

To be determined

Oak Tree

458 Galston Road

Dural

Lot 3 DP 245370

Proposed Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend landscape heritage listing in Hornsby LEP 2013.
Item No:	To be determined
Item Name:	Oak tree
Address:	458 Galston Road
Suburb:	Dural
Property Description:	Lot 3, DP 245370
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Trees-cultural
Construction date:	
Architect:	
Builder:	
Statement of Significance:	The item is of local significance for its aesthetic value as an English Oak (<i>Quercus robur</i>) planted c. 1970 of immense size and spread that contributes to the streetscape and the landscape of the local area.
Physical Description:	Single specimen English Oak planted c. 1970. This exotic, deciduous specimen has a broadly spreading canopy, a massive branching pattern and distinctive sculptural form.
Modifications:	
Historical notes:	English Oak was used extensively in plantings from Colonial times in both Sydney and Parramatta, especially in the government domains by Governor Phillip and Governor Macquarie, but few of these early plantings survive today. Often selected for specimen planting for its symbolic relationship with England and was seen as synonymous with strength, endurance and longevity. The item is located on land granted to John Williams in 1823. The current lot was created by a subdivision c. 1958, and a house was constructed on the lot by 1961. The tree is visible as a young planting in historic aerials from 1970.
Current use:	Rural Property
Former use(s):	Rural Property
Physical condition:	The Oak is in excellent health. English Oaks in warm temperate parts of Australia rarely survive for more than 100 years in cultivation. Factors contributing to their reduction in life span in Australia are harsh, dry summers with lengthy drought periods and native insect pests and diseases. Climate change is exacerbating these factors. This specimen is advantaged by its location adjacent to a natural shallow drainage line and spring feeding Colah Creek to the south west.
Integrity/Intactness:	High
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	The size and spread of the oak make it a notable feature in the streetscape. Oaks were popular plantings from the colonial period through the nineteenth century, and the item contributes to the local landscape by evoking the early rural character of the area.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	

Criterion g) Representative:	The oak is a good representative example of an English Oak.
Historical Theme:	Settlement and Suburbanisation, Agriculture and Horticulture.
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	
Conservation Area:	
Recommended listing:	Proposed listing in the Hornsby LEP 2013.
Recommended management:	Manage according to HLEP and HDCP. For further detailed assessment of health, condition and tree management recommendations, a qualified arborist should be consulted.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	26/03/2021
Previous studies:	
Historical references:	
Comments:	Further investigation is required to establish the Oak tree's cultivated origins and age.

Maps and Images



Proposed heritage curtilage



Oak tree



Basal trunk of tree



Oak tree.



1971 aerial

To be determined

Tree (Norfolk Island Pine)

Road reserve (grass verge) corner Phyllis Avenue and Central Avenue

Thornleigh

Northeast corner of No.21-31 Central Avenue, Lot 8 DP 1205944

Proposed Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend landscape heritage listing in Hornsby LEP 2013.
Item No:	To be determined
Item Name:	Norfolk Island Pine
Address:	Corner of Central Avenue and Phyllis Avenue
Suburb:	Thornleigh
Property Description:	Road Reserve (northeast corner of 21-31 Central Avenue, Thornleigh. Lot 8, DP 1205944)
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Trees-cultural
Construction date:	1943
Architect:	
Builder:	Planted by the McClean family
Statement of Significance:	This Norfolk Island Pine is significant for its association with the McClean family. It was planted by the family of Thornleigh resident and acclaimed musician Hugh McClean, in memory of his death due to an air crash between Sydney and New Guinea during WWII. The tree was formerly located within the McClean garden and is now located within the roadside verge since the introduction of Central Avenue.
Physical Description:	Norfolk Island Pine (<i>Araucaria heterophylla</i>) located at the corner of Central Ave & Phyllis Ave Thornleigh. The tree was planted c.1943 in the McClean family garden before Central Avenue was formed. (Note that the 1943 aerial shows a small tree in this location which is possibly the Pine specimen).
Modifications:	The house and garden are no longer extant and have been replaced by a commercial building. The Pine is now located in the road verge. A concrete footpath is adjacent to the tree less than 500mm from the base of the trunk.
Historical notes:	<p>Mrs Dorcas McClean, mother of three of the most talented violinists in Australia came to live in Australia from Ireland in 1885. Her father, Dr Richard Gaggin, settled his family in Lismore NSW and Dorcas trained as a nurse in Brisbane. In 1906 she married George McClean who had arrived in Victoria from Ireland in 1872. All three of their children had exceptional musical abilities. Their children, Georgina and Hugh began piano lessons in 1917 and violin lessons shortly afterwards Mrs. McClean sought the advice of the first Director of the Sydney Conservatorium of Music, M Henry Verbrugghen, and as a result the two children became pupils of the Conservatorium. Another child Dorcas was born in 1917 and before long she too displayed outstanding talent. At age four she appeared at a Conservatorium Concert in the company of Georgina and Hugh.</p> <p>In 1930 Georgina and Hugh McClean became teachers at the Conservatorium and the following year all three children accepted scholarships to the Royal College of Music in London which they took up in 1932, travelling to London with their mother on the Orient liner, Orsova. They remained overseas until 1939 and earned international reputations - a remarkable achievement for three members of the one family. On their return they resumed teaching and concert work.</p> <p>When War broke out Hugh joined the Army and became a gunner before being transferred to the Army Education Service.</p>

	<p>In 1943, aged 30 he was killed in an air crash between Sydney and New Guinea.</p> <p>The family planted a Norfolk Island Pine Tree in the corner of their Thornleigh garden in his memory. Their mother had three 'summerhouses' constructed in their large garden for the children to use as practice rooms and it is believed that Hugh's summerhouse was in the corner where the tree is planted.</p> <p>The McClean family property was subdivided over time and by 1970, Central Ave has been established, separating what was originally the northwest corner, and effectively the pine tree, from the original house and gardens. The McClean family residence was demolished by 1975.</p> <p>The youngest sibling in this talented family of musicians, Dorcas, once described as the most brilliant violinist Australia has produced, died in July 1981 and was buried in Mornington cemetery in Victoria beside her husband. Today, a Dorcas McClean Travelling Scholarship for violinists has been established by the University of Melbourne in honour of one of Australia's most gifted musicians.</p>
Current use:	Streetscape
Former use(s):	Private garden
Physical condition:	Excellent condition. Some minor pruning of lower branches.
Integrity/Intactness:	The Pines integrity and curtilage is intact, however the original context of its planting is not apparent and no longer extant.
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	Associated with the McClean family, who were acclaimed Australian musicians, and planted in memory of Hugh McClean.
Criterion c) Aesthetic:	The tree contributes to the landscape character of the street.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	Settlement and Suburbanisation The Changing Face of the Shire
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	
Conservation Area:	
Recommended listing:	Proposed listing in the Hornsby LEP 2013.
Recommended management:	Manage according to HLEP and HDCP. For further detailed assessment of health, condition and tree management recommendations, a qualified arborist should be consulted.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	26/03/2021
Previous studies:	
Historical references:	Sources: The Sound of Strings by E N Matthews, The Town Crier (the Mornington local paper) 5/7/1981 and information from several former and current residents of Thornleigh. Amazing Stories from previous editions of Local Colour and further information by Pat Dewey
Comments:	

Maps and Images



1943 aerial of Thornleigh with a small tree visible in the location of the subject Pine (indicated in red).



Norfolk Island Pine. Argyle Apple and Macadamia also shown, corner of Central and Phyllis Avenue, Thornleigh.

To be determined

Rock

Brooklyn Road

Brooklyn

Road reserve opposite 49 Brooklyn Road

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend landscape heritage listing in Hornsby LEP 2013.
Item No:	To be determined
Item Name:	Rock
Address:	Brooklyn Road
Suburb:	Brooklyn
Property Description:	Road reserve (opposite 49 Brooklyn Road, Brooklyn)
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Landscape structures
Construction date:	
Architect:	
Builder:	
Statement of Significance:	The rock adjacent to 49 Brooklyn Road, Brooklyn is of local heritage significance for its aesthetic values. The large boulder has landmark qualities along the Brooklyn Road and is significant for its prominent location.
Physical Description:	A large prominent rock boulder occurring in the grassed road reserve on the northern side adjacent to 49 Brooklyn Road. A permanent survey marker has been installed on the lower section of rock. The rock was most likely moved off the road carriageway during construction of the road, which may account for why it stands upright.
Modifications:	
Historical notes:	<p>The first European settler in the Brooklyn area was George Peat at Mooney Point. George Peat was instrumental in establishing a ferry service for travellers between Sydney and Newcastle and setting the route inland, later known as Peats Ferry Road. Settlers were drawn to the area for the rich resources provided by the Hawkesbury River. This included lime burners, oystermen and fishermen.</p> <p>Development within Brooklyn was slow to develop due to its isolation. However, this changed with the construction of the Hawkesbury River railway bridge in the 1880s. In 1883, Amos and Co were contracted to build the Strathfield to Hawkesbury River section of the railway. The tender for the bridge was opened internationally as the construction of the bridge had several major engineering issues, namely the strength of the rivers tides, the region's topography, and the required depths of the foundations as a result of the characteristics of the drowned valley river at the site. On 1 May 1889 the bridge was finally opened, and the railway was completed. At the time of its opening, the Hawkesbury River Railway Bridge was an engineering marvel of the Railway Age and the largest of its kind in the southern hemisphere. The arrival of the railway transformed the remote river community of Brooklyn as it developed into a railway town and a base for tourist and fishing industries.</p> <p>The township for Brooklyn was advertised for auction on 3 October 1883, the advertisement boasted 'a most eligible and highly improving freehold building estate comprising in all 103 well selected allotments' at Brooklyn 'destined to become a thriving and important commercial township'. By the early</p>

	<p>twentieth century Brooklyn had established itself as a fishing and tourist destination.</p> <p>In 1919, land for the construction of a road through Brooklyn, connecting the wharf with the railway reserve, was resumed. The construction of the road was a costly enterprise due to the steep grades and materials required to make it trafficable. It is unknown if the rock fronting 49 Brooklyn Road is naturally occurring or was moved during this period.</p>
Current use:	Roadside verge
Former use(s):	Roadside verge
Physical condition:	
Integrity/Intactness:	High
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	The rock has aesthetic significance for its landmark qualities along Brooklyn Road.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	Transport The Bushland Shire
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	
Conservation Area:	
Recommended listing:	Proposed listing in the Hornsby LEP 2013.
Recommended management:	Safety setback from the carriageway may be an issue and should be checked for compliance.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	15/11/2021
Previous studies:	
Historical references:	
Comments:	

Maps and Images



Aerial image of the rock within Brooklyn Road, Brooklyn (source Nearmap).



View looking north east.



View from Brooklyn Road opposite.



Permanent survey mark at the base of the rock.



View looking southwest.

To be determined

Street trees

Fraser Road

Normanhurst

Road reserve (east side)

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	594
Item Name:	Street trees
Address:	Fraser Road
Suburb:	Normanhurst
Property Description:	Road reserve (east side)
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=21845
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	<p>The landscape heritage curtilage for the street trees does not accurately capture the road reserve in which the item is located in. The Hornsby LEP should be updated to reflect the revised curtilage for Item 594 street trees.</p> <p>It is recommended that the address is amended to Fraser Road (along east-west axis) and the property description is updated to include the road reserve in front of Nos 1-27; 8-24 Fraser Road and ending at Normanhurst Road.</p>
Item No:	594
Item Name:	Street trees
Address:	Fraser Road (along east-west axis)
Suburb:	Normanhurst
Property Description:	Road reserve (including in front of Nos. 1-27; 8-24 Fraser Road and ending at Normanhurst Road).
Significance:	Local

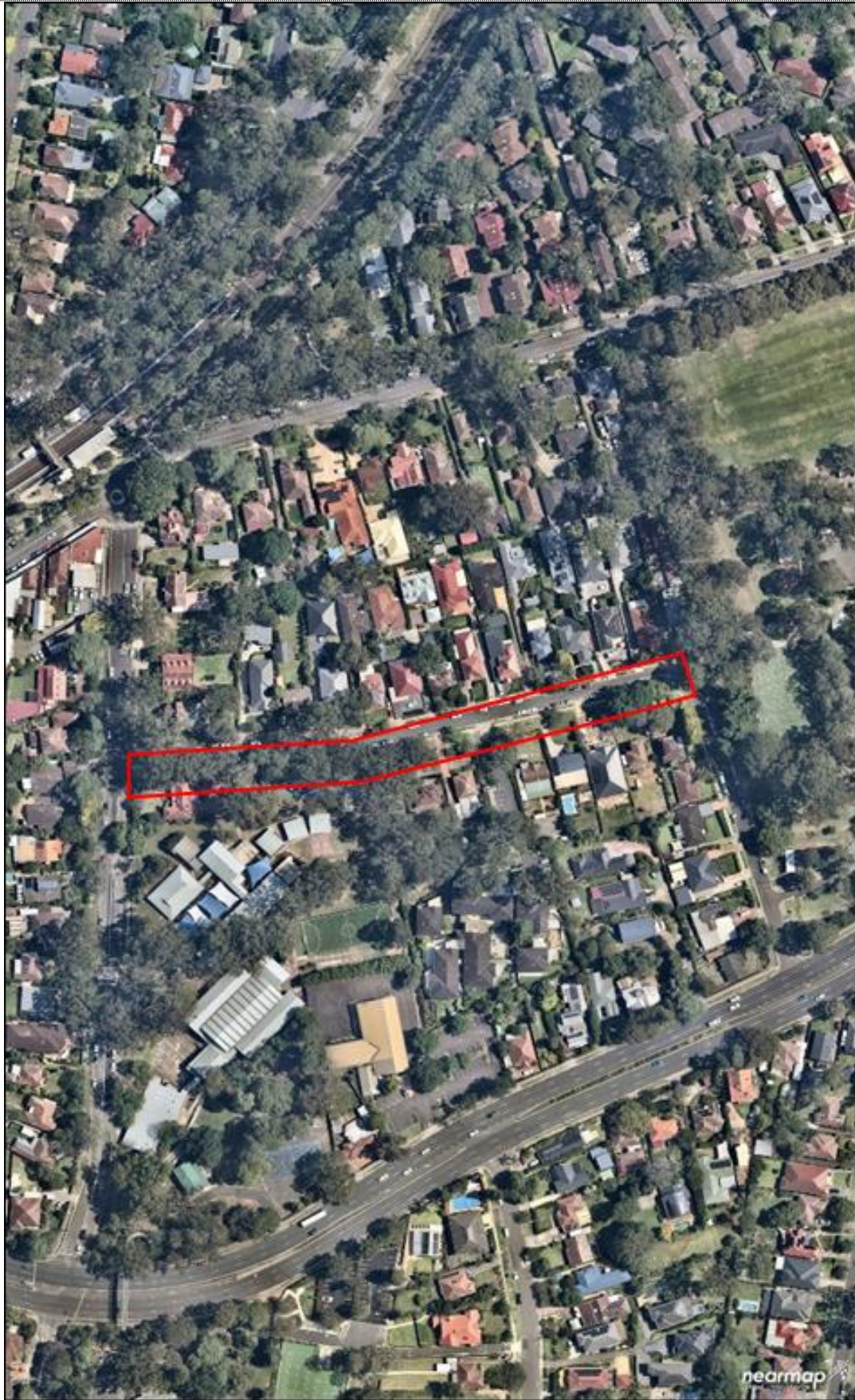
Item Description	
Item type:	Landscape
Category:	Street trees natural
Construction date:	
Architect:	
Builder:	
Statement of Significance:	<p>The item is of local significance for its aesthetic and rarity values. It has aesthetic value as contributing to the landscape character of the streetscape and "The Bushland Shire," and as a reminder of the pre-settlement landscape within the suburban area, with canopies almost interlocking over the roadway. Fraser Road retains a relatively diverse mix of canopy and sub-canopy species that are components of the Blue Gum Shale Forest vegetation community (BGSF). This mix of BGSF canopy species is now rare in the local area. The item is part of a larger, highly fragmented, BGSF community within the local shale-capped ridges of the Hornsby Shire.</p> <p>The item is part of a larger, highly fragmented, BGSF community within the local shale-capped ridges (this includes street trees heritage listed along for Milson Parade, Harris Road, Edwards Road and Russell Avenue).</p>
Physical Description:	<p>These native trees have been retained/ protected within the public verges of Fraser Road.</p> <p>They are located within the public verge starting at the western end of Fraser Road at its intersection with Normanhurst Road and ending at No. 27 Fraser Road. Native tree species include Rough-barked Apple (<i>Angophora floribunda</i>), Grey Ironbark (<i>Eucalyptus paniculata</i> subsp. <i>paniculata</i>) and Blackbutt (<i>Eucalyptus pilularis</i>); Sydney Blue Gum (<i>Eucalyptus saligna</i>). The oldest trees occur near the western end of Fraser Road.</p>

Modifications:	
Historical notes:	All items of natural occurrence [i.e. not cultivated]. The 2008 review noted trees within the grounds of Normanhurst Boys High School; however, no significant trees were observed within the grounds adjacent to Fraser Road. Alternatively, the 2008 report may have been referring to Normanhurst Public School at the western end of Fraser Road where significant trees occur and are already captured within this listing.
Current use:	Public verges
Former use(s):	
Physical condition:	Most trees appear to be in fair to good condition with minimal pruning to canopies for overhead powerlines. The trees display a varying level of insect damage, some with cavities and dead wood in the crowns.
Integrity/Intactness:	Canopy species are retained within group structure. Natural recruitment is restricted by current management practices [e.g. regular mowing/ pruning, tree removals and garden maintenance]. This remnant group is increasingly vulnerable to further fragmentation and attrition and may be lost altogether over time unless these management issues are properly addressed and replacements made.
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	The trees create a memorable sense of place in this suburban streetscape and are evocative of the original bushland character. They contribute to the landscape character of the streetscape and of "The Bushland Shire" and are a reminder of the pre-settlement landscape within a suburban area.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	BGSF is a type of Blue Gum High Forest of the Sydney Basin Bioregion which is a critically endangered ecological community under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and the NSW Biodiversity Conservation Act 2016 (BC Act). This mix of BGSF canopy species (Grey Ironbark, Sydney Blue Gum and Rough-barked Apple) is now rare in the local area.
Criterion g) Representative:	
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	
Recommended listing:	Retain heritage Listing in HLEP.
Recommended management:	Manage according to HLEP and HDCP. For further detailed assessment of health, condition and tree management recommendations, a qualified arborist should be consulted.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	23/06/2021
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993) [Survey by: Ashton, W 15.12.1992].

Item 594 Street trees – Fraser Road, Normanhurst

	Heritage Review 4 (2008) Landarc Pty w Patrick O’Carrigan & Partners
Historical references:	<p>Hornsby Shire Council, Biodiversity Conservation Strategy 2020</p> <p>Hornsby Shire Council Vegetation Mapping 2018 Map B2</p> <p>Native Vegetation Communities of Hornsby Shire, Smith, P & Smith, J. 2008</p> <p>NSW Scientific Committee - final determinations, DE&CC (NSW), 2007</p> <p>Benson, D & How- ell, J. (1994) Cunninghamia 3(4): 677-780</p> <p>Benson, D & McDougall, L. (1998) Cunninghamia 5(4): 808-983</p> <p>Benson, D & Howell, J. (1990) Taken for Granted. (Kangaroo Press)</p> <p>Tozer, MG. (2003) Cunninghamia 8(4): 1-75</p>
Comments:	Heritage listed in HSLEP 1994. Heritage listing reviewed in Heritage Review 4 (2008)

Maps and Images



Aerial image of the street trees along Fraser Road, Normanhurst (source Nearmap).



Image from 2007. View of western end of Fraser Road (adjoining grounds of Normanhurst Public School).



Image 2 Same viewpoint as Image 1 in 2021.



Looking west towards the western end of Fraser Road.



Young regrowth trees in vacant lot adjacent to Normanhurst Public School.

267

Garden

183 Beecroft Road

Cheltenham

Lots 79–81, DP 9085

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	267
Item Name:	Garden
Address:	183 Beecroft Road
Suburb:	Cheltenham
Property Description:	Lots 79–81, DP 9085
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24998
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Maintain existing LEP listing (garden) and expand to add house
Item No:	267
Item Name:	House and garden
Address:	183 Beecroft Road
Suburb:	Cheltenham
Property Description:	Lot 79 DP 9085, Part Lot 80 DP 9085 and Lot 81 DP 9085
Significance:	Local

Item Description	
Item type:	House
Category:	Built & Landscape
Construction date:	1924
Architect:	
Builder:	
Statement of Significance:	<p>183 Beecroft Road constructed c.1924 is a largely intact early Inter-War Californian Bungalow with Federation and Art Nouveau details. The property retains many original features, including a circular drive within a largely intact period Federation garden with fine sandstone gate pillars and wrought iron gates. The house also includes a formal entrance stair and large verandah. Art Nouveau floral lead-lighting to windows and French doors, original cast iron fireplaces with timber mantles and ornate timber screen with inbuilt cupboards, original timber joinery and ceiling are part of the original features which contribute to the high integrity and aesthetic significance of the property. The house and property is a fine representative example of the large subdivisions and dwellings developed in the Beecroft-Cheltenham area in the Federation and Inter-War periods, after the subdivision of the larger estates.</p> <p>The property is historically significant as part of the early subdivision of the Mount Pleasant Estate, which was part of the original 6 acres granted to William Chorley in 1889 and who named the residential subdivision 'Cheltenham' after his English birthplace.</p> <p>After the death of the original owner, John Brown Surgeon in 1945, the property was purchased by the Hassall family and continually occupied by descendants for over 40 years. The Hassall family were a historically significant hide and skin leather merchants and traders, owned by the late Loris H. Hassell who founded the family-owned business in 1926 and have become one of Australia's oldest suppliers of hides and skins.</p>
Physical Description:	Early Inter-War Californian Bungalow with Federation and Art Nouveau details, comprising a single storey bungalow running roughly south-west to north-east with roughcast brick masonry walls, a terracotta tiled gable roof with multiple projecting gables

	<p>and three decorative chimneys. The house comprises eight bays on the main south-east elevation and two bays along the north-east and south-west elevations. The gables include two street-facing symmetrically-placed gables on the front (south-eastern) elevation, two projecting gables on the rear (north-western) elevation, two gables along the north-eastern elevation and a gable on the south-western elevation. All of the gables feature false half-timbering surmounted by shingles, projecting eaves and terracotta finials. The front elevation features a long front verandah with roughcast stretcher-bonded brick walling surmounted by soldier brick course and tapered pylons with soldier brick capping, Tuscan-style carved stone columns. The terracotta-tiled skillion roof of the front verandah features decorative bracketed timber purlins, timber fascias with decorative timber brackets above the columns and a plaster ceiling with timber strapping. The flooring of the verandah comprises timber boards, while the stairs are flanked by roughcast low-height walls with soldier coursed capping and octagonal piers surmounted by concrete pots. The elevation openings on the front elevation and side elevations exhibit triptych timber casement windows and French doors with Art Nouveau floral lead-lighting. Art Nouveau floral lead-lighting is also present on the timber sash windows of the living room at the rear. The windows in the sun room in the north-western corner exhibit multi-paned timber windows with coloured glazing. Other windows exhibit timber framing, general sashes or casements, with clear glazing. The rear (north-western) elevation exhibits two skillion roofed verandas with timber post balustrading. Internally, the structure exhibits original cast iron fireplaces with tiled surrounds and dark-stained timber joinery including, but not limited to, ceiling strapping, picture rails, plate rails, architraves, bay window seating, skirting, fireplace mantelpieces, wall panelling and an ornate screen between the lounge and entrance hall. The bathroom and kitchen exhibit original and early details including tiling, cabinets, fireplaces and basins. The original garden appears intact (see the Landscape Heritage Review).</p>
<p>Modifications:</p>	<p>Aerial imagery from 1930 shows the house to have been set within a formal garden with tree plantings, two walking paths to Beecroft Road and two driveways to Cheltenham Road (NSW Government Spatial Services, 1930; GBA Architects, 2020, p. 9). At this time, the property was bounded by a perimeter hedge, while a garage was located in the northern corner of the property, a small shed located to the west of the house and an orchard located to the north of the house (NSW Government Spatial Services, 1930; GBA Architects, 2020, p. 9). In 1942, the southern end of the property (Lots 80 to 81) were altered to allow for the widening of the road (Land Registry Services (LRS), 1942). By 1943, the orchard had been removed (NSW Government Spatial Services, 1930). In 1947, the undeveloped lot to the west (Lot 82) was purchased by the owner of 183 Beecroft Road (GBA Architects, 2020, p. 10; LRS, 1947). Aerial imagery indicates that Lot 82 was developed into an orchard prior to 1955 (NSW Government Spatial Services, 1955) and was cleared progressively cleared from 1970 onwards (NSW Government Spatial Services, 1970) until its conversion into a tennis court in 1991 (Hornsby Shire Council files, BA1928/91). In 1964, a second garage was constructed next to the original garage (GBA Architects, 2020, p. 10; Hornsby Shire Council files, Register of Development Applications, Application no. 367-</p>

	<p>64, Assessment no, C.486). In 1986, alterations were undertaken to the western side of the house; a shower and toilet were installed in the existing laundry, the kitchen and family room spaces were opened into one room, the western verandah was extended, a pergola installed, and two openings were altered to improve egress and natural lighting (GBA Architects, 2020, p. 11; Hornsby Shire Council files, BA2073-86). In 1991, a tennis court was constructed on Lot 82 (Hornsby Shire Council files, BA1928/91). In 2016, a DA was submitted to subdivide the property, but it was refused on heritage grounds (DA/1343/2106). In 2020, a DA proposed the conversion of the property into a childcare centre, but the DA was refused (DA/259/2020). In 2021 the childcare application was approved by the Land and Environment Court.</p>
Historical notes:	<p>'Beecroft Road' was first used in 1913. Prior to this and as early as 1886, it was referred to as 'Beecroft Parade' The parade terminated at Malton Street and Kirkham Street. The name was chosen in honour of Henry Copelands wife, whose maiden name was 'Beecroft'. Copeland was the Minister for Lands in the NSW parliament from 1886-1887, 1891- 1894.</p> <p>A historic map indicates that the land between The Promenade and Cheltenham Road, facing onto Beecroft Road, was subdivided and auctioned in 1918. Five lots faced onto Beecroft Road.</p> <p>In 1932, a congregational church was noted as being at the corner of Beecroft Road and The Promenade.</p> <p>Constructed in c.1924. 1942 street corner splayed for traffic management.</p> <p>Aerial imagery reveals that a structure was built on the plot of land by 1943.</p> <p>Real estate records indicate the property was sold in 1991 and 2017. Interior photos indicate the residence retained original features including timber joinery, timber ceiling details, ornate light fixtures, lead-light windows, fireplaces, original or heritage-style stove, wall vents, timber floors and decorative wall tiles.</p>
Current use:	Private house and garden
Former use(s):	Private house and garden
Physical condition:	Aside from minor alterations to the interior layout and external openings, the house demonstrates many original external and internal features. The house and gardens are highly intact. The integrity is high. The building appears to be in good condition.
Integrity/Intactness:	As above
Significance Assessment	
Criterion a) Historic:	Component of the Mount Pleasant Estate, subdivided in 1918. Evidences the growing interest in Beecroft as a desirable residential suburb in the early 20th Century.
Criterion b) Associative (person/s):	Historically significant for its association with the Hassall family who continually occupied the property for over 40 years. The Hassall family were a historically significant hide and skin leather merchants and traders, owned by the late Loris H. Hassell who founded the family-owned business in 1926 and have become one of Australia's oldest suppliers of hides and skins.
Criterion c) Aesthetic:	183 Beecroft Road constructed c.1924 is a largely intact early Inter-War Californian Bungalow with Federation and Art Nouveau

	<p>details. The house retains many original features, including a circular drive within a largely intact period Federation garden with fine sandstone gate pillars and wrought iron gates. The house also includes a formal entrance stair and large verandah. Art Nouveau floral lead-lighting to windows and French doors, original cast iron fireplaces with timber mantles and ornate timber screen with inbuilt cupboards, original timber joinery and ceiling are part of the original features which contribute to the high integrity and aesthetic significance of the property.</p>
Criterion d) Associative (groups/community):	The item does not meet the threshold for listing under this criterion.
Criterion e) Research:	The item does not meet the threshold for listing under this criterion.
Criterion f) Rarity:	The item does not meet the threshold for listing under this criterion.
Criterion g) Representative:	The house and property is a fine representative example of the large subdivisions and dwellings developed in the Beecroft-Cheltenham area in the Federation and Inter-War periods, after the subdivision of the larger estates.
Historical Theme:	<p>Australian Theme: Building settlements, towns and cities; Marking the phases of life</p> <p>NSW Theme: Towns, suburbs and villages; Land tenure; Accommodation; Persons</p> <p>Local Theme: Settlement and Suburbanisation</p>
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	Beecroft / Cheltenham HCA
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	Maintain existing LEP listing (garden) and expand to add house
References	
Consultant:	Artefact Heritage
Date inspected:	February 2022
Previous studies:	GBA Heritage, 2020. 181-183 Beecroft Rd, Cheltenham: Statement of Heritage Impact. Draft, March 2020. Report prepared for Wetherill and Associates Architects;
Historical references:	<p>Beecroft Cheltenham Historical Group, Beecroft and Cheltenham: The shaping of a Sydney Community to 1914, Beecroft, NSW: The Group, 1995.</p> <p>GBA Heritage, 2020. 181-183 Beecroft Rd, Cheltenham: Statement of Heritage Impact. Draft, March 2020. Report prepared for Wetherill and Associates Architects;</p> <p>Hornsby Shire Council files, 183 Beecroft Road Property File (PP 001714), BA2073-86;</p> <p>Hornsby Shire Council files, 181 Beecroft Road Property File (PP 001713), BA1928/91;</p> <p>'[Cheltenham Subdivision plans] Mount Pleasant Estate Cheltenham – Beecroft', State Library of NSW< Accessed: https://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE10363147&change_lng=</p> <p>'[Cheltenham Subdivision plans] Homes Sites', State Library of NSW, Accessed:</p>

	<p>https://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dp_s_pid=IE10363133&change_lng=</p> <p>'181 Beecroft Road', Realestate.com.au, Accessed: https://www.realestate.com.au/property/181-beecroft-rd-cheltenham-nsw-2119</p> <p>'183 Beecroft Road', Domain, Accessed: https://www.domain.com.au/property-profile/183-beecroft-road-cheltenham-nsw-2119</p> <p>Hornsby Shire Council files, Register of Development Applications, Application no. 367-64, Assessment no, C.486. Land Registry Services, 1942. Parish Maps, Volume 3086 Folio 113, T. D102814, 13 January 1942; Land Registry Services, 1947. Parish Maps, Volume 2859 Folio 16;</p>
Comments:	

Maps and Images



Map of No. 183 Beecroft Road, Cheltenham



Front view of property



Side view of property



Property gate

290

Garden

46The Crescent

Cheltenham

Lot 2, DP 18542

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	290
Item Name:	Garden
Address:	46 The Crescent
Suburb:	Cheltenham
Property Description:	Lot 2, DP 18542
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=25103
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Maintain existing LEP listing (garden) and expand to add house
Item No:	290
Item Name:	House and garden
Address:	46 The Crescent
Suburb:	Cheltenham
Property Description:	Lot 2, DP 18542
Significance:	Local

Item Description	
Item type:	House and Garden
Category:	Built & Landscape
Construction date:	c. 1940-1943
Architect:	
Builder:	
Statement of Significance:	46 The Crescent is a good representative example of an Inter-war Tudor Revival/Old English house featuring key elements of the style including an asymmetrical façade, steep gable roof and a gable with brick nogging. The property is historically significant as a component of the subdivision of Mount Pleasant/Chorely estate in 1938 indicating the increasing popularity of the suburb of Cheltenham in the early 20th Century.
Physical Description:	<p>Inter-War Stripped Tudor Revival/Old English house with Art Deco decorative features. Single storey house constructed from red brick with an asymmetrical triple frontage. Brick nogging to the steep brick gable ends of the roof. Brick walls are sheer and end flush with gable ends of the roof. Central to building frontage is the small entry porch.</p> <p>Roof is terracotta Marseille tiled, with a tall red brick chimney which is styled to look like the gable ends of the house. Chimney also features Marseille tiled capping. Post-war garden features a largely intact rock-face finished sandstone dwarf wall with sandstone saddle coping. A timber lattice fence indicates the location of an original (now demolished) front path entrance. New concrete driveway to new brick garage at rear (replaces original brick garage with timber stable garage doors).</p>
Modifications:	<p>Based on aerial imagery, in 2017, a small-scale addition was constructed at the rear of the house (Google Earth Pro, March 2017).</p> <p>From 2018 to 2021, the 2017 extension and the original garage were demolished and a new red-brick two-storey rear extension was constructed, including a rear pool and attached garage within the footprint of the new extension (CC/435/2018, DA/187/2018). The works also resulted in alterations to the grassed area in the front garden and the construction of a new wheel strip driveway, replacing the original stone flagging strip driveway (CC/435/2018, DA/187/2018). The 2018-2021 work</p>

	<p>also included the alteration of the internal layout of the original structure: removal of a section of walling between bedroom 5 and the library; removal of rear walling in the bathroom; removal of the kitchen fit-out; and, removal of a door and walk in wardrobe in bedroom 2 (CC/435/2018, DA/187/2018).</p> <p>Although not approved as part of the works, the eastern side of the entrance gate was removed in c.2018 and rebuilt in c.2021 prior to the site inspection (Google Streetview, November 2019), However, the eastern side of the entrance gate was not rebuilt identically to the original fence, as the alignment and height were altered (Artefact, 2021).</p>
Historical notes:	<p>Born in Cheltenham, England, high-end tailor Mr William Chorley was a local figure of the Beecroft region. As well as acquiring and subdividing large portions of land between Epping and Beecroft in the late 1880s, he also petitioned the NSW Public Works Department to construct the Cheltenham railway platform. This was completed in 1898 and as a reward for his efforts, the station was named after his birth town.</p> <p>Chorley purchased the parcel of land bounded by Cheltenham Road, The Promenade and Cheltenham Crescent in 1890. The residential home of the family, 'Mount Pleasant' Estate, was erected on the plot and remained there until Mr Chorley's death in 1935.</p> <p>A 1938 plan illustrates the parcel of land occupied by Mount Pleasant Estate was subdivided into eleven lots. The subdivision was titled the Chorley Estate and ten of the lots were listed for sale. This included the plot of 46 The Crescent, which was then numbered 2 Cheltenham Crescent.</p> <p>Historical imagery indicates that a structure was erected on the site by 1943. Despite the architect being unknown, the structure displays several features that are indicative of a typical interwar residence. In 1951, an obituary for Iris Guest of 46 The Crescent, Cheltenham, was published in The Sydney Morning Herald. Her husband, Hedley Hilton Guest (1883 – 1973) was a NSW Under-Secretary for the Department of Lands. It is likely that the Guest family were the first owners of 46 The Crescent.</p> <p>The property was sold in 2016. Real estate images indicate that the building retained its original kitchen and bathroom as well as fireplaces, timber details and high ceilings. Representative of the original subdivision patterning, the block of land was large, spanning 1151sqm.</p>
Current use:	House
Former use(s):	House
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	Evidences the desirability and establishment of Cheltenham as a residential suburb in the early 20th Century.
Criterion b) Associative (person/s):	The item does not meet the threshold for listing under this criterion.
Criterion c) Aesthetic:	The property is aesthetically significant as an example of a stripped Inter-war Tudor Revival/Old English house with Art deco decorative features, with key features of the style including an asymmetrical façade, steep gable roof and a gable with brick nogging.

Criterion d) Associative (groups/community):	The item does not meet the threshold for listing under this criterion.
Criterion e) Research:	The item does not meet the threshold for listing under this criterion.
Criterion f) Rarity:	The item does not meet the threshold for listing under this criterion.
Criterion g) Representative:	Good representative example of an Inter-War Tudor Revival/Old English house.
Historical Theme:	Australian Theme: Building settlements, towns and cities NSW: Towns, suburbs and villages; Accommodation Local Theme: Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	Beecroft / Cheltenham HCA
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	Maintain existing LEP listing (garden) and expand to add house
References	
Consultant:	Artefact Heritage
Date inspected:	February 2022
Previous studies:	
Historical references:	<p>'Mount Pleasant Estate, Cheltenham – Beecroft Rd, The Boulevard', State Library of NSW, Accessed: https://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE10363175&change_ing=</p> <p>Chorley Estate- Cheltenham', Hornsby Shire Recollects, Accessed: https://hornsbyshire.recollect.net.au/nodes/view/3696</p> <p>'Cheltenham', Hornsby Shire Recollects, Accessed: https://hornsbyshire.recollect.net.au/nodes/view/3919?keywords=Chorley%20&type=all&highlights=WyJjaG9ybGV5LCIsImNob3JsZXkiXQ==</p> <p>'Obituary', The Sydney Morning Herald, 24 April 1935, 10, Accessed: https://trove.nla.gov.au/newspaper/article/17152960?searchTerm=%22William%20Chorley%22%2C%20Cheltenham</p> <p>'Chorley Estate Cheltenham- The Promenade, Cheltenham Rd', State Library of NSW, Accessed: https://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE10363196&change_ing=</p> <p>Historical imagery viewer, Accessed: https://portal.spatial.nsw.gov.au/portal/apps/webappviewer/index.html?id=f7c215b873864d44bccdda8075238cb</p> <p>'Family Notices', The Sydney Morning Herald, 20 February 1951, 18, Accessed: https://trove.nla.gov.au/newspaper/article/18200132?searchTerm=%2246%20The%20Crescent%22%2C%20cheltenham</p> <p>'Estate', The Canberra Times, 21 August 1973, 7, Accessed: https://trove.nla.gov.au/newspaper/article/110743798?searchTerm=hedley%20hilton%20guest%20cheltenham</p> <p>'46 The Crescent,' Realestate.com.au, Accessed:</p>

	<p>https://www.realestate.com.au/sold/property-house-nswcheltenham-123427706</p> <p>The Daily Telegraph, 19 November 1939, 6, Accessed: https://trove.nla.gov.au/newspaper/page/27258531</p> <p>'Entrance, Mt Pleasant, Cheltenham', Hornsby Shire recollects, Accessed: https://hornsbyshire.recollect.net.au/nodes/view/775?keywords=Mt%20Pleasant,%20Cheltenham&highlights=eylwIjoibXQiLCIxIjoicGxIYXNhbnQiLCIyIjojY2h1bHRlbnmhbSIsIjYiOiJwbGVhc2FudCwifQ==</p> <p>Article re Chorley son: https://trove.nla.gov.au/newspaper/page/27258531</p> <p>Mt Pleasant photo: https://hornsbyshire.recollect.net.au/nodes/view/775?keywords=Mt%20Pleasant,%20Cheltenham&highlights=eylwIjoibXQiLCIxIjoicGxIYXNhbnQiLCIyIjojY2h1bHRlbnmhbSIsIjYiOiJwbGVhc2FudCwifQ==</p>
<p>Comments:</p>	

Maps and Images



Map of No. 46 The Crescent, Cheltenham



Wide view of the property and the sandstone property wall



Front perspective of the property and the sandstone boundary fence and gate



Detailed view of the gable ends of the roof and entrance porch



Front perspective of the property

44

Lorne

63 Beecroft Road

Beecroft

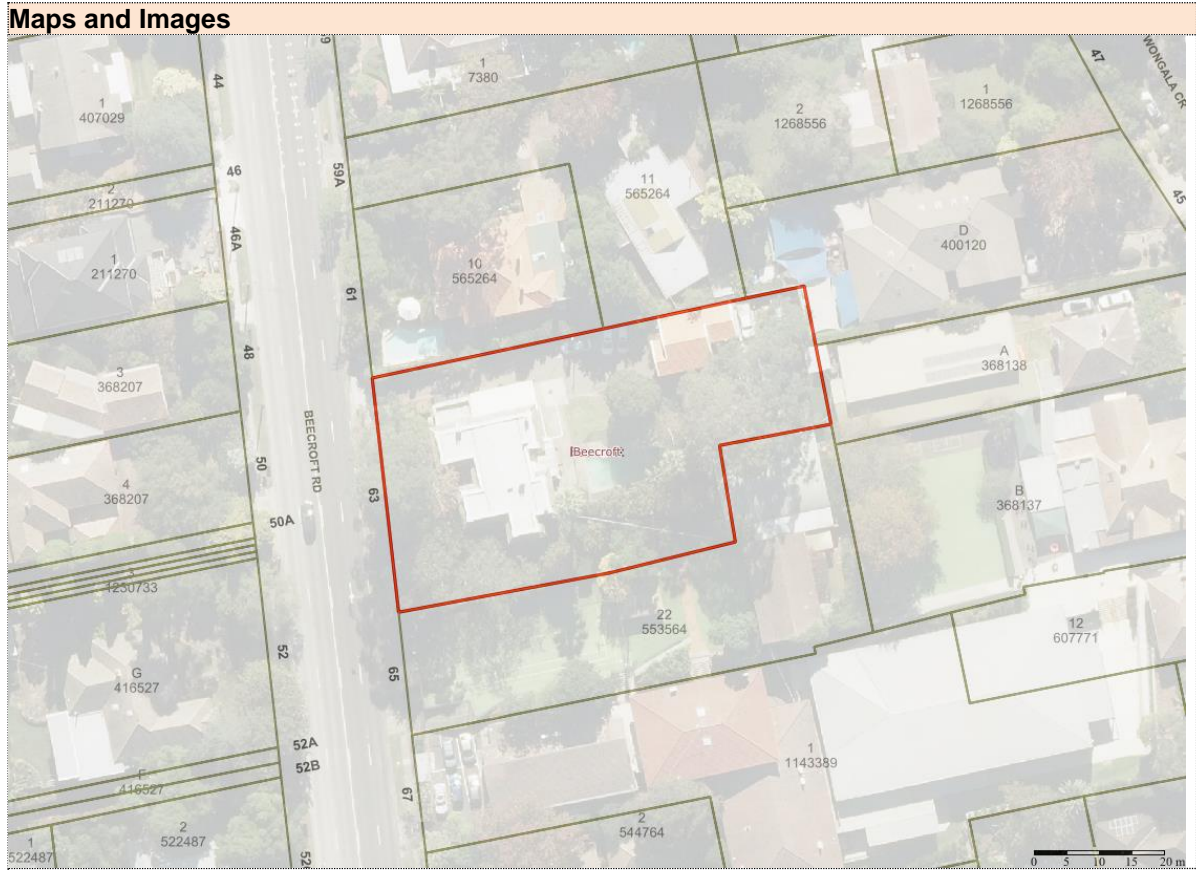
Lot 21, DP 553564

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	44
Item Name:	"Lorne"
Address:	63 Beecroft Road
Suburb:	Beecroft
Property Description:	Lot 21, DP 553564
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19253
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Maintain existing LEP listing (Lorne) and expand to add former stable building
Item No:	44
Item Name:	Lorne and former stable building
Address:	63 Beecroft Road
Suburb:	Beecroft
Property Description:	Lot 21 DP 553564
Significance:	Local

Item Description	
Item type:	School
Category:	Built
Construction date:	
Architect:	
Builder:	
Statement of Significance:	63 Beecroft Road is historically significant as the likely Inter-war stable building associated with the adjacent heritage item 'Lorne'. The property is aesthetically significant as an Inter-war masonry stable building with extant heritage features including timber framed windows, timber strapping along the gable ends and extant diamond leadlight windows on the upper floor.
Physical Description:	<p>The building is a two-storey structure constructed from brick which has been rendered in areas and painted in other areas. Parts of the building are constructed from fibre cement boards. The building likely dates from the inter-war period, and features timber framed windows, and timber boarded bi-fold doors. At upper level the building retains a set of lead-light diamond casement windows. Gable roof with terracotta tiles, boarding with timber strip features at the gable ends.</p> <p>The building may have functioned as the stables to 'Lorne' which is adjacent within the Arden Junior School grounds.</p>
Modifications:	Timber building in question may be the stables building from the listed house on Beecroft Roadside of the School. Building works associated with the new hall, new canteen/uniform store & renovated teaching & administration facilities (CC/596/2010).
Historical notes:	<p>It is unclear when the land to the west of Wongala Crescent, bounded by Albert Road to the north and Chapman Avenue to the south, was subdivided. The area is implied on a 1922 subdivision plan, but no individual plots are indicated.</p> <p>Aerial imagery reveals that a structure was built on the plot of land by 1943.</p> <p>In 1969, Railway Parade was renamed Wongala Crescent to avoid confusion with other Railway Parades in the area. Wongala is an Aboriginal word meaning 'boomerang'.</p>

	There are no real estate records for the property online.
Current use:	School
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The property is historically significant as the likely stable building associated with the adjacent heritage property 'Lorne'. Evidences the desirability and establishment of Beecroft as a residential suburb in the early 20th Century.
Criterion b) Associative (person/s):	The item does not meet the threshold for listing under this criterion.
Criterion c) Aesthetic:	The property is aesthetically significant as an example of an Inter-war building constructed from masonry and cement board, featuring timber framed windows, timber strapping along the gable ends and extant diamond leadlight windows on the upper floor.
Criterion d) Associative (groups/community):	The item does not meet the threshold for listing under this criterion.
Criterion e) Research:	The item does not meet the threshold for listing under this criterion.
Criterion f) Rarity:	The item does not meet the threshold for listing under this criterion.
Criterion g) Representative:	Good representative example of an Inter-War stable building
Historical Theme:	Australian Theme: Building settlements, towns and cities; Developing Australia's cultural life NSW: Towns, suburbs and villages; Land tenure; Accommodation; Sport Local Theme: Settlement and Suburbanisation, Leisure and Recreation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	Beecroft / Cheltenham HCA
Recommended listing:	Retain Local Heritage Listing in HLEP
Recommended management:	Maintain existing LEP listing (Lorne) and expand to add former stable building
References	
Consultant:	Artefact Heritage
Date inspected:	February 2022
Previous studies:	
Historical references:	Beecroft Subdivision plan 1922, Accessed: https://collection.sl.nsw.gov.au/record/74VvmKPO6JMg/6eLdqdjzwdje 'Wongala Crescent', Hornsby Shire Council, Accessed: https://hornsbyshire.recollect.net.au/nodes/view/4109?keywords=wongala&highlights=WyJ3b25nYWxhll0=&lsk=87c2c7e87023461c72b9ba91fc646c60
Comments:	

Maps and Images



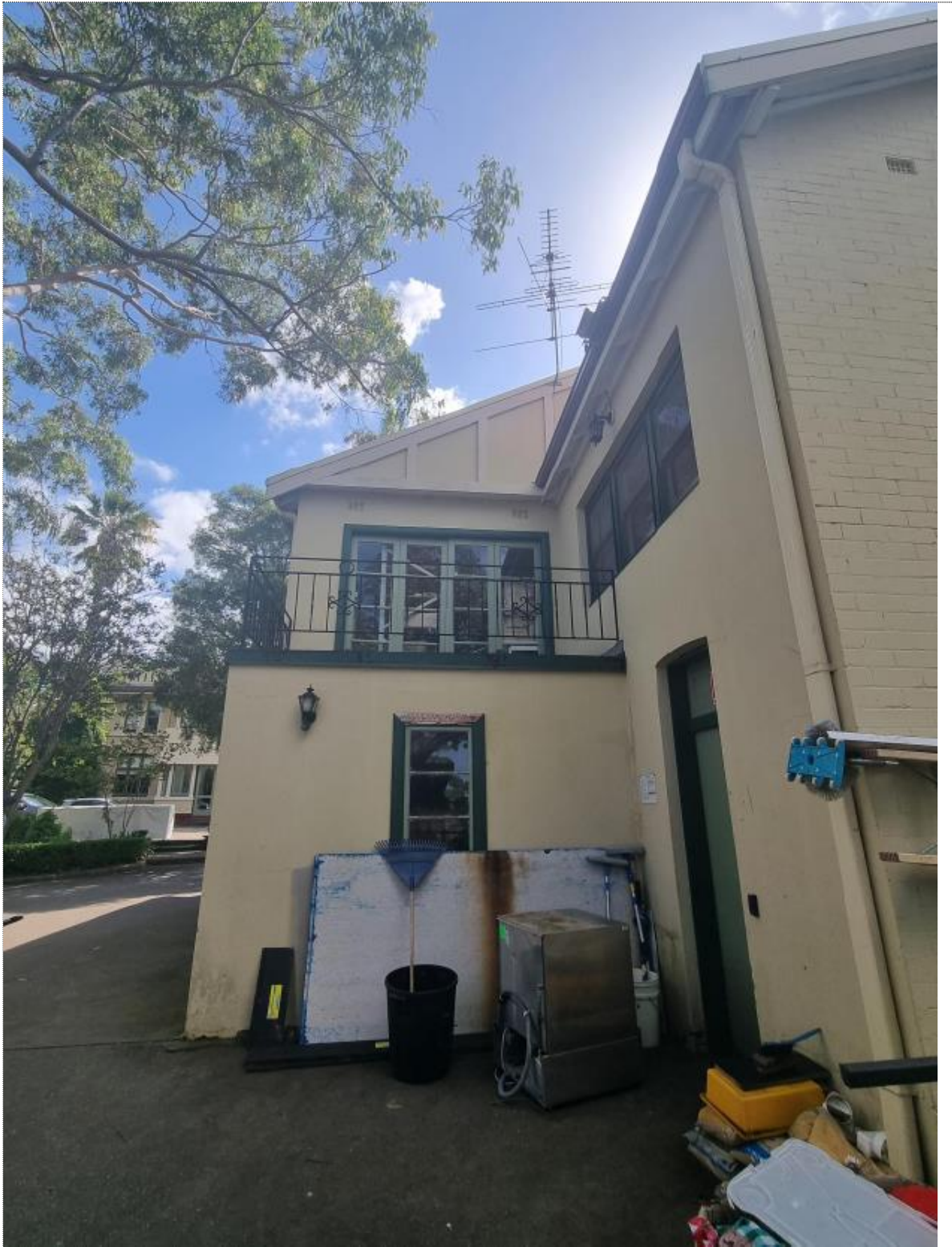
Map of No. 63 Beecroft Road, Beecroft



Angled perspective on property



Side perspective of property



Rear perspective of property

259

Oakhill College, original building and grounds

423–521 Old Northern Road

Castle Hill

Lot 1370, DP 1063007

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	259
Item Name:	Oakhill college, original building and grounds
Address:	423-521 Old Northern Road
Suburb:	Castle Hill
Property Description:	Lot 1370, DP 1063007
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=25115
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Maintain existing LEP listing and expand to add additional building
Item No:	259
Item Name:	Oakhill college, original building, Adrian building and grounds
Address:	423-521 Old Northern Road
Suburb:	Castle Hill
Property Description:	Lot 1370, DP 1063007
Significance:	Local

Item Description	
Item type:	School
Category:	Built & Landscape
Construction date:	
Architect:	
Builder:	
Statement of Significance:	The Adrian Building is historically significant due to its continuing use as a school facility dating to the late 1950s and its association with the De La Salle brothers. The building is of aesthetic significance as it is an excellent representative example of a Post-War Ecclesiastical structure featuring key elements of the style including a pedimented gable, low rise roof, symmetrical form and Romanesque style arches around the front entrance. As the building is part of a wider school precinct it is socially significant to the Catholic and broader community as a place of education, teaching and religion.
Physical Description:	The Adrian Building is a school building in the Post-War Ecclesiastical Style. The building is three storeys shaped in a E-shape, with a long rectangular spine and three protruding wings (the central wing is the entrance and stairwell of the building). Constructed from clinker bricks in a plain wall surface, the building has vertically proportioned openings, with semi-circular headed window openings at the gable end of each of the protruding wings. The building features simplified Romanesque detailing with brickwork detailed to create relief arches and brick quoins. There is a free-standing cross above the central protruding wing, and a religious statue above the entrance, typical of the architectural style. The building has a gabled roof with terracotta Marseille tiles. The brick walls are sheer and end flush with the gable ends of the roof.
Modifications:	After 2010, the building was converted into a Performing Arts Centre, however, no details have been provided (Urbis, 2021, p. 35). A stained-glass window from the Adrian Building was relocated to the De La Salle Building in the late 20th century or early 21st century (Urbis, 2021, p. 21). In 2020, an existing carpark and sections of the school grounds were redeveloped for a new education building in the vicinity of the Adrian Building (DA/509/2020, CC/400/2021). In 2021, upgrades to the

	stormwaters were undertaken in the vicinity of the Adrian Building (DA/509/2020).
Historical notes:	<p>“Part of the subdivision of 423-521 Old Northern Road Castle Hill - De La Salle Estate. Brosnan Place was named after the last surviving De La Salle brother in the Castle Hill area, Brother Dermot Brosnan on 3 April 2002. He arrived in the area in Australia in 1936 and eventually moved to Castle Hill where he still lives and tends the Brothers' cemetery.” Hornsby Recollects.</p> <p>The blessing and laying of the foundation stone for the new De La Salle Brothers training college was undertaken at Oakhill, Castle Hill in October 1935. It was intended that the college was to open in May 1936.</p> <p>In 1938, modern additions to the Oakhill boarding College were officially opened. It was mentioned that the old mansion was blessed by Archbishop Kelly in 1933. The estate was initially purchased to establish the boarding college and it had enough land to “erect buildings to further the noble work of Catholic education”. The additions included the construction of a new college that contained “two large dormitories, showers, washrooms, music studios, gymnasium and all necessary offices”.</p> <p>In 1948, a death notice was published for John Cahill. Mr Cahill was a member of the De La Salle Brother Religious Congregation and was of the De La Salle Training College, Oakhill, Castle Hill.</p> <p>The three-storey Adrian Building was commenced in 1952 and completed in February 1956, comprising a top-floor dormitory, a ground floor chapel and classrooms on the ground floor and first floor (Urbis, 2021, p. 21). A stained-glass window from the Adrian Building was relocated to the De La Salle Building in the late 20th century or early 21st century (Urbis, 2021, p. 21). After 2010, the building was converted into a Performing Arts Centre (Urbis, 2021, p. 35).</p>
Current use:	School
Former use(s):	School
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The 1956 boarding facility current Adrian Building was built to accommodate growing numbers of students. It was named the Adrian Building to continue the historical reference to Brother Adrian Fitzgerald.' (Urbis, 2021, p. 38).
Criterion b) Associative (person/s):	The Adrian building has associative significance due to its association with the De La Salle Brothers
Criterion c) Aesthetic:	The Adrian building is an aesthetically significant Post-War Ecclesiastical style structure featuring key elements of the style including a pedimented gable, low rise roof, symmetrical form and Romanesque style arches around the front entrance.
Criterion d) Associative (groups/community):	Ongoing significance to the Catholic and broader community as a place of education, teaching and religion.
Criterion e) Research:	The item does not meet the threshold for listing under this criterion.
Criterion f) Rarity:	The item does not meet the threshold for listing under this criterion.
Criterion g) Representative:	Excellent representation of a Post-War Ecclesiastical structure.

Historical Theme:	Australian Theme: Building settlements, towns and cities; Educating; Developing Australia's cultural life NSW: Towns, suburbs and villages; Land tenure; Accommodation; Educating; Religion; Social institutions Local Theme: Settlement and Suburbanisation, Health and Wellness, Belief and Faith
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	Maintain existing LEP listing and expand to add additional building
References	
Consultant:	Artefact Heritage
Date inspected:	February 2022
Previous studies:	Urbis, 2021. Archival Recording: Oakhill College. Report prepared for Mostyn Copper Group. 10 August 2021.
Historical references:	'Brosnan Place', Hornsby Shire Council, Accessed: https://hornsbyshire.recollect.net.au/nodes/view/4182 'De La Salle Brothers', The Catholic Press, Thursday 19 September 1935, Accessed: https://trove.nla.gov.au/newspaper/article/104497683?searchTerm=De%20La%20Salle%20Estate%20castle%20hill 'De La Salle Boarding College, Oakhill, Castle Hill', Catholic Freeman's Journal, Thursday 23 June 1938, Accessed: https://trove.nla.gov.au/newspaper/article/146423011?searchTerm=De%20La%20Salle%20Estate%20castle%20hill Government Gazette of the State of NSW, Friday 2 January 1948, Accessed: https://trove.nla.gov.au/newspaper/article/225373809?searchTerm=De%20La%20Salle%20Estate%20castle%20hill
Comments:	

Maps and Images



Map of No. 423-521 Old Northern Road, Castle Hill

Item 259 Oakhill college, original building and grounds – 423-521 Old Northern Road, Castle Hill



The Adrian Building, front facade

795

Wiseman's Ferry Inn, including grounds

River Road

Wisemans Ferry

Lot 1, DP 733879

Item 795 Wiseman's Ferry Inn, including grounds – River Road, Wisemans Ferry

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	795
Item Name:	Wiseman's Ferry Inn, including grounds
Address:	River Road
Suburb:	Wisemans Ferry
Property Description:	Lot 1, DP 733879
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=20453 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=20454
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Amend local heritage listing in HLEP for dual listing as an Archaeological/Landscape heritage item.
Item No:	To be determined
Item Name:	Wiseman's Ferry Inn, including grounds
Address:	River Road
Suburb:	Wisemans Ferry
Property Description:	Lot 1, DP 733879
Significance:	State

Item Description	
Item type:	Built. landscape and archaeological site
Category:	
Construction date:	1827
Architect:	
Builder:	Solomon Wiseman - owner
Statement of Significance:	<p>Wisemans Ferry Inn, or 'Cobham Hall', is an extant Georgian structure dating to 1826. Its grounds and interiors have the potential to contain archaeological remains associated with its use as an inn and a residence for the Wiseman family from the mid-1820s onwards. Archaeological remains associated with this phase of use, particularly occupation deposits and structural remains, would be of State significance. They are significant for their ability to assist research into the early expansion of New South Wales through projects that used convict labour such as the Great North Road. They also could provide information about life in and around Cobham Hall from the early nineteenth century onwards.</p> <p>Archaeological remains associated with Cobham Hall would be associated to Solomon Wiseman, a prominent historical figure in the region. The locality 'Wisemans Ferry' still bears his name. Archaeological remains in and around this structure would also be associated with the construction of the Great North Road and Wisemans Ferry itself, both attempts to provide better access and connection to the Hunter Valley region to the north.</p> <p>The core of Cobham Hall has not been subject to extensive development and as such, the site is considered to have a high level of intactness. Archaeological deposits associated with this structure would be legible and have the ability to demonstrate the past through archaeological remains.</p>
Physical Description:	Wisemans Ferry Inn or 'Cobham Hall' is an extant colonial Georgian building built by Solomon Wiseman in 1826. Despite alterations and additions from the Victorian period onwards, the building retains much of its original fabric. The present-day

Item 795 Wiseman's Ferry Inn, including grounds – River Road, Wisemans Ferry

	<p>building is a two-storey hotel with rendered masonry construction, a corrugated iron roof, decorative iron lace, and several verandahs. The original Georgian building still comprises the core of the present-day building. The outbuildings associated with this structure, however, are not extant. Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.</p>
<p>Modifications:</p>	
<p>Historical notes:</p>	<p>Solomon Wiseman was transported to New South Wales as a convict in 1806. Wiseman occupied the area now known as Wisemans Ferry from 1817.</p> <p>In 1825, it was decided that part of the Great North Road would pass through Wiseman's property, including a river crossing that provided access to the Hunter Valley. Wiseman received a lucrative contract to supply the convict road gangs with rations. In 1827 Wiseman also acquired a ferry licence to operate the ferry across the Hawksbury River.</p> <p>Wiseman became incredibly wealthy and constructed an elegant home, 'Cobham Hall', in 1826. Part of the residence operated as 'The Branch Inn'. Cobham Hall was a Georgian-style building with a hipped roof and a verandah, flanking wings and numerous outbuildings. The Inn was one of the few stops for travellers in this section of the road, and as such it is mentioned in many travellers' accounts of journeys to the Hunter Valley. Wiseman lived at Cobham Hall until his death in 1838.</p> <p>Cobham Hall has been in continuous use as an inn/hotel under various names since Wiseman's death. The structure has been variously altered by various owners in the nearly two hundred years since its construction. Its structural core, however, remains the original Georgian building built by Solomon Wiseman.</p> <p>1825: Wiseman receives a contract to supply the convict road gang stationed near to his property 1826: Wiseman builds 'Cobham Hall' 1827: Wiseman receives licence to operate a ferry over the Hawksbury River 1828: Census notes that Wiseman lives in Cobham Hall with his family, six servants, six horses, and eighty cattle 1838: Death of Wiseman, Cobham Hall remains in use as an Inn under various names until the present day (incl. Wisemans Ferry Hotel, Hawkesbury Hotel, and currently Wisemans Ferry Inn).</p> <p>The core of the original 1826 Cobham Hall remains extant. However, many of the structures and features associated with the Hall, such as its network of outbuildings, are no longer visible. The grounds of Cobham Hall have the potential to contain the structural remains of these outbuildings, associated depositional remains and any other unrecorded structures. The interior of Cobham Hall itself also has the potential to contain underfloor deposits.</p>
<p>Current use:</p>	
<p>Former use(s):</p>	
<p>Physical condition:</p>	
<p>Integrity/Intactness:</p>	

Item 795 Wiseman's Ferry Inn, including grounds – River Road, Wisemans Ferry

Significance Assessment	
Criterion a) Historic:	The potential archaeological resource is likely to have historical value through remains associated with the use of the site as an inn and a residence for the Wiseman family from the mid-1820s onwards, as well as construction of the Great North Road and Wisemans Ferry itself.
Criterion b) Associative (person/s):	The potential archaeological resource is likely to have associative value because of its connection to Solomon Wiseman, the Wiseman family and the use of convict labour in the region.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	The potential archaeological resource is likely to have social value due to the central role inns played in communities in the nineteenth century and the sites connection to the Hunter Valley region community who relied on the ferry service for generations.
Criterion e) Research:	The potential archaeological resource is likely to have research value because of its potential to shed new light on into the early expansion of New South Wales through projects that used convict labour, the development of ferrying and provide information about those who lived, worked and visited the site.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	The potential archaeological resource may have representative values through remains associated with the use of convict labour and the development of the early ferrying.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	This site should be listed as an archaeological item on the Hornsby LEP 2013.
Recommended management:	<p>Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p> <p>Management of this site should be undertaken in accordance with Heritage Act, EP&A Act, Hornsby LEP and Hornsby DCP.</p>
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	Heritage Study (1993) Perumal Murphy Wu Pty Ltd L250
Historical references:	<p>Australian National University Open Research Library. 2020. 'Wisemans Ferry – Wiseman Inn hotel (ex Wisemans Ferry Hotel, ex Hawkesbury Hotel.' Australian National University Open Research Library (website). Accessed 19 July 2021, https://openresearch-repository.anu.edu.au/handle/1885/133963</p> <p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council. Sydney: Hornsby Shire Council.</p>

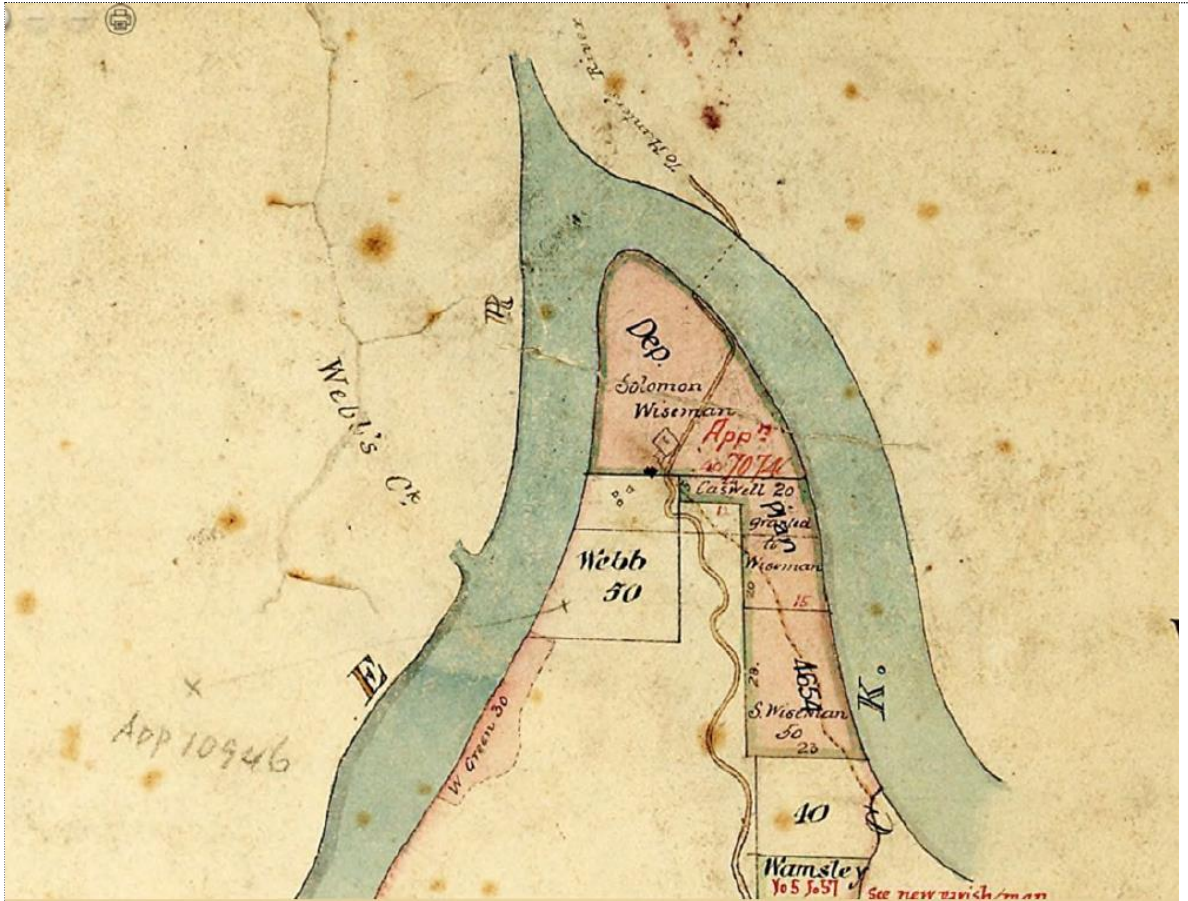
Item 795 Wiseman's Ferry Inn, including grounds – River Road, Wisemans Ferry

	<p>Higginbotham, E. 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Lavelle, S and G Karskens. 1999. 'Stage 1 Conservation Plan for the Great North Road'. Unpublished report by S. Lavelle and G. Karskens for the Convict Trail Project. PDF file.</p> <p>Rowland, J. 2008. 'Wiseman's Ferry'. Dictionary of Sydney (website). Accessed 19 July 2021, https://dictionaryofsydney.org/entry/wisemans_ferry</p> <p><i>The Australian</i>. 1827. 'A visit to Wollombi and Cumnaroy: Letter II.' Wednesday 29 August 1827, 2.</p>
Comments:	

Maps and Images



Aerial image of the Wisemans Ferry Inn (Source: Nearmap)



Cornelia Parish Map, c. 1831, showing Solomon Wiseman's Land. The footprint of Cobham Hall is also marked (Source: HLRV).



Wisemans Ferry in 1931. Cobham Hall and the Hawkesbury Hotel is visible on the left (Source: Hornsby Shire Recollects).

A71

Wisemans Ferry Cemetery

Singleton Road

Wisemans Ferry

Lot 7004, DP 93995

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A71
Item Name:	Wiseman's Ferry Cemetery
Address:	Singleton Road
Suburb:	Wisemans Ferry
Property Description:	Lot 7004, DP 93995
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24850 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24851 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24858 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24859

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Amend local heritage listing in HLEP for dual listing as an Archaeological/Landscape heritage item.
Item No:	To be determined
Item Name:	Wiseman's Ferry Cemetery
Address:	Singleton Road
Suburb:	Wisemans Ferry
Property Description:	Lot 7004, DP 93995
Significance:	Local

Item Description	
Item type:	Landscape and Archaeological
Category:	Memorials/ Schools, churches, grounds
Construction date:	site c.1810-1960
Architect:	
Builder:	
Statement of Significance:	<p>The Wisemans Ferry Cemetery is associated with some of the earliest British settlers in the region. Specifically, Solomon Wiseman who was instrumental with the opening of the land between the Hawkesbury and Sydney. The grounds of the cemetery were first used for burials from c.1810, predating its formal consecration as a cemetery in 1825. The cemetery was in use until recent times and provides an extensive material record of the social history of the area.</p> <p>The site is a representative symbol of early British settlement, the convict period, and religious development in a rural area. The cemetery is also a representative example of late nineteenth and early twentieth century monumental masonry. The site is likely to have research value because of its potential to shed light on demographics, health, lives, beliefs, deaths and burial practices of the early Hawkesbury community. While many headstones remain extant, there is the potential for unmarked graves to be present.</p> <p>The cemetery is set on the bank of the Hawkesbury River providing extensive views of the Hawkesbury River. It is framed to the south by native vegetated hills, which has provided protection and seclusion from heavier urban developments,</p>

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry

	<p>making the landscape evocatively natural and characteristic of early colonial times.</p>
<p>Physical Description:</p>	<p>The cemetery is separated from the Hawkesbury River riverfront by Singleton Road. The oldest part lies adjacent to the road and contains a considerable number of curved topped headstones with footstones, dating from the 1820s to 1860s.</p> <p>The headstones stand in interspersed groups separated by lawn. A series of tracks provide access to the burials located further uphill south of the main clearing beside the road. Several headstones have collapsed or have been buried due to floods. Several Victorian headstones with minimal decoration stand in rows between areas of scrub. Tall gums and sandstone outcrops cover the steep hill which forms the backdrop to the site. Family names of the upper Hawkesbury settlement cemeteries of Sackville, Ebenezer and Wilberforce recur on the headstones at Wisemans Ferry, indicating the interconnectedness of the early Hawkesbury settlements.</p> <p>A site survey of this item was undertaken by Extent Heritage in September 2021.</p> <p>Several groups of headstones were observed in rows facing other headstones to the west, rather than the traditional eastward direction. This is likely due to the headstones being repositioned, potentially following falling over or being displaced due to flooding, indicating that there is potential for multiple unmarked graves in the area. Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years.</p>
<p>Modifications:</p>	<p>The cemetery grounds and some headstone underwent restoration in 2013.</p>
<p>Historical notes:</p>	<p>Wisemans Ferry History</p> <p>Wisemans Ferry is named after Solomon Wiseman, a convict who arrived in Sydney in 1806. He received a ticket of leave in 1810 and an absolute pardon in 1812. The route for the proposed Great North Road was surveyed in 1825, and passed through Wiseman's land on the Hawkesbury River. Wiseman proposed a crossing to service the construction of the Great North Road, and had established a punt by 1826, when construction had begun. In 1827 Wiseman sought a government lease for the continued operation of the ferry.</p> <p>Wisemans Ferry township began to grow in the 1840s. In 1841 the first iteration of the St Mary Magdalene Anglican Church was built in Wisemans Ferry. The Wisemans Ferry Methodist Church was opened in 1862, but was destroyed in a flood in 1867 and never replaced. The Wisemans Ferry Cemetery demonstrates the early settlement of the region and those who played a crucial role in the development of the area. A post office was established in Wisemans Ferry in 1857, followed by a public school in 1880.</p> <p>Wisemans Ferry Cemetery</p> <p>Records of those who settled at Wisemans Ferry and the general region can be found in the cemetery. The headstones illustrate the narrative of the Convict Period in the area and the importance of the Hawkesbury River region in the provisioning of Sydney during these early days. Headstones list pioneer families and individuals who played a role in the development of</p>

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry

	<p>the shire. These families' names appear at cemeteries of surrounding settlements, demonstrating their contribution to the region and the close ties between these early communities. The site was used for burials from the first years of colonisation in 1810, and predate its formal consecration as a cemetery. It has been in use until recent times, providing an extensive material record of the social history of the area. Jane and Solomon Wiseman are buried in the cemetery, along with David Brook, a ferryman, and first fleeter Peter Hibbs and his wife Mary Pardoe. The cemetery has been historically impacted by floods and bushfires. The cemetery grounds and headstones underwent restoration in 2013.</p>
Current use:	Cemetery
Former use(s):	Cemetery
Physical condition:	
Integrity/Intactness:	<p>The Wisemans Ferry Cemetery is highly intact. The cemetery is affected by flooding which has buried or caused some headstones to collapse. Exposure to the elements has caused weathering of the older headstones. Many headstones and burial plots are also highly affected by staining and growth of algae or lichen. The cemetery grounds and some headstones underwent restoration in 2013.</p>
Significance Assessment	
Criterion a) Historic:	<p>The site of the Wisemans Ferry Cemetery was first used for burials from c.1810, predating its formal consecration as a cemetery in 1825. The cemetery was in use until recent times and provides an extensive material record of the social history of the area.</p>
Criterion b) Associative (person/s):	<p>Prominent early settlers of the region are buried at the cemetery. This includes Jane and Solomon Wiseman. Solomon Wiseman is known for his settlement of the region and operating the ferry crossing, connecting the two sides of the Hawkesbury River. Solomon Wiseman is the namesake of the cemetery and present-day suburb of Wisemans Ferry.</p> <p>Other prominent figures buried at the cemetery include the Sackville, Ebenezer and Wilberforce families, David Brook, a ferryman, and Peter Hibbs, a first fleeter and his wife Mary Pardoe.</p>
Criterion c) Aesthetic:	<p>The cemetery is representative example of nineteenth and early twentieth century monumental masonry, providing a good record of the designs, inscriptions, motifs indicative of funerary symbolism and practices. Its location framed by the River to the north and vegetated mountains to the south provide it a level of seclusion that protects the landscape from over-development, resulting in a landscape that is characteristic of early European pioneering times.</p>
Criterion d) Associative (groups/community):	<p>The cemetery remained in use until recent times. It has social and cultural value through remains associated with early settler families of the area. It provides extensive social history of this part of the Hawkesbury complementing the genealogical information in the upper Hawkesbury cemeteries at Sackville, Ebenezer and Wilberforce. This is indicative of the interconnectedness of the early Hawkesbury settlements.</p>
Criterion e) Research:	<p>The site is likely to have research value because of its potential to shed light on demographics, health, lives, beliefs, deaths and burial practices of the local Anglican community. While many headstones remain extant, there is the potential for unmarked graves to be present. These graves may have been unmarked from the time of burial, could have lost their marker due to floods</p>

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry

	or bushfires, or through the use of perishable materials, such as timber.
Criterion f) Rarity:	
Criterion g) Representative:	The site is a representative symbol of early British settlement, the convict period, and religious development in a rural area.
Historical Theme:	The Bushland Shire Convict Life Belief and Faith Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	Amend local heritage listing in HLEP for dual listing as an Archaeological/Landscape heritage item.
Recommended management:	Prior to any development proposal that may disturb the ground surface, this item should be subject to a Maritime Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	13/09/2021
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Wisemans Ferry Cemetery. Retrieved 1 June 2021. https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24850</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Long Blackledge Architects. 2013. 'Wisemans Ferry Cemetery (formerly Laughtondale Cemetery)'. Unpublished report prepared by W. Blackledge for Hornsby Shire Council.</p> <p>Roberts, E.A. 2010. 'Wiseman's Ferry and the Ferry at Wisemans Ferry.' The Pick of the Great North Road, 7. Retrieved 7 October 2021, https://www.convicttrail.com.au/uploads/8/7/1/9/87196654/volume_7.pdf</p> <p>Rowland, J. 2008. Wisemans Ferry. Dictionary of Sydney. Retrieved 13 May 2021. https://dictionaryofsydney.org/entry/wisemans_ferry</p> <p>Tanner, H. 1984. 'Heritage Study of the North-western Sector of Sydney'. Unpublished report prepared by M. Kelly, H. Tanner</p>

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry

	and E. Vines for the NSW Department of Environment and Planning. Pdf file.
Comments:	

Maps and Images



Aerial image of the Wisemans Ferry Cemetery (Source: Nearmap)

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry



Overview of the main, lower section of the cemetery looking east, parallel to Singleton Road.



Overview of the main, lower section of the cemetery looking west, parallel to Singleton Road. The headstones at the foreground are partially buried.



Headstone and burial plot of Solomon Wiseman.



View of the headstones and burial plots on the upper section of the cemetery.



View of the headstones and burial plots on the upper section of the cemetery.



Damaged headstone located at the upper section of the cemetery



Prominent obelisk headstone and burial plot.

Item A71 Wiseman's Ferry Cemetery – Singleton Road, Wisemans Ferry



View of the landscape surrounding the cemetery and an extant stone landscape structure.



Overview of the cemetery looking north to the Hawkesbury River with the Wiseman's graves in the foreground.

A38

Cemetery

885–887 Old Northern Road

Dural

Lot 1, DP 616947

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A38
Item Name:	Cemetery
Address:	885–887 Old Northern Road
Suburb:	Dural
Property Description:	Lot 1, DP 616947
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23776
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Amend local heritage listing in HLEP for dual listing as an Archaeological/Landscape heritage item. This item should be renamed to encapsulate the history and associations of the site. "St. Jude's Anglican Cemetery" is recommended for consideration as a new name.
Item No:	To be determined
Item Name:	St Jude's Anglican Cemetery
Address:	885–887 Old Northern Road
Suburb:	Dural
Property Description:	Lot 1, DP 616947
Significance:	Local

Item Description	
Item type:	Landscape and Archaeological site
Category:	Memorials/Schools, churches, grounds
Construction date:	1876
Architect:	
Builder:	
Statement of Significance:	The cemetery is historically significant as it contains interments of some of the earliest European settlers in the region (the Best family graves c.1890s). The cemetery is associated with St. Jude's Anglican Church and provides some detail on early European settlement in a rural area. The cemetery has social value as a cemetery that has continued in since the early days of the area's settlement.
Physical Description:	<p>The cemetery is associated with the St. Jude's Anglican Church. The cemetery is located on the east side of the Old Northern Road, just south of the junction with Galston Road. The cemetery is located approximately 450m south of the church, in a mixed urban agricultural suburb surrounded by farmland and orchards.</p> <p>As the cemetery has been in continuous use since 1876 there are a variety of different grave markers and headstones. The cemetery grounds are largely arranged by groupings of burial plots and headstones.</p> <p>The Old Northern Road Street front boundary is demarcated by a mesh panel fence but is open on the north street frontage. The north street frontage is demarcated by a row of young trees. There are mature trees and areas of dense undergrowth in the cemetery, particularly along the southern boundary and west street front.</p> <p>The cemetery is located on a sloping site with the highpoint at its northern extent generally descending downhill to the east. Due to the dense undergrowth along the west, views to the cemetery from the Old Northern Road are mostly obscured. The view from</p>

Item A38 Cemetery – 885-887 Old Northern Road, Dural

	<p>the north end of the cemetery on a high point on the Old Northern Road looking south across a sloping landscape provides an evocative overview of the rural agricultural landscape that has been in place since the 1870s occupation of the region.</p>
Modifications:	<p>Modifications to the cemetery include a mesh panel fence along the western street frontage to the Old Northern Road. The northern street frontage has been demarcated by a planted row of young trees. As the cemetery has been in continuous use, there are recent burial plots and headstones that are contemporary in form and materiality.</p>
Historical notes:	<p>Dural History The area of Dural was first logged by convicts travelling from the Government Sawing Establishment in Pennant Hills. Timber from trees such as the Blue Gum, Blackbutt, Forest Oak and Cedar were transported to Sydney to use in construction. Buildings such as The Mint and Hyde Park Barracks contain timber from this area.</p> <p>Roads gradually penetrated the area, the most prominent of which was The Great Northern Road established in 1817. The survey for the road from Dural to Wiseman's Ferry was undertaken in 1825 by Surveyor General Sir Thomas Mitchell. In 1829 the New Line Road opened, connecting Five Dock and Dural.</p> <p>As large tracts of land were increasingly cleared, agriculture took over as the primary industry for the area. By the 1860s orchards in Dural were producing grapes, as well as stone and citrus fruits.</p> <p>Cemetery Early Church of England reverends who came to the area in the early nineteenth century include Reverend Samuel Marsden and Reverend William Clarke. Reverend William Clarke was appointed by Bishop Broughton as the first minister to the newly created Parish of Castle Hill and Dural. The Church of England also established a local school in Dural in 1839.</p> <p>St. Jude's Church was built on land donated by the Roughley family. In 1846 construction commenced with Bishop William Broughton laying the foundation stone on the 11th of November. The structure was designed by Edmund Blackett and was completed in 1848. The cemetery was opened in 1876 on land provided by Mrs. Eleanor Wingate (nee Rouse). The cemetery remains in continual use today. A public record of cemetery burials can be found on the Dural Anglican website.</p>
Current use:	Cemetery
Former use(s):	Cemetery
Physical condition:	
Integrity/Intactness:	The Cemetery is highly intact and has remained in continuous use since its establishment in 1876.
Significance Assessment	
Criterion a) Historic:	The cemetery was opened in 1876 as part of the St. Jude's Anglican Church. The site is historically significant in preserving the burial sites and headstones of early European settlers of the Dural district and surrounds.
Criterion b) Associative (person/s):	The land for the cemetery provided by Mrs. Eleanor Wingate (nee Rouse). It houses some of the earliest British settlers (Best family graves c.1890s).

Item A38 Cemetery – 885-887 Old Northern Road, Dural

Criterion c) Aesthetic:	The view from the north end of the cemetery on a high point on the Old Northern Road looking south across a sloping landscape provides an evocative overview of the rural agricultural landscape that has been in place since the 1870s occupation of the region.
Criterion d) Associative (groups/community):	The cemetery has social and cultural value through remains associated with early settler families of the area and the Anglican community of the St Jude's Anglican Church. The cemetery remains in continual use today.
Criterion e) Research:	The site is likely to have research value because of its potential to shed light on demographics, health, lives, beliefs, deaths and burial practices of the early European and rural community.
Criterion f) Rarity:	
Criterion g) Representative:	The site is a representative symbol of early British settlement and religious development in a rural area.
Historical Theme:	Belief and Faith Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	Amend local heritage listing in HLEP for dual listing as an Archaeological/Landscape heritage item.
Recommended management:	<p>This item should be renamed to encapsulate the history and associations of the site. "St. Jude's Anglican Cemetery" is recommended for consideration as a new name.</p> <p>Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p> <p>Management of this site should be undertaken in accordance with the HLEP and HDCP.</p>
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>Dural Anglican. Our Parish History. Dural Anglican Church. Retrieved 2 June 2021, https://www.ddac.org.au/ddac1/history/</p> <p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Hornsby Shire Council. Cemetery. Hornsby Shire Council Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23776</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Dural. Dictionary of Sydney. Retrieved 14 May 2021, https://dictionaryofsydney.org/entry/dural</p>
Comments:	

Maps and Images



Aerial image of St Jude's Anglican Cemetery, No. 885-887 Old Northern Road, Dural (source Nearmap)



Sign located along the Old Northern Road frontage.



View southwest along the northern street boundary.



View to the western street boundary from Old Northern Road.



Overview of the cemetery looking southeast.



Overview of the cemetery.



View southeast from the cemetery overlooking the Christmas tree plantation.



Mature eucalyptus tree within the cemetery

A61

Blackwood Memorial Sanctuary, including North Road culvert

2X Beecroft Road

Pennant Hills

Lot 70, DP 1208019

Item A61 Blackwood Memorial Sanctuary, including North Road culvert – 2X Beecroft Road,
Pennant Hills

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A61
Item Name:	Blackwood Memorial Sanctuary, including North Road culvert
Address:	2X Beecroft Road
Suburb:	Pennant Hills
Property Description:	Lot 70, DP 1208019
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19240 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24441
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend dual listing as landscape heritage item and archaeological item to cover the landscape values of the site in addition to the archaeological potential and significance.
Item No:	To be determined
Item Name:	Blackwood Memorial Sanctuary
Address:	2X Beecroft Road
Suburb:	Pennant Hills
Property Description:	Lot 70, DP 1208019
Significance:	Local

Item Description	
Item type:	Landscape and Archaeological Site
Category:	Parks & Reserves - bushland reserves
Construction date:	1976 gifted to the National Trust
Architect:	
Builder:	
Statement of Significance:	The item is of local significance for its historic, associative, aesthetic, research and rarity values. It is an important and highly visible site, conserving a stand of Blue Gum High Forest with intact understorey. The site exhibits the successful bushland regeneration methods of the National Trust.
Physical Description:	Site in a small sloping valley conserving a remnant of Blue Gum Shale Forest (BGSF), a subset of Blue Gum High Forest that once dominated this area of the Shire. Also conserves embankment of the New North Road, opened in 1829. The vegetation is dominated by tall Blue Gums and Blackbutts to 35m high. Other species include Turpentines, Smooth Bark Angophoras and Grey Ironbark, with a lower strata of native shrubs, vines and grasses. The area provides habitat for native animals such as birds and bats. The Powerful Owl (<i>Ninox strenua</i>) has been seen foraging in the area. The site is fully fenced.
Modifications:	Logged in the colonial period. Actively regenerating since 1970s. Other modifications, refer Historical Notes.
Historical notes:	Ludovic Blackwood was born in England of Scottish and German ancestry. He came to the Colony as an infant in 1863 with his parents when they emigrated with their three children, Agnes, Ludovic and Susan. Another son, James junior, was born in Sydney. Ludovic worked in his father's business, James Blackwood and Sons, a large firm importing heavy materials for shipwrights and engineers. On his father's death in 1916, Ludovic and his brother James became Joint Managing Directors.

	<p>Ludovic and his wife Mary (née Gatherer) had five children: James (born 1896), Peter (died in infancy), George (born 1903), Mary (born 1905) and Elizabeth.</p> <p>In 1904 and 1907 Ludovic made two purchases of land, totalling ten acres, on the west- ern side of Beecroft Road near Observatory Park. In 1908 he built his home 'Marabar', a splendid two-storeyed structure of red brick, arched verandas, large bull's-eye windows and a marble entrance walkway. The house seems inappropriate to the owner's needs, as Ludovic and his wife did not entertain often and in later life were rarely seen in Beecroft.</p> <p>Ludovic Blackwood died in 1939 and his wife in 1954. Mary died in 1958 and George in 1966, after which the house was sold. Elizabeth died in a local nursing home in 1968.</p> <p>None of Blackwood's children married and when the last surviving child, Elizabeth, went to reside in a nursing home in 1967, the house was sold. Part of the land forming the estate was also donated to the National Trust. This site has been managed since about the 1970's by the Trust, using a method of bush regeneration developed from the pioneering work of Joan Bradley.</p> <p>The National Trust actively commenced its bushland management service in 1976. It was in this year that sisters, Joan (a former industrial chemist), and Eileen Bradley, were employed by the National Trust to supervise a pilot scheme to regenerate a remnant of Blue Gum High Forest at the Trust owned Ludovic Blackwood Memorial Sanctuary in Beecroft. In the 1970s the Bradley sisters had developed a series of weed control and native vegetation recovery techniques. After considerable investigation and consultation, the National Trust adopted these techniques which are now known as the 'Bradley Method' (or in some instances the 'Minimal Disturbance Method').</p> <p>The embankment in the Reserve survives from the 'New Line' Road built by convicts in 1831. Planned and marked by Surveyor-General Mitchell in 1828, the 'new road' is just one small part of the Great North Road. The embankment is one of only a handful of remnant so far identified in the metropolitan area. It is possible a retaining wall survives, hidden by vegetation.</p>
Current use:	Bushland
Former use(s):	Remnant Bushland (part of the 'Marabar' estate)
Physical condition:	Excellent
Integrity/Intactness:	Excellent
Significance Assessment	
Criterion a) Historic:	Important for the convict built embankment - part of the Great North Road.
Criterion b) Associative (person/s):	Associated with prominent local Ludovic Blackwood.
Criterion c) Aesthetic:	Aesthetic/ visual significance contributing to the character of the bushland shire on busy Pennant Hills and Beecroft Roads.
Criterion d) Associative (groups/community):	
Criterion e) Research:	Blackwood Sanctuary provides substantial learnings for the bush regeneration of other Blue Gum High Forest sites given the success of regeneration on the site over a period of 40+ years.

Item A61 Blackwood Memorial Sanctuary, including North Road culvert – 2X Beecroft Road,
Pennant Hills

Criterion f) Rarity:	Blackwood Sanctuary contains a remnant of the Blue Gum Shale Forest. BGSF is a subset of Blue Gum High Forest of the Sydney Basin Bioregion is a critically endangered ecological community under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and the NSW Biodiversity Conservation Act 2016 (BC Act).
Criterion g) Representative:	
Historical Theme:	The Bushland Shire Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	Beecroft/Cheltenham HCA
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	<p>Manage in accordance with HLEP and HDCCP.</p> <p>Recommend dual listing as landscape heritage item and archaeological item to cover the landscape values of the site in addition to the archaeological potential and significance.</p> <p>Ongoing regular maintenance and bush regeneration will ensure the integrity of the sanctuary. Some weeds were noted to be taking hold including Ligustrum lucidum (Privet), Celtis sinensis (Chinese Hackberry), Cassia (Senna pendula var. glabrata), and Moth Vine (Araujia sericifera).</p>
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	20/09/2021
Previous studies:	Heritage Study (1993) Perumal Murphy Wu Pty Ltd L45
Historical references:	<p>http://bchg.org.au/index.php/en/component/content/article?id=4:blackwood-l&-catid=22:personalities Beecroft-Cheltenham History Group</p> <p>https://www.nationaltrust.org.au/services/bushland-management/</p>
Comments:	Heritage listed in HSLEP 1994. Gazetted 22 July 1994. Two inventory sheets for Blackwood Memorial Sanctuary and North Road culvert.

Maps and Images



Aerial image of Blackwood Memorial Sanctuary, No. 2X Beecroft Road, Pennant Hills (source: Nearmap)



Ludovic Blackwood Memorial Sanctuary interpretive plaque on site, Beecroft Road



Ludovic Blackwood Memorial Sanctuary from opposite on Beecroft Road in 1992.

Item A61 Blackwood Memorial Sanctuary, including North Road culvert – 2X Beecroft Road,
Pennant Hills



Same viewpoint in 2021.



Clematis aristata flowering on the Beecroft Road fenceline.



Bushland in the Reserve.

A44

Galston Gorge culvert

Galston Road

Galston

Road reserve

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A44
Item Name:	Galston Gorge culvert
Address:	Galston Road
Suburb:	Galston
Property Description:	Road reserve
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23827
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Amend local heritage listing in HLEP for dual listing as an Archaeological and Landscape heritage item.
Item No:	To be determined
Item Name:	Galston Gorge culvert
Address:	Galston Road
Suburb:	Galston
Property Description:	Road reserve
Significance:	Local

Item Description	
Item type:	Landscape and Archaeological
Category:	Landscape structures
Construction date:	c.1891-1895
Architect:	
Builder:	
Statement of Significance:	The culvert on Galston Road is locally significant for its historic values as evidence of the challenges of local infrastructure through difficult environments and terrain. Galston Road and the series of culverts and drains servicing it was critical in the success of urban growth in Sydney's regional areas and the possibility to connect outlying villages and properties to roads and essential services. The culvert features hand cut stone as a characteristic material of the development of the area throughout the rural road system. The road system, including culverts such as this on Galston Road, are set within the evocative landscape of Galston Gorge which is a stark reminder of the difficulties of life in isolated parts of the shire before the technological advancements of machines and vehicles.
Physical Description:	<p>The culvert is located north of the Galston Bridge over Tunks Creek, in Galston Gorge. It is located approximately 150m north of the bridge, on the south side of Galston Road close to a sharp bend on the road. Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years.</p> <p>The culvert on Galston Road is constructed of roughly dressed sandstone. It is rectangular in shape and two courses high, running under the present road surface. The opening on the inner side beside the rock embankment is left as an opening on the road surface and is partially relined with brick. The opening on the outer side of the culvert was not inspected due to unsafe traffic conditions.</p>
Modifications:	Galston Road has been relaid with bitumen. The road surface covers the culvert opening on the inner side of the road which has been partially relined with brick.
Historical notes:	<p>Galston History</p> <p>The area of Galston was first logged by convicts travelling from the Government Sawing Establishment in Pennant Hills. Timber</p>

Item A44 Galston Gorge culvert – Galston Road, Galston

	<p>from trees such as Blue Gum, Blackbutt, Forest Oak and Cedar were used to supply timber for construction in Sydney. Early colonial buildings such as the Mint and Hyde Park Barracks contain timber from the area.</p> <p>Galston was named after the Scottish birthplace of a local prominent landowner, Alexander Hutchinson. The name for the area was widely adopted by 1887. Subdivision in the 1880s saw widescale development in the area with orchards established across most of the region. The orchards and vineyards in Galston produced grapes, stone and citrus fruits, and became widely renowned as some of the best in the country.</p> <p>Galston Gorge Culvert Galston Road, which connects Galston and Hornsby, was constructed between 1891 and 1895. It was an ambitious undertaking which ran through difficult terrain. 40,000 cubic yards of stone had to be moved to make the route possible. Management of waterflow off the rocky slopes and gullies was managed through the construction of culverts beneath the roadway.</p>
Current use:	Culvert
Former use(s):	Culvert
Physical condition:	
Integrity/Intactness:	Galston Road has been relaid with bitumen. The road surface covers the culvert opening on the inner side of the road which has been partially relined with brick.
Significance Assessment	
Criterion a) Historic:	The Galston Gorge Culvert was constructed between 1891 and 1895 as part of the construction of Galston Road. The Galston Gorge stone culvert is an evocative reminder of the difficulties of life during the shire in the isolated parts of the shire before the advent of the motor car. Prior to this, the area was connected as part of a system of informal early roads and tracks within the bushland area north of the Shire. The bushland contributes to its character and indicates some other unrecorded activity in the historic period of the Shire. The item is representative of the development of transport in the area and the impact of the motor car.
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	The Bushland Shire Transport
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	Amend local heritage listing in HLEP for dual listing as an Archaeological and Landscape heritage item.
Recommended management:	Prior to any development proposal that may disturb the ground surface, this item should be subject to a Maritime Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.

	Management of this site should be undertaken in accordance with HLEP and HDCP.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Hornsby Shire Council. Galston Gorge culvert. Hornsby Shire Council Heritage Register. Retrieved on 10 June 2021. https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23827</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Un- published report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Galston. Dictionary of Sydney. Retrieved 14 May 2021, https://dictionaryofsydney.org/entry/galston</p>
Comments:	

Maps and Images



Aerial image of Galston Gorge culvert, Galston Road, Galston (source Nearmap).



Culvert opening on the outer face of the road, located behind the fence on the roadway.



View of the culvert opening on the inner side of the road.



View west along Galston Road from the culvert.



Culvert opening on the inner side of the road relined with brick with some exposed sandstone.



Culvert opening on the inner side of the road with some exposed sandstone.

A5

Ballast heap

Berowra Creek and Murrumurra Creek junction

Berowra Creek

Waterway

Item A5 Ballast heap – Berowra Creek and Murrumurra Creek junction, Berowra Creek

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A5
Item Name:	Ballast heap
Address:	Berowra Creek and Murrumurra Creek junction
Suburb:	Berowra Creek
Property Description:	Waterway
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23641
Consultant's Recommended Management	
Recommendation:	<p>This item has been identified holding landscape heritage values, as well as archaeological significance. In order to facilitate a more holistic management of the item, it is recommended that the item be dual listed on the HLEP as an Archaeological/Landscape heritage item.</p> <p>Update address to 'Berowra Creek and Marramarra Creek junction' to correct a spelling error.</p>
Item No:	To be determined
Item Name:	Ballast heap
Address:	Berowra Creek and Marramarra Creek junction
Suburb:	Berowra Creek
Property Description:	Waterway
Significance:	Local
Item Description	
Item type:	Landscape and Archaeological site
Category:	Landscape Structure
Construction date:	As early as 1926.
Architect:	
Builder:	
Statement of Significance:	The remnant ballast heap in Berowra Creek as it meets the Hawkesbury River is a result of early boats discharging stone ballast into the water on route into or out of the Hawkesbury (depending on where it was carrying cargo). The feature is locally significant for its historical value in contributing to an understanding of shipping trade that was heavily dependent on the river in the 19th century.
Physical Description:	<p>An island created through an accumulation of stone ballast located at the junction of Berowra Creek and Marramarra Creek before they meet the Hawkesbury River. The site is submerged at high tide. Aerial imagery between 2016 and 2021 indicates that the island has remained relatively unchanged in shape and size.</p> <p>Aerial photographs demonstrate that the site has not been developed or disturbed in recent years, however the physical condition of the site, beyond what is visible through aerial photographs, is unknown. The effects of natural erosion can be expected.</p> <p>There is no vegetation present on the structure however the location is rich in marine life and is popular with local fisherman.</p>
Modifications:	
Historical notes:	<p>Berowra Waters History</p> <p>In 1829 William Romaine Govett surveyed the area along the ridge separating Cowan Creek and Berowra Creek. In the 1820s early colonists who came to the area were predominantly lime burners. They gathered materials for lime burning from</p>

Item A5 Ballast heap – Berowra Creek and Murrumurra Creek junction, Berowra Creek

	<p>Aboriginal midden deposits. Later, after midden deposits were reduced, harvesting of Sydney Rock Oysters in the area led to the development of the commercial oyster farming industry. In 1884 the industry was regulated through the development of the Fisheries Oyster Farms Act. The area remained remote and inaccessible except by water throughout the nineteenth century until the Berowra Water Road was constructed on both sides of the Berowra Creek between 1900 and 1902 by unemployed labourers. Road access opened the region to further settlement and industry.</p> <p>Ballast Heap</p> <p>William Bradley's 1789 chart of Broken Bay shows three small islands which were part of a reef within the location of the Ballast Heap. The popular belief that this was a point at which ballast was discharged by vessels travelling along the Hawkesbury is not necessarily supported by understandings of how ballast was discharged. The risk in discharging ballast on an existing reef, as we see in this location, which was well outside the main shipping channel is unlikely. Similarly, discharge of ballast in such shallow water would only be possible from a barge or smaller boats at high tide. The ballast heap may represent a single event deposit on an existing reef to form an artificial shoal. This may have been a navigation aid. However, it is also possible that there was a series of events with an aim to dispose of unwanted material.</p> <p>On a 1926 chart, the Ballast Heap is shown as Pelican Island (which is an actual landform further north along Berowra Creek) and is gazetted as such. This name does not appear to have persisted into modern times. Further investigations would be required to ascertain the possible period of deposition.</p>
Current use:	Ballast Heap
Former use(s):	Ballast Heap
Physical condition:	
Integrity/Intactness:	The Ballast Heap appears to not have been significantly developed or disturbed in recent years. However, it is exposed and subject to the tidal forces and weather conditions with potential to be degraded over time.
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	
Criterion d) Associative (groups/community):	
Criterion e) Research:	The Ballast Heap has limited potential as an archaeological resource and may provide some evidence into past shipping activities and practices along the Hawkesbury River.
Criterion f) Rarity:	
Criterion g) Representative:	The Ballast Heap has representative value as a visual element within the river landscape, and a remnant of past activities possibly associated with shipping routes on the Hawkesbury River.
Historical Theme:	The Bushland Shire Transport
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013

Item A5 Ballast heap – Berowra Creek and Murrumurra Creek junction, Berowra Creek

Conservation Area:	N/A
Recommended listing:	Amend local heritage listing in HLEP for dual listing as an Archaeological / Landscape heritage item.
Recommended management:	<p>Prior to any development proposal that may disturb the ground surface, this item should be subject to a Maritime Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p> <p>Management of this site should be undertaken in accordance with HLEP and HDCP.</p>
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	Not inspected
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Comments:	This item has been identified holding landscape heritage values, as well as archaeological significance. In order to facilitate a more holistic management of the item, it is recommended that the item be dual listed on the HLEP as an Archaeological / Landscape heritage item.
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Un- published report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council, 'Ballast Heap', retrieved 26 May 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23641</p> <p>Pocket Ox Travel & Information Guide Sydney, Geographical Features: Pittwater; Hawkesbury River, retrieved 26 May 2021, https://www.visitsydneyaustralia.com.au/names-pittwater.html</p> <p>Rowland, J. 2008. Berowra Waters. Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/berowra_waters</p>

Maps and Images

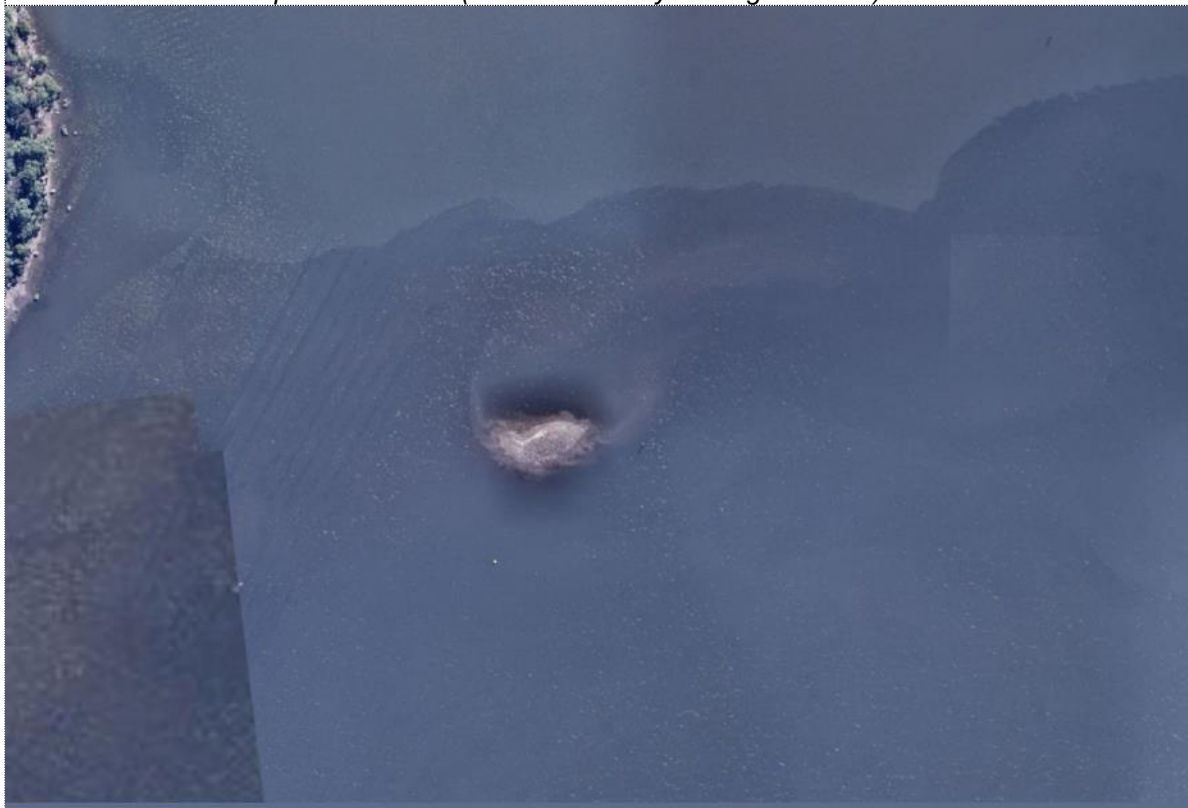


Aerial image of the ballast heap, Berowra Creek and Murrumurra Creek junction (source Nearmap).

Item A5 Ballast heap – Berowra Creek and Murrumurra Creek junction, Berowra Creek



View to the ballast heap from the river (Source: Hornsby Heritage Council).



Aerial image from April 2021 showing the item at low tide, orientated north (Source: NearMaps).

A48

Culvert

Sallaway Road

Galston

Road reserve

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A48
Item Name:	Culvert
Address:	Sallaway Road
Suburb:	Galston
Property Description:	Road reserve
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24158
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on existing archaeological information)	<p>While the extant culvert represents the expansion of settlement and roadways into the area, there is nil-low potential for information to be learnt from the site archaeologically. This item is not significant archaeologically.</p> <p>It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.</p>

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	While the extant culvert represents the expansion of settlement and roadways into the area, there is nil-low potential for information to be learnt from the site archaeologically. This item is not significant archaeologically.
Physical Description:	The culvert is located on Sallaway Road at the crossing with Colah Creek. The road is a narrow single lane wide road. The road crosses the creek over a reinforced concrete section at grade with the road. The creek is very shallow and passes through local bushland. The culvert is a rock cut channel. Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.
Modifications:	
Historical notes:	<p>Galston</p> <p>The area of Galston was first logged by convicts travelling from the Government Sawing Establishment in Pennant Hills. Timber from trees such as Blue Gum, Blackbutt, Forest Oak and Cedar were used to supply timber for construction in Sydney. Early colonial buildings such as the Mint and Hyde Park Barracks contain timber from the area.</p> <p>Galston was named after the Scottish birthplace of a local prominent landowner, Alexander Hutchinson. The name for the area was widely adopted by 1887. Subdivision in the 1880s saw widescale development in the area with orchards established across most of the region. The orchards and vineyards in Galston produced grapes, stone and citrus fruits, and became widely renowned as some of the best in the country.</p> <p>Culvert</p>

	<p>The culvert appears to have been cut into the sandstone bedrock of Colah Creek. It is unclear when the culvert was cut in or by whom. As settlement expanded throughout this region, informal bush tracks were established. This culvert may be the result of one such track.</p> <p>Summary of known and potential archaeological resources There is nil-low archaeological potential for archaeological resources associated with this item and its development.</p>
Current use:	Culvert
Former use(s):	Culvert
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion b) Associative (person/s):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion e) Research:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p>

	<p>Hornsby Shire Council. Culvert. Hornsby Shire Heritage Register. Retrieved 9 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24158</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Galston. Dictionary of Sydney. Retrieved 14 May 2021, https://dictionaryofsydney.org/entry/galston</p>
Comments:	

Maps and Images



Aerial image of the culvert, Sallaway Road, Galston (source: Nearmap).



Photograph of the Sallaway Road crossing Colah Creek.



Street view of the culvert, January 2019 (Source: Google Street View).

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on a review of landscape heritage value)	It is recommended that this item be removed from the HLEP as an archaeological item and that the structure be recategorised as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Item No:	To be determined
Item Name:	Culvert
Address:	Sallaway Road
Suburb:	Galston
Property Description:	Road reserve
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Landscape structures Transport
Construction date:	Structure c.1893
Architect:	
Builder:	
Statement of Significance:	The culvert on Sallaway Road is part of a system of early roads and tracks throughout the Dural and surrounding region, which are indicative of an early period of European settlement in the area. The culvert on Sallaway Road is locally significant for its historic values as evidence of the challenges of local infrastructure through difficult environments and terrain. The intersection between Colah Creek and Sallaway Road, where the culvert is situated, maintains a bushland environment that contributes to our understanding of the early, undeveloped landscape of this region.
Physical Description:	<p>The culvert is located on Sallaway Road at the crossing over Colah Creek. The road is a narrow single carriageway. The creek crossing is a simple reinforced concrete deck spanning earthen embankments on the east and west side of the creek. Evident on the western embankment are sections of arranged sandstone blockwork. Previous assessments of the culvert indicated rock cut sections that have had cement applied to the surface, as well as other culvert elements consisting of timber and iron. However, during the inspection for this review, the crossing at Sallaway Road was flooded, obscuring views of any culvert structures.</p> <p>The immediate area around Colah Creek maintains a bushland character, although the large concrete dual carriageway overbridge of Mid Dural Road to the south shows some of the modern developments of the area. Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years.</p>
Modifications:	Sallaway Road has a regularly maintained bituminised road surface. Additionally, the creek crossing has been upgraded to a concrete deck in more recent times.
Historical notes:	<p>Galston History</p> <p>The area of Galston was first logged by convicts travelling from the Government Sawing Establishment in Pennant Hills. Timber from trees such as Blue Gum, Blackbutt, Forest Oak and Cedar were used to supply timber for construction in Sydney. Early colonial buildings such as the Mint and Hyde Park Barracks contain timber from the area.</p>

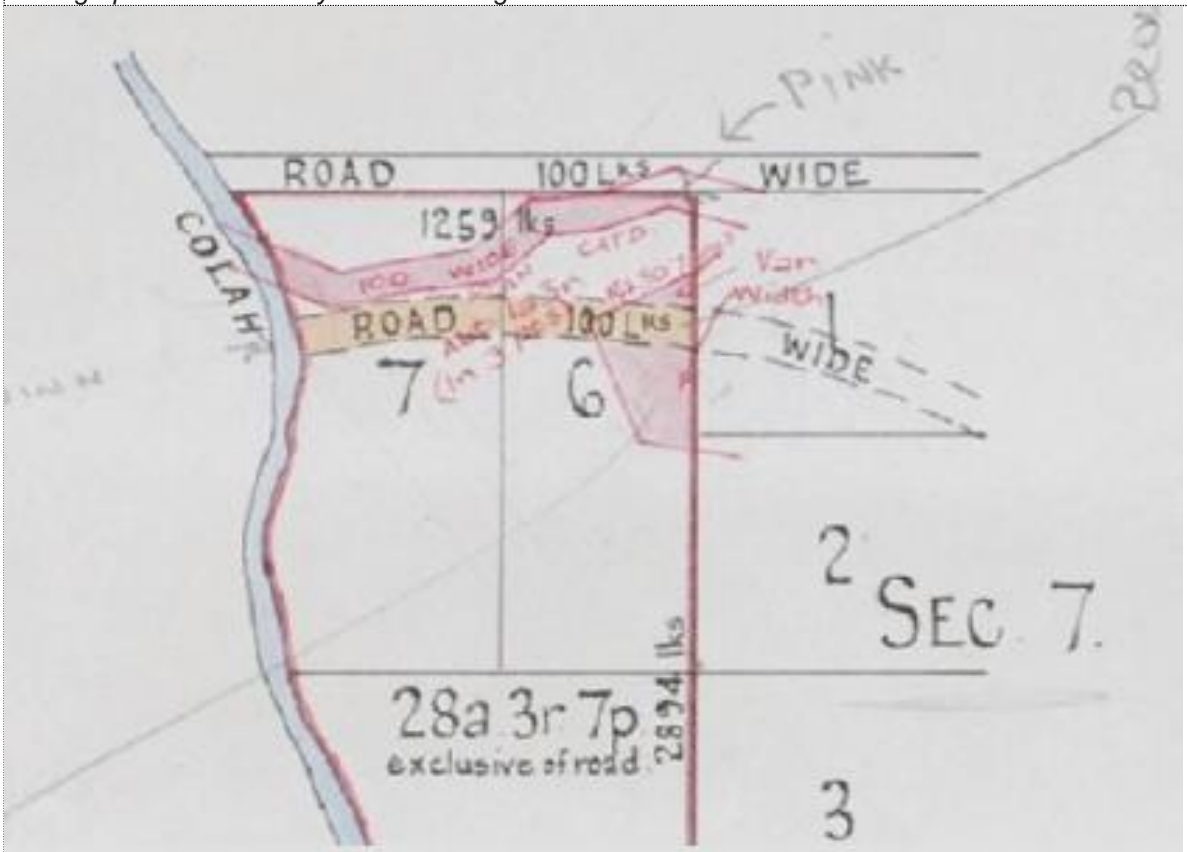
	<p>Galston was named after the Scottish birthplace of a local prominent landowner, Alexander Hutchinson. The name for the area was widely adopted by 1887. Subdivision in the 1880s saw widescale development in the area with orchards established across most of the region. The orchards and vineyards in Galston produced grapes, stone and citrus fruits, and became widely renowned as some of the best in the country.</p> <p>Culvert</p> <p>The culvert is located on land purchased by Alfred Christian Garrick, a wine and spirit merchant, in 1856. Garrick purchased the land by 'grant of land sold at upset price after attempted sale by auction' (Vol. 362 Fol. 232). The site was purchased by Andrew Hardie McCulloch, John Fitzgerald Burns and George Withers on 22 November 1883 (Vol. 674 Fol. 192). The purchase included wide tracks of land in the area to be subdivided and sold and was transferred to the Sydney Permanent Freehold Land and Building Company as part of the process (Vol. 1062 Fol. 71). The site of the culvert formed part of Lot 7 of Section 7.</p> <p>A section of land along the northern portion of Lot 7 was confirmed as a public road on 24 March 1893. The road was initially referred to as Mid Dural Road. It was likely the culvert was constructed during this time. Mid Dural Road was realigned to its present position in c.1971. The original Mid Dural Road was renamed Sallaway Road in c.1975.</p>
Current use:	Culvert
Former use(s):	Culvert
Physical condition:	
Integrity/Intactness:	There is evidence of sandstone embankment arrangements that relate to the culvert in place although impacted by debris due to recent flooding. The rock cut culvert was obscured by road flooding.
Significance Assessment	
Criterion a) Historic:	The culvert on Sallaway Road is located on land originally granted to Alfred Christian Garrick in 1856. Sallaway Road was first gazetted as a public road in 1893, and the culvert was likely constructed during this time. Prior to this, the area was connected as part of a system of informal early roads and tracks within the bushland area north of the Shire. The bushland contributes to its character and indicates some other unrecorded activity in the historic period of the Shire.
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	The Bushland Shire Transport
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and that the structure be recategorised

	as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	Manage in accordance with HLEP and HDCP.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Culvert. Hornsby Shire Heritage Register. Retrieved 9 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24158</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Un- published report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Galston. Dictionary of Sydney. Retrieved 14 May 2021, https://dictionaryofsydney.org/entry/galston</p>
Comments:	

Maps and Images



Photograph of the Sallaway Road crossing Colah Creek.



Allotment map of Lot 7 showing the Sallaway Road (pink) crossing at Colah Creek.



View of Colah Creek and the Mid Dural Road overbridge from Sallaway Road.



Photograph of the flooded Colah Creek from the Sallaway Road crossing.



Photograph of the flooded Colah Creek from the Sallaway Road crossing.



Colah Creek bank with some exposed sandstone.

A27

Original quarry

Pacific Highway

Cowan

Mining Lease 10

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A27
Item Name:	Original quarry
Address:	Pacific Highway
Suburb:	Cowan
Property Description:	Mining Lease 10
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23758
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on existing archaeological information)	<p>While the potential archaeological remains at this site represent a 20th century industrial site operated by community figure Maxwell Duffy, little information not already known through historic records could be learnt from the site archaeologically. Maxwell Duffy's association with the quarry and its operation is documented in historic records and would not be represented archaeologically. This item is not archaeologically significant.</p> <p>It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.</p> <p>Associative archaeological significance regarding Maxwell Duffy and his establishment of the quarry is captured within HLEP Item A26.</p>

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	While the potential archaeological remains at this site represent a 20th century industrial site operated by community figure Maxwell Duffy, little information not already known through historic records could be learnt from the site archaeologically. Maxwell Duffy's association with the quarry and its operation is documented in historic records and would not be represented archaeologically. This item is not archaeologically significant.
Physical Description:	The Cowan Quarry has since been filled and subject to revegetation efforts. The quarry is located off the old Pacific Highway and set within bushland just beyond the main town of Cowan. The quarry is adjacent to the Cowan playing fields. Through filling, the exposed 25m sheer cliff face has been filled in and established a topography that is consistent with the surrounding bushland. Rather than producing a single grade slope, the site has been crisscrossed with terraces. This was to provide vehicle access during the initial filling stages but to also create low velocity drainage lines to reduce erosion potential. The site was affected by bushfires in 2004 and 2008 but the revegetation efforts have largely been successful in establishing tube stock plantings and weed control. An older quarry located east of the modern quarry features remains of the old drillholes. Today the area is accessible via the Bujwa Bay Track. Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of

	the site, beyond what is visible through aerial photographs, is unknown.
Modifications:	
Historical notes:	<p>Cowan History In 1805 Botanist George Caley explored the area. In 1829 it was surveyed by Romaine Govett, along the ridge separating Cowan Creek and Berowra Creek. The topographic peak of the shire is located in Cowan at 281m above sea level. This slope posed a considerable obstacle during the construction of the railway. The train platform at Cowan opened in 1901 after extensive earthworks which made the area accessible to steam trains. The railway stop was previously a crossing loop, and the point at which trains were disconnected from the auxiliary steam engines that were attached at Brooklyn to manage the steep track to the top of the plateau.</p> <p>The area was laid out as a Crown subdivision in 1910, and has undergone little change since. The area is characterised by freestanding three-bedroom houses set in gardens and bushland.</p> <p>House ruins near Quarry Maxwell Duffy, is shown as owning the property from c.1923. Duffy was the descendant of Irish immigrants, Patrick and Bridget Duffy, who had been granted land at Thornleigh in 1822. Maxwell's ownership was annotated on the 1923 Cowan Parish map and formally mapped on a 1932 plan. Quarrying for sandstone and sand reportedly began on the property as early as 1924. The first quarry was reported to be closer to the south-western corner of the property. In 1924 Duffy built a residence using stone quarried on the property, to the north of where the later quarry would be located, by Kimmerikong Creek.</p> <p>A second quarry was opened that continued to operate into the late twentieth century. Duffy built a second larger home in Cowan village in the 1940s and resided there. The first residence appears to have been abandoned at this time. Duffy also built a stone church on Fraser Road and sand from the quarry was used to construct parts of the Pacific Highway in the region.</p> <p>Duffy passed away in 1978. It is unclear if the quarry continued to operate after his death.</p> <p>From 1999 to 2002, the quarry was filled with natural material consisting mostly of clay, shale, and sandstone from works at the Hornsby CBD. The abandoned machinery and site buildings including fuel tanks, explosive bunker, office and demountables were removed from site. After the quarry was filled, the area was subject to revegetation and weed control.</p> <p>Summary of known and potential archaeological resources Archaeological remains associated with quarrying activities at the study area have moderate potential to survive, however they are buried beneath the modern fill.</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	

Significance Assessment	
Criterion a) Historic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion b) Associative (person/s):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion e) Research:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>Higginbotham, E. 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. <i>House ruins near quarry</i>, Hornsby Shire Council Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23757</p> <p>Hornsby Shire Recollects. <i>George Peat 1792-1870</i>. Retrieved 2 June 2021, https://hornsbyshire.recollect.net.au/nodes/view/4503</p> <p>Martin, G. 1987. 'Quarry at Cowan' in <i>Local Colour</i>, Hornsby Shire Historical Society, Vol 4 No 8, pp 10-11</p> <p>Rowland, J. 2008. <i>Cowan</i>. Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/cowan</p>
Comments:	

Maps and Images



Aerial image of Original Quarry, Pacific Highway, Cowan (source: Nearmap).



Detail of 1932 Cowan Parish Map showing the property owned by M. Duffey [sic] (Source: HLRV).



Photograph of the Cowan Quarry, 1994 (Source: Hornsby Shire Council).



Closeup image of the rock face in the quarry, undated (Source: Hornsby Shire Recollects)

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on a review of landscape heritage value)	<p>It is recommended that this item be removed from the HLEP as an archaeological item and that the quarry structures be reclassified as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.</p> <p>Update HLEP to reflect change in address to 1069 Pacific Hwy, Cowan.</p> <p>Update HLEP to reflect change in cadastral location for this item to Part of Lot 7323 DP 1165579)</p>
Item No:	To be determined
Item Name:	Original quarry
Address:	1069 Pacific Highway
Suburb:	Cowan
Property Description:	Part of Lot 7323 DP 1165579
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Bushland/Parklands
Construction date:	c.1920
Architect:	
Builder:	Originally quarried by Maxwell Duffy.
Statement of Significance:	The Cowan Quarry is one of two large quarries in the Hornsby Shire. The quarry reflects the geological complexity of the area. The quarry is significant as an important example of the industrial history of the Shire. Remains associated with quarrying activities at the study area have moderate potential to survive, however they are buried beneath extensive modern fill.
Physical Description:	<p>The Cowan Quarry is located adjacent to and accessed via the Cowan playing fields. The quarry is set between the Main Northern rail line off the old Pacific Highway, and a wider area of bushland called the Muogamarra Nature Reserve. The quarry has been filled and subject to revegetation efforts.</p> <p>The quarry has been infilled with an established vegetation community that is consistent with the surrounding bushland. The topography of the quarry was reconstructed to allow for the revegetation of the quarry. Rather than burying the previously exposed 25m sheer cliff face and producing a single grade slope down to the quarry floor, infilling of the quarry involved the creation of crisscrossed terraces which provided vehicle access during the initial filling stages but to also create low velocity drainage lines to reduce erosion potential.</p> <p>The site was affected by bushfires in 2004 and 2008 but the revegetation efforts have largely been successful in establishing tube stock plantings and weed control. A relatively open clearing with pooling rainwater from the surrounding landscape is located at a low point.</p> <p>The area is accessible via the Bujwa Firetrail. Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years.</p>
Modifications:	Associated buildings and structures were demolished and removed after the closure of the quarry. The quarry was filled with material from works at the Horns- by CBD between 1999 to

	<p>2002. The infilling created terraces consistent with the natural topography to provide vehicle access to the site and low velocity drainage lines to reduce erosion potential. The area was affected by bushfires in 2004 and 2008 but revegetation efforts have been largely successful. Access to the site via the Bujwa Firetrail and the perimeter has been cordoned by a chainlink fence.</p>
Historical notes:	<p>Cowan History In 1805 Botanist George Caley explored the area. In 1829 it was surveyed by Romaine Govett, along the ridge separating Cowan Creek and Berowra Creek. The topographic peak of the shire is located in Cowan at 281m above sea level. The train platform at Cowan opened in 1901 after extensive earthworks which made the area accessible to steam trains. The railway stop was previously a crossing loop, and the point at which trains were disconnected from the auxiliary steam engines that were attached at Brooklyn to manage the steep track to the top of the plateau.</p> <p>The area was laid out as a Crown subdivision in 1910, and has undergone little change since. The area is characterised by freestanding houses set in gardens and bushland.</p> <p>Original Quarry Maxwell Duffy is shown as owning the property from c.1923. Duffy was the descendant of Irish immigrants, Patrick and Bridget Duffy, who had been granted land at Thornleigh in 1822. Maxwell's ownership was annotated on the 1923 Cowan Parish map and formally mapped on a 1932 plan.</p> <p>Quarrying for sandstone and sand reportedly began on the property as early as 1924. The first quarry was reported to be closer to the south-western corner of the property. In 1924, Duffy built a residence using stone quarried on the property, to the north of where the later quarry would be located, by Kimmerikong Creek.</p> <p>A second quarry was opened that continued to operate into the late 20th century. Duffy built a second larger home in Cowan village in the 1940s and resided there. The first residence appears to have been abandoned at this time. Duffy also built a stone church on Fraser Road and sand from the quarry was used to construct parts of the Pacific Highway in the region. Duffy passed away in 1978. It is unclear if the quarry continued to operate after his death. From 1999 to 2002, the quarry was filled with natural material consisting mostly of clay, shale, and sandstone. The abandoned machinery and site buildings including fuel tanks, explosive bunker, office and demountables were removed from site. After the quarry was filled, the area was subject to revegetation and weed control.</p>
Current use:	Parkland
Former use(s):	Quarry
Physical condition:	
Integrity/Intactness:	Infilling of the quarry has buried any remains associated with quarrying activities including the previously reported exposed 25m sheer cliff. The study area was also subject to revegetation efforts following bushfires in 2004 and 2008.
Significance Assessment	
Criterion a) Historic:	The quarry was established in the early 1920s under the ownership of Maxwell Duffy. It is associated with the economic

Item A27 Original quarry – Pacific Highway, Cowan

	and industrial development of the shire. It produced sandstone and sand material used in the construction of local buildings and parts of the Pacific Highway. The quarry remained in operation until the late 20th century.
Criterion b) Associative (person/s):	The quarry is associated with Maxwell Duffy, a prominent local community figure of the town of Cowan.
Criterion c) Aesthetic:	
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	The Bushland Shire Industrial Enterprise
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and that the quarry structures be recategorised as a landscape heritage item in the HLEP, to ensure adequate and appropriate management.
Recommended management:	Manage in accordance with HLEP and HDCP. Update HLEP to reflect change in address to 1069 Pacific Hwy, Cowan. Update HLEP to reflect change in cadastral location for this item to Part of Lot 7323 DP 1165579).
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	Higginbotham, E. 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file. Hornsby Shire Council. House ruins near quarry, Hornsby Shire Council Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23757 Hornsby Shire Recollects. George Peat 1792-1870. Retrieved 2 June 2021, https://hornsbyshire.recollect.net.au/nodes/view/4503 Martin, G. 1987. 'Quarry at Cowan' in Local Colour, Hornsby Shire Historical Society, Vol 4 No 8, pp 10-11 Rowland, J. 2008. Cowan. Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/cowan
Comments:	Associative archaeological significance regarding Maxwell Duffy and his establishment of the quarry is captured within HLEP Item A26.

Maps and Images



Entry to the study area via the Bujwa Firetrail adjacent to the Cowan playing fields.



View along the Bujwa Firetrail



Chainlink fence and gate along the Bujwa Firetrail to the quarry.



Opening within the quarry leading down to waterfilled basin.



Terracing within the quarry.



Terracing with sandstone and timber within the quarry.

A34

Bradleys Beach

43X Grantham Crescent

Dangar Island

Lot 78, DP 10902

Item A34 Bradleys Beach – 43X Grantham Crescent, Dangar Island

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A34
Item Name:	Bradleys Beach
Address:	43X Grantham Crescent
Suburb:	Dangar Island
Property Description:	Lot 78, DP 10902
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19555
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on existing archaeological information)	<p>While this item is significant for its association with early exploration of the Hawkesbury by Governor Phillip and interactions between the Aboriginal people of the Hawkesbury and the British, it is not archaeological in nature.</p> <p>It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.</p>

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	While significant for associative values as an early meeting place between Aboriginal people of the Hawkesbury and the British and as part of Philip's exploration of the region, this site does not contain archaeological significance as there is no potential for archaeological evidence pertaining to this event.
Physical Description:	Bradley's Beach is located on the south side of the island facing approximately due south. It is a sandy beach with Mareela reefs at the east end. There are traces of Aboriginal midden deposits just inland from the reef. The area has white clay subsoil. Residential developments are located just off the beach along its entire frontage. Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.
Modifications:	
Historical notes:	<p>Dangar Island was visited by Aboriginal people for thousands of years prior to British occupation of New South Wales. These people were likely to have been part of the Kuring-gai language group. Extensive evidence of Aboriginal use of the Island is still present in the form of shell middens and rock carvings.</p> <p>In 1789, Governor Phillip and his crew landed on what was later known as Dangar Island as part of their exploratory expedition of the Hawkesbury. They named the island 'Mullet Island' after the fine haul of fish that they caught. William Bradley was a naval officer and diarist who accompanied Phillip on his exploration of the Hawkesbury. Bradley's Journal recorded the following in regards to Dangar Island:</p> <p><i>We landed on an Island about 2 miles up this branch, on which we secured every thing for the night got a great quantity of Mullet in the Sein from which we called it Mullet Island, there is</i></p>

	<p><i>long flat to the SE & a reef of rocks, round which is the bay for hauling the Sein, we found some Huts on the Island, but only 3 Natives came to us this evening. 8. AM. Several of the Natives came to us, painted very whimsically with pipe Clay & red Ochre both which is plenty on the Island, the pipe clay just under the Sand on the beach round the rocks.</i></p> <p>Bradley's Beach was named after William Bradley.</p> <p>While the study area is recorded as the landing place of Governor Phillip's party, archaeological evidence for this visitation would have nil-low potential for survival.</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion b) Associative (person/s):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion e) Research:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	While this item is significant for its association with early exploration of the Hawkesbury by Governor Phillip and interactions between the Aboriginal people of the Hawkesbury and the British, it is not archaeological in nature.
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	Bradley, W. 1802. Journal titled 'A Voyage to New South Wales'. Online Transcription (Safe: 1/14), Mitchell Library, State Library of New South Wales. https://acms.sl.nsw.gov.au/transcript/2015/D02131/a138.html

Item A34 Bradleys Beach – 43X Grantham Crescent, Dangar Island

	<p>Heritage NSW. <i>Waterfront seawall, wharf, trees and Railway Bridge (1889) construction site</i>. Heritage NSW Register. Retrieved 14 May 2021, https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1780698</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file. Hornsby Shire Council. <i>Bradleys Beach</i>. Hornsby Shire Council Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19555</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. <i>Dangar Island</i>, Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/dangar_island</p>
Comments:	

Maps and Images



Aerial image of Bradleys Beach, No. 43X Grantham Crescent, Dangar Island.



Photograph of Bradley's Beach, 2017 (Source: Hornsby Shire Council)



Photograph of Bradley's Beach, 2017 (Source: Hornsby Shire Council).

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on a review of landscape heritage value)	It is recommended that this item be removed from the HLEP as an archaeological item and that Bradley's Beach be reclassified as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Item No:	To be determined
Item Name:	Bradley's Beach
Address:	43X Grantham Crescent
Suburb:	Dangar Island
Property Description:	Lot 78, DP 10902
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Parklands/Viewsapes
Construction date:	N/A Naturally occurring
Architect:	
Builder:	
Statement of Significance:	<p>Bradley's Beach is significant as the site of the earliest meeting between the Aboriginal and European peoples on the Hawkesbury River during Governor Phillip's exploration of the area in March 1788.</p> <p>Bradley's Beach has significant landscape qualities that contributes to the scenic quality of the Dangar Island foreshore. It provides a key vantage point of the natural landscape of the wider Hawkesbury River framed by Little Wobby to the east and Brooklyn to the west. It is also the main public beach for the island, valued by the wider community as a popular visitor attraction.</p> <p>It is also significant as a popular public recreation space for the community of Dangar Island. The beach is a known feeding habitat of endangered shorebirds.</p>
Physical Description:	<p>Bradley's Beach is located on the south side of the island facing approximately due south. It is a narrow sandy beach with Mareela reefs at the east end. There are traces of Aboriginal midden deposits just inland from the reef. The area has white clay subsoil.</p> <p>Residential developments and shed structures are located off the beach along its entire frontage with a 6m setback, demarcated by a raised embankment. The embankment is partially lined with different materials and structures representative of various time periods, including sandstone rubble, concrete bagwork and masonry blockwork. The embankment is planted with interspersed mature trees of various species.</p> <p>Bradley's Beach is accessed via public easements at its eastern and western extent located between residences. The residences fronting the beach mostly consist of single and double storey weatherboard structures with some masonry Post-War austerity and contemporary structures. Bradley's Beach provides unobstructed views of the wider Hawkesbury River encompassing Little Wobby to Brooklyn.</p>
Modifications:	Bradley's Beach includes a partially lined embankment consisting of stone rubble, concrete bagwork and masonry blockwork.

Item A34 Bradleys Beach – 43X Grantham Crescent, Dangar Island

Historical notes:	<p>Dangar Island History Dangar Island was visited by Aboriginal people for thousands of years prior to British occupation of New South Wales. These people were likely to have been part of the Kuring-gai language group. Extensive evidence of Aboriginal use of the Island is still present in the form of shell middens and rock carvings found in and around the beach.</p> <p>Bradley's Beach In 1789, Governor Phillip and his crew landed on what was later known as Dan- gar Island as part of their exploratory expedition of the Hawkesbury. They named the island 'Mullet Island' after the fine haul of fish that they caught. William Bradley was a naval officer and diarist who accompanied Phillip on his exploration of the Hawkesbury. Bradley's Beach was named after William Bradley.</p>
Current use:	Nature Reserve
Former use(s):	Nature Reserve
Physical condition:	
Integrity/Intactness:	Bradley's Beach is protected from residential development by the six-metre setback. The study area is highly intact.
Significance Assessment	
Criterion a) Historic:	Bradley's Beach is significant as the site of the earliest meeting between the Ab- original and European peoples on the Hawkesbury River during Governor Phillip's exploration of the area in March 1788.
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	The beach is a significant component of the scenic quality of the Dangar Island foreshore. It provides a key vantage point of the natural landscape of the wider Hawkesbury River framed by Little Wobby to the east and Brooklyn to the west.
Criterion d) Associative (groups/community):	The beach is also significant as a popular public recreation space for the community of Dangar Island.
Criterion e) Research:	
Criterion f) Rarity:	The beach, mareela reef, surrounding mangroves and tidal flats are significant habitats for migratory and local shorebirds. Several species of birds known to frequent the beach are listed under the Biodiversity Conservation Act 2016 as endangered including the Eastern Curlew, Pie Oystercatcher and Bar-tailed Godwit.
Criterion g) Representative:	
Historical Theme:	Aboriginal History and Heritage The Bushland Shire Settlement and Suburbanisation Leisure and Recreation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and that Bradley's Beach be reclassified as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	Manage in accordance with HLEP and HDCP.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022

Item A34 Bradleys Beach – 43X Grantham Crescent, Dangar Island

Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>Bradley, W. 1802. Journal titled 'A Voyage to New South Wales'. Online Transcription (Safe: 1/14), Mitchell Library, State Library of New South Wales. https://acms.sl.nsw.gov.au/transcript/2015/D02131/a138.html</p> <p>Heritage NSW. Waterfront seawall, wharf, trees and Railway Bridge (1889) construction site. Heritage NSW Register. Retrieved 14 May 2021, https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1780698</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Bradleys Beach. Hornsby Shire Council Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19555</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Dangar Island, Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/dangar_island</p>
Comments:	

Maps and Images



View east of Bradley's Beach from the western easement entry.



Overview of Bradley's Beach looking east showing the beachside structures and setback.



Overview of Bradley's Beach looking east showing the beachside structures setback from the embankment.



Overview of Bradley's Beach looking west.



Section of sandstone rubble lining the easement.



View along the easement access to the eastern extent of the beach.



View of the Mareela reef at the eastern extent of the beach.



View of Little Wobby from Bradley's Beach.



Wider view of the Hawkesbury River from Bradley's Beach.



Signboard presenting information on local shorebirds and the natural habitat located at the eastern extent of the beach.

A15

Governor Phillip Memorial

Dangar Road

Brooklyn

Lot 415, DP 52026

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A15
Item Name:	Governor Phillip Memorial
Address:	Dangar Road
Suburb:	Brooklyn
Property Description:	Lot 415, DP 52026
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23711
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on existing archaeological information)	<p>While this item is significant for its association with the establishment of the township of Brooklyn, early exploration of the Hawkesbury by Governor Phillip and the legacy of the development of the railway through the region, it is not archaeological in nature.</p> <p>It is recommended that this item be removed from the HLEP as an archaeological item and that the monument structure be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.</p>

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	1939
Architect:	
Builder:	
Statement of Significance:	This item's significance is principally contained within its association with the Brooklyn Community and early exploration of the region by Governor Phillip. The item is of local significance for its associative values. It has no archaeological potential.
Physical Description:	The memorial resembles a hybrid between a cairn and an obelisk. The structure is made from sandstone, with white marble plaques. One plaque is missing from the upper tier of the monument. Located opposite the entrance to Hawkesbury River Station. Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.
Modifications:	
Historical notes:	<p>Brooklyn</p> <p>In 1788 Captain Arthur Phillip undertook his first voyage up the Hawkesbury River, and used Mullet Island (now Dangar Island) as a temporary base for further exploration. The earliest recorded colonist in the area was George Peat, who was granted 50 acres in nearby Mooney Mooney Point in 1831, followed by subsequent grants and acquisitions. Present day Brooklyn village was founded on the original 100-acre grant made to Francis King and Richard Robinson in 1840. By the 1850s a small community of timber-getters resided in the area. Large scale harvesting of Sydney Rock Oysters in the area also began, and led to the development of the oyster farming industry. By the 1890s, oyster farming was prominent in Brooklyn, which made use of small stone wharves along the river.</p>

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

	<p>The construction of the railway brought an influx of labourers to the area. Land was subdivided to accommodate the increasing population as early as 1884. Narrow 20-foot wide allotments were sold to workers, who established a small community in the area. By 1885, there was a school, police station, hall and wharf. To accommodate the influx of visitors, hotels and guesthouses sprang up in the area, including the Brooklyn Hotel (opened 1885) and The Sanatorium Hotel (built in 1888).</p> <p>The Brooklyn Railway Bridge was opened in 1889. The seven span steel arched bridge was fabricated by the Dalmarnock Iron Works in Glasgow. It was assembled on site by the Union Bridge Company of New York, who also constructed the Brooklyn Bridge. The American workers legacy is reflected in the name of the suburb today. The small township of Brooklyn also became famous as the location of a historic speech by Sir Henry Parkes, advocating for federation. Brooklyn also hosted the ship Lucinda, on which the constitution was drafted in 1891. Other notable visitors include the Duke and Duchess of York (later King George V and Queen Mary), who visited Brooklyn in 1901.</p> <p>Major structural issues led to the closure of the original Brooklyn Railway Bridge, and the construction of a second bridge alongside it, which opened in 1946.</p> <p>Governor Phillip Memorial Located in the middle of Brooklyn township, opposite Brooklyn Station, the Governor Phillip Memorial was first unveiled on 17 June 1939 by the Commissioner for Railways, Thomas Joseph Hartigan. The memorial commemorates Governor Arthur Phillip's exploration of the region 150 years earlier. Governor Phillip led the first British push into the region, sailing upriver to nearby Dangar Island, which he named Mullet Island, owing to a significant catch of fish made while camping there. It was on this voyage that Governor Phillip gave the river the British name 'Hawkesbury'.</p> <p>Although it memorialises the British presence in the area, it does not mark a specific location known to have been used as a base, or to have been visited by Phillip and his accompanying party.</p> <p>Summary of known and potential archaeological resources This site has nil-low archaeological potential for evidence associated with early exploration or the development of the township of Brooklyn</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion b) Associative (person/s):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion e) Research:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and that the monument structure be considered for recategorisation as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	While this item is significant for its association with the establishment of the township of Brooklyn, early exploration of the Hawkesbury by Governor Phillip and the legacy of the development of the railway through the region, it is not archaeological in nature.
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. <i>Governor Phillip Memorial</i>. Hornsby Shire Council Heritage Register. Retrieved 31 May 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?pid=337231</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J, 2008. <i>Brooklyn</i>, Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/brooklyn</p>
Comments:	

Maps and Images



Aerial image of Governor Phillip Memorial, Dangar Road, Brooklyn (source: Nearmap).



The Governor Phillip Memorial, Brooklyn (Source: Hornsby Shire Council).

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation: (based on a review of landscape heritage value)	It is recommended that this item be removed from the HLEP as an archaeological item and that the monument structure be reclassified as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Item No:	To be determined
Item Name:	Governor Philip Memorial
Address:	Dangar Road
Suburb:	Brooklyn
Property Description:	Lot 415, DP 52026
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Memorials
Construction date:	1939
Architect:	
Builder:	Manly, Warringah and Pittwater Historical Society
Statement of Significance:	The Governor Philip Memorial is of local significance for its historic, aesthetic and social values. The memorial marks an important stage of civic consciousness in Brooklyn commemorating Governor Arthur Phillip's exploration of the region in March 1788. The memorial was erected in June 1939 by the Manly, Warringah and Pittwater Historical Society. It is also associated with the construction of the Hawkesbury River Rail Bridge which commenced in July 1939. The memorial has a landmark quality that makes it aesthetically significant within its landscape setting, being located at the entrance to McKell Park, and directly opposite Hawkesbury Railway Station and marina.
Physical Description:	<p>The Governor Philip Memorial is located at the entrance to McKell Park, directly opposite to the main entrance of the Hawkesbury River Station. The sandstone memorial resembles a cairn or obelisk form. It is set on a stepped sandstone base with extruded stone edging. The memorial features three white marble plaques with lead lettering, on two sides of the memorial. The plaques describe the memorial which has been erected to commemorate Governor Arthur Philip and his role in exploring the area. The memorial is located beside a concrete laid footpath. The area surrounding it was recently landscaped with ornamental shrubs within a stone edged garden bed.</p> <p>The memorial is in fair condition, with extensive soiling on both sandstone and marble, such that two (of the three) are becoming illegible. Some of the lead letters are also missing as weathering of the marble face is resulting in the pressed lead lettering to fall out.</p>
Modifications:	The top memorial plaque was previously missing and has since been replaced. The area surrounding the memorial was recently re-landscaped with a sandstone edged garden bed with shrub planting consisting of native grasses and rosemary.
Historical notes:	<p>Brooklyn History</p> <p>In 1788 Captain Arthur Phillip undertook his first voyage up the Hawkesbury River, and used Mullet Island (now Dangar Island) as a temporary base for further exploration. The earliest recorded colonist in the area was George Peat, who was granted 50 acres in nearby Mooney Mooney Point in 1831, followed by subsequent grants and acquisitions. Present day Brooklyn village was founded on the original 100-acre grant</p>

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

	<p>made to Francis King and Richard Robinson in 1840. By the 1850s a small community of timber-getters resided in the area. Large scale harvesting of Sydney Rock Oysters in the area also began, and led to the development of the oyster farming industry. By the 1890s, oyster farming was prominent in Brooklyn, which made use of small stone wharves along the river.</p> <p>The construction of the railway brought an influx of labourers to the area. Land was subdivided to accommodate the increasing population as early as 1884. Narrow 20-foot wide allotments were sold to workers, who established a small community in the area. By 1885, there was a school, police station, hall and wharf. To accommodate the influx of visitors, hotels and guesthouses sprang up in the area, including the Brooklyn Hotel (opened 1885) and The Sanatorium Hotel (built in 1888).</p> <p>Governor Philip Memorial Located in the middle of Brooklyn township, opposite the Hawkesbury Railway Station, the Governor Phillip Memorial was first unveiled on 17 June 1939 by the Commissioner for Railways, Thomas Joseph Hartigan. The memorial was erected by the Manly, Warringah and Pittwater Historical Society. The unveiling of the monument coincided with the beginning of the construction of the Hawkesbury River Rail Bridge which commenced in July 1939.</p> <p>The memorial commemorates Governor Arthur Phillip's exploration of the region. Governor Phillip led the first British push into the region, sailing upriver to nearby Dangar Island, which he named Mullet Island, owing to a significant catch of fish made while camping there. It was on this voyage that Governor Phillip gave the river the British name 'Hawkesbury'.</p> <p>Although it memorialises the British presence in the area, it does not mark a specific location known to have been used as a base, or to have been visited by Phillip and his accompanying party.</p>
Current use:	Memorial
Former use(s):	Memorial
Physical condition:	
Integrity/Intactness:	The top memorial plaque was previously missing and has since been replaced. The Governor Philip Memorial otherwise remains mostly intact. The sandstone is highly affected by staining and the growth of lichens and algae. The memorial plaques are also highly stained and weathering of the marble face has resulted in the loss of some lead lettering.
Significance Assessment	
Criterion a) Historic:	The Governor Philip Memorial commemorates the early history of the Hawkesbury River area and first exploration of the River by Governor Arthur Philip. It was on this voyage that Governor Phillip gave the river the name 'Hawkesbury'. The memorial also coincides with the construction of the Hawkesbury River Rail Bridge, which commenced in 1939 when the memorial was unveiled.
Criterion b) Associative (person/s):	The memorial is associated with Governor Arthur Philip, commemorating the first exploration of the Hawkesbury River area.
Criterion c) Aesthetic:	The memorial, in its prominent location directly opposite the Hawkesbury River Railway Station and the Brooklyn Marina on

Item A15 Governor Phillip Memorial – Dangar Road, Brooklyn

	<p>Dangar Road, has local significance as an aesthetic landscape element for the village of Brooklyn. Its siting at the entrance into McKell Park, which was already a significant public space for the community since the early 1900s, demonstrates the intentional landmark quality that the memorial was intended to hold.</p> <p>As a landscape element, the obelisk memorial provides a welcoming public marker for all people entering into the town through the two major public transport mediums.</p>
Criterion d) Associative (groups/community):	The memorial was erected by the Manly, Warringah and Pittwater Historical Society. It is associated with an important stage of civic consciousness in Brooklyn commemorating the early European history of the region.
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	It is recommended that this item be removed from the HLEP as an archaeological item and that the monument structure be recategorised as a landscape heritage item on the HLEP, to ensure adequate and appropriate management.
Recommended management:	Manage in accordance with HLEP and HDCP.
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	22/07/2022
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993)
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Governor Phillip Memorial. Hornsby Shire Council Heritage Register. Retrieved 31 May 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?pid=337231</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J, 2008. Brooklyn, Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/brooklyn</p>
Comments:	

Maps and Images



Overview of the memorial looking towards the Hawkesbury Railway Station.



Front face of the memorial.



Rear and side face of the memorial.



Closeup of the marble memorial plaque.



Closeup of the marble memorial plaque.



Closeup of the marble memorial plaque.

A36

Waterfront, seawall, wharf, trees and 1889 railway bridge construction site

Northern foreshore

Dangar Island

Waterway

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site –
Northern foreshore, Dangar Island

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A36
Item Name:	Waterfront, seawall, wharf, trees and 1889 railway bridge construction site
Address:	Northern foreshore
Suburb:	Dangar Island
Property Description:	Waterway
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23770
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	<p>This item should be renamed to succinctly encapsulate the features identified at the site to have archaeological significance. "Waterfront, seawall and site of Hawkesbury River Rail Bridge construction" is recommended for consideration as a new name. "Trees" has been removed from the name as the trees at the site were assessed to not have archaeological significance.</p> <p>It is recommended the curtilage is extended to include the full extent of the seawall.</p>
Item No:	A36
Item Name:	Waterfront, seawall and site of Hawkesbury River Rail Bridge construction
Address:	Northern foreshore
Suburb:	Dangar Island
Property Description:	Waterway
Significance:	Local

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	<p>Archaeological evidence associated with the construction of the Hawkesbury River Rail Bridge c.1889 on Dangar Island has been assessed as having low potential to survive within the study area. If evidence were to survive it would be of local significance for research and associative values in its potential to enhance our understanding of the construction process of the bridge and the people who worked on the construction, and for association with the historic linking of the two the rail lines from the north and south that the bridge represents. Archaeological evidence associated with the 1930s Great Depression unemployed labour work would be of local significance for research and associative values. As with the earlier phase of use of the area, archaeological remains associated with this period would also have potential to expand our knowledge of the people who worked on the site as unemployed labour and would be of associative value for association with the Great Depression relief works.</p> <p>The Norfolk Island Pines and Cypress Pines in the study area do not contain any archaeological significance.</p>
Physical Description:	The northern foreshore consists of a traditional timber wharf supported on sandstone piers, acting as the ferry wharf for the Brooklyn service. A substantial stone and brick sea wall has been built around the foreshore, approximately 250m long and

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site –
Northern foreshore, Dangar Island

	<p>1.3m high. the seawall wraps around the foreshore and landscaping includes mature Norfolk Island Pines that are about 80 years old and Cypress Pines that are approximately 40 years old.</p> <p>Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.</p>
<p>Modifications:</p>	
<p>Historical notes:</p>	<p>Dangar Island</p> <p>Dangar Island was visited by Aboriginal people for thousands of years prior to British occupation of New South Wales. These people were likely to have been part of the Kuring-gai language group. Extensive evidence of Aboriginal use of the Island is still present in the form of shell middens and rock carvings.</p> <p>In 1789, Governor Phillip and his crew landed on what was later known as Dangar Island as part of their exploratory expedition of the Hawkesbury. They named the island 'Mullet Island' after the fine haul of fish that they caught. William Bradley was a naval officer and diarist who accompanied Phillip on his exploration of the Hawkesbury. Bradley's Journal recorded the following in regards to Dangar Island:</p> <p><i>We landed on an Island about 2 miles up this branch, on which we secured every thing for the night got a great quantity of Mullet in the Sein from which we called it Mullet Island, there is long flat to the SE & a reef of rocks, round which is the bay for hauling the Sein, we found some Huts on the Island, but only 3 Natives came to us this evening. 8. AM. Several of the Natives came to us, painted very whimsically with pipe Clay & red Ochre both which is plenty on the Island, the pipe clay just under the Sand on the beach round the rocks.</i></p> <p>In 1794 the Island was designated as Crown Land and only available for lease. Andrew Thompson, a convict who was granted an absolute pardon in 1797 took up the lease in late 1790s. Thompson established salt-boilers on the Island, and was able to produce 200 pounds of salt a week. In 1810 Thompson became the first former convict to become a magistrate in the colony, but unfortunately died shortly after his appointment. Following Thompson's death the salt-boiling works were abandoned.</p> <p>In 1862 the island was officially surveyed, and in 1864 it was purchased by Henry Carey Dangar. Dangar was a prominent NSW politician who held the seat of West Sydney on the New South Wales Legislative Assembly from 1874 to 1877. In 1880 Dangar was elected to the seat of East Sydney. In 1874 Dangar built a weatherboard house on the Island to serve as a holiday residence. This residence came to be known as Dangar House. The flat eastern part of the Island was cleared at this time.</p> <p>The Island remained in the possession of the Dangar family until 1917, when it was sold to Owen Lloyd Wild and John Stuart Crouch. The first subdivision on the Island took place in 1921. Three houses were constructed in 1922, including Tyneside House. In 1926 the original Dangar House was converted into a Guest House, but it burnt down in 1939, leaving only a pavilion,</p>

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site – Northern foreshore, Dangar Island

	<p>water tower and tidal baths behind. The last vestige of the original Dangar property was further subdivided in the 1940s.</p> <p>Waterfront, seawall, wharf, trees and 1889 Railway Bridge construction site</p> <p>From 1886 to 1889 Dangar Island was leased to the Union Bridge Company in order to facilitate the construction of the Hawkesbury River Rail Bridge. The bridge spans and the timber pontoons used to float the spans were all constructed on the Island. They were then floated into place and eased into position during low tide. During this period, several members of the construction team for the bridge resided on Dangar Island. The bridge was opened by the Governor, Lord Carrington on 1 May 1889.</p> <p>In the 1930s Hornsby Shire received government grants for general improvement works as part of relief scheme during the Great Depression. A substantial sea wall was built along the northern foreshore that was 250m long and 1.3m high. A wharf was also constructed that remains in use today as the ferry terminal for the service from Brooklyn and Little Wobby.</p> <p>Norfolk Island Pines that are about 80 years old and Cypress Pines that are 40 years old are also located within the study area.</p> <p>Summary of known and potential archaeological resources</p> <p>The study area has low potential for archaeological remains associated with the construction of the bridge spans and timber pontoons due to their construction within the highwater mark and the ephemeral nature of the wooden structures used to assist the bridge construction. There is moderate potential for archaeological remains associated with the 1930s Great Depression unemployed labour works including the construction the wharf and seawall.</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The potential archaeological resource is likely to have historical significance due to the connection to the site with the construction of the Hawkesbury River Rail Bridge and to Great Depression relief works which saw the construction of the seawall
Criterion b) Associative (person/s):	The potential archaeological resource may have associative values reflective of those who worked on the construction of the Hawkesbury River Rail Bridge and the workers employed under the Great Depression relief scheme in the 1930s.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	The potential archaeological resource may have associative values reflective of those who worked on the construction of the Hawkesbury River Rail Bridge and the workers employed under the Great Depression relief scheme in the 1930s.
Criterion e) Research:	The potential archaeological resource is likely to have research value because of its potential to shed new light two different phases of significant infrastructure development in the area.

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site –
Northern foreshore, Dangar Island

Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	N/A
Recommended listing:	Retain local heritage listing in HLEP
Recommended management:	<p>This item should be renamed to succinctly encapsulate the features identified at the site to have archaeological significance. “Waterfront, seawall and site of Hawkesbury River Rail Bridge construction” is recommended for consideration as a new name. “Trees” has been removed from the name as the trees at the site were assessed to not have archaeological significance.</p> <p>It is recommended the curtilage is extended to include the full extent of the seawall.</p> <p>Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p> <p>Management of this site should be undertaken in accordance with Heritage Act, EP & A Act, HLEP and HDCP.</p>
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>Bradley, W. 1802. Journal titled ‘A Voyage to New South Wales’. Online Transcription (Safe: 1/14), Mitchell Library, State Library of New South Wales. https://acms.sl.nsw.gov.au/transcript/2015/D02131/a138.html</p> <p>Heritage NSW. Waterfront seawall, wharf, trees and Railway Bridge (1889) construction site. Heritage NSW Register. Retrieved 14 May 2021. https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1780698</p> <p>Higginbotham, E., 1993. ‘Hornsby Shire Heritage Study, Volume 4: Archaeology Report’. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Waterfront, seawall, wharf, trees and 1889 Railway Bridge construction site. Hornsby Shire Heritage Register. Retrieved 10 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23770</p> <p>Hornsby Shire Recollects. First Hawkesbury River Railway Bridge – The Final Link. Retrieved 2 June 2021, https://hornsbyshire.recollect.net.au/nodes/view/2206</p>

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site –
Northern foreshore, Dangar Island

	<p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Dangar Island. Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/dangar_island</p>
Comments:	

Maps and Images



Aerial map illustrating the proposed archaeological curtilage for Item A36, Waterfront, seawall and site of Hawkesbury River Rail Bridge construction (Source: Nearmap).

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site – Northern foreshore, Dangar Island



Photograph of the wharf and sea wall, photograph taken 21.11.2017 (Source: Hornsby Shire Council).

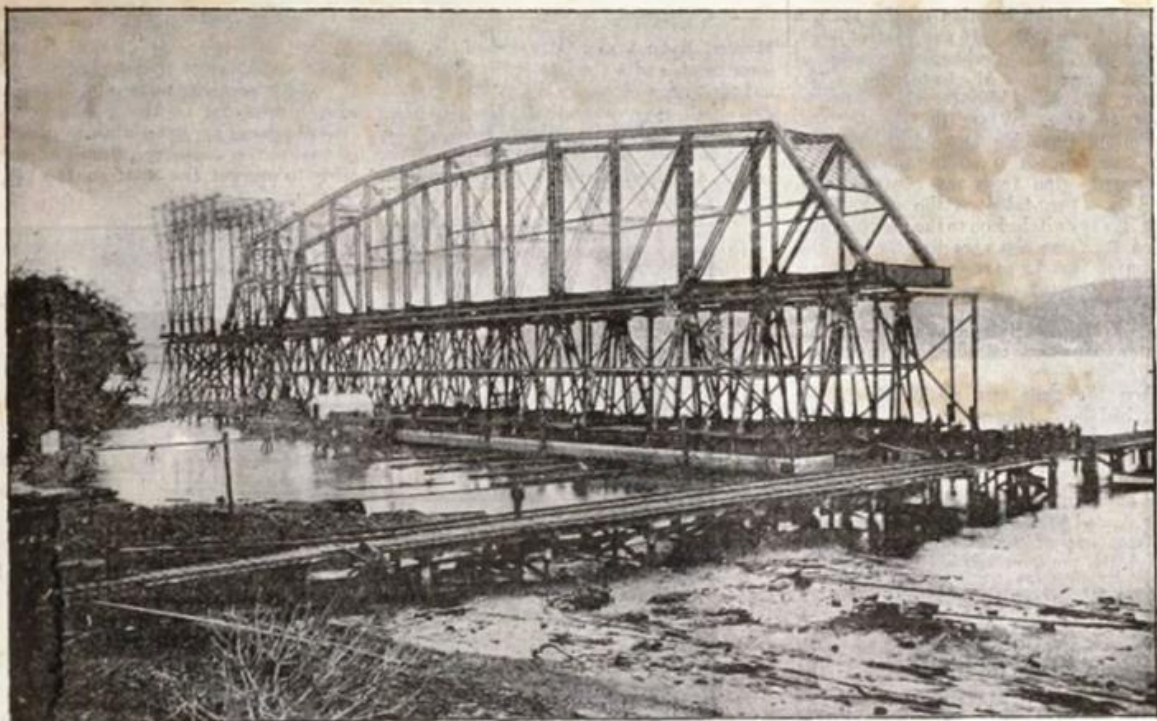


Photograph of the seawall, photograph taken 21.11.2017 (Source: Hornsby Shire Council).

Item A36 Waterfront, seawall, wharf, trees and 1889 railway bridge construction site – Northern foreshore, Dangar Island



Photograph of the seawall, photograph taken 21.11.2017 (Source: Hornsby Shire Council).



The Hawkesbury Bridge.—Constructing the last Span.

Photograph of construction of the last span for the Hawkesbury River Rail Bridge. It is believed that this photograph is taken on Dangar Island (Source: Hornsby Shire Council).

142

Beecroft Railway Station and garden

Wongala Crescent and Great Northern Railway

Beecroft

Lot 1, DP 869477; Lots 2, 79 and 86, DP 41000

Item 142 Beecroft Railway Station and garden – Wongala Crescent and Great Northern Railway, Beecroft

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	142
Item Name:	Beecroft Railway Station and garden
Address:	Wongala Crescent and Great Northern Railway
Suburb:	Beecroft
Property Description:	Lot 1, DP 869477; Lots 2, 79 and 86, DP 41000
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19348 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19345
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	It is recommended the curtilage is extended to include the war memorials located at the southern end of the park within the Wongala Crescent road reserve. The war memorials were relocated from item 54 'Beecroft Village Green' and make a positive contribution to the station park.
Item No:	142
Item Name:	Beecroft Railway Station and Garden
Address:	Wongala Crescent and Great Northern Railway
Suburb:	Beecroft
Property Description:	Lot 1, DP 869477; Lots 2, 79 and 86, DP 41000 and Wongala Crescent road reserve
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Parklands, memorials
Construction date:	1900-1920
Architect:	
Builder:	
Statement of Significance:	<p>Beecroft Railway Station and garden is of local heritage significance for its historical and aesthetic values. The station at Beecroft dates from the opening of the single line from Strathfield to Hornsby in 1886, an event which led to the rapid subdivision and development of the area. The station garden dates to c.1914 and is historically associated with the duplication of line which formed the current island platform and station arrangement. The garden has aesthetic significance for its conservation of Federation period plantings, notably the Bunya and Hoop Pines as well as a Jacaranda. The plantings are a highly aesthetic feature within the landscape. The mature plantings and formal gardens aesthetically complement the entrance to Beecroft Station from Wongala Crescent.</p> <p>The station garden also conserves locally significant war memorials that have been relocated from the Village Green, including the Boer War Memorial and WWI and WWII Memorial. The Boer War Memorial is a rare monument commemorating a single soldier killed in Boer War in 1900. The monument was built with the funds raised by the local community. The WWI and WWII memorial is an impressive sandstone monument dated to the 1920s. The memorials are set within a restored garden setting and make a positive contribution to the landscape character.</p>
Physical Description:	Small park and gardens, in prominent location beside Beecroft Station on the western side, notable for its period planting.

Item 142 Beecroft Railway Station and garden – Wongala Crescent and Great Northern Railway, Beecroft

	<p>Characteristic species planted about 1900/20 are two Hoop Pines to 35 metres and two Bunya Pines to 30m high. Later planting of Camphor Laurel to 15m, also Jacaranda and Brush Box.</p> <p>The 1994 listing referred to “some Grey Ironbarks to 18m” in the southern end of the park, but these have since been removed.</p> <p>War memorials are located at the southern end of park. Boer War Memorial carved in yellow sandstone. Approximately 3.5m high. Set on a deep sandstone plinth. It is a tall sandstone monument set on a concrete base. It features carved side columns, military symbols and is surmounted by a floriated Celtic cross. Located at the southern end of Beecroft Railway Park behind the World War I & II monument. The new setting includes a foreground sandstone paved area, garden retaining wall enclosure and steps down from the Beecroft War Memorial, providing an improved curtilage.</p> <p>The Beecroft War Memorial is a cenotaph made of sandstone set atop a raised sandstone paved area with sandstone retaining wall. The monument commemorates the men from the Beecroft and Cheltenham area who were killed in the World Wars. Dimensions of monument approximately 3.5m x 4.0m. The monument is inscribed with the following: “Beecroft Cheltenham District in grateful memory of our men who gave their lives [17 names of men follow] and in humble tribute to those who served” [20 names from the 1939-45 War follow]. Associated landscaping includes framing with three Jacarandas the central specimen behind monument now located in new timber deck. Perennial planting includes Rosemary, Salvia and Echium.</p>
<p>Modifications:</p>	<p>1993 listing recorded 3 Hoop Pines. One has since been removed, two remain.</p> <p>Park upgraded in early 1990s with playground, paving, seats, bins etc., as part of Government Urban Enhancement Programme (Refer to Image 5). The station park was again upgraded in 2018 (refer image 5) with the relocation of the Boer War Memorial from the Beecroft Community Centre (opposite on Copeland Road). This work included additional interpretive plaques and timber deck added to WWI & II monument the southern end of the park. Other works included recycled brick and new sandstone paving, new sandstone walls and garden edges, installation of a timber deck and seating adjoining the Cenotaph, construction of a timber shade pergola with seating wall and table settings and Installation of tables and bench seats throughout the Station Gardens and along the Wongala Crescent street frontage and trimming of the landform, soil improvement and planting works including additional tree plantings.</p> <p>The WW1 and WWII monument underwent a program of conservation and restoration works in 2020. The scope of works based on a condition assessment carried out by Sydney Artefacts Conservation in March 2019 and developed by Joy Singh Heritage Pty Ltd in 2020.</p>
<p>Historical notes:</p>	<p>The Strathfield to Hornsby section of the Northern line was opened for traffic on 17 September 1886. The line was constructed as a ‘single line’ and Hornsby became the</p>

temporary terminus and remained so until the extension to Hawkesbury River was opened in 1887. At the time of the opening, stations were provided at Ryde, Dundas (later Eastwood), Field of Mars (now Epping), Beecroft, Thornleigh and Hornsby.

Beecroft was opened in conjunction with the opening of the line on 17 September 1886. The original single line brick-faced platform was on the downside of the line, some 200 metres closer to Strathfield than the present day platform. At the time of opening of the line from Strathfield to Hornsby, plans had been approved for the provision of a platform at Pennant Hills but it had not been constructed at the time of the opening. The precise date of opening of Pennant Hills Railway Station is uncertain, however, a timetable was issued on 5 April 1887 and Pennant Hills is mentioned in that document.

The line between Strathfield and Hornsby was duplicated in March 1892. Accordingly, two timber-faced side platforms were provided at Beecroft but in a new location some 200 metres further north than the original position, on the northern side of the overbridge. A goods siding was laid in on the down side of the line north of the new station. In 1914, a new island platform and standard station building were provided at Beecroft on a slightly new alignment but approximately in the same location as the side platforms. The goods siding was lengthened and incorporated the original Down main line and the original Down platform face is prominent adjacent to this goods siding. During the 1914 modifications, access to the platforms was provided via a subway and set of stairs at the northern end. A booking office was also provided in the subway at the low level. Subsequently, a new booking office within the standard brick building on the platform replaced the unpopular office in the subway. A signal lever was installed on the platform under the awning to control signals and points at Beecroft.

Following the construction of the new island platform at Beecroft, in 1915 works commenced to create a station garden on the western side of the station along Wongala Crescent. The Beecroft Progress Association established a committee to beautify the station. The committee consisted of Messrs. W.M. Nixon, J.G. North, J.I. Forsyth, A. Moore, Anderson, Layton and C.C. Tucker. They had proposed to plant palms, Christmas trees and flowering shrubs at the side of the line, rosh bushes over the subway and annuals on the platform. Donations from the community were required to raise funds for the gardens ongoing maintenance. By 1921 Beecroft is described as being a picturesque station, particularly in spring when the flowers are in bloom.

A few changes have taken place at Beecroft since the establishment of the island platform in 1914. These alterations include the installation of automatic signalling between Epping and Thornleigh on 3 April 1925 and electrification of the main lines between Strathfield and Hornsby (opened 21 January 1929). Both these improvements were carried out at Beecroft. Automatic signalling replaced the operation of the lever frame on the platform.

Item 142 Beecroft Railway Station and garden – Wongala Crescent and Great Northern Railway, Beecroft

	<p>Apart from the removal of the goods siding on the down side, Beecroft has seen minimal changes during the last 50 years. The standard brick station building, island platforms and most other structures remain intact. Additional shelters for passengers have been constructed between the subway/steps and the station building in more recent years.</p> <p>The station garden was upgraded in 2018 with relocation of the Boer War Memorial from the Beecroft Village Green to the station park. The Boer War Memorial was a drinking fountain dedicated by the local community in memory of David John Willis, who was killed in action in 1900. The monument was made by stone mason Mr Frank Smith of Rook- wood. The monument was unveiled in the village green in 1901 by Mr Frank Farnell.</p> <p>The Beecroft War Memorial was unveiled by Major-General Senator C.F. Cox on Remembrance Day, 11 November 1928. The inscription for the Second World War and additional plaques were added at a later date.</p>
Current use:	Cultural small park
Former use(s):	Small park
Physical condition:	
Integrity/Intactness:	Bunya and Hoop Pines are in good condition. Park generally is in good condition.
Significance Assessment	
Criterion a) Historic:	This garden is historically associated with the program of beautification of Beecroft Railway Station c.1914. This is associated with the duplication of the railway lines. The subject site also conserves early war memorials dated to 1900 and 1928.
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	<p>The railway garden is aesthetically significant for its conservation of Federation period plantings, notably mature Bunya and Hoop Pines and Jacarandas. The plantings are a highly aesthetic feature within the landscape. The mature plantings and formal gardens aesthetically complement the entrance to Beecroft Station from Wongala Crescent.</p> <p>The restored gardens at the southern end of the park also make a notable contribution to the precinct. The southern area is distinguished by the relocated war memorials. The Boer War Memorial and Beecroft War Memorial are two impressive examples of sandstone memorials.</p>
Criterion d) Associative (groups/community):	The war memorials located within the Beecroft Station park hold social value to the local community for their commemoration of fallen soldiers, local to the Beecroft and Cheltenham area. The memorials demonstrate actions taken by the local community to commemorate the Boer and World Wars.
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	Settlement and suburbanisation. Transport. Commemoration.
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 - Schedule 5
Conservation Area:	Beecroft/Cheltenham HCA

Item 142 Beecroft Railway Station and garden – Wongala Crescent and Great Northern Railway, Beecroft

Recommended listing:	Retain heritage listing in HLEP.
Recommended management:	<p>It is recommended the curtilage is extended to include the war memorials located at the southern end of the park within the Wongala Crescent road reserve. The war memorials were relocated from item 54 'Beecroft Village Green' and make a positive contribution to the station park.</p> <p>Manage in accordance with HLEP and HDCP.</p> <p>For further detailed assessment of health, condition and management recommendations of Bunya and Hoop Pines, a qualified arborist should be consulted. For management recommendations refer Generic Plan of Management for Community and Crown Reserves Planning District One Amended 27 February 2020.</p>
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	14/05/2021
Previous studies:	Heritage Study (1993) Perumal Murphy Wu Pty Ltd L50
Historical references:	Hornsby Shire Council Business Paper Planning Meeting Wednesday, 4 August, 2010 at 6.30pm Item 1 PLN47/10 Development Application - Removal of Two heritage listed Bunya Pine Trees - 19C Ethel Street Hornsby Generic Plan of Management for Community and Crown Reserves Planning District One Amended 27 February 2020
Comments:	Heritage listed in HSLEP 1994, Gazetted July 1994. The War Memorials formed a part of the heritage listing for the Village Green.

Maps and Images



Aerial map illustrating the proposed heritage curtilage for Item 142, Beecroft Railway Station and Garden (Source: Nearmap).

Item 142 Beecroft Railway Station and garden – Wongala Crescent and Great Northern Railway, Beecroft



Image 1: Viewpoint looking south along Wongala Crescent in 1992



Image 2: Viewpoint looking north along Wongala Crescent in 2021.



Image 3: Viewpoint looking north from the Boer War Memorial.



Image 4: 1943 aerial showing Beecroft Railway Park. Note buildings in the park in the south since removed.

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Image 5: 2018 upgrade



Image 6: Beecroft Railway Station, looking north, c.1910. The station opened in 1886. Photograph shows station prior to being rebuilt as an island platform.; Courtesy Geoff Smith. Note Bunya Pine at left - possibly one of the specimens in the extant group.

334

Kiparra Park bushland

35–127 Riverview Avenue

Dangar Island

Lots 129–135, DP 11921; Lots 157–195, DP 19921; Lot 2, DP 537659

Item 334 Kiparra Park bushland – 35-127 Riverview Avenue, Dangar Island

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	334
Item Name:	Kiparra Park bushland
Address:	35-127 Riverview Avenue
Suburb:	Dangar Island
Property Description:	Lots 129–135, DP 11921; Lots 157–195, DP 19921; Lot 2, DP 537659
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19558
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend adding Lot 1 DP 537659 to capture the whole park site.
Item No:	334
Item Name:	Kiparra Park bushland
Address:	35-127 Riverview Avenue
Suburb:	Dangar Island
Property Description:	Lots 129–135, DP 11921; Lots 157–195, DP 19921; Lot 2, DP 537659; Lot 1 DP 537659
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Parklands
Construction date:	c. 1921-1930
Architect:	
Builder:	
Statement of Significance:	Kiparra Park is located on the summit of Dangar Island. It has local aesthetic significance as a large reserve providing vantage points with views of the river, and a general overview of Dangar Island's landscape character. The park conserves indigenous Blackbutt-Rough-barked Apple Forest
Physical Description:	Kiparra Park is sited on the summit of the island at the western end and conserves the Blackbutt Rough-barked Apple Forest vegetation community in good condition. Other associated species include Smooth and Rough Bark Angophora, Red Bloodwood, Forest She Oak, Blueberry Ash, Monotoca, Grass Trees, as well as wildflowers and native grasses. The park displays natural sandstone rock formations, characteristic of this topography, some of which feature Aboriginal carvings. The indigenous forest has been successfully regenerated by volunteer labour with Council's assistance. The forest is situated on a summit and consequently it is unaffected by runoff from septic tanks or degraded stormwater. The park affords numerous vantage points for views over the Hawkesbury River. Soil derived from Hawkesbury Sandstone and Narrabeen sediments.
Modifications:	The water tank and fence within the park noted in the 1994 listing as intrusive elements, has since been removed and the area has been regenerated
Historical notes:	Dangar Island was Crown Land until 1864 when it was purchased by Henry Cary Dangar. When he died in 1917, he left his large estate to his children. Dangar Island was left to his second son Reginald Neville Dangar. Reginald sold the Island to solicitors Lindsay Thom Crouch and John Stuart Thom in June 1921 for £7,500. The Island was then subdivided. The first three subdivisions were auctioned by Raine and Horne between October 1921 and November 1922. The response was

Item 334 Kiparra Park bushland – 35-127 Riverview Avenue, Dangar Island

	enthusiastic. At the first auction, practically every lot was sold on the day of the sale. Newspapers reported there was a large attendance, and 70 allotments were sold at 25 shillings to £9 per foot per frontage. Sales totalled over £11,000. The fourth subdivision was not put to auction. Lots were sold by H. Dudley Auctioneers and Estate Agents between 1923 and 1930. The land that became Kiparra Park was set aside at the time of the first subdivision.
Current use:	Bushland Park – passive recreation
Former use(s):	Bushland Park – passive recreation
Physical condition:	
Integrity/Intactness:	This bushland reserve contains healthy core bushland with good structural diversity. Weed infestation is confined to garden escapees on the outer perimeter adjacent residential properties to the north-east of the park.
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	Attractive bushland park with aesthetic qualities that complement and extend those of the surrounding heritage listed pedestrian street and private gardens. The park affords exceptional scenic river views and views to Long Island and the northern rail line. Viewed from a distance, the park and the bushland it preserves, defines the bushland character of the island.
Criterion d) Associative (groups/community):	
Criterion e) Research:	Site contains Aboriginal artefacts including rock engravings, tree axe markings and middens (Koettig, 1996).
Criterion f) Rarity:	Kiparra Park Bushland is significant for defining the Island's character and conserving Blackbutt – Rough barked Apple Forest which is recognised as regionally significant under the Hornsby Shire Biodiversity Conservation Strategy 2020.
Criterion g) Representative:	
Historical Theme:	Settlement and suburbanisation. The Bushland Shire
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 - Schedule 5
Conservation Area:	N/A
Recommended listing:	Retain heritage listing in HLEP
Recommended management:	Maintain in accordance with HLEP and HDCP. Dangar Island contains multiple identified heritage items, has Aboriginal cultural heritage value and archaeological and biodiversity significance. It is recommended that Council explore holistic management options to identify and manage the multiple heritage and environmental values of Dangar Island within the HLEP, HDCP and through other applicable Council strategies and management plans. For management of the reserve, refer Generic Plan of Management for Community Land and Crown Reserves Planning District Five and Seven Adopted 10 June 2015. Hornsby Shire Council
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	15/11/2021
Previous studies:	Hornsby Shire Heritage Study (1993) Perumal Murphy Wu Pty Ltd L79
Historical references:	Hornsby Shire Council Vegetation Mapping May 2018 Map E5

Item 334 Kiparra Park bushland – 35-127 Riverview Avenue, Dangar Island

	<p>Generic Plan of Management for Community Land and Crown Reserves Planning District Five and Seven Adopted 10 June 2015. Hornsby Shire Council.</p> <p>Hornsby Shire Council, Biodiversity Conservation Strategy 2020 Smith, P & Smith, J. Native Vegetation Communities of Hornsby Shire 2008</p> <p>Benson, D & Howell, J. (1994) <i>Cunninghamia</i> 3(4):677-780 Benson, D & McDougall, L. (1998) <i>Cunninghamia</i> 5(4): 808-983 Benson, D & Howell, J.(1990) <i>Taken for Granted</i>. (Kangaroo Press)</p>
Comments:	Heritage listed in HLEP 1994, Gazetted July 1994.

Maps and Images



Aerial map illustrating the proposed heritage curtilage for Item 334, Kiparra Park bushland (source: Nearmap).



Image 1: Blackbutt on the summit of Dangar Island



Image 2: The park affords views to the river, long Island and the rail bridge.



Image 3: Stone steps to the summit.



Image 4: Rock cutting near the summit. Possibly related to the relief work from 1930's Depression as evidenced on Riverview Avenue (refer to Landscape Heritage item #333)



Image 5: Grass trees (Xanthorrhoea arborea) occur throughout the park.

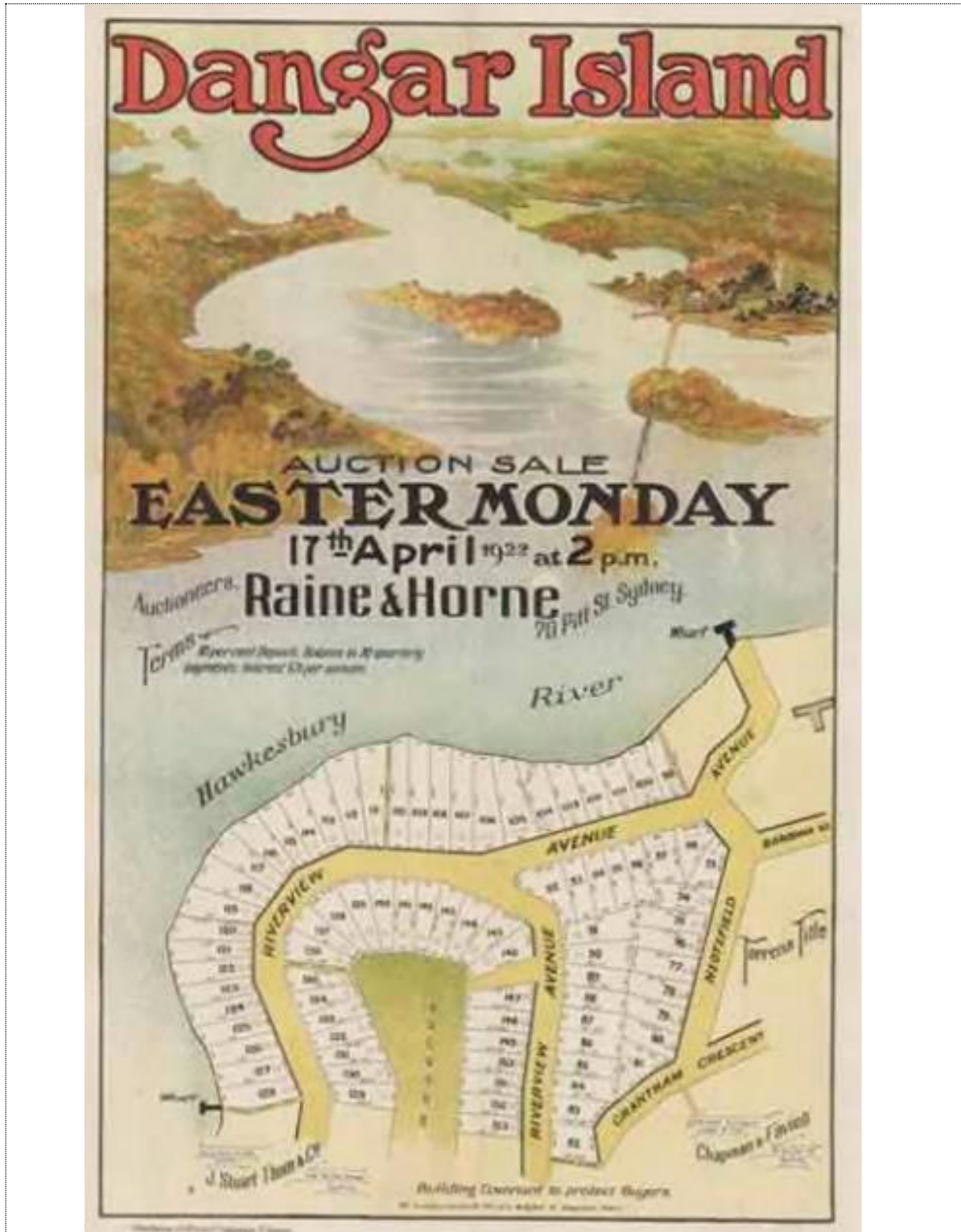


Image 6: 1921 real estate poster

531

Asquith Park

1X Wall Avenue

Asquith

Lot 1, DP 656401

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	531
Item Name:	Asquith Park
Address:	1X Wall Avenue
Suburb:	Asquith
Property Description:	Lot 1, DP 656401
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19236

Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend adding Lot 2 DP618687 to the curtilage of the Heritage Item. The current curtilage (Lot 1 DP656401) was a bare grassed slope up to at least 1970 (refer 1970 aerial), while the sports oval and its surroundings have been in place since 1931 and are the main subject of significance reported in the Hornsby Shire Heritage Study by Perumal Murphy.
Item No:	531
Item Name:	Asquith Park
Address:	1X Wall Avenue
Suburb:	Asquith
Property Description:	Lot 1 DP656401; Lot 2 DP618687
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Parks & Reserves – bushland reserves
Construction date:	Native trees in the southern section are likely naturally occurring
Architect:	
Builder:	Unknown
Statement of Significance:	The item is of high local significance for its associative and aesthetic and rarity values. The site has been a park since 1931 conserving stands of Remnant Sydney Turpentine Iron-bark Forest, a critically endangered ecological community.
Physical Description:	<p>Park with well-maintained oval and turf wickets. Oval formed by cutting into northern bank. Park conserves mature and semi-mature indigenous trees, particularly along southern boundary to Mills Avenue extending onto nature strip. Trees to 20m high include Brown Stringybark, Red Bloodwood, Blackbutt, Turpentine, Smooth Bark Angophora and Black She Oak. There is also minor additional planting of Eucalypts (recent and sympathetic), Vegetation communities: Blackbutt Gully Forest, Sydney Turpentine-Ironbark Forest (STIF)</p> <p>Asquith Park also has a pathway walking circuit, recently installed outdoor exercise equipment, a well-used dog park and a popular award-winning playground area combining natural log play equipment with traditional playground equipment.</p>
Modifications:	A playground for the use of small children was approved by Council in 1974. The dressing sheds and lighting were completed in August 1980. In 1977, an amenities block was built in north-east corner. 1985 the Public Works Fund installed new cricket sight boards. Playground recently upgraded and exercise equipment installed in the south of the site under existing mature trees. A rain garden/detention basin has recently been installed in the south-west corner of the park.
Historical notes:	Asquith Park is located on land once farmed by J.F. Duffy as an orchard and according to the 1896 parish map was then owned

	<p>by J. Wall. Hornsby Shire Council administered the park from its inception and was used in the summertime for cricket games.</p> <p>Asquith Park was first established as a sports field in 1931 but had an extensive upgrade in facilities in 1965. The 1930 aerial suggests that the southern half of the site was not cultivated and remained bushland or had returned to bushland after orcharding ceased. The northern half of the site can be seen to be cleared and under orchard</p>
Current use:	Public Park
Former use(s):	Orchard/bushland
Physical condition:	
Integrity/Intactness:	<p>This STIF community is surrounded by residential development and remains vulnerable to further fragmentation and attrition. Natural recruitment is restricted by current management practices [e.g. regular mowing/edging for recreational uses] and ongoing environmental impacts [e.g. drainage alterations, soil modification, nutrient enrichment, multiple tracking, trampling, weed invasion and fire exclusion/reduced fuel strategies]. Current management issues need to be properly addressed to ensure long term ecological resilience and durability.</p>
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	Aesthetic/visual significance (local neighbourhood/ park and streetscape). Asquith Park contributes to the bushland character of the local area and the Hornsby Shire.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	Item possesses rare or endangered aspects of NSW's natural history. Sydney Turpentine–Ironbark Forest is recognised as a critically endangered ecological community under the Biodiversity Conservation Act 2016 (BC Act)
Criterion g) Representative:	Item is important in demonstrating the principal characteristics of a class of natural places or natural environments. Ecological/biodiversity and genetic values (including faunal habitat).
Historical Theme:	The Bushland Shire. Leisure and Recreation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	N/A
Recommended listing:	Retain heritage listing in HLEP.
Recommended management:	<p>Recommend adding Lot 2 DP618687 to the curtilage of the Heritage Item. The current curtilage (Lot 1 DP656401) was a bare grassed slope up to at least 1970 (refer 1970 aerial), while the sports oval and its surroundings have been in place since 1931 and are the main subject of significance reported in the Hornsby Shire Heritage Study by Perumal Murphy.</p> <p>Maintain in accordance with HLEP and HDCP.</p> <p>Maintain appropriate management zones in relation to recreational uses and conservation of this critically endangered community. For further detailed assessment of health, condition and tree management recommendations, a qualified arborist should be consulted</p>

References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	31/08/2021
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd L110
Historical references:	Local Colour, The A to Z of Hornsby's Parks [Part 1], The Journal of Hornsby Shire Historical Society Inc. Vol. 6 No. 15 District 4 – Community Land and Crown Reserves Generic Plan of Management Hornsby Shire Council Amended 27 February 2020
Comments:	Heritage listed in HSLEP 1994.

Maps and Images



Aerial map illustrating the proposed heritage curtilage for Item 531, Asquith Park (source: Nearmap).



Image 1: 1930 aerial. Only the northern part of Asquith Park occurs in the orchard area shown above. The southern half of the park occurs in the bushland area shown.



Image 2: 1970 aerial.



Image 3: 2018 aerial illustrates the growth of tree canopy over 48 years.



Image 4: Adventure playground.



Image 5: Exercise station in the south-east of the park. Trees in this view include Angophora costata (centre), Eucalyptus resinifera (right of centre) and Corymbia gummifera (far left).



Image 6: This section of the park in the south adjacent to Mills Avenue is mapped as Blackbutt Gully Forest. The northwest and south-east sections are mapped as Turpentine-Ironbark Forest.



Image 7: Mature Turpentine on the northern sloping informal passive recreation area

140

Bushland Reserve

Sutherland Road and Park Avenue—Byles Creek Valley

Beecroft

Lot 3, DP 540850; Lot 14, DP 562351; Lot 3, DP 530227; Lot 15, DP 237044; Lot 80, DP 1150971; Lot 23, DP 614741; Lot 6, DP 229639; Lot 204, DP 806307

Item 140 Bushland Reserve – Sutherland Road and Park Avenue – Byles Creek Valley,
Beecroft

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	140
Item Name:	Bushland Reserve
Address:	Sutherland Road and Park Avenue – Byles Creek Valley
Suburb:	Beecroft
Property Description:	Lot 3, DP 540850; Lot 14, DP 562351; Lot 3, DP 530227; Lot 15, DP 237044; Lot 80, DP 1150971; Lot 23, DP 614741; Lot 6, DP 229639; Lot 204, DP 806307
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=19344
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	Recommend name change of landscape heritage listing in Schedule 5 to Byles Creek Valley Bushland Reserve.
Item No:	140
Item Name:	Byles Creek Valley Bushland Reserve
Address:	Sutherland Road and Park Avenue – Byles Creek Valley
Suburb:	Beecroft
Property Description:	Lot 3 DP 540850; Lot 14 DP 562351; Lot 3 DP530227; Lot 15 DP237044; Lot 80 DP1150971; Lot 23 DP614741; Lot 6 DP229639; Lot 204 DP806307
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Bushland
Construction date:	N/A. Naturally occurring
Architect:	
Builder:	
Statement of Significance:	The item is of local significance for its associative, aesthetic, social, research, rarity, and representative values. The Reserve is significant for its association with the local community and with Marie Byles, a local conservationist, the first practicing female solicitor in NSW, and the founder of the Beecroft Cheltenham Civic Trust. It has significance as a large area of bushland conserving remnant native forest species, contributing to the natural scenic quality of the local area. It is the location of the last known breeding population of Gang-gang Cockatoos in Sydney and provides habitat for several other threatened flora and fauna species such as the Powerful Owl and Deane's Tea-tree.
Physical Description:	A public reserve centred on the steep-sided Byles Creek Valley which conserves tall canopy trees of remnant native forest. The majority vegetation community within the reserve is Blackbutt Gully Forest. At the higher elevation in the northwestern end of the study area near Sutherland Road is a small area of Blue Gum Shale Forest (BGSF), and in the valley bottom within the creek line is a regenerating Coachwood Rainforest. Remnant tree canopy species occur in the vicinity of the item in adjacent private properties, increasing the visual extent of the forest. Tree species include Eucalyptus saligna (Blue Gum), Angophora costata (Sydney Red Gum), Eucalyptus paniculata (Grey Ironbark), Eucalyptus pilularis (Blackbutt), Syncarpia glomulifera (Turpentine), Corymbia gummifera (Red Bloodwood) and Ceratopetalum apetalum (Coachwood).

Item 140 Bushland Reserve – Sutherland Road and Park Avenue – Byles Creek Valley,
Beecroft

	The main understorey species include <i>Allocasuarina torulosa</i> (Forest Oak), <i>Banksia spinulosa</i> (Hairpin Banksia), <i>Xanthorrhoea arborea</i> (Grass Tree), <i>Persoonia linearis</i> (Narrow-leaved geebung), <i>Tristaniopsis laurina</i> (WaterGum), <i>Callicoma serratifolia</i> (Blackwattle), ferns and sedges.
Modifications:	Recent development applications have been approved which require extensive vegetation clearing due to legislation covering bushfire prone areas. This will result in the loss of bushland within the valley.
Historical notes:	Byles Creek is named after Marie Beuzeville Byles (8 April 1900 – 21 November 1979), the first practising female solicitor in NSW, a conservationist, pioneering Buddhist, mountaineer, explorer, avid bushwalker, feminist, author and foundation member of the Beecroft Cheltenham Civic Trust. With bushwalking friends, she had helped to secure the reservation in 1932 of 650 acres (263 ha) of bushland as Bouddi Natural (National) Park on Pittwater and long served as a trustee. Her property “Ahimsa” is located further downstream of the Reserve and is of State heritage significance (Refer to listing No. 276). Byles’s contribution is honoured through the annual Marie Byles environmental award, and in the naming of Byles Creek.
Current use:	Bushland reserve
Former use(s):	Bushland
Physical condition:	
Integrity/Intactness:	Good
Significance Assessment	
Criterion a) Historic:	
Criterion b) Associative (person/s):	The Byles Creek Valley Bushland Reserve is associated with local resident Marie Byles. Byles was a local conservationist, mountaineer, Buddhist and avid bushwalker, and notably the first practicing female solicitor in NSW and founder of the Beecroft Cheltenham Civic Trust.
Criterion c) Aesthetic:	The valley is a key landmark area of bushland in the southern part of the Shire that contributes to its bushland character, contributes to the natural scenic quality of the local area, and extends the scenic qualities of, and connectivity with Lane Cove National Park.
Criterion d) Associative (groups/community):	The reserve has been the subject of intense focus by the local community in their efforts to conserve its ecological and biodiversity values since the time of Marie Byles.
Criterion e) Research:	Representative. The Byles Creek Valley is mapped as an area of significant biodiversity - Tree and Vegetation Preservation in the HLEP.
Criterion f) Rarity:	Byles Creek Valley is home to the last breeding population of the vulnerable Gang-gang cockatoo in metropolitan Sydney and preserves habitat for the vulnerable <i>Leptospermum deanei</i> , the endangered Bauer’s Midge Orchid (<i>Genoplesium baueri</i>) within metropolitan bushland, threatened Micro Bats and the vulnerable Powerful Owl. BGSF is a subset of Blue Gum High Forest of the Sydney Basin Bioregion which is a critically endangered ecological community under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and the NSW Biodiversity Conservation Act 2016 (BC Act).
Criterion g) Representative:	The reserve is representative of a site of significant ecological values and connecting bio- diversity in an urban environment.
Historical Theme:	The Bushland Shire Settlement and Suburbanisation.

Item 140 Bushland Reserve – Sutherland Road and Park Avenue – Byles Creek Valley,
Beecroft

Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	Beecroft/Cheltenham HCA
Recommended listing:	Retain local heritage listing in HLEP
Recommended management:	Manage in accordance with HLEP and HDCP
References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	04/03/2021
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd L51
Historical references:	Byles Creek Planning Study Draft July 2021 Elton Consulting https://www.step.org.au/
Comments:	Heritage listed in HSLEP 1994, Gazetted 22 July 1994. Council has recently commenced a Byles Creek Planning Study to review the suitability of planning controls in maintaining the environmental qualities of residential lands adjoining the open space zoned lands within the Byles Creek corridor. Hornsby Shire Council is preparing a walking track strategy for the Byles Creek Corridor.

Item 140 Bushland Reserve – Sutherland Road and Park Avenue – Byles Creek Valley,
Beecroft

Maps and Images



Map showing Item 140, Bushland Reserve.



Image 1. Tristania Way, Beecroft looking east, 1992.



Image 2. Tristania Way, Beecroft looking east in 2021. Byles Creek Valley Bushland Reserve is to the right behind the properties. Trees are Blackbutts. Remnant tree canopy species occur within front and back yards of adjacent private properties, increasing the visual extent of the forest area.



Image 3. View looking east from Sutherland Road adjacent to no. 32 and near the north western end of the reserve where a small area of Blue Gum Shale Forest is found. Trees in this view are Sydney Blue Gums.



Image 4. View looking north into the Byles Creek Valley bushland from the ridgeline of Malton Road.

A3

Cemetery, church ruins and memorial

Bar Island

Berowra Creek

Lots 22A, 23A and 24, DP 752040

Item A3 Cemetery, church ruins and memorial – Bar Island, Berowra Creek

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A3
Item Name:	Cemetery, church ruins and memorial
Address:	Bar Island
Suburb:	Berowra Creek
Property Description:	Lots 22A, 23A and 24, DP 752040
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23636 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23638 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23639
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	This item should be renamed to reflect the updated historical information regarding the presence of a cottage and toilet pit on the Island. "Bar Island Historical Site" is recommended for consideration as a new name.
Item No:	A3
Item Name:	Bar Island Historical Site
Address:	Bar Island
Suburb:	Berowra Creek
Property Description:	Lots 22A, 23A and 24, DP 752040
Significance:	Local

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	<p>Historical archaeological evidence associated with the establishment of the church building, associated buildings and the cemetery in the nineteenth century would have the potential to enhance understanding of the use of these structures, their date of construction and, possibly, their date of abandonment. Additionally, artefactual evidence associated with the use of the different spaces on the Island would have potential to further illustrate the different activities being undertaken at the study area and the different people utilising the space. Such archaeological evidence would be of local significance, having research value and an ability to enhance understanding of the history of the place and local community. The potential archaeological resource also has associative values with the Church of England community and early settler families who were fundamental in the establishment of the church, half-time school and cemetery on the Island and were buried on the Island.</p> <p>The 1964 Monument is not considered to be archaeologically significant.</p>
Physical Description:	<p>Cemetery: A cemetery marked with stone grave markers, located south of the remains of the church.</p> <p>Church ruins: A former church, all that remains extant is a sandstone fireplace.</p>

Item A3 Cemetery, church ruins and memorial – Bar Island, Berowra Creek

	<p>Memorial: A semi-circular wall of rough-cut stone with a central monument of ashlar slabs bearing a relief of a cross. Black granite plaques sit to either side of the slab.</p> <p>Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.</p>
<p>Modifications:</p>	
<p>Historical notes:</p>	<p>Berowra Creek In 1829 William Romaine Govett surveyed the area along the ridge separating Cowan Creek and Berowra Creek. In the 1820s early colonists who came to the area were predominantly lime burners. They gathered materials for lime burning from Aboriginal midden deposits. Later, after midden deposits were reduced, harvesting of Sydney Rock Oysters in the area led to the development of the commercial oyster farming industry. In 1884 the industry was regulated through the development of the Fisheries Oyster Farms Act. The area remained remote and inaccessible except by water throughout the nineteenth century until the Berowra Water Road was constructed on both sides of the Berowra Creek between 1900 and 1902 by unemployed labourers. Road access opened the region to further settlement and industry.</p> <p>Bar Island Bar Island sits at the junction of Marramarra Creek and Berowra Creek, within the Hawkesbury River. It has an area of approximately 3.8 hectares and can only be reached via boat, with a jetty on the eastern side of the island providing access to the rocky shoreline. A large midden sits on the eastern side of the island and is a testament to the long use of the island by Aboriginal people prior to British colonisation.</p> <p>Bar Island became a site of community focus in the second half of the nineteenth century, primarily because of its central location to several surrounding early land grants. A church, cemetery and half-time school were all established here.</p> <p>The proposal to have a church on Bar Island was first mooted in the early 1870s. Residents from the nearby communities of Milson's Passage, Bar Point, Fisherman's Point and Peat's Bight all petitioned for a church to be built, but could not decide on a central location. Bar Island was eventually chosen as an accessible central point for the communities to gather. In 1875 Reverend Henry Ham Britten from St. Paul's in Castle Hill requested that a site on Bar Island be granted for a church, school and cemetery. His request was initially denied, but permission was later granted in 1876. On 20 October 1876 a weatherboard church with a stone chimney opened. The church was built by John Crumpton and was named St. John's. The stone for the chimney reportedly came from early settler George Peat's ruined home that had stood at Fairview Point. Services were held each quarter, with residents notified that the service was to begin by a ringing bell and rifle shots. Whether residents heard the call would depend on which direction the wind was blowing that day.</p>

The church building was also utilised as a half time school for children from the surrounding settlements. Lessons were conducted in what was known as Bar Point School in 1876. Before the church was completed, children attended lessons in John Crumpton's cottage. The school operated until the end of April 1892, with children spending the other half of their school week at Peat's Ferry School (opened in 1871).

A small cottage was reportedly located on the eastern side of the island, and was used as a temporary place for the visiting reverends to rest when they were attending one of the quarterly services here. It is not clear when this structure was built, or how long it stood for. Photographs of the island from the early 1900s show a second structure to the south of the church, but whether this structure was the cottage, or a shed/shelter associated with a possible toilet pit identified to the south-east of the cemetery is debated. In 1887 the Church suffered extensive damage during a storm. In 1892 it was described as being in a 'ruinous state'. In 1895 St Mary's was opened at Peat's Ferry and services were increasingly held there.

The cemetery was formally established in 1880, following subdivision at the southern end of the Church's land. The earliest burial at the cemetery is reported to be that of Caroline Banks, who was interred in 1879, before the cemetery was formalised. Many members of local first settler families are buried on the island, including Robert Milson, and John Greer. Sarah Wallace (also known as Sarah Lewis, Granny Lewis or Biddy Lewis) is also buried on Bar Island. Sarah was an Aboriginal woman from Broken Bay, and was possibly the daughter of Matora, wife of Bungaree. Sarah married John Lewis (also known as John Ferdinand), a German convict, and they settled on Marramarra Creek at a place still known today as Lewis Farm. Sarah died in 1880 and was buried in the Bar Island Cemetery, however, the location of her grave within the cemetery is unknown. Many of the graves are marked with simple borders of stone, while others are marked with sandstone headstones of varying condition.

In 1964 a monument in memory of John Owen Sandell and Malcolm John Buckman was erected on the southern end of the island, at the summit. The men were Outward Bound School Instructors who drowned while attempting to rescue children in the Hume Weir when their canoes overturned.

Today, the Island is a popular day trip destination. The Church of England Historical Society continues to have services on the Island once a year to commemorate St. John's.

Summary of known and potential archaeological resources

The site has high archaeological potential to contain structural remains associated with the church, cottage and any associated unrecorded structures such as sheds or toilet pits. Occupation deposits associated with the use of these structures, including underfloor deposits, rubbish pits and toilet pits, could further illustrate an understanding of the use of spaces on the Island and the people who were visiting these spaces.

The cemetery has high potential for archaeological evidence associated with the burial of individuals from the surrounding

Item A3 Cemetery, church ruins and memorial – Bar Island, Berowra Creek

	<p>settlements from the 1880s. While many headstones remain extant, there is the potential for unmarked graves to be present. These graves may have been unmarked from the time of burial, or could have lost their marker due to floods or bushfires. Original markers may also have been made from perishable materials, such as timber.</p> <p>The 1964 monument has no archaeological potential.</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The potential archaeological resource may have historical value through remains associated with the use of the structures on the island, their date of construction, and possibly their date of abandonment.
Criterion b) Associative (person/s):	The potential archaeological resource is likely to have associative values with the Church of England community and early settler families who were fundamental in the establishment of the church, half-time school and cemetery on the Island and were buried on the Island.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource, it is unlikely to meet this criterion.
Criterion d) Associative (groups/community):	The potential archaeological resource is likely to have social/cultural value because of its association with the local religious community.
Criterion e) Research:	The potential archaeological resource is likely to have research value because of its potential to shed new light on the history of the place and the local community.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource, it is unlikely to meet this criterion.
Criterion g) Representative:	The potential archaeological resource may have representative value through remains associated with the early religious use of the site.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	N/A
Recommended listing:	Retain local heritage listing in HLEP
Recommended management:	<p>This item should be renamed to reflect the updated historical information regarding the presence of a cottage and toilet pit on the Island. “Bar Island Historical Site” is recommended for consideration as a new name.</p> <p>Previously Item A4 on the HLEP has been conflated with the jetty on Bar Island. The jetty on Bar Island is not a listed item and, as a modern construction, has not been assessed as part of this inventory sheet. A4 is an item located in Bennet's Bay, Berowra Creek.</p> <p>Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p>

Item A3 Cemetery, church ruins and memorial – Bar Island, Berowra Creek

	Management of this site should be undertaken in accordance with Heritage Act, EP & A Act, HLEP and HDCP.
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Heritage NSW, Cemetery, Church Ruins and Memorial, retrieved 14 May 2021. https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1780013</p> <p>Jean, J. A. & Lavelle, S. 1996. 'Bar Island, Hawkesbury River: Conservation Plan'. Unpublished report for Hornsby Shire Council. PDF file.</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Read, P. 2011. Lewis, Bidy. Dictionary of Sydney. Retrieved 13 May 2021. http://dictionaryofsydney.org/entry/lewis_biddy</p> <p>Richmond, T. 2005. Bar Island and Lower Hawkesbury River Settlement. Deerubbin Press, Hornsby</p> <p>Rowland, J. 2008. Berowra Waters. Dictionary of Sydney. Retrieved 13 May 2021. https://dictionaryofsydney.org/entry/berowra_waters</p>
Comments:	-

Maps and Images



Figure 1. Undated Marramarra Parish Map showing Bar Island with a notation that permission had been granted for a temporary English Church to be erected (Source: HLRV).



Figure 2. An undated photograph of Bar Island showing the church on the right side. A unidentified structure, potentially the cottage or a shed/shelter associated with a possible toilet pit, is visible on the left side. (Source: Hornsby Shire Council).



Figure 3. Another angle of Bar Island showing the unidentified structure on the left and the church on the right (Source: HLRV).



Figure 4. St. John's Anglican Church at Bar island. Photograph is taken from southern side, the rectory being on the other side of the structure (Source: Hornsby Shire Council).



Figure 5. Photo of St. John's Anglican Church taken from the eastern side of the building. The rectory is visible on the right side of the frame. (Source: Hornsby Shire Council).



Figure 6. A photograph of St. John's Anglican Church from northern side. The structure on the right side is the vestry, the extant sandstone chimney is visible in the north facing wall (Source: Hornsby Shire Council).



Figure 7. Remains of the sandstone fireplace, pictured in the previous photograph, of St John's Anglican Church (Source: Hornsby Shire Council)

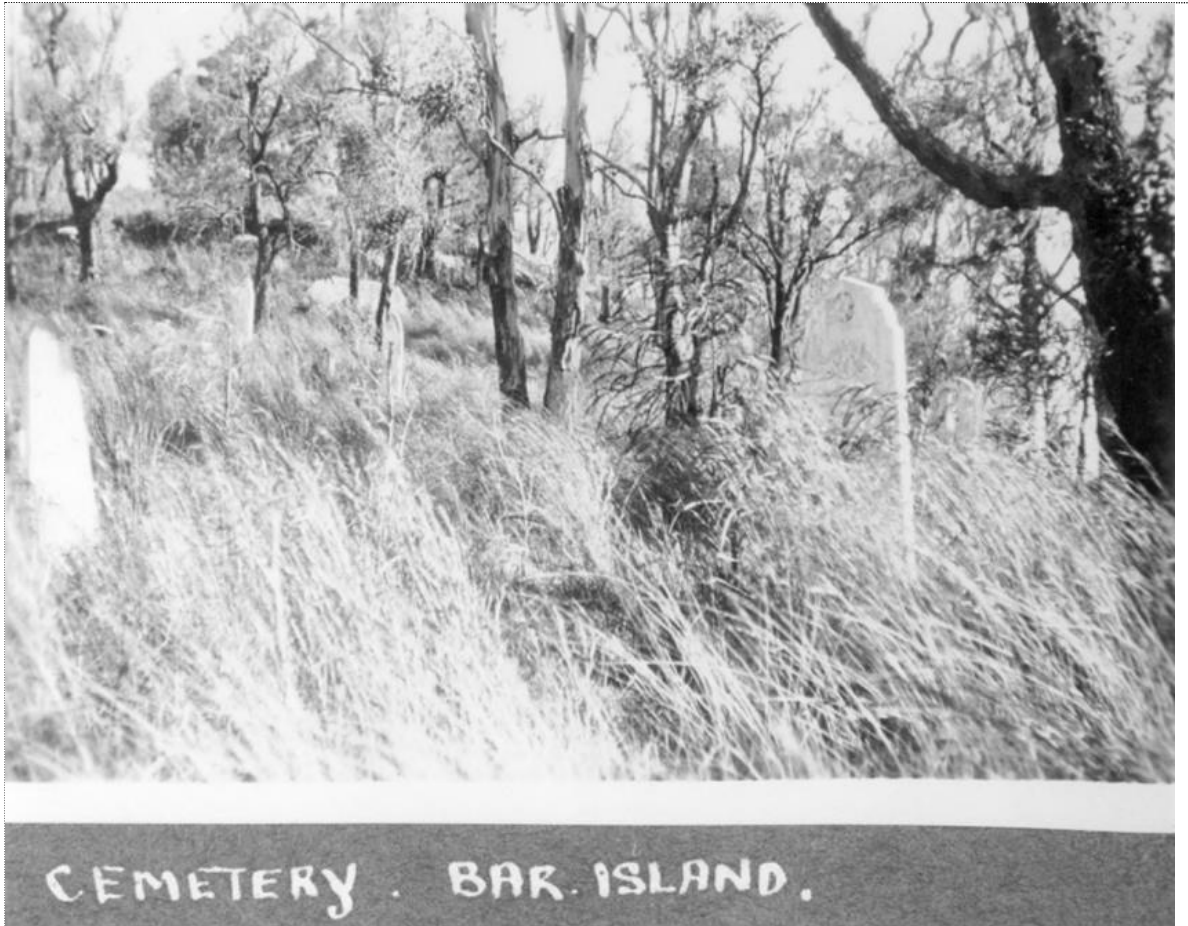


Figure 8. 1933 photograph of the Bar Island Cemetery showing the headstones amongst long grass and trees indicating the cemetery, or this part of this cemetery, was not being maintained (Source: Hornsby Shire Council).



Figure 9. Photograph of two graves in the Bar Island Cemetery taken in 2002 (Source: Hornsby Shire Council)



Figure 10. Photograph of the Sandell Buckman memorial taken in 2002 (Source: Hornsby Shire Council)

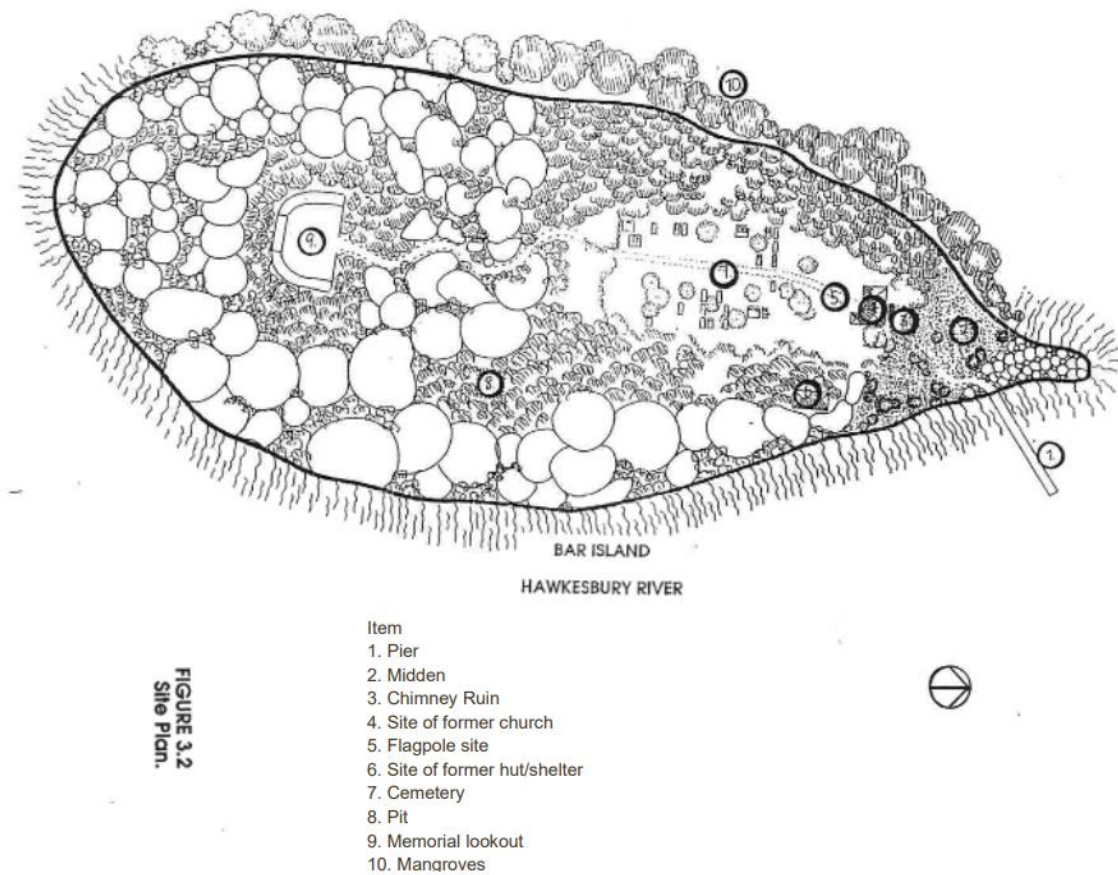


FIGURE 3.2
Site Plan.

Figure 11. Sketch location of items on Bar Island, rotated to landscape. The legend above has been redone from the original to make legible in this document. (Source: Jean, J. A. & Lavelle, S. 1996. 'Bar Island, Hawkesbury River: Conservation Plan').

A69

Road, stone wall, bridge, escarpment and drain

Old Northern Road

Wisemans Ferry

Road reserve

Item A69 Road, stone wall, bridge, escarpment and drain – Old Northern Road, Wisemans Ferry

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A69
Item Name:	Road, stone wall, bridge, escarpment and drain
Address:	Old Northern Road
Suburb:	Wisemans Ferry
Property Description:	Road reserve
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23107 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24848 https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=24847
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	This item should be renamed to succinctly capture the area to which it refers to. "Descent to Wiseman's Ferry" is recommended for consideration as a new name.
Item No:	A69
Item Name:	Descent to Wiseman's Ferry
Address:	Old Northern Road
Suburb:	Wisemans Ferry
Property Description:	Road reserve
Significance:	Local

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	Circa 1820
Architect:	
Builder:	
Statement of Significance:	This item is of local significance for associative, research, historical and technical values. The potential archaeological evidence could enhance understanding of the construction of the Great North Road and shed light on the construction and technical techniques used and the conditions that the convict gangs were working under. The site has associative values because of its association with convict labour and with the establishment of the Great North Road, an essential and integral step in the development of the shire and the early colony.
Physical Description:	<p>Located on the Old Northern Road this item extends 1.4km from the Old Northern Road and Singleton Road intersection, in Wisemans Ferry township, to the top of the ridgeline to the south on the Old Northern Road. This item is described in detail by Mott McDonald 2012 CMP, taken from Lavelle and Karskens 1998 CMP, as precinct 1.4.0:</p> <p><i>Features of the Descent to Wisemans Ferry include course masonry retaining walls, of types 2b, 3a and 3b, and an elaborate drainage system; with side drains hand-cut into bedrock and some 14 culverts (some have been modified/replaced with concrete pipes). There are also several examples of convict-era benched quarries and side cuttings with pick and jumper-bar marks, and wedge pits. Some larger quarries (up to 5.5m high) are more recent.</i></p> <p><i>A stone conduit bridge (Bridge 2) is situated within the present road formation as an integral part of the retaining wall supporting the road formation. In design Bridge 2 is a more</i></p>

Item A69 Road, stone wall, bridge, escarpment and drain – Old Northern Road, Wisemans Ferry

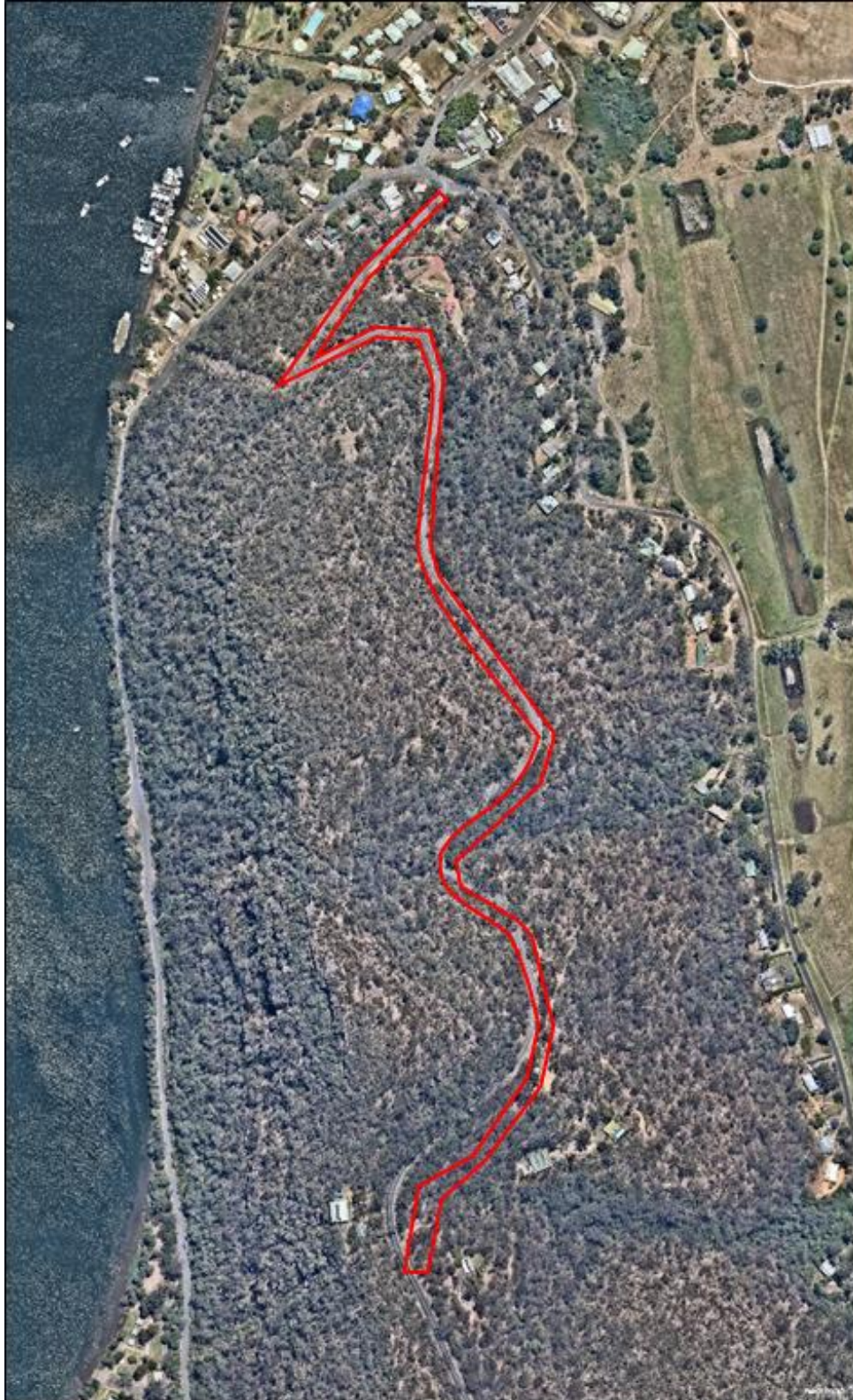
	<p><i>elaborate/sophisticated version of Bridge 1. The two flanking walls for the channel have projecting tapered buttresses at the outlet. Stonework on the inside of the bridge, type 3a, is set in courses which are of uneven height. The walls are 2.25m in height with a central span of 2.5m and width of the abutments 11.75m.</i></p> <p>Aerial photographs demonstrate that the site has not been significantly developed or disturbed in recent years, although ongoing road maintenance may have had an impact on parts of the features described. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.</p>
<p>Modifications:</p>	
<p>Historical notes:</p>	<p>Wisemans Ferry</p> <p>Wisemans Ferry is named after Solomon Wiseman, a convict who arrived in Sydney in 1806. He received a ticket of leave in 1810 and an absolute pardon in 1812. The route for the proposed Great North Road was surveyed in 1825, and passed through Wiseman's land on the Hawkesbury River. Wiseman proposed a crossing to service the construction of the Great North Road, and had established a punt by 1826, when construction had begun. In 1827 Wiseman sought a government lease for the continued operation of the ferry.</p> <p>Wisemans Ferry township began to grow in the 1840s. In 1841 the first iteration of the St Mary Magdalene Anglican Church was built in Wisemans Ferry. The Wisemans Ferry Methodist Church was opened in 1862, but was destroyed in a flood in 1867 and never replaced. The Wisemans Ferry Cemetery demonstrates the early settlement of the region and those who played a crucial role in the development of the area. A post office was established in Wiseman's Ferry in 1857, followed by a public school in 1880.</p> <p>Road, stone wall, bridge, escarpment and drain</p> <p>In the 1820s the need for a road connected the County of Cumberland and the Hunter region was pressing. In 1825 an initial line for the Great North Road was surveyed by Heneage Finch. This line was subsequently altered by Surveyor-General Thomas L Mitchell. Construction of the road by convicts began in 1826.</p> <p>This portion of the Great North Road was described as Precinct 1.4.0 'Descent to Wisemans Ferry' by Lavelle and Karskens in their 1999 Conservation Management Plan. The section was constructed under the supervision of Percy Simpson and the No. 4 Iron Gang, who were stationed on the hill above the road. The construction of the descent was incredibly challenging due to the steep descent, meaning that this section of the road took the longest of any section of the Great North Road.</p> <p>The site has high potential for archaeological remains associated with the construction of the Great North Road in the 1820s. Archaeological evidence may survive in the form of structural remains such as further evidence for the construction techniques utilised for the retaining walls and bridge, culverts and other drainage. Archaeological remains associated with the living and working conditions of the convict labourers may also survive in the form of discarded tools and evidence for camps or water procurement.</p>
<p>Current use:</p>	
<p>Former use(s):</p>	
<p>Physical condition:</p>	

Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The potential archaeological resource is likely to have historical value through remains associated with the construction of the Great North Road.
Criterion b) Associative (person/s):	The potential archaeological resource is likely to have associative value because of its connection to convict labour and the establishment of the Great North Road.
Criterion c) Aesthetic:	The potential archaeological resource may have technical value through remains associated with the technical attributes of the construction of the Great North Road.
Criterion d) Associative (groups/community):	The potential archaeological resource is likely to have social significance through its association with the establishment of the Great North Road and the opening up of this part of Hornsby Shire to further settlement.
Criterion e) Research:	The potential archaeological resource is likely to have research value because of its potential to shed new light on the construction of the Great North Road.
Criterion f) Rarity:	As a remnant of the construction of the Great North Road during the convict period, the potential archaeological resource is likely to represent a rare example of convict labour in the area.
Criterion g) Representative:	The potential archaeological resource may have representative value through remains associated with early road construction and convict gangs.
Historical Theme:	
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	This item should be renamed to succinctly capture the area it refers to. "Descent to Wiseman's Ferry" is recommended for consideration as a new name. Management of this site should be undertaken in accordance with Heritage Act, EP & A Act, HLEP and HDCP. Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council. Higginbotham, E. 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file. Hornsby Shire Council. <i>Road, stone wall, bridge, escarpment and drain</i> . Hornsby Shire Council Heritage Register Retrieved 7 June 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23107

Item A69 Road, stone wall, bridge, escarpment and drain – Old Northern Road, Wisemans Ferry

Comments:	<p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Lavelle, S. & Karskens, G. 1999. 'Stage 1 Conservation Management Plan for the Great North Road'. Unpublished report prepared by S. Lavelle and G. Karskens for The Convict Trail Project. PDF file</p> <p>Roberts, E.A. 2010. 'Wiseman's Ferry and the Ferry at Wisemans Ferry.' <i>The Pick of the Great North Road</i>, 7. Retrieved 7 October 2021, https://www.convicttrail.com.au/uploads/8/7/1/9/87196654/volume_7.pdf</p> <p>Rowland, J. 2008. <i>Wiseman's Ferry</i>. Dictionary of Sydney. Retrieved 14 May 2021, https://dictionaryofsydney.org/entry/wisemans_ferry</p>
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Maps and Images



Aerial image of Road, stone wall, bridge, escarpment and drain (source: Nearmap).

Item A69 Road, stone wall, bridge, escarpment and drain – Old Northern Road, Wisemans Ferry



Detail of Cornelia Parish map dating to pre-1888 showing the completed Great North Road (Source: HLRV).

36

Fence, gates and gardens

2, 2A and 4 Beecroft Road

Beecroft

Lots 5–7, DP 237733

Item 36 Fence, gates and gardens – 2, 2A and 4 Beecroft Road, Beecroft

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	36
Item Name:	Fence, gates and gardens
Address:	2, 2A and 4 Beecroft Road
Suburb:	Beecroft
Property Description:	Lots 5–7, DP 237733
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=25114
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	<p>Update name to 'Fence and gardens' Update to address to remove 4 Beecroft Road Update curtilage to remove Lot 5, DP237733</p> <p>It is recommended the curtilage is revised to exclude 4 Beecroft Road from the heritage listing. The fence at 4 Beecroft Road comprises of contemporary fabric and does not contribute to the heritage values of the item. While 4 Beecroft Road conserves a large Lemon-Scented Gum in the front garden that makes a notable contribution to the streetscape. This element is adequately protected by Biodiversity controls and the HCA provisions. Refer to revised curtilage below.</p>
Item No:	36
Item Name:	Fence and gardens
Address:	2 and 2A Beecroft Road
Suburb:	Beecroft
Property Description:	Lots 6 and 7, DP 237733
Significance:	Local

Item Description	
Item type:	Landscape
Category:	Landscape structures
Construction date:	1930
Architect:	
Builder:	G. Dalton
Statement of Significance:	<p>The fence and garden at 2 and 2X Beecroft Road, Beecroft is of local heritage significance for historical and aesthetic values. The fence historically formed a part of Blackwood House (also known as 'Marabar') at 8 Beecroft Road, Beecroft (item 37). Blackwood House is a large Queen Anne Federation residence built for Ludovic Blackwood between 1904 and 1907. The subject site retains its aesthetic significance through its conservation of sandstone masonry and makes a positive contribution to the streetscape as a fine sandstone fence within a bushland setting. This aesthetic values are enhanced through the cultural plantings and native trees located within the subject site.</p>
Physical Description:	<p>Rusticated sandstone block fence and piers extending along the boundaries of 2 and 2A Beecroft Road date to c1930s and relate to the former curtilage of 'Blackwood House' built between 1907 and 1908 for Ludovic Blackwood (now on a reduced curtilage at 6-8 Beecroft Road) (item 37). Gardens contain some remnant indigenous trees and planted specimens of Lophostemon confertus (Brush Box) and a very fine specimen of Corymbia citriodora (Lemon-scented Gum) in the front garden of No.4. Since the 1993 Heritage Study the stone wall appears to have been removed from No.4. The fence at 4 Beecroft Road does not contain heritage fabric. There appears to have been</p>

Item 36 Fence, gates and gardens – 2, 2A and 4 Beecroft Road, Beecroft

	<p>alterations to the entrance of No.2A. A <i>Pinus radiata</i> (Radiata Pine) and <i>Brachychiton acerifolius</i> (Illawarra Flame Tree) are no longer present on site.</p> <p>There is a change in appearance and quality of sandstone used in the fence between 2 and 2A Beecroft Road. The sandstone masonry along 2A Beecroft may be an earlier construction of the fence, with a rock faced ashlar sandstone masonry. The sandstone blocks along 2 Beecroft Road features dressed stone masonry with a consistent form and appearance. There is substantial lichen and biological growth on the sandstone fence.</p>
Modifications:	Building application - dwelling and attached garage 1994; Tree application 2011
Historical notes:	Originally born in England, Ludovic Blackwood arrived as an infant in NSW in 1863 with his parents. The Blackwood's ran a family business, named James Blackwood and Sons, that imported heavy materials for shipwrights and engineers. In 1904 and 1907, Ludovic Blackwood made two purchases of land, totalling 10 acres on the western side of Beecroft Road next to the observatory, including the present-day Blackwood Memorial Sanctuary and land contained within 2 to 8 Beecroft Road. Blackwood built his home "Marabar" on the land. The house is extant and occupies land at 8 Beecroft Road. Blackwood House and property remained in the family until 1967, when a portion of the land (lot70 DP120819) was donated to the National Trust. The Blackwood Memorial Sanctuary has been managed by the National Trust since the 1970s using a method of bush regeneration developed from the pioneering work of Joan Bradley. The sandstone fence forms a part of the original Blackwood House estate and garden. It is likely built c.1930s and is a later addition to the property.
Current use:	Residential
Former use(s):	Residential
Physical condition:	Fence is generally fair but some blocks loose. There is substantial biological growth along sandstone fence.
Integrity/Intactness:	Moderate
Significance Assessment	
Criterion a) Historic:	Historic sandstone blockwork fence relating to the former curtilage of 'Blackwood House'. Likely built in c.1930.
Criterion b) Associative (person/s):	
Criterion c) Aesthetic:	The fence is aesthetic through its conservation of sandstone masonry which makes a positive contribution to the streetscape and has landmark qualities as a fine sandstone fence within a bushland setting. This aesthetic values are enhanced through the cultural plantings and native trees located within the subject site.
Criterion d) Associative (groups/community):	
Criterion e) Research:	
Criterion f) Rarity:	
Criterion g) Representative:	
Historical Theme:	The Bushland Shire Settlement and Suburbanisation
Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby LEP 2013
Conservation Area:	Beecroft / Cheltenham HCA
Recommended listing:	Retain Local Heritage Listing in HLEP.
Recommended management:	Conserve and maintain in accordance with HLEP and HDCP.

Item 36 Fence, gates and gardens – 2, 2A and 4 Beecroft Road, Beecroft

References	
Consultant:	Extent Heritage with 33 Parallel Landscape Architects
Date inspected:	04/03/2021
Previous studies:	Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the NSW Department of Planning (1993) L48 Heritage Review 5 (2012) Godden Mackay Logan E38
Historical references:	Hornsby Shire Recollects https://hornsbyshire.recollect.net.au/
Comments	Heritage listed in HSLEP 1994, Gazetted 22 July 1994. Heritage listing reviewed in Heritage Review 5 (2012). Fence added to item name in Heritage Review Stage 5. Two inventory sheets for house and garden.

Maps and Images



Revised heritage curtilage



Sandstone block fence at 2 Beecroft Road



Sandstone block fence at 2 Beecroft Road. Base of Blackbutt on left.



Sandstone block fence at 2A Beecroft Road.



Sandstone block fence and entrance at 2A Beecroft Road.



Eucalyptus citriodora at no. 4 Beecroft Road.



“Blackwood House” in Beecroft Road, Beecroft, was built between 1907 and 1908 for Ludovic Blackwood. This photograph shows the east-facing front of the house. (“Houses of Hornsby Shire”, Vol 1, pp 72-73.)

A17

Brown's Boat Shed

10-16 James Road

Brooklyn

Lots H, J, K and L, DP 19744

Item A17 Brown's boat shed – 10-16 James Road, Brooklyn

Existing Hornsby LEP 2013 Schedule 5 Listing	
Item No:	A17
Item Name:	Brown's boat shed
Address:	10-16 James Road
Suburb:	Brooklyn
Property Description:	Lots H, J, K and L, DP 19744
Significance:	Local
Inventory Sheet(s):	https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?pid=311952
Amended Hornsby LEP 2013 Schedule 5 Listing	
Consultant's recommendation:	<p>Update address to remove 10, 12 and 14 James Road. Update curtilage to remove Lots H, J and K, DP 19744.</p> <p>It is recommended that the curtilage is revised to exclude 10, 12 and 14 James Road from the archaeological site as the boat shed is located on 16 James Road.</p>
Item No:	A17
Item Name:	Brown's boat shed
Address:	16 James Road
Suburb:	Brooklyn
Property Description:	Lot L, DP 19744
Significance:	Local

Item Description	
Item type:	Archaeological site
Category:	
Construction date:	
Architect:	
Builder:	
Statement of Significance:	<p>Archaeological evidence associated with nineteenth-century occupation of the site by James Ross and his family would be of local significance. Any material remains dating to this period would have associative values with the Ross family, as well as the potential to contribute to research and enhance our understanding of the early use of the property.</p> <p>Archaeological evidence associated with the construction and use of the boatshed in the early twentieth century would be of local significance. Evidence dating to this phase of the site's development would have associative values with the Brown family, as well as the potential to contribute to research, by enhancing our understanding of the use of the site and early boat building activities there.</p>
Physical Description:	<p>A timber clad structure set on a large block of land. The building itself is in poor condition. The structure is a large, barn-like building with a corrugated iron gabled roof, with a skillion roofed wing attached on the western side and a skillion roofed shed to the east. Two sets of boat rails lead from the water to the structure. There are various boat building tools as well as boat-winch equipment both inside and outside the structure. There is a 10m lathe for making propellers located in one of the sheds. Aerial photographs demonstrate that the site not been significantly developed or disturbed in recent years. The physical condition of the site, beyond what is visible through aerial photographs, is unknown.</p>
Modifications:	-
Historical notes:	Brooklyn

In 1788 Captain Arthur Phillip undertook his first voyage up the Hawkesbury River, and used Mullet Island (now Dangar Island) as a temporary base for further exploration. The earliest recorded colonist in the area was George Peat, who was granted 50 acres in nearby Mooney Mooney Point in 1831, followed by subsequent grants and acquisitions. Present day Brooklyn village was founded on the original 100-acre grant made to Francis King and Richard Robinson in 1840. By the 1850s a small community of timber-getters resided in the area. Large scale harvesting of Sydney Rock Oysters in the area also began, and led to the development of the oyster farming industry. By the 1890s, oyster farming was prominent in Brooklyn, which made use of small stone wharves along the river.

The construction of the railway brought an influx of labourers to the area. Land was subdivided to accommodate the increasing population as early as 1884. Narrow 20-foot wide allotments were sold to workers, who established a small community in the area. By 1885, there was a school, police station, hall and wharf. To accommodate the influx of visitors, hotels and guesthouses sprang up in the area, including the Brooklyn Hotel (opened 1885) and The Sanatorium Hotel (built in 1888).

The Brooklyn Railway Bridge was opened in 1889. The seven span steel arched bridge was fabricated by the Dalmarnock Iron Works in Glasgow. It was assembled on site by the Union Bridge Company of New York, who also constructed the Brooklyn Bridge. The American workers legacy is reflected in the name of the suburb today. The small township of Brooklyn also became famous as the location of a historic speech by Sir Henry Parkes, advocating for federation. Brooklyn also hosted the ship Lucinda, on which the constitution was drafted in 1891. Other notable visitors include the Duke and Duchess of York (later King George V and Queen Mary), who visited Brooklyn in 1901.

Major structural issues led to the closure of the original Brooklyn Railway Bridge, and the construction of a second bridge alongside it, which opened in 1946.

Brown's boat shed

The initial grant for the land on which the boatshed is located was made to James Ross in 1883. It was then partially transferred to the Commissioner of Railways in 1884, in order to facilitate the construction of rail line through the southern half of the grant. A portion of the allotment was also reserved for a roadway at this time. The future road was Brooklyn Road. Another transfer of the southern end of the allotment was made to the Church of England in 1888. St. Mary's Church was built on this southern portion, and is now used as a private residence.

Records for the use of Ross' land during his ownership are unclear. A local newspaper stated that Ross was a fisherman. A 1916 Government Gazette for oyster leases listed him as a lease holder with 400 yards of Hawkesbury River frontage at Brooklyn. A 1936 article celebrating Ross' 88th birthday reported that his first residence in the Hawkesbury district was a slab home, which was replaced by a stone house. This home is

	<p>believed to be a sandstone structure which remains extant at 95-97 Brooklyn Road, nearly 200 m from the study area.</p> <p>Between 1914 and 1919 the land was subdivided and sold to three separate people. Use of the properties during this period is unclear, but the description of occupations suggests that the buyers were fishermen, oyster farmers and boat builders. Charles Frederick Brown purchased portions of these allotments in 1920 and 1939, forming the present-day property. Brown utilised the property for boat building and maintenance. It is unclear when the extant boatshed was constructed, but it is present in aerial photographs from the 1970s and remains extant today.</p> <p>Summary of known and potential archaeological resources Although the site has an association with the early development of the Brooklyn township, there is low potential for archaeological remains associated with James Ross' ownership of the property due to the following phases of development at the site and because Ross' home is situated south of the study area. Potential archaeological remains associated with Ross' use of the property include rubbish pits, ephemeral structural remains associated with farming, grazing, oyster farming or fishing practices.</p> <p>The site has moderate potential for archaeological remains associated with the construction and development of the site in the twentieth century, when boat building was the primary activity undertaken there, as it is today. These archaeological resources may be in the form of structural remains associated with the boatshed, and any associated buildings and occupation deposits in the form of rubbish pits.</p>
Current use:	
Former use(s):	
Physical condition:	
Integrity/Intactness:	
Significance Assessment	
Criterion a) Historic:	The potential archaeological resource may have historical value through remains associated with the use of the site in the nineteenth century, or through remains associated with the construction and use of the boatshed.
Criterion b) Associative (person/s):	The potential archaeological resource may have associative value through remains associated with the Ross and Brown families.
Criterion c) Aesthetic:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion d) Associative (groups/community):	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion e) Research:	The potential archaeological resource is likely to have research value because of its potential to shed new light on the use of the site and early boat building activities.
Criterion f) Rarity:	Based on the current assessment of the potential archaeological resource at this site, it is unlikely to meet the threshold under this criterion.
Criterion g) Representative:	The potential archaeological resource may have representative value through remains associated with early boat building at the site.
Historical Theme:	

Item A17 Brown's boat shed – 10-16 James Road, Brooklyn

Heritage Listings	
State Heritage Register:	
Local Environmental Plan:	Hornsby Local Environmental Plan 2013 – Schedule 5
Conservation Area:	N/A
Recommended listing:	Retain local heritage listing in HLEP.
Recommended management:	<p>Prior to any development proposal that may disturb the ground surface, this item should be subject to an Archaeological Assessment to determine whether the archaeological resource may be impacted and what further archaeological assessment or management may be required.</p> <p>Management of this site should be undertaken in accordance with Heritage Act, EP & A Act, HLEP and HDCP.</p>
References	
Consultant:	Extent Heritage Pty Ltd
Date inspected:	
Previous studies:	
Historical references:	<p>GML Heritage. 2021. 'Hornsby Thematic History'. Unpublished report prepared by GML Heritage for Hornsby Shire Council Sydney: Hornsby Shire Council.</p> <p>Higginbotham, E., 1993. 'Hornsby Shire Heritage Study, Volume 4: Archaeology Report'. Unpublished report prepared by E. Higginbotham for Perumal Murphy Wu. PDF file.</p> <p>Hornsby Shire Council. Brown's Boatshed. Hornsby Shire Council Heritage Register. Retrieved 31 May 2021, https://hscenquiry.hornsby.nsw.gov.au/pages/xc.track.heritage/heritage.aspx?id=23712</p> <p>Kass, T. 1993. 'Hornsby Shire Heritage Study, Volume 1: Thematic History'. Unpublished report prepared by T. Kass for Perumal Murphy Wu. PDF file.</p> <p>Rowland, J. 2008. Brooklyn. Dictionary of Sydney. Retrieved 13 May 2021, https://dictionaryofsydney.org/entry/brooklyn</p> <p>Evening News, Tue 18 Apr 1905, p. 5 'Fisherman at Law'.</p> <p>The Daily Telegraph, Wed 19 Feb 1936, p. 9 'On his 88th birthday he cut grass'.</p> <p>Government Gazette of New South Wales, Fri 28 Jan 1916, p. 530 'Notification of Granting Oyster Culture Leases'.</p>
Comments:	

Maps and Images



Aerial map illustrating the proposed archaeological curtilage for Item A17, Brown's boat shed (Source: Nearmap).



Detail of a pre-1889 Cowan Parish map showing James Ross' grant and the proposed route of the railway, in red, through the property (Source: HLRV)



View to Brown's Boatshed from the water (Source: Hornsby Shire Council).