of durable material such as stone or brick which makes survival more probable.

The only historical evidence of the inn site relates to two buildings and a boundary fence or wall surrounding the property. However, historical research and comparative analysis indicates that inns of this period were typically made up of a complex of buildings such as outbuildings, stables, sheds, wells and cisterns. It is very common for historical maps and plans to exclude minor property features and focus on landmark buildings for geographical reference. As such, the inn and store site may have the remnants of the following features:

- main inn building;
- the store;

- cellar;
- kitchen building;
- stables and other animal pens;
- laundry;
- cisterns and/or wells;
- toilets;
- butchering areas;
- food storage; and
- gardens;

The primary consideration for the impact assessment and research design is however, the spatial extent of *The Thistle Inn*. Even if archaeological features are likely to remain, historical maps and plans demarcate a distinct boundary line surrounding what is assumed to be the two main buildings. It is most probable that the inn and most of the associated outbuildings are either confined to this boundary or very close by and do not extend into the project construction footprint. The main features that would possibly extend beyond boundaries of the inn site would be wells which are often scattered across properties based on the availability of water. Aerial imagery from 1961 indicates the possible location of a well, but this is approximately 60 m east of the project area. Even allowing for inaccuracies in historical mapping and geo-referencing used in this report, the inn site would not fall within the impact areas of project.

The site has experienced relatively low levels of impact since its demolition, being used only for cattle grazing and Christmas tree production. However, the site's ongoing use as a Christmas tree farm has left the landscape rutted and mounded and modified to a moderate extent. These modifications may have caused surface disturbance and dispersed surface artefacts and/or dislodged features close to the surface but they are unlikely to have fully destroyed foundations or deeper archaeological deposits such as wells, cisterns and cellars.

There is surface evidence of glass and ceramic artefacts that extend into the project footprint. However, their contextual integrity is not reliable considering the past disturbance caused by farming Christmas trees. However, the possibility that it was a rubbish dump related to the inn will be explored.

The predicted location of the inn site is shown on Figure 4.2 and archaeological material is expected in this area. A buffer of 40 m has been applied around the predicted inn site to account for possible errors in geo-referencing its location. The remainder of the lot is considered to have low archaeological potential; meaning that other than scattered and out-of-context traces of artefact fragments, intact archaeological deposits or structures are not predicted to occur.

4.8 Assessment of significance

4.8.1 Defining heritage significance

In NSW the assessment of heritage significance is based on the *Burra Charter* (Australia ICOMOS 2013) and further expanded upon in the Heritage Manual's "Assessing Heritage Significance" (Heritage Office

2001). It lists seven criteria to identify and assess heritage values that apply when considering if an item is of state or local heritage significance as set out in Table 4.1.

This assessment of significance builds on the assessment prepared by Jacobs in the Memorandum prepared for the Response to Submissions and Preferred Infrastructure Report. The assessment has been informed by the historical information and site evaluation presented in this report and the report prepared by Jacobs and addresses the project construction footprint where it crosses the lot that the inn was built on (Lot 2 DP 623457) and *The Thistle Inn*, the extent of which has been defined using historic plans and adding a buffer of approximately 40 m has been placed around the area predicted to be the site as this is where it is anticipated that most of the structures would have been located, if they were outside the plan boundary.

Table 4.1 Assessment of heritage significance (Lot 1 DP 623457)

Criteria	Assessment
a)	An item is important in the course or pattern of NSW's (or the local area's) cultural or natural history (Historical Significance). Project construction footprint: The project area at Luddenham is part of a property that is significant in the historical development of Luddenham. If relics exist within the area to be impacted by the project in this location, they may be of local significance depending on their integrity, research value, representative values and rarity. However, the project construction footprint does not possess significance by virtue of its association with nearby heritage items. The project area does not fulfil this criterion. <i>The Thistle Inn</i> site: The site demonstrates the history of settlement within the area of Luddenham and reflects the importance of early major road networks in facilitating the development of such urban centres as well as providing an important resource for travellers. As the inn and store was a focal point to the surrounding residents as a well-known rest stop, it is likely to have been the reason for siting Luddenham village. The site of the former <i>Thistle Inn</i> would be of <i>local</i> significance. However, the site of the inn is not in the project area.
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 (or the local area's) cultural or natural history (Associative Significance). Project construction footprint: Owned by John Lawson but without material evidence of the lives of his family, the project area does not fulfil this criterion. <i>The Thistle Inn</i> site: The Lawson family was a well-known family in the Luddenham district from the mid-nineteenth century to the mid-twentieth century. They were associated with proprietorship of inns/guesthouses and John Lawson was a well-known member of the Luddenham community, including the local Methodist community, who actively sought to bring attention to local farmers during difficulties. Evidence relating to the Lawson family would be of <i>local</i> significance. However, the site of the inn is not in the project area.

Criteria	Assessment
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) (Aesthetic Significance). Does not meet this criterion
d)	A particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons (Social Significance). Does not meet this criterion.
e)	An item has the potential to yield information that will contribute to an understanding of NSW's (or the local area's) cultural or natural history (Research Significance). Project construction footprint: There is low to nil potential for evidence of <i>The Thistle Inn</i> to survive in the impact zone of the project area. There is low potential for evidence of other relics such as former huts to exist in the impact zone of the project area. The project area does not meet this criterion. <i>The Thistle Inn</i> site: There is the potential to gain more information on the site from further archaeological and documentary research, relating to the early use of inns in the region. While many inns have been partially excavated, complexes in their entirety are rare as archaeological sites. A number of extant inn complexes survive in regional NSW as well as in Sydney, and while many are in poor condition (Box Hill Inn – Box Hill, Dickygundi Inn – Dubbo are two examples), the lots they were built on have been protected to a certain spatial extent. It is likely that original curtilages have been reduced to accommodate subdivision and development resulting in the loss of some peripheral structures. Archaeological excavation of this site is likely to yield information on the aspects of the Lawson's lives including their importance in the surrounding community, their relationship to the Methodist church; it may provide information on individual members of the family, their socio-economic conditions and their preferences as individuals. Information about the store and what it held and sold is also likely to be embedded in the archaeological resource. Archaeological excavation is also likely to yield technological information about the buildings(s), the materials, sources of materials and quite importantly, the spatial pattern of the inn. It may be able to answer the following questions What facilities did it boast? Where was their water obtained from? Did they kill and butcher their own animals? Where there stabling and stock facilities Is there evidence of the transition from inn to home? All this information would provide information on the local area but could be compared to other sites across the state. The level of intactness of the relics relies on the level of impacts imposed by the Christmas tree farm. Evidence of the inn would be of <i>local</i> significance. However, the inn is not in the project area.

Criteria	Assessment
f) An item possesses uncommon, rare or endangered aspects of NSW's (or the local area's) cultural or natural history (Rarity).	Project construction footprint: Does not fulfil this criterion. <i>The Thistle Inn</i> site: Archaeological sites are becoming rarer in Sydney and in particularly sites that operated as inns (or remote homesteads) have not been extensively excavated archaeologically. While many inns have been partially excavated, complexes in their entirety are rare as archaeological sites and will become rarer as Sydney and other historic urban centres expand. Evidence of the inn would be of <i>local</i> significance. However, the inn is not in the project area.
g) An item is important in demonstrating the principle characteristics of a class of NSW's (or the local area's) cultural or natural places or environments (Representativeness).	Project construction footprint: Does not fulfil this criterion. <i>The Thistle Inn</i>: The site was representative of the location of many early hotel and inn sites, on a major road network, in the Sydney area. Relics associated with the inn would be representative of early to mid-nineteenth century inns that were established in the outskirts of Sydney. Evidence of the inn would be of <i>local</i> significance. However, the inn is not in the project area.

4.8.2 Summary statement of significance

i Project area

The project area is not predicted to have archaeological evidence of the former *Thistle Inn*, which was owned and operated by John Lawson and his family.

It does not possess heritage significance without evidence of significant relics.

ii The Thistle Inn

The significance of the former *Thistle Inn* relies on the existence of relics with research potential. If this evidence survives, the archaeological site would be of *local* significance of the archaeological resource that would shed light on the functions of the buildings, the conversion of the inn to a home, life on the property, the spatial arrangement of ancillary structures and access to the necessities of life such as water and food. The site of the former inn is also significant at a *local* level for its rarity as a potentially intact archaeological site in the region, and for its association with the Lawson family, and the early growth of Luddenham. It is also valuable for the archaeological resource that when excavated may be able to provide comparable data on other similar sites across the state.

5 Assessment of impacts

5.1 Description of proposal

In the vicinity of Lawson's Inn, the project consists of:

- the construction of a cul-de-sac on the existing Easton Road, to the west of the new The Northern Road with the cul-de-sac extending onto the lot the inn relics are on;
- construction of an intersection off the new The Northern Road onto Eaton Road;
- cut slopes for all of the above; and
- a construction compound and laydown site.

The areas of impact in this location are shown as yellow shading on Figure 1.2.

5.2 Assessment of heritage impacts

5.2.1 Lawson's Inn

The western portion of the property (Lot 2 DP 623457) that the former inn was located on will be impacted by the proposal. However, research undertaken for the project does not suggest that the inn and expected outbuildings or associated features will be affected by the proposed activities. The location of the inn has been georeferenced by the EMM GIS services and shown to be towards the eastern end of the lot, where Eaton Road turns southward.

The total lot size is approximately 3.07 ha. The total project area within the lot 0.59 ha, which is 19% (19.22%). In addition to the area of impact within the lot, the road verge will also be affected by the road upgrade, some of which is on the road directly in front of the former inn. The area of known archaeological sensitivity is approximately 80 m to the east of the project construction footprint within the lot and a sufficient distance to be protected from inadvertent impacts from construction activities associated with the proposed alignment. The narrow area of land outside the lot boundary in front of the inn is considerably closer but has always been a public (ie road) space. The photograph and plans of the inn indicate that the main buildings were set back from the road so it not expected that substantial relics, if any, will be encountered outside of the lot (refer to Plate 4.2 and Figure 4.2). The purpose archaeological test excavation in this part of the project area is to account for unexpected relics and to manage them appropriately prior to construction works commencing.

In total, an additional 0.45 ha of road verge is included in the archaeological test excavation program to archaeologically verify the area of road in front of the former inn as well as the road verges at the western end of the property boundary to test for undocumented relics (Figure 7.2). Errors inherent in georeferencing historical plans with modern aerial imagery and cadastres are anticipated to be of a magnitude of metres and would not affect this assessment.

5.2.2 Unexpected relics

In areas of low development, particularly in locations that were part of the growth of the colony, the existence of relics cannot be definitively rule out. Roadsides were places where settlers built structures for various reasons including businesses to exploit passing clientele. However, in many cases records that show every structure on the colonial landscape do not exist and archaeological sites are discovered

inadvertently. It can be expected that roadside environments and low density generalised scatters of refuse from site occupation will be encountered throughout the project area. Road margins may also demonstrate spoon drains and water management. These are not considered to be unexpected but are so ubiquitous as to not meet local significance thresholds.

During construction of the project, these items are generally addressed as unexpected finds, that is, management is to stop work and implement the Roads and Maritime Unexpected Heritage Items Procedure. This requires initial consultation with Roads and Maritime heritage specialists to determine appropriate statutory responses.

For the purposes of this project, because of the proximity of the former inn and store, and to avoid delays once construction has commenced, it is recommended that a limited archaeological testing program is instigated to address the question of archaeological sensitivity prior to the project entering a critical phase. It is recommended that this could be completed either as early works during pre-construction or during construction prior to the start of bulk earthworks.

The field methods for the archaeological test excavation program are presented in Section 7.

6 Research design

6.1 Introduction

An archaeological research design is a theoretical framework to support archaeological field investigations with the aim of extracting information that is relevant to the development and function of the site. The research design is based on the outcomes of the archival and documentary research and the existing environment and seeks to develop questions that will contribute to current and relevant knowledge about a place, a theme and perhaps individuals that documentary sources cannot contribute to. These questions should be compatible with the nature of the predicted archaeological resource and realistic in terms of their ability to produce relevant answers.

The questions in Section 6.3 are influenced by the assessment of potential in the archaeological assessment and statement of heritage impact. Potential has been determined through the analysis of archival sources and the results of the site visits (a separate site visit was undertaken on Monday 18 September and is described in Section 3).

6.2 Research design approach

The impact assessment identified that the project construction footprint is likely to impact one quarter of the inn site's curtilage (Jacobs 2017, p.117). Review of geo-referenced maps and plans indicate that the main features of the inn site — that is: the two main buildings and boundary fence or wall shown on historical maps and plans— are at least about 80 m east of the project construction footprint. The only indication of archaeological material extending into the project construction footprint is shown from the scatter of surface glass and ceramic artefacts identified during site inspection in 2016 (Jacobs 2017). It is currently unknown whether these artefacts have been imported into the project construction footprint through activities related to Christmas tree production, or if they are surface indicators of *in situ* archaeological deposits.

The research design and excavation method has been prepared on the basis that the predicted archaeological features relating to the inn and store will be avoided and that the test excavation is a precautionary measure in the event that any ancillary structures or deposits or unrelated but unrecorded structures are encountered within the project footprint. It is likely that, despite being with the inn site's curtilage, no relics of local or State significance will be impacted by the project construction footprint.

6.3 Research questions

6.3.1 Rationale

As the likely location of *Thistle Inn* will be avoided, only areas that were peripheral to and in front of it are to be disturbed, along the margins of a road that was itself in use from the 1820s, and whose travellers generated their own refuse zone. If they exist, the most likely remains within the project area will therefore be low density artefact scatters, which are archaeologically of negligible value due to their poor provenance, and lack of spatial, stratigraphic and temporal controls. Once any such material is identified, it will be recorded but will not be subject to further analysis and may be discarded.

The following research questions assume at least some level of integrity can be demonstrated for the archaeological finds or deposits.

6.3.2 Research questions

1. Are land boundaries such as yards, fences or different surfacing materials used to demarcate the boundary between public and private space along the road?
2. Can any activity areas relating to use of the inn be identified along its road frontage?
3. Does archaeological refuse indicative of the inn occur in front of the site or is the material recovered along the road margins consistent?
4. Are the sandstone blocks currently marking a vehicle track likely to be the remnants of the inn building? If so, what insight does it provide about the materials used for various buildings?
5. Has the road margin remained constant or shifted over time?

7 Excavation method

7.1 Introduction

As discussed in Section 4.7, historical research indicates that the main archaeological features related to the inn site are not expected to be within the project construction footprint. However, the excavation approach has been designed as a precautionary approach in the event that peripheral archaeological features or deposits that have some provenance or archaeological value are encountered. It is proposed that the field program commences with test excavation to identify any archaeological resources within the project construction footprint. The test excavation will firstly expose any relics associated with each feature without removing them before any salvage is completed.

The initial focus of the test excavation will be exploratory, meaning that grass and topsoil will be removed systematically within the project construction footprint. Each feature will be exposed and the decision to extend the trenches and excavate deeper deposits will be made based on the nature of the archaeological resource. A key aim of the process is to determine whether there is any likely provenance or archaeological potential. Where there is not, archaeological exploration will be discontinued.

Salvage excavation will largely be guided by the nature and extent of the archaeological resources uncovered during the test excavation. The salvage excavation will aim to:

- determine if peripheral or ephemeral and unrelated archaeological resources exist within the project area on the property; and
- answer the research questions developed for the project.

7.2 Management of Aboriginal objects

The Aboriginal cultural heritage values of the site have been addressed in a separate report (Kelleher Nightingale 2017), which has developed management measures to address the Aboriginal statutory constraints in the project area. The Aboriginal cultural heritage report did not identify Aboriginal objects (or sites) or potential archaeological deposits (PAD) within the study area. The closest PAD is across the road at Site 9 – Miss Lawson’s Guesthouse, which has been addressed in a separate report (EMM 2017).

In the event that Aboriginal objects are encountered, the historical excavation team will consult with Roads and Maritime and address the issue in accordance with the project approval and the Aboriginal heritage management plan.

The combined management of Aboriginal and historical archaeological values will occur concurrently with archaeological test excavation for Aboriginal values commencing around the historical site. The historical archaeology excavation director will confer with the Aboriginal archaeology excavation director to determine which team will start and where. The soil profile trenches (refer to Section 7.4.4) will potentially be excavated by the Aboriginal archaeology team. The focus of the collaboration will be to ensure that impacts to the Aboriginal and the historical archaeological values are controlled and comply with project approval.

7.3 Management of substantial and intact relics

Although not anticipated, in the event that unexpected, substantial and intact relics are uncovered, work will cease and OEH will be contacted to discuss how to progress the archaeological program and whether further approvals may be required.

As it has been predicted that the project area over the property has low to nil archaeological potential, the general method will be to supervise the removal of grass and topsoil as described in Section 7.4.3 Excavation method. The remainder of the excavation method related to uncovering intact and substantial relics be they architecture (fabric) or deposit, will follow the methods set out below after consultation with OEH and will be treated as unexpected finds.

The following method will be employed if relics are unearthed in the area to be impacted by the project. The area that has been identified as being the main part of the archaeological site of the former inn and store will be demarcated and will not be disturbed.

The grassed road verge within the project area will also be subject to the same archaeological testing process described in this section.

7.4 Field program

7.4.1 Recording

Recording will take place before, during, and after the excavation program and the level of detail that will be recorded will be commensurate with the archaeological sensitivity of the site. For instance, if no relics are uncovered, orthographically corrected photographs will not be taken and detailed archaeological scale plans will not be produced.

All recording will be undertaken using the following principles:

- the establishment of an appropriate site grid (refer Section 7.4.2);
- use of surveying techniques for location of remains;
- detailed archaeological scale plans or orthographic photographs;
- the use of context recording forms and context numbers to record all archaeological information;
- use of Harris matrix as part of the recording program;
- all structural remains, post holes and features will be planned using an established survey point;
- detailed archival photographic recording (ie in RAW and jpg format);
- collection, labelling, safe storage, washing, sorting and boxing of artefacts.

7.4.2 Site establishment and survey

i General method

The curtilage of the inn site within the project construction footprint (referred to as the test area) will be established according to a grid system. The grid will be placed over maps and plans during desktop preparation for the test excavation program. The grid will follow an appropriate datum such as the Universal Transverse Mercator (UTM) or the Map Grid of Australia (MGA) in 5 x 5 m squares, which will be further divided where necessary.

No physical grid will be established initially over the test area. Only once archaeological features are identified will grids squares be demarcated locally around features to guide further excavation and recording. Physically demarcated grids will be established under the guidance of a surveyor based on the overall grid system.

In addition to the areas within the lot, the proposed test excavation area includes some areas of the road verge. The purpose for test excavation in the areas selected is to capture the verge in front of the former inn and to sample the edge of the road in other locations. The total area to be tested will be determined by the excavation director and will occur only within the areas marked on Figure 7.2

ii Surface archaeological material

Existing surface archaeological material (eg ceramics, glass and sandstone blocks) will have its location recorded by a surveyor and then be collected prior to machine excavation. The locations of collected artefacts will be demarcated by coloured and labelled flags so that during topsoil stripping, the supervising archaeological is made aware that artefacts were recovered in particular areas and that further deposits may exist in such areas.

7.4.3 Excavation method

i General method

The test area will be cleared of overlying vegetation and topsoil with a smooth-bucket machine excavator. The process will be generally as follows:

1. A smooth-bucket machine excavator will remove vegetation followed by topsoil under the direction of a qualified archaeologist. This will be done systemically in 'strips' along a north-south or east-west axis depending on site logistics.
2. The excavator will stop at the top of archaeological features or, if none are identified, continue until the culturally sterile layer is identified. The depth of excavation will be determined based on the results of the excavation as they come to hand.
3. If archaeological features or deposits are identified, they will be further clarified and recorded by archaeologists using manual excavation techniques.
4. A feature number will be assigned to each feature.
5. A context number will be applied to each element of each feature, cut and deposit; the feature number (refer above) will be related to the context number assigned on site.

6. Archaeological features, deposits and cuts will be photographed, planned and sections drawn prior to removal by hand; all in situ artefacts will be collected for later analysis.
7. Features will be recorded by a qualified surveyor and the resulting plan will be tied into the appropriate datum (on advice from the surveyor). This will include recording reduced levels to establish the varying depths of phases across the sites.

ii Uncovering wells

If wells are identified, they will be excavated and recorded in a manner consistent with the excavation method for Item 9 (Miss Lawson's Guesthouse). The following general methods will apply:

- The well will be recorded and photographed at ground level.
- Excavation of the wells will be started by hand until depths are reached that do not permit manual excavation or if the wells are structurally unstable.
- Wells will be excavated with a machine if agreed to after consultation with Road and Maritime and the excavation director. Machine excavation will proceed if a well is too deep to safely manually excavated. This may involve removing the well structure horizontally in layers to allow continued safe access for manual excavation and recording, or removing a vertical section of the well if the structure is stable.
- Due to the potential depths and associated safety issues, deep excavation of the wells, whether by hand or machine will be left until last.

iii Driveway or road alignments

If former driveways or former alignments of The Northern Road are identified in the test area, the following method will be employed:

- The full length and width of the alignment within the test area will be established through topsoil removal prior to excavation.
- Using a machine with a smooth-edged mud bucket, a trench will be excavated perpendicular to the alignment to obtain a section of road or driveway.
- Any road surface materials will be excavated stratigraphically.
- A section of the road will be recorded in an attempt to show construction materials and techniques.

7.4.4 Soil profile test trench

Two 2 m x 2 m trenches will be excavated in locations that do not appear to contain archaeological fabric, so that the soil profile can be recorded. The final location of the trenches will be decided once the topsoil stripping has been completed to avoid impacting potential relics. This soil profile test trenches will be excavated stratigraphically and soil samples will be collected. If relics are encountered, the trench will be treated as per the general excavation method.

7.4.5 Artefact management

Artefacts recovered from the site will be managed by a dedicated artefact manager and in accordance with the process below.

Unprovenanced artefacts and other material assessed as being of low significance or future research potential will be discarded upon delivery of the final report.

- all artefacts that are retained will be catalogued by using a system that identifies and allows easy retrieval of the item;
- the specialists' cataloguers will produce reports on the artefacts outlining issues of importance;
- important artefacts will be the subject of materials conservation which would include the gluing of pottery or the conservation of important metal or leather materials; and
- artefacts which are the subject of materials conservation may be used in artefact displays in interpretation of the stations.

The excavation report will contain an analysis of artefacts and their deposits and contexts; the analysis will be illustrated using tables in the final report.

7.5 Public access

The Heritage Division will be invited to attend the site once the excavation has started, when features have been cleaned up and deposits are starting to be collected. There may be an opportunity for a public open day to showcase the archaeological site and the progress of the excavation.

7.6 Field program management

The field program will employ at least four experienced trench supervisors who will be responsible for a small team of archaeologists with varying levels of site expertise. An artefact manager will also be on site for at least four days per week and will be responsible for the collection as it is removed.

7.7 Excavation report

A detailed excavation report will be produced describing the methods and results of the archaeological program. The report will include the artefact analysis and response to research questions and a Harris matrix to illustrate the relationship of the contexts to one another.

The excavation report will be prepared as a separate stage to the field program.

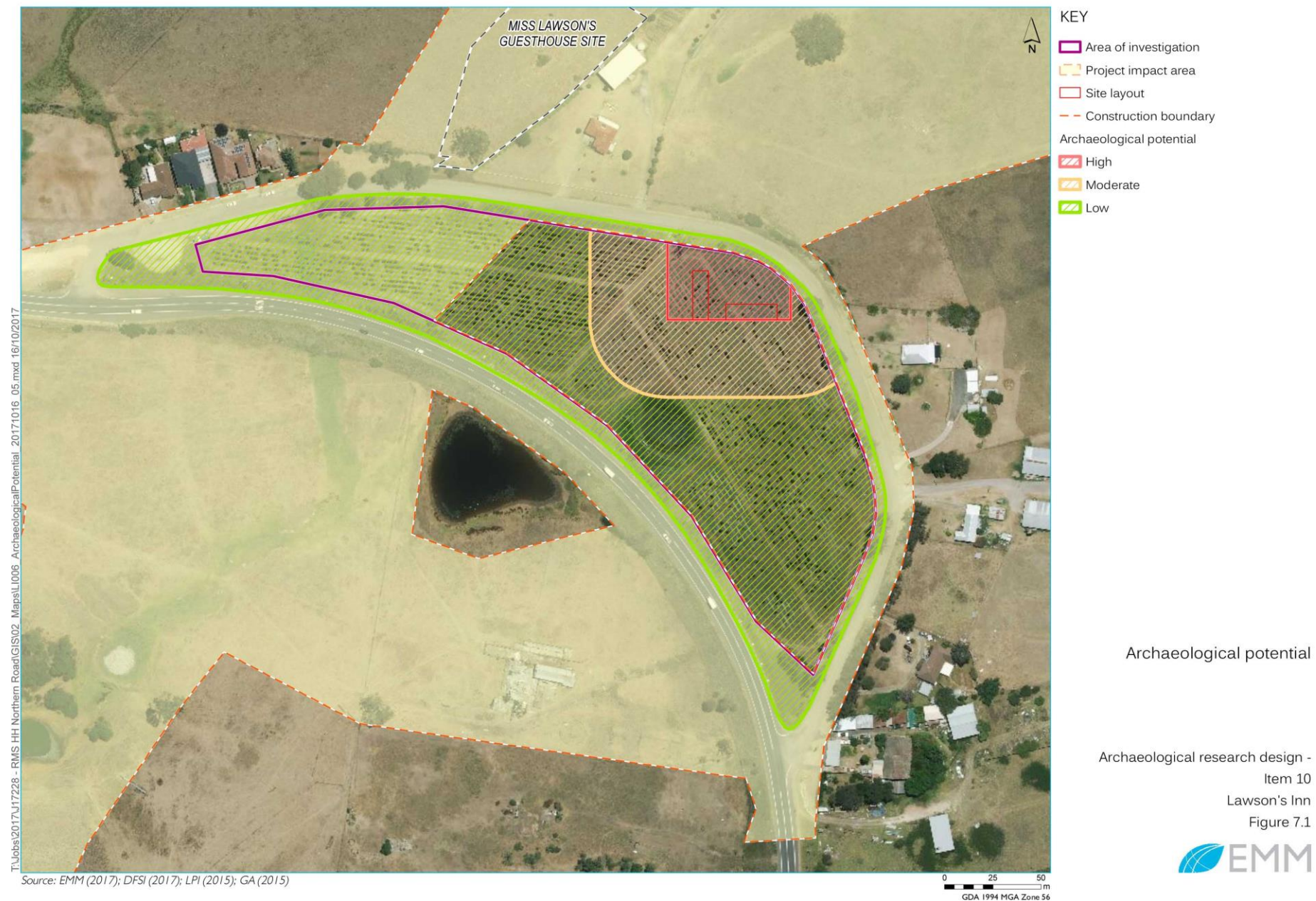


Figure 7.1 Archaeological potential

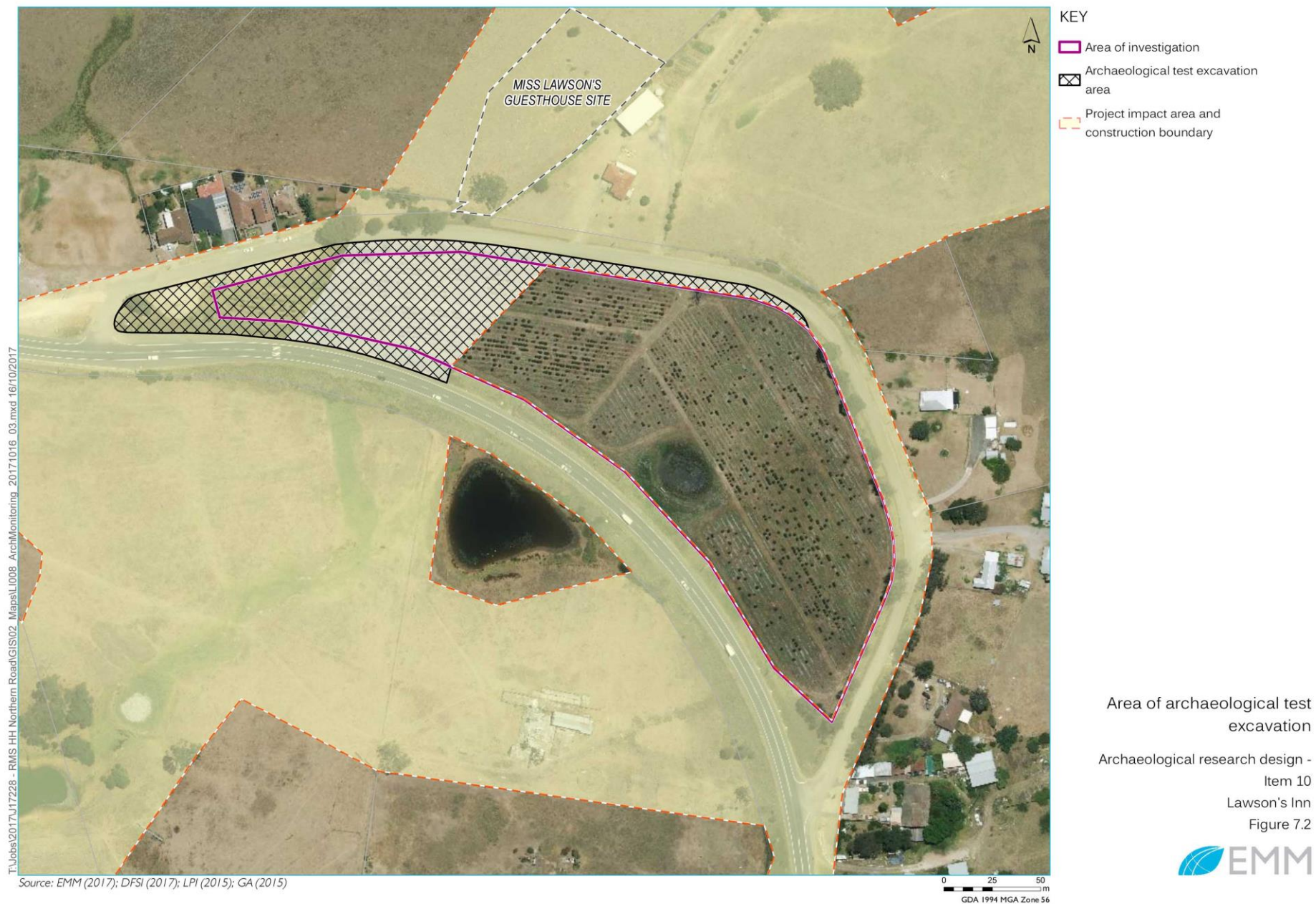


Figure 7.2 Area of archaeological test excavation

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