

Sydney Metro Western Sydney Airport - Bringelly RAAF Base Compound

Archival Recording Report

Report to Cardno on behalf of Sydney
Metro Authority

15 November 2021



 artefact

Artefact Heritage
ABN 73 144 973 526 -61 2 9518 8411
Suite 56, Jones Bay Wharf office@artefact.net.au
26-32 Pirrama Road
Pyrmont NSW 2009
Australia

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EXECUTIVE SUMMARY

Background

The *Greater Sydney Region Plan*¹ sets the vision and strategy for Greater Sydney to become a global metropolis of three unique and connected cities; the Eastern Harbour City, the Central River City and the Western Parkland City. The Western Parkland City incorporates the future Western Sydney International (Nancy-Bird Walton) Airport (hereafter referred to as Western Sydney International) and Western Sydney Aerotropolis (hereafter referred to as the Aerotropolis).

Sydney Metro – Western Sydney Airport (the project) is identified in the *Greater Sydney Region Plan* as a key element to delivering an integrated transport system for the Western Parkland City. The project would be located within the Penrith and Liverpool Local Government Areas (LGAs) and would involve the construction and operation of a new metro railway line around 23 kilometres in length between the T1 Western Line at St Marys in the north and the Aerotropolis in the south. This would include a section of the alignment which passes through and provides access to Western Sydney International.

The Environmental Impact Statement (EIS) Technical Paper 12: Non-Aboriginal Heritage prepared for the project by Artefact Heritage in 2020 identified a number of listed and potential heritage items that are located along the project alignment. One of the potential heritage items identified consisted of the Bringelly RAAF Base in the Aerotropolis. This potential heritage item had been previously identified in heritage assessments prepared by ERM which identified the item as having local heritage significance.² The EIS Technical Paper 12: Non-Aboriginal Heritage assessment determined that all of the heritage significant structures within the Bringelly RAAF Base would be demolished for the project, there would be a major impact to the significance of the Bringelly RAAF Base.³ The project was assessed as Critical State Significant Infrastructure (CSSI) by the Minister for Planning and Environment under Part 5 Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act), with Conditions of Approval (CoA) for the project granted on 23 July 2021 (SSI-10051). The CoA included a number of heritage-specific conditions, including conditions relevant to Bringelly RAAF Base outlined in Table 1 below.

Cardno have been engaged by Sydney Metro to undertake the demolition of the main building complex within Bringelly RAAF Base. This would remove all of the heritage significant structures within the Bringelly RAAF Base. Artefact Heritage (Artefact) has been engaged by Cardno to undertake a Photographic Archival Recording (PAR) of the Bringelly RAAF Base and prepare this Archival Recording Report in accordance with CoA E24 and E25, and the Revised Environmental Mitigation Measure (REMM) NAH3. The aim of this Archival Recording Report is to provide a visual record of the affected areas, specifically, the heritage structures within the main building compound of the Bringelly RAAF Base Complex.

Scope of the report

This PAR has been prepared to meet the heritage-specific conditions for the SSI-10051 determination. The relevant CoAs and REMM for the project are provided in Table 2.

¹ Greater Sydney Commission 2018. *Greater Sydney Region Plan*.

² ERM, 2011. *RAAF Bringelly Receiving Station, NSW Heritage Assessment*. p. 84.

³ Artefact Heritage, 2020. *Sydney Metro – Western Sydney Airport. Technical Paper: Non-Aboriginal Heritage*. Report to Sydney Metro.

Table 1. Scope of the report in relation to relevant CoAs and REMM for SSI-10051

Condition	Requirement	Addressed
E24	Archival photographic digital recording must be undertaken for all listed heritage items which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items and documented in an Archival Recording Report . The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with <i>How to Prepare Archival Records of Heritage Items</i> (NSW Heritage Office, 1998) and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (NSW Heritage Office, 2006).	Sections 6 & 7
E25	The Archival Recording Report must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.	To be provided by Cardno
NAH3	Archival recording of heritage items which would be impacted or that would have their setting altered, would be carried out in accordance with the NSW Heritage Office's <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (2006). The following items would be archivally recorded: <ul style="list-style-type: none"> • St Marys Railway Station • Luddenham Road Alignment • McMaster Farm • McGarvie-Smith Farm • Kelvin (the State Heritage listed curtilage) • Bringelly RAAF Base 	Section 1.4

Methodology

This archival recording was prepared in accordance with the following guidelines as per NAH3, outlined in the EIS Technical Paper 12: Non-Aboriginal Heritage by Artefact Heritage, dated October 2020:

- *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office 2006).
- *Prepare Archival Records of Heritage Items* (NSW Heritage Office, 1998).

Digital copies of this PAR will be provided to the State Library, Heritage NSW, DPC and Cardno (the client) in accordance with NAH3, outlined in the EIS Technical Paper 12: Non-Aboriginal Heritage by Artefact Heritage and *Photographic Recording of Heritage Items Using Film or Digital Capture*.⁴

⁴ NSW Heritage Office, 2006. *Photographic Recording of Heritage Items Using Film or Digital Capture*. Parramatta: NSW Heritage Office.

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1.0 INTRODUCTION

1.1 Background

The *Greater Sydney Region Plan*⁵ sets the vision and strategy for Greater Sydney to become a global metropolis of three unique and connected cities; the Eastern Harbour City, the Central River City and the Western Parkland City. The Western Parkland City incorporates the future Western Sydney International (Nancy-Bird Walton) Airport (hereafter referred to as Western Sydney International) and Western Sydney Aerotropolis (hereafter referred to as the Aerotropolis).

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The Environmental Impact Statement (EIS) Technical Paper 12: Non-Aboriginal Heritage prepared for the project by Artefact Heritage in 2020 identified a number of listed and potential heritage items that are located along the project alignment. One of the potential heritage items identified consisted of the Bringelly RAAF Base in the Aerotropolis. This potential heritage item had been previously identified in heritage assessments prepared by ERM which identified the item as having local heritage significance.⁶ The EIS Technical Paper 12: Non-Aboriginal Heritage assessment determined that all of the heritage significant structures within the Bringelly RAAF Base would be demolished for the project, there would be a major impact to the significance of the Bringelly RAAF Base.⁷ The project was assessed as Critical State Significant Infrastructure (CSSI) by the Minister for Planning and Environment under Part 5 Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act), with Conditions of Approval (CoA) for the project granted on 23 July 2021 (SSI-10051). The CoA included a number of heritage-specific conditions, including conditions relevant to Bringelly RAAF Base outlined in Table 2 below.

Cardno have been engaged by Sydney Metro to undertake the demolition of the main building complex within Bringelly RAAF Base. This would remove all of the heritage significant structures within the Bringelly RAAF Base. Artefact Heritage (Artefact) has been engaged by Cardno to undertake a Photographic Archival Recording (PAR) of the Bringelly RAAF Base and prepare this Archival Recording Report in accordance with CoA E24 and E25, and the Revised Environmental Mitigation Measure (REMM) NAH3. The aim of this Archival Recording Report is to provide a visual record of the affected areas, specifically, the heritage structures within the main building compound of the Bringelly RAAF Base Complex.

1.2 Scope of the report

This PAR has been prepared to meet the heritage-specific conditions for the SSI-10051 determination. The relevant CoAs and REMM for the project are provided in Table 2.

⁵ Greater Sydney Commission 2018. *Greater Sydney Region Plan*.

⁶ ERM, 2011. *RAAF Bringelly Receiving Station, NSW Heritage Assessment*. p. 84.

⁷ Artefact Heritage, 2020. *Sydney Metro – Western Sydney Airport. Technical Paper: Non-Aboriginal Heritage*. Report to Sydney Metro.

Table 2. Scope of the report in relation to relevant CoAs and REMM for SSI-10051

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1.3 Site location

Bringelly RAAF Base is located at 215 Badgerys Creek Road in Bringelly and is within the City of Liverpool Local Government Area (LGA). It is located within the Aerotropolis at the southern end of the project alignment. The overall Bringelly RAAF Base occupies lot 10 of DP1235662. The PAR however is limited to the main building compound located towards the middle of Bringelly RAAF Base.

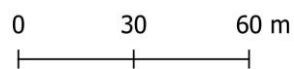
The location of the site is shown in Figure 1.

Figure 1: Bringelly RAAF Base Compound study area



Study area
20251 Bringelly RAAF Base Compound
LGA: City of Liverpool

Scale: 1:1500
Size: A4
Date: 15-11-2021



1.4 Methodology

1.4.1 Archival recording

This archival recording was prepared in accordance with the following guidelines as per CoA E24 and E25 and REMM NAH3, outlined in Table 2:

- *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office 2006).
- *Prepare Archival Records of Heritage Items* (NSW Heritage Office, 1998).

Digital copies of this PAR will be provided to the State Library, Heritage NSW, DPC and Cardno (the client) in accordance with NAH3, outlined in the EIS Technical Paper 12: Non-Aboriginal Heritage by Artefact Heritage and *Photographic Recording of Heritage Items Using Film or Digital Capture*.⁸

The following report meets the above guidelines. The archival recording includes a historical background, a description of the site, and a discussion of the significance of the item and the study area more generally.

The archival recording of the Bringelly RAAF Base compound was conducted on 13 September 2021 by HollyMae Steane Price (Heritage Consultant, Artefact Heritage) and Lauren Schutz (Senior Heritage Consultant, Artefact Heritage).

Each photograph was recorded on a photo log with the direction noted and a description provided (Table 8 in Section 6.0). The general locations and direction of the photographs were marked on an accompanying aerial map (Figure 15, Figure 16, Figure 17 and Figure 18 in Section 7.0). The photographs are ordered according to location, commencing with general setting photographs within the boundaries of the compound, followed by external photographs of the buildings within the compound, taken in a clockwise direction. The photographs then document the interiors of the buildings, maintaining the clockwise direction, and culminating in the interiors of the Main Building. The photographs then document the structures and setting located externally to the fenced boundaries of the compound, including the entrance driveway. Thumbnails of the final archival photographs are provided in Appendix A.

1.4.2 Significance criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the Burra Charter of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual, the Archaeological Assessment Guidelines and the 2009 Assessing Significance for Historical Archaeological Sites and 'Relics.

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance.

⁸ NSW Heritage Office, 2006. *Photographic Recording of Heritage Items Using Film or Digital Capture*. Parramatta: NSW Heritage Office.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

NSW Heritage assessment criteria

Heritage significance for heritage items in New South Wales are assessed using the NSW Heritage Assessment Criteria, presented in Table 3.

Table 3: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments.

1.4.3 Significance grading

This report includes an assessment of the relative contributions of individual components of the Bringelly RAAF Base compound to the heritage value of the item, as outlined in Table 4.

Table 4: Standard grades of significance

Grading	Justification	Status
Exceptional (E)	Rare or outstanding element directly contributing to an item's local and state significance.	Fulfils criteria for local or state listing.
High (H)	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or state listing.
Moderate (M)	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or state listing.

Grading	Justification	Status
Little (L)	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or state listing.
Intrusive (I)	Damaging to the item's heritage significance.	Does not fulfil criteria for local or state listing.

1.5 Report authorship

This report has been prepared by HollyMae Steane Price and Lauren Schutz. Jayden van Beek (Senior Associate, Artefact Heritage) and Sandra Wallace (Managing Director, Artefact Heritage) provided input and reviewed the report.

The photographic recording was undertaken on 13 September 2021 and 11 November 2021 by HollyMae Steane Price and Lauren Schutz.

2.0 HISTORICAL BACKGROUND

The following history has been extracted from the EIS Technical Paper 12: Non-Aboriginal Heritage by Artefact Heritage, dated October 2020.⁹

2.1 European exploration in the Nepean Valley

2.1.1 Early exploration

The Hawkesbury-Nepean River forms the natural western and northern border of Sydney, beginning in highland tributaries at the south-east and emptying into Broken Bay.¹⁰ The Nepean River and its surrounds have been significant to Aboriginal Australians of various language groups for thousands of years. The Nepean, known as the Dyarubbin,¹¹ was an important resource, providing a constant supply of water, creating arable soils that grew edible plants and attracted wildlife and birds, which all would have served as food sources. Furthermore, Dyarubbin remains a culturally significant aspect of Aboriginal country and culture, with hundreds of cultural, “emotionally charged” places located in the area.¹² It may have also served as a travel corridor, linking various groups of Aboriginal peoples from Broken Bay to Camden.¹³

In January 1788, Captain Arthur Phillip arrived at Botany Bay but deemed the bay too shallow for a harbour and unsuitable for habitation on account of poor fresh water supply.¹⁴ The colony was moved to Port Jackson, now Sydney Harbour,¹⁵ and inland exploration via the major rivers, notably the Parramatta and Georges Rivers commenced soon after.

In 1789, Watkin Tench, a Marine Lieutenant, led an exploration party west of Parramatta to the base of the Blue Mountains, where he was one of the first Europeans to encounter the Nepean River. Safe harbours and rivers that could be used as routes to explore inland were sought after in the early years of the colony.¹⁶ The arable soils situated alongside rivers were crucial for agriculture, and as such, many settlements organically formed along major rivers.¹⁷

The Nepean region soon developed into an important agricultural centre. Early settlers in the Cumberland Plain included convicts, military officers and soldiers, missionaries and free settlers.¹⁸ These settlers could be considered the founders of Australia’s agricultural and pastoral industries and were responsible for supplying the colony with meat, grain, vegetables, fruit, and by the 1820s were also producing Australian wool and wine.¹⁹

Governor Macquarie had arrived in New South Wales in 1809, at a time when large areas of agricultural land had been destroyed by flooding.²⁰ In response, Macquarie founded towns and encouraged settlement in areas with arable soil suitable for agriculture. The Macquarie Towns included Castlereagh, just north of Penrith and situated on the eastern banks of the Nepean River, and Liverpool, located to the west of the Georges River. The history of the region in which the study area is located is still closely related to the initial agricultural settlements, estates, and small farms

⁹ Artefact Heritage, 2020, *EIS Technical Paper 12: Non-Aboriginal Heritage*.

¹⁰ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 19.

¹¹ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 29.

¹² Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 32.

¹³ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 42.

¹⁴ Dictionary of Sydney, 2011. ‘Botany.’ Accessed 28/09/2021.

¹⁵ Encyclopaedia Britannica, 2017. ‘Botany Bay.’ Accessed 28/09/2021.

¹⁶ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 20.

¹⁷ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 20.

¹⁸ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 101.

¹⁹ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 101.

²⁰ Parsons, G., 2010. ‘Lachlan Macquarie and the Idea of Newcastle.’ In *AQ: Australian Quarterly*, Vol. 82, No. 2 pp.38-40. Accessed 28/09/2021.

designated in the early 1800s. The study area is located within the parish of Bringelly, located within the western portion of the County of Cumberland.

Figure 2. Bents Basin at the Nepean River, located just west of Bringelly. Painted by Conrad Martens, c.1835. Source: Sydney Living Museums (SLM).²¹



2.2 Early settlement and contact history

2.2.1 Early land grants and the development of Bringelly

In 1817, Thomas Laycock received a 600-acre grant in Bringelly, which he named Cottage Vale.²² By January 1820, Laycock and his family were living at Cottage Vale.²³ He constructed a brick homestead, dairy, cellar, coach house and other buildings.²⁴ At Cottage Vale various crops were grown and cattle was raised as Laycock was a large provider of meat to the colonial commissariat.²⁵ Major improvements were also undertaken from 1822, with twenty-two convicts – including carpenters and bricklayers - assigned to Laycock and led by William Mitchell.²⁶ The presence of carpenters and bricklayers indicates that work on the second, more substantial brick house was occurring in this period. It is possible that the original home on Laycock's land was adapted into a kitchen or convict accommodation after the completion of the new house.²⁷

John Wood was granted 570 acres of land at Bringelly in 1818 and resided at his estate, known as Chipping, near Mulgoa. He had large stocks of cattle and sheep and several convicts assigned to him, including James Haffenden, who was involved in a “celebrated confrontation” with bushrangers at Chipping in 1827.²⁸ At the time, John was not at the estate when the ‘Ward Gang’ attacked the

²¹ Conrad Martens, 1835. *Bents Basin, Nepean River*. Accessed 28/09/2021.

²² Australian Museum Consulting, 2014, p. 22. Cited in: RPS, 2016. *Western Sydney Airport EIS European and other heritage technical report*, p. 27.

²³ Form Architects, 2006. *Kelvin Park, Bringelly Conservation Management Plan*, p. 15.

²⁴ RPS, 2016. *Western Sydney Airport EIS European and other heritage technical report*, p. 27.

²⁵ Form Architects, 2006. *Kelvin Park Bringelly Conservation Management Plan*, p. 15.

²⁶ Form Architects, 2006. *Kelvin Park Bringelly Conservation Management Plan*, p. 15.

²⁷ Form Architects, 2006. *Kelvin Park Bringelly Conservation Management Plan*, p. 16.

²⁸ Freeman, N., 2015. ‘James Haffenden,’ *Convict Records*. Accessed 28/09/2021.

property, which was being managed by John's wife.²⁹ This news report does not describe the property of Chipping or any of the structures located on it.

At the south-eastern boundary of John Blaxland's Luddenham land grant, 350-acres were granted to Edward Wright by 1819. His land is largely located by the southern tunnel alignment of the study area. Wright appears in *The Sydney Gazette and New South Wales Advertiser* in 1819 and 1821, in a "list of persons who have tendered supplies of fresh meat for the use of His Majesty's Stores." In both years, Wright tendered to supply 4000 pounds of fresh meat (1814.4 kilos) to Governor Macquarie.³⁰ From the tender records, this appears to be roughly the median amount. From this evidence, it is apparent that Wright utilised his land for cattle grazing and feeding and therefore that suitable structures, including barns and sheds would have been present.

Other available records show that Wright utilised convict labour at Bringelly. On 6 January 1824, William Dwyer was forwarded to Wright's Bringelly property, where he worked for almost two years.³¹ On 29 November Dwyer was sent to Port Macquarie with a colonial sentence, after being tried at Bringelly by Robert Lowe Esq.³² It is uncertain how many convicts were employed at Wright's land in Bringelly, however it is evident that employee housing would have been apparent, likely in close proximity to the main house.

William Hutchinson received two land grants, of 200 acres and 700 acres, which subsequently became the site of the Bringelly town. Hutchinson's properties were separated into separate titles which were then sub-divided and let to tenant farmers.³³ A homestead was therefore never built on his holdings. Hutchinson eventually became Superintendent of convicts in 1809. On his return to Sydney, he was appointed principal superintendent of convicts and public works. In the 1828 Census, Hutchinson and his family were listed as living on George Street, Sydney, however, Hutchinson owned 1915 acres of land; 250 acres of which were cleared and 80 were cultivated. In addition, he owned 103 horses and 873 cattle.³⁴

²⁹ Freeman, N., 2015. 'James Haffenden,' *Convict Records*.

³⁰ *The Sydney Gazette and New South Wales Advertiser*, 24 April 1819. Accessed 28/09/2021; *The Sydney Gazette and New South Wales Advertiser*, 24 February 1821. Accessed 28/09/2021.

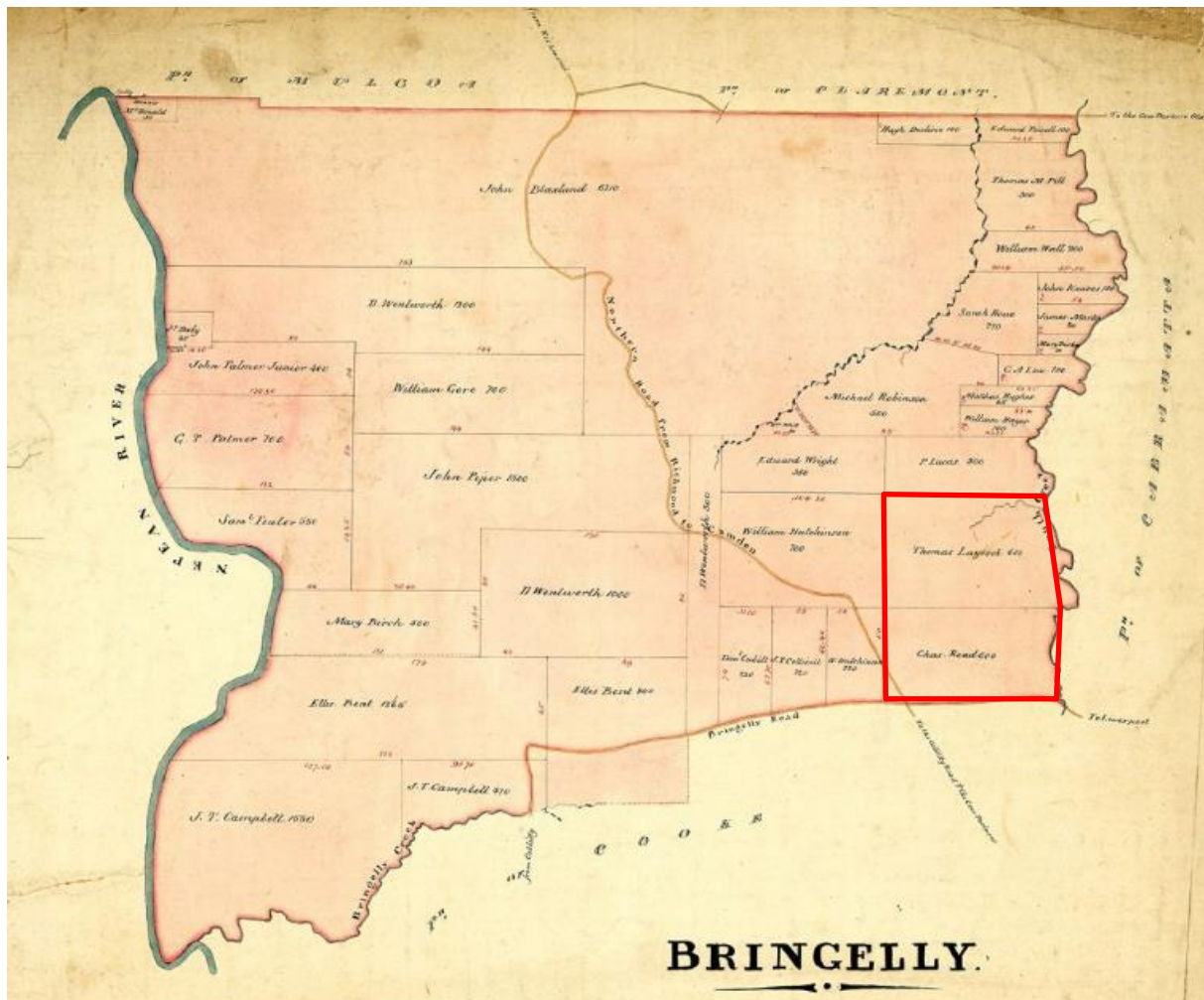
³¹ Shelley, J. et al., 2014. *Convicts Transported to Port Macquarie Under Colonial Sentence 14th September 1825 – 20th April 1829*. p. 104. Accessed 28/09/2021.

³² Shelley, J. et al., 2014. *Convicts Transported to Port Macquarie Under Colonial Sentence 14th September 1825 – 20th April 1829*, p.104.

³³ Liverpool City Council, n.d. *History of our suburbs: Bringelly*.

³⁴ AMAC (Archaeological Management and Consulting Group), 2008. *Preliminary non-aboriginal heritage assessment, The Northern Road Upgrade, Camden NSW, Vol 1: Report*, report for the Roads and Traffic Authority of NSW.

Figure 3. Subdivision Map of Bringelly, date unknown. The study area is located within the former land grants of Thomas Laycock and Charles Reid, outlined in red.³⁵



2.2.2 Early contact with Aboriginal people and European settlers

Context of post-contact tensions

Settlement within the study area occurred against the historical background of rising tensions between colonists and Aboriginal people within the Cumberland Plain. The expansion of settlements and land grants had resulted in the dispossession of Aboriginal peoples throughout Sydney as they were separated from traditional country and resources, including water, food supplies, and former hunting grounds. In 1800 there were rumours of planned uprisings by colonists around Parramatta and Prospect, with raids by Aboriginal warriors on colonial estates commencing in 1801 in response.³⁶ These were led by Pemulwuy, a Bidjigal (Bidjigal) warrior, who became a “legendary figure within the colony.”³⁷ Pemulwuy was killed in 1802 and his son Tedbury continued to lead the Aboriginal resistance effort on the Cumberland Plain in his place.

Against the background of the war on the Cumberland Plain, there appears to have been various relationships between settlers and Aboriginal people of the area. During tensions in Parramatta in 1801, Marsden had a man gaoled for refusing to join military-led raids to apprehend – and

³⁵ NSW Land Registry Services, *Historical Lands Record Viewer*, A.O.Map 193. Accessed 28/09/2021.

³⁶ Gapps, S., 2018. *The Sydney Wars*, p. 146.

³⁷ Gapps, S., 2018. *The Sydney Wars*, p. 150.

presumably kill – Aboriginal people around Parramatta. Marsden stated that “there would never be any good done until there was a clear riddance of the natives.”³⁸ At the time, Governor King had made it illegal for Aboriginals to approach settlers properties and settlers were not allowed to provide Aboriginal people with food, shelter or clothing.³⁹ However, by 1905 Marsden had attended the conference at Prospect with Aboriginal people from the Cowpastures, Prospect, and Parramatta, with an aim to establishing a truce.⁴⁰

Tensions elsewhere however had continued to rise despite the murder of Pemulwuy and Reverend Marsden’s attempts for a truce. Governor King had actively blamed Aboriginal people for the outbreak of violence, moving from his earlier perspective which acknowledged the role of settlers in inciting the violence.⁴¹ For several years the war continued with opportunistic raids and attacks throughout the Cumberland Plain. Upon Governor Lachlan Macquarie’s arrival in the Colony in 1810, Macquarie was given orders to remain amicable with Aboriginal peoples and attempt to repair the fractured relationship. He adopted an attitude of paternalism,⁴² and for the next few years, the war slowed.⁴³ However, extreme flooding and drought throughout from 1800-1810 had placed immense pressure on food supplies through the destruction of crops.⁴⁴ Macquarie toured much of the Sydney Basin, including the Hawkesbury, Nepean, Liverpool, and Campbelltown districts, which were then declared open for settlement. Tensions, loss of resources and dispossession of Aboriginal people from their land were exacerbated by the 1814 drought.

By the end of 1815 Macquarie had stationed groups of soldiers at large estates, such as Camden Park and at Bringelly.⁴⁵ Despite this, a group of servants on George Palmer’s farm at Bringelly (out of the study area) were massacred by Aboriginal warriors. The surviving servants took matters into their own hands, again resulting in the escalation of conflict. The group crossed the Nepean into the Blue Mountains, however their attempt at revenge was a failure, as they were easily disarmed by the Aboriginal warriors.⁴⁶ By 1816 soldier outposts were numerous and spread throughout the entirety of the Sydney basin, well into the Illawarra. Several isolated attacks and raids on farms along the Nepean River (all out of the study area) were reported in 1816. In retaliation, Macquarie commenced the “largest military campaign the colony had yet witnessed,”⁴⁷ approving military led punitive expeditions, abductions of Aboriginal women and children, and the murder of any who resisted arrest.⁴⁸ Several colonists, including Charles Throsby, Hamilton Hume, and Joseph Kennedy expressed their disapproval of Macquarie’s policies⁴⁹ and attempted to protect the Aboriginal people they knew from the military expeditions.⁵⁰

The years of growing tension culminated with the approach of soldiers led by Wallis at campfires at Broughton’s Pass, Appin. This event, now referred to as the Appin Massacre, resulted in the murder of at least fourteen Aboriginal people. Macquarie wrote in his journal that he was satisfied with the outcome of the expeditions and the Appin Massacre has since been perceived as ending the war in the Cumberland Plain. However, isolated deaths, military operations, continued land dispossession,

³⁸ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 479.

³⁹ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p.487.

⁴⁰ Karskens, G., 2009. *The Colony. A History of Early Sydney*, p. 488.

⁴¹ Gapps, S., 152.

⁴² Gapps, S., 2018,

⁴³ George Suttor, letter to Joseph Banks, November 1812. Cited in Gapps, S., 2018, p. 199.

⁴⁴ Gapps, S., 196.

⁴⁵ Gapps, S., 2018, p. 213.

⁴⁶ Gapps, S., 2018, p. 213.

⁴⁷ Gapps, S., 2018, 223.

⁴⁸ Macquarie, L. 10 April 1816. *The Governors Diary & Memorandum Book Commencing on and from Wednesday the 10th Day of April 1816*. Lachlan and Elizabeth Macquarie Archive at Macquarie University. Accessed 28/09/2021.

⁴⁹ Throsby, C., 1816. Cited in Gapps, S., 2018 p. 227.

⁵⁰ Gapps, S., 2018, 234.

appropriation of resources, and separation from family and culture continued and expanded throughout the following years.⁵¹

2.2.3 The Great Western Highway and road development

In 1813, Gregory Blaxland, William Lawson and William Wentworth sought to cross the Blue Mountains, beginning their expedition in Emu Plains, immediately west of Penrith and the Nepean River.⁵² The party reached Mount York (now Mount Blaxland) after 21 days, from which they saw an expanse of forest and grassland suitable for agriculture to the west. In 1814 the surveyor George Evans journeyed further west and surveyed a route that extended from Penrith to the eventual site of Bathurst. The following year a road was constructed along Evans route, which became the Great Western Highway, originally known as the Great Western Road.⁵³ The Great Western Highway travelled through South Creek towards Penrith, at the base of the parish of Rooty Hill, and increased the number of travellers and residents in the area. As a result business began to grow in the area, with an accessible route linking South Creek to Sydney and Parramatta, and resulting in the establishment of inns and public houses throughout South Creek and neighbouring towns.

The intersection of the Great Western Road and the original Northern Road (now Bringelly Road) was inspected in 1817 by Major George Druitt,⁵⁴ who was a civil engineer at the time and supervised the construction of many roads and bridges throughout the colony.⁵⁵ Druitt named the area the Cross Roads, and over the next fifty years the area became a small, sparsely populated town.⁵⁶ At this time, many of the roads were dirt tracks leading between districts, utilised by drovers herding their cattle, wood carts, and regular traffic.⁵⁷ Much of the land was left uncleared and the area became known as King's Bush or King's Wood by locals. As the area was heavily timbered, industries including timber getting, sawmilling and tanning flourished in the area.⁵⁸

Luddenham Road was first constructed in the 1800s to connect Luddenham and Lee Holme, the estates of brothers John and Gregory Blaxland respectively.⁵⁹ The road became an important route in the area, connecting Bringelly and St Marys. In 1887 the road was 'metalled' – covered with small crushed stones – reflecting the importance of the road and suggesting that it was heavily trafficked.

In 1808 James Badgery was granted an 840-acre land grant near Bringelly. He named the estate Exeter Farm after his home in Devon, England, and quickly constructed a wattle and daub hut on the property.⁶⁰ At Exeter Farm, Badgery produced grain and bred cattle, sheep and horses.⁶¹ In 1815 Badgery created a road through the neighbouring property of Lord Folly, to connect two of his own properties. The road was named Badgerys Creek Road, the road on which access to the subject site is located.⁶²

⁵¹ Gapps, S., 2018, 234.

⁵² State Library of New South Wales, 2017. 'Crossing the Blue Mountains, Sydney.' Accessed 28/09/2021.

⁵³ National Museum of Australia, n.d. 'Blue Mountains Crossing.' Accessed online 7/2/2019 at:

http://www.nma.gov.au/online_features/defining_moments/featured/blue_mountains

⁵⁴ Stacker, L., n.d. 'Kingswood History,' *Penrith City Local History*.

⁵⁵ Austin, M., 1966. 'Druitt, George (1775 – 1842),' *Australian Dictionary of Biography*. Accessed online 21/6/2019 at: <http://adb.anu.edu.au/biography/druitt-george-1994>

⁵⁶ Stacker, L., n.d. 'Kingswood History,' *Penrith City Local History*.

⁵⁷ Stacker, L., n.d. 'Kingswood History,' *Penrith City Local History*.

⁵⁸ Stacker, L., n.d. 'Kingswood History,' *Penrith City Local History*.

⁵⁹ NSW Office of Environment and Heritage, 2008. 'Luddenham Road Alignment.' Accessed online 24/7/2019 at: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=2260843>

⁶⁰ RPS, 2016. *WSA EIS Volume 4 Appendix M2 European and other heritage*, p. 21; Paul Davies Pty Ltd, 2007. P. 13

⁶¹ *Sydney Gazette and New South Wales Advertiser*, 1823, p.2.

⁶² RPS 2016, *WSA EIS Volume 4 Appendix M2 European and other heritage*, p. 23.

2.3 Subdivisions and the development of townships

2.3.1 Luddenham, Badgerys Creek, and Bringelly

Twentieth century

Throughout the late twentieth century, much of the private land in Luddenham and Bringelly continued in its original use as farming land for a variety of resources. Dairy and poultry farms remained common, while other properties were involved in wine production, bee keeping, timber getting, and market gardening.⁶³

From the 1980s the potential of constructing a second Sydney Airport between Badgerys Creek and Luddenham was discussed.⁶⁴ As extensions to Sydney Kingsford Smith occurred in the early 1990s the proposal was delayed but was revisited upon the Howard Government's election.⁶⁵ A process of land acquisition occurred throughout the late 1990s and early 2000s.

2.3.2 Twenty-first Century Luddenham and Bringelly

Into the twenty-first century much of the area around Luddenham, Badgerys Creek and Bringelly maintained its rural character and continued to be an important agricultural area for dairy, vineyards, poultry farms and orcharding. The surrounding townships of Penrith, Campbelltown and Liverpool had become major urban towns, and rapid subdivision and suburban development had occurred as far south as Camden. Some suburban development had occurred at Bringelly and Luddenham however much of the area maintained its rural nature and continued to be utilised for small-scale farming.

The confirmation of the Western Sydney International location at Badgerys Creek resulted in a major change for the area throughout the mid-2010s, as private residents and businesses relocated. Vicary's Winery closed in 2015, and at the time was the longest consistently operating winery in Australia. In preparation for the opening of the airport, several infrastructure projects have been investigated or approved in the region, including the upgrades of Elizabeth Drive, The Northern Road, Bringelly Road, and the development of the future M12 Motorway, connecting the M7 to the Western Sydney International. Construction of the airport officially began in September 2018. In March 2019 it was announced that the Western Sydney International would be named after Nancy-Bird Walton, one of Australia's pioneering female pilots who was instrumental in the development of the Royal Flying Doctors.

2.4 Bringelly RAAF Base

The RAAF Bringelly Base is located on the original land grants of Thomas Laycock and Charles Reid, both of which were granted in 1818. The area in which the RAAF Base was constructed was within the Kelvin Estate, however this area remained undeveloped, perhaps used for light agricultural purposes such as grazing.⁶⁶

In 1949 the Commonwealth Government purchased the land to the north of Kelvin and the Bringelly RAAF Base for the establishment of the OTC Site, which was constructed between 1952 and 1955 as a high frequency radio transmission base.⁶⁷ From 1954 the Government began negotiating the purpose of the current site of the Bringelly RAAF Base, however the process was delayed until

⁶³ Australian Museum Consulting, 2014. *Badgerys Creek Initial Environmental Survey: Historic Heritage*, p. 28

⁶⁴ Australian Museum Consulting, 2014. *Badgerys Creek Initial Environmental Survey: Historic Heritage*, p.29.

⁶⁵ Australian Museum Consulting, 2014. *Badgerys Creek Initial Environmental Survey: Historic Heritage*, p. 29.

⁶⁶ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 16.

⁶⁷ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 17.


1959.⁶⁸ Construction of the site commenced in the same year, with its main purpose to receive high radio frequency transmissions in coordination with RAAF bases at Glenbrook and Londonderry.⁶⁹

Figure 4. Certificate of Title, dated 16 September 1960, registering ownership to the Commonwealth of Australia.⁷⁰

[CERTIFICATE OF TITLE]

New South Wales

Primary Appn. Nos. 769,8264 and 40328
Reference to Last Titles
Vol. 1907 Fol. 125
" 8846 " 119
Deposited Plan No. 2450 (as to part)


CANCELLED W
ON ISSUE OF NEW FOLIO 1/90328

REGISTER BOOK
Vol. **7767** Fol. **115**
Issued on Transfer No. 0775266 and Primary Application No. 40328

THE COMMONWEALTH OF AUSTRALIA, is now the proprietor of an Estate in Fee Simple, subject nevertheless as regards the land not edged brown in the plan hereon to the reservations and conditions if any contained in the relevant Grants and also subject to as regards the whole of the land to such encumbrances liens and interests as are notified hereon in these pieces of land in the Municipality of Liverpool Parish of Bringelly and County of Cumberland shown in the plan hereon and therein edged red and also shown in plan lodged with Transfer No. 0775266 being the lands described in the Schedule hereunder.


SCHEDULE

Number of Portion	Name of Grantee	Date of Grant
Pt. 21	Charles Reid	26th November 1818
Pt. 22	Thomas Laycock	26th November 1818
Pt. 23	Penelope Lucas	26th November 1818
Pt. 17	William Hutchinson	30th June 1823.

In witness whereof I have hereunto signed my name and affixed my Seal, this Sixteenth day of September 1960.

Signed in the presence of *J. J. J. J.*


J. J. J. J.
Registrar General.



NOTIFICATION REFERRED TO

As per statement as appurtenant to the land within described affecting the land shown by brown colour on the plan herein embodied in Certificate of Title Volume 2016 folio 119 as noted by Transfer No. 119075. Entered 15th March 1960

J. J. J. J.
Registrar General



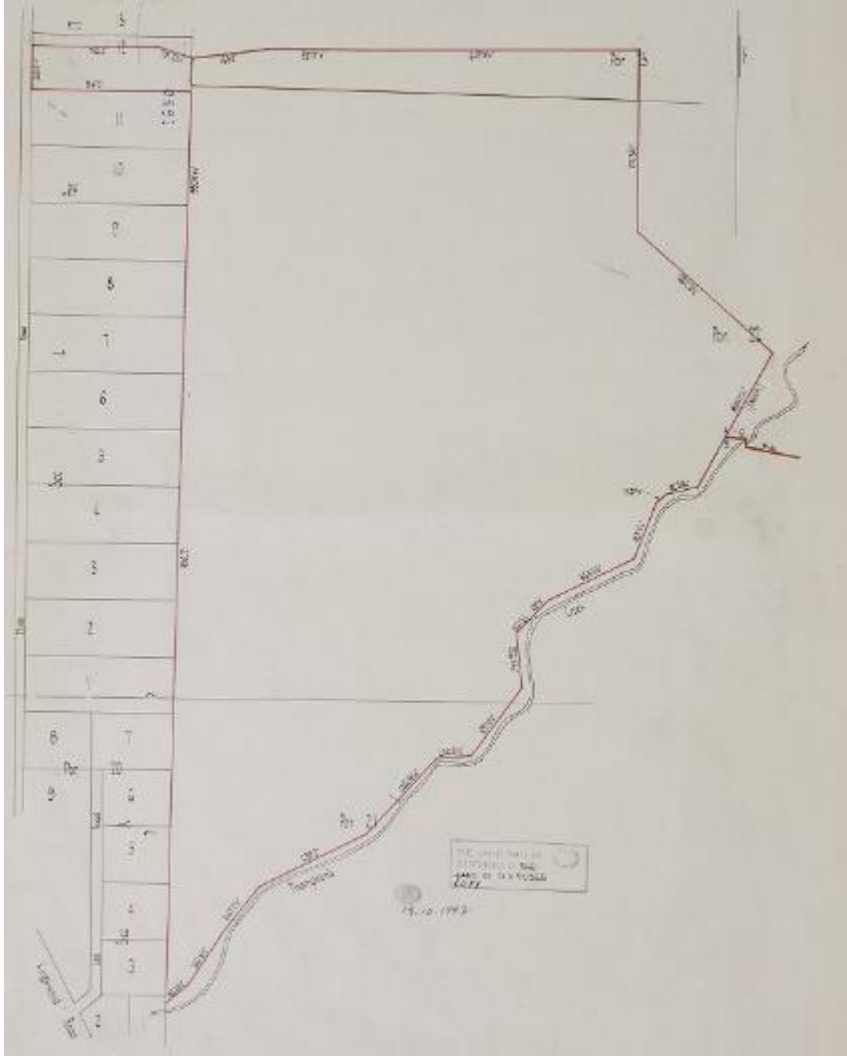
COMPUTER FOLIO NO FURTHER DEALINGS TO BE REGISTERED.

⁶⁸ ERM, April 2011. RAAF Bringelly Receiving Station NSW Heritage Assessment, p. 17.

⁶⁹ ERM, April 2011. RAAF Bringelly Receiving Station NSW Heritage Assessment, p. 17.

⁷⁰ NSW Land Registry Services, Historical Lands Record Viewer, Certificate of Title Vol 7767-Fol 115. Accessed 28 September 2021.

Figure 5. The boundaries of the allotment as registered on 16 September 1960 to the Commonwealth of Australia, are outlined in red.⁷¹



By 1961 the main receiving station, several supporting buildings, three staff houses (at least), and several transmission masts were located across the site. Throughout the 1960s the site grew further, with six additional staff residences established.⁷² By 1978 the structural layout of the site was at its largest, however new transmission masts continued to be established across the land until the 1980s. In 1990 the importance of the RAAF Bringelly was increased by the introduction of microwave technology, which enabled Glenbrook and Bringelly to connect directly without going through Londonderry, however the site also became increasingly automated by the new technology.⁷³ In the early 2000s residential development in Bringelly increased, making the possibility of high frequency transmissions unsafe through residential areas.⁷⁴ Simultaneously, RAAF transmissions were being increasingly transferred out of NSW to Queensland, the Northern Territory, and Western Australia.⁷⁵ The site was decommissioned in c.2002 and by 2005 some of the staff buildings had been removed. Footings and concrete slabs are still visible on the surface. The site overall reflects the original layout and excepting the staff buildings, much of the site remains intact and extant.

⁷¹ NSW Land Registry Services. *Historical Lands Record Viewer*, Certificate of Title Vol 7767-Fol 115. Accessed 28/09/2021.

⁷² ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 17.

⁷³ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 18.

⁷⁴ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 18.

⁷⁵ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 18.

3.0 ASSESSMENT OF SIGNIFICANCE

3.1 Introduction

This section identifies the significance of the Bringelly RAAF Base.

3.2 Bringelly RAAF Base

The following assessment of the significance outlined in Table 5 has been extracted from the Heritage Assessment by ERM, dated April 2011.⁷⁶

Table 5: Significance assessment for the Bringelly RAAF Base against the NSW heritage assessment criteria

Criterion	Explanation
A – Historical Significance	<p>RAAF Bringelly was one of two high-frequency radio telecommunication sites in Sydney used by the Royal Australian Air Force and other defence services. RAAF Bringelly has been a component of the overall communications operations of the Australian Defence forces since the early 1960s. RAAF Bringelly is a relic of the technological developments in the middle of the twentieth century which made international radio communications possible. RAAF Bringelly has therefore been assessed as not being important in the course of pattern of NSW's cultural history.</p> <p>The Bringelly RAAF Base reaches the threshold of local significance under this criterion.</p>
B – Associative Significance	<p>RAAF Bringelly is associated with the Royal Australian Air Force. RAAF Bringelly is associated with general Australian Defence Forces signal operations, as activity which grew in important during the period of operation of RAAF Bringelly. RAAF Bringelly has been assessed as having no strong or special association important in NSW's cultural history.</p> <p>The Bringelly RAAF Base does not reach the threshold of local or State significance under this criterion.</p>
C – Aesthetic or Technical Significance	<p>While the remaining buildings at RAAF Bringelly are purely functional in nature and have no aesthetic value, landscaping, plantings and positioning of lamp posts along the main approach route to the building complex are indicative of attempts to beautify the area and provide an amenable living space. RAAF Bringelly has been assessed as not demonstrating aesthetic characteristics important in NSW.</p> <p>The Bringelly RAAF Base reaches the threshold of local significance under this criterion.</p>
D – Social Significance	<p>The site is not known to have any particular strong or special association with a community or group in NSW for social, cultural or spiritual reasons.</p> <p>The Bringelly RAAF Base does not reach the threshold of local or State significance under this criterion.</p>

⁷⁶ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 84.

Criterion	Explanation
E – Research Potential	<p>The layout of the RAAF Bringelly station complex illustrates the spatial requirements associated with the original radio transmitting technology and the social requirements of its operating staff. The site has some historical archaeological potential within the former staff housing area. RAAF Bringelly has housed sophisticated state-of-the-art equipment at various times during its operational life. (None of this equipment remains in the Station now). The loss of equipment has diminished the place's potential to contribute to an understanding of NSW's cultural history.</p> <p>The Bringelly RAAF Base reaches the threshold of local significance under this criterion.</p>
F – Rarity	<p>RAAF Bringelly is one of a small number of similar high frequency radio transmitting and receiving stations in Australia. RAAF Bringelly is an incomplete relic of a specific period of telecommunications technology which was a significant stage in the development of telecommunications but one which has been superseded by later technologies.</p> <p>The Bringelly RAAF Base reaches the threshold of local significance under this criterion.</p>
G - Representative	<p>RAAF Bringelly is a representative example of a general-purpose military pattern-book building utilised and configured for a singular purpose. This quality is held in common with a large number of other buildings. The lands associated with the Station are representative of the requirements of radio telecommunications for large and isolated sites capable of housing a dispersed antenna network.</p> <p>The Bringelly RAAF Base does not reach the threshold of local or State significance under this criterion.</p>

3.2.1 Statement of significance

The following statement of significance for Bringelly RAAF Base has been extracted from the assessment prepared by ERM:⁷⁷

RAAF Bringelly has historic heritage values arising from its historic importance and rarity in the local context. The current structures were built after 1959 but have undergone relatively little modification besides the removal of former staff housing and a water tank. RAAF Bringelly has historical significance for its association with the RAAF communications network and the development of communications technology in the latter half of the 20th century. The entry drive landscaping has aesthetic qualities.

Comparative analysis has found several other examples of high frequency radio stations in Australia which are in better condition and are better representative examples; however RAAF Bringelly is an uncommon example in the Sydney region.

The majority of technical fabric connected with its past use as a transmission station has been removed and it is unlikely to ever return to its original use as a communications facility.

⁷⁷ ERM, April 2011. *RAAF Bringelly Receiving Station NSW Heritage Assessment*, p. 84.

3.2.2 Project area components

Table 6 lists the individual elements of the Bringelly RAAF Base compound and provides a significance grading for each component.

Figure 6. Site Plan of the Bringelly RAAF Base, including the fence defined boundary of the compound. (Source: ERM Consulting, October 2010)

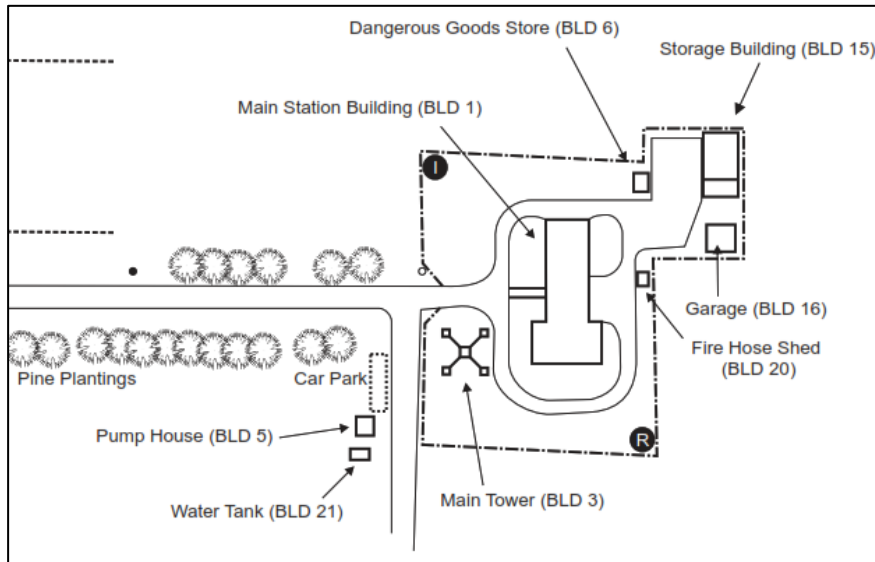


Table 6: Grades of significance for Bringelly RAAF Base components

Component	Description	Grading
Building 1	Main Station Building	High
Building 3	Main Tower	High
Building 5	Pump House	Moderate
Building 6	Dangerous Goods Store	Moderate
Building 15	Storage Building	Moderate
Building 16	Garage	Little
Building 20	Fire Hose Shed	Moderate
Building 21	Water Tank	Not present
	Former Staff Housing	High
	Landscaping	High
	Lamp posts	High

4.0 SITE ANALYSIS

This section has been extracted from the Non-Aboriginal Heritage Technical Paper No 12.⁷⁸ The following section provides an archival record of the Bringelly RAAF Base compound as observed during an inspection of the area in October 2019. It provides a description of the Bringelly RAAF Base compound and a selection of illustrative photographs taken during the site inspection.

4.1 Site description

The Bringelly RAAF Base property is the location for the proposed Aerotropolis Core station, on the eastern side of Badgerys Creek Road within the suburb of Bringelly, NSW. It is situated to the north of Thompsons Creek and is bounded by semi-rural residential properties to the south, west and east. To the north of the RAAF base is the former Bringelly Overseas Telecommunications Company Receiving Station (Bringelly OTC Station).

The RAAF Base is accessed off Badgerys Creek Road via an access road which traverses through a former post-war housing complex for RAAF personnel before reaching the main receiving building. Housing has since been removed although ground-level infrastructure is present. These remains included several areas of concrete slab and foundations, metal, ceramic tiles, brick, and cobbled pathways. Immediately west of the former staff housing area is the former elevated water tank constructed of pressed cast iron, which was previously elevated ten metres above ground. The tower was removed from site in 2010. On approach to the main receiving building is a row of pine plantings on either side of the access road.

The main receiving station building of the RAAF base is located at the easternmost end of the access road and is enclosed in a metal and wire fence. The building is T-shaped, constructed of red brick with a galvanised metal roof. The surrounding landscaping includes a garden and lawn area with medium sized shrubbery and plantings. At the northern side of the main receiving building is a roller door which provides access to the interiors. The roller door opens into a large room including several items of remnant equipment, storage, and shelving. Off the large room is a hallway with several smaller rooms either side, including a kitchen, office spaces, and two equipment rooms at the southern end of the building.

The asphalted access road encircles the receiving station building, at the rear of which are several support buildings. These include a red brick storage building with roller door; a clad colour bound garage; a fire hose shed; and dangerous goods store.

To the south-west of the main receiving station building is the main receiving telecommunications tower, which is a four-sided steel lattice tower. The tower is over 30 metres in height and is enclosed in fencing with a small brick building located within the enclosure. A small carpark is located at the western boundary of the main receiving building area, to the south of which is a pump house and previously, a secondary water tank.

⁷⁸ Artefact Heritage, October 2020. Non-Aboriginal Heritage Technical Report No.12. Report to Sydney Metro Authority.

Figure 7. Access road throughout RAAF Base, western aspect



Figure 8. Concrete foundations associated with former staff housing, northern aspect



Figure 9. Tall grasses and rural setting present throughout much of the site



Figure 10. RAAF base main building, western aspect



Figure 11. RAAF base and telecommunications tower, eastern aspect



Figure 12. Sheds at the rear of the main building, eastern aspect



Figure 13. Interior of main building, western aspect



Figure 14. Evidence of concrete foundations near area of former staff housing



5.0 MATERIAL SPECIFICATIONS

5.1 Archival recording

The following details apply for the photographic recording undertaken for the Bringelly RAAF Base Compound.

Table 7. Camera specifications for the photographic archival recording

Item	Detail
Camera	Canon 70D
Lens	Canon EF-S 18-135mm f/3.5-5.6 IS NANO USM
Photographers	HollyMae Steane Price & Lauren Schutz
Date	13 September 2021 & 11 November 2021

6.0 CATALOGUE SHEETS

The following catalogue sheets include descriptions of the content of each photograph taken during the PAR, along with the directions in which they were taken. The catalogue sheets should be cross-referenced by number on the aerial maps (Figure 15, Figure 16, Figure 17 and Figure 18) and photograph contact sheets (Appendix A).

Table 8: Catalogue sheets of the photographic record of the Bringelly RAAF Base Compound

Photo No.	Frame ID	View to	Description	Date
1	IMG_0001	N	Lamp post at entrance to compound	13/09/2021
2	IMG_0008	E	North wing of Main Station Building (BLD 1)	13/09/2021
3	IMG_0014	NW	View to landscape to north west of BLD 1	13/09/2021
4	IMG_0016	E	North west corner of BLD 1	13/09/2021
5	IMG_0018	E	North end of BLD 1, and other buildings to the east	13/09/2021
6	IMG_0022	SE	Southerly view from north west corner of BLD 1	13/09/2021
7	IMG_0023	S	View of Main Tower (BLD 3) from north	13/09/2021
8	IMG_0039	NE	South west corner of Dangerous Goods Store (BLD 6)	13/09/2021
9	IMG_0041	E	Storage Building (BLD 15) and Garage (BLD 16)	13/09/2021
10	IMG_0047	N	Asphalt yard between BLD 6 and BLD 15	13/09/2021
11	IMG_0051	SE	BLD 16 and surrounding landscape	13/09/2021
12	IMG_0054	SW	BLD 1 and BLD 3 full view	13/09/2021
13	IMG_0057	NW	BLD 6 south east corner	13/09/2021
14	IMG_0060	S	BLD 16 north side	13/09/2021
15	IMG_0062	N	Rear of BLD 15	13/09/2021
16	IMG_0073	W	BLD 6 and north east corner of BLD 1	13/09/2021
17	IMG_0076	N	BLD 6 and BLD 15	13/09/2021
18	IMG_0077	NE	BLD 15 and BLD 16	13/09/2021
19	IMG_0079	S	Fire Hose Shed (BLD 20) and east wing of BLD 1	13/09/2021
20	IMG_0082	W	East face of north end of BLD 1	13/09/2021
21	IMG_0084	N	BLD 6 and east face of north BLD 1	13/09/2021

Photo No.	Frame ID	View to	Description	Date
22	IMG_0085	NE	BLD 20 with BLD 15 and BLD 16 in distance	13/09/2021
23	IMG_0086	E	Fire hose and water main	13/09/2021
24	IMG_0089	SW	BLD 1 east wing	13/09/2021
25	IMG_0091	W	BLD 1 east face of mid section	13/09/2021
26	IMG_0097	S	View of landscape to south of compound	13/09/2021
27	IMG_0099	W	South east corner of BLD 1	13/09/2021
28	IMG_0101	NW	South east corner and northern wing of BLD 1	13/09/2021
29	IMG_0111	NW	BLD 1 and BLD 3	13/09/2021
30	IMG_0113	W	BLD 3 and perimeter fence	13/09/2021
31	IMG_0129	NW	BLD 3	13/09/2021
32	IMG_0136	W	BLD 3, vertical	13/09/2021
33	IMG_0140	S	Security pad by gate	13/09/2021
34	IMG_0142	E	Water infrastructure, exterior BLD 1	13/09/2021
35	IMG_0146	SE	BLD 20	13/09/2021
36	IMG_0147	E	BLD 20	13/09/2021
37	IMG_0148	NE	BLD 20	13/09/2021
38	IMG_0150	E	Water infrastructure to south of BLD 20	13/09/2021
39	IMG_0153	SW	Feature to south of water infrastructure	13/09/2021
40	IMG_0156	S	Lamp post at southern extent of compound	13/09/2021
41	IMG_0170	E	BLD 6 door	13/09/2021
42	IMG_0171	E	BLD 6 interior	13/09/2021
43	IMG_0173	NE	BLD 6 interior north east corner	13/09/2021
44	IMG_0175	NE	BLD 6 fire extinguisher, exterior	13/09/2021
45	IMG_0178	W	Rear wall of BLD 6	13/09/2021
46	IMG_0180	SW	North east corner of BLD 6	13/09/2021

Photo No.	Frame ID	View to	Description	Date
47	IMG_0181	W	Water infrastructure to the north of BLD 6	13/09/2021
48	IMG_0182	E	BLD 15 roller doors	13/09/2021
49	IMG_0183	E	BLD 15 office frontage	13/09/2021
50	IMG_0187	NE	BLD 15 south west corner	13/09/2021
51	IMG_0188	SW	BLD 1 and BLD 3 in entirety	13/09/2021
52	IMG_0189	N	North wall of Storage Building (SB)	13/09/2021
53	IMG_0190	SE	South east corner of SB and door to office	13/09/2021
54	IMG_0198	S	Door to office from SB	13/09/2021
55	IMG_2000	S	South wall of office from SB doorway	13/09/2021
56	IMG_0201	W	Door between offices	13/09/2021
57	IMG_0202	SE	South east corner of office with desk and shelving	13/09/2021
58	IMG_0208	NW	SB from office doorway	13/09/2021
59	IMG_0213	SE	North west corner BLD 16	13/09/2021
60	IMG_0215	E	Roller door into BLD 16	13/09/2021
61	IMG_0216	E	Rear eastern wall of garage	13/09/2021
62	IMG_0217	NW	North east corner of garage and north wall	13/09/2021
63	IMG_0219	W	West wall of garage with roller doors	13/09/2021
64	IMG_0234	W	South face, BLD 1	13/09/2021
65	IMG_0236	NE	South west corner BLD 1	13/09/2021
66	IMG_0250	SE	BLD 1 South east corner of Boiler Room (BR)	13/09/2021
67	IMG_0251	SW	BLD 1 South west corner of BR	13/09/2021
68	IMG_0262	NW	BLD 1 Roller door and north west corner of BR	13/09/2021
69	IMG_0268	S	BLD 1 corridor from BR	13/09/2021
70	IMG_0271	SW	BLD 1 south west corner of BR	13/09/2021
71	IMG_0273	N	BLD 1 view to roller door of BR	13/09/2021

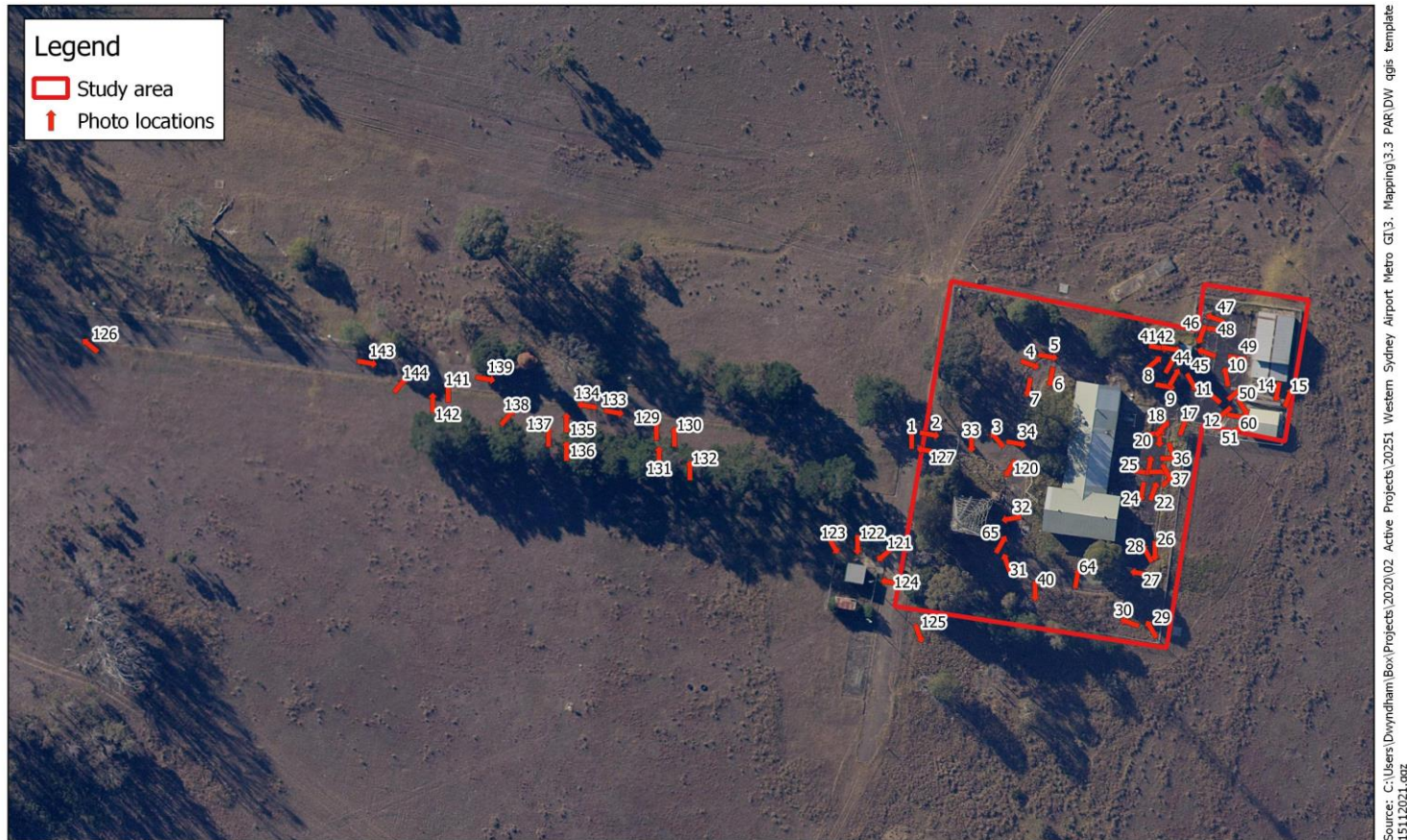
Photo No.	Frame ID	View to	Description	Date
72	IMG_0275	S	BLD 1 southerly view of Central Corridor (CC) from BR	13/09/2021
73	IMG_0276	N	BLD 1 BR from top of stairs	13/09/2021
74	IMG_0278	NW	BLD 1 north west corner of kitchen	13/09/2021
75	IMG_0279	SW	BLD 1 south west corner of kitchen	13/09/2021
76	IMG_0280	S	BLD 1 kitchen cabinets	13/09/2021
77	IMG_0282	E	BLD 1 north east corner of kitchen	13/09/2021
78	IMG_0286	SW	BLD 1 door to bathroom from CC	13/09/2021
79	IMG_0288	SW	BLD 1 bathroom	13/09/2021
80	IMG_0289	E	BLD 1 toilet cubicle	13/09/2021
81	IMG_0290	W	BLD 1 north west corner, basin and urinal	13/09/2021
82	IMG_0293	E	BLD 1 view from bathroom to CC	13/09/2021
83	IMG_0295	S	BLD 1 view along CC towards south	13/09/2021
84	IMG_0296	W	BLD 1 main entrance doors	13/09/2021
85	IMG_0297	E	BLD 1 view to Office Room 1 (OR1)	13/09/2021
86	IMG_0301	NE	BLD 1 north east corner of OR1	13/09/2021
87	IMG_0303	NW	BLD 1 north west corner of OR1	13/09/2021
88	IMG_0304	E	BLD 1 small room at north of OR1	13/09/2021
89	IMG_0307	W	BLD 1 small room at north of OR1	13/09/2021
90	IMG_0308	SW	BLD 1 south west corner of OR1 and doorway	13/09/2021
91	IMG_0311	N	BLD 1 view to north along CC from OR1 door	13/09/2021
92	IMG_0312	S	BLD 1 view to south along CC from OR1 door	13/09/2021
93	IMG_0315	SW	BLD 1 south west corner of Office Room 2 (OR2) and doorways	13/09/2021
94	IMG_0316	S	BLD 1 door from OR2 to Office Room 3 (OR3)	13/09/2021
95	IMG_0320	S	BLD 1 OR3 from door to OR2 with view to window to Main Equipment Room (MER)	13/09/2021
96	IMG_0321	W	BLD 1 west wall of OR2 and door to CC	13/09/2021

Photo No.	Frame ID	View to	Description	Date
97	IMG_0327	SN	BLD 1 doors in CC	13/09/2021
98	IMG_0329	W	BLD 1 view from CC to Screen Room Annex (SRA)	13/09/2021
99	IMG_0330	SW	BLD 1 SRA south west corner	13/09/2021
100	IMG_0332	NW	BLD 1 Screen Room (SR) from SRA	13/09/2021
101	IMG_0338	NE	BLD 1 north east corner of SR	13/09/2021
102	IMG_0339	NW	BLD 1 north west corner of SR	13/09/2021
103	IMG_0342	S	BLD 1 view from CC to MER	13/09/2021
104	IMG_0343	SE	BLD 1 south east corner of MER	13/09/2021
105	IMG_0346	N	BLD 1 fire exit in north east corner of MER	13/09/2021
106	IMG_0347	W	BLD 1 Secondary Equipment Room (SER) view from MER	13/09/2021
107	IMG_0348	SW	BLD 1 south west corner of MER	13/09/2021
108	IMG_0351	NW	BLD 1 north west corner of MER and door to SER	13/09/2021
109	IMG_0357	E	BLD 1 south wall of MER from doorway	13/09/2021
110	IMG_0360	NE	BLD 1 north east corner of MER from south west corner	13/09/2021
111	IMG_0362	N	BLD 1 switchboard above door to CC	13/09/2021
112	IMG_0363	S	BLD 1 office within south east corner of SER	13/09/2021
113	IMG_0368	S	BLD 1 interior of office within south east corner of SER	13/09/2021
114	IMG_0369	NW	BLD 1 north west corner of office within SER	13/09/2021
115	IMG_0373	N	BLD 1 north west corner of SER	13/09/2021
116	IMG_0375	SE	BLD 1 south east corner of SER	13/09/2021
117	IMG_0379	E	BLD 1 door from SER to MER	13/09/2021
118	IMG_0382	N	BLD 1 northerly view of CC from MER	13/09/2021
119	IMG_0383	S	BLD 1 air conditioning vents in BR	13/09/2021
120	IMG_0385	S	BLD 3 in entirety	13/09/2021
121	IMG_0386	SW	Pump house (BLD 5)	13/09/2021

Photo No.	Frame ID	View to	Description	Date
122	IMG_0387	S	Fire hose exterior BLD 5	13/09/2021
123	IMG_0389	SE	North west corner BLD 5	13/09/2021
124	IMG_0390	W	BLD 5 frontage	13/09/2021
125	DSC_1771	SE	Landscape to the south of compound	13/09/2021
126	DSC_1759	NW	Access road to compound	13/09/2021
127	DSC_1862	W	Lighting infrastructure along access road	13/09/2021
128	DSC_1873	N	View of concrete foundations of former staff housing	13/09/2021
129	DSC_0005	NE	View of a Marley Design 37843 lamp post	11/11/2021
130	DSC_0007	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
131	DSC_0006	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
132	DSC_0009	NE	View of a Marley Design 37843 lamp post	11/11/2021
133	DSC_0008	SE	View of a Marley Design 37843 lamp post	11/11/2021
134	DSC_0010	NW	View of a Marley Design 37843 lamp post	11/11/2021
135	DSC_0015	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
136	DSC_0013	NE	Close up view of the concrete base of a Marley Design 37843 lamp post	11/11/2021
137	DSC_0014	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
138	DSC_0018	NE	View of a Marley Design 37843 lamp post	11/11/2021
139	DSC_0016	SE	View of a Marley Design 37843 lamp post	11/11/2021
140	DSC_0024	NW	View of a Marley Design 37843 lamp post	11/11/2021
141	DSC_0023	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
142	DSC_0022	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021
143	DSC_0026	SE	View of a Marley Design 37843 lamp post	11/11/2021
144	DSC_0030	NE	Close up view of a Marley Design 37843 lamp post	11/11/2021

7.0 REFERENCE AERIALS

Figure 15. Overview of photograph locations taken from the exterior of the compound.



Source: C:\Users\Divydharm\Box\Projects\2020\02 Active Projects\20251 Western Sydney Airport Metro GI\3. Mapping\3.3 PAR\DW agis template 15112021.qgz



Photo location map - exterior compound
20251 Biringelly RAAF Base Compound
LGA: City of Liverpool

Scale: 1:1200
Size: A4
Date: 15-11-2021

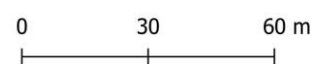


Figure 16. Overview of photograph locations taken from the exterior of the buildings situated within the compound.



Source: C:\Users\Dwyndham\Box\Projects\2020\02 Active Projects\20251 Western Sydney Airport Metro GI3. Mapping\3.3 PAR\DW qgis template 15112021.qgz



Photo location map - exterior compound
20251 Biringelly RAAF Base Compound
LGA: City of Liverpool

Scale: 1:700
Size: A4
Date: 15-11-2021

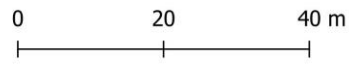


Figure 17. Photograph locations for the archival photographs of the interior of the Main Building (BLD 1).

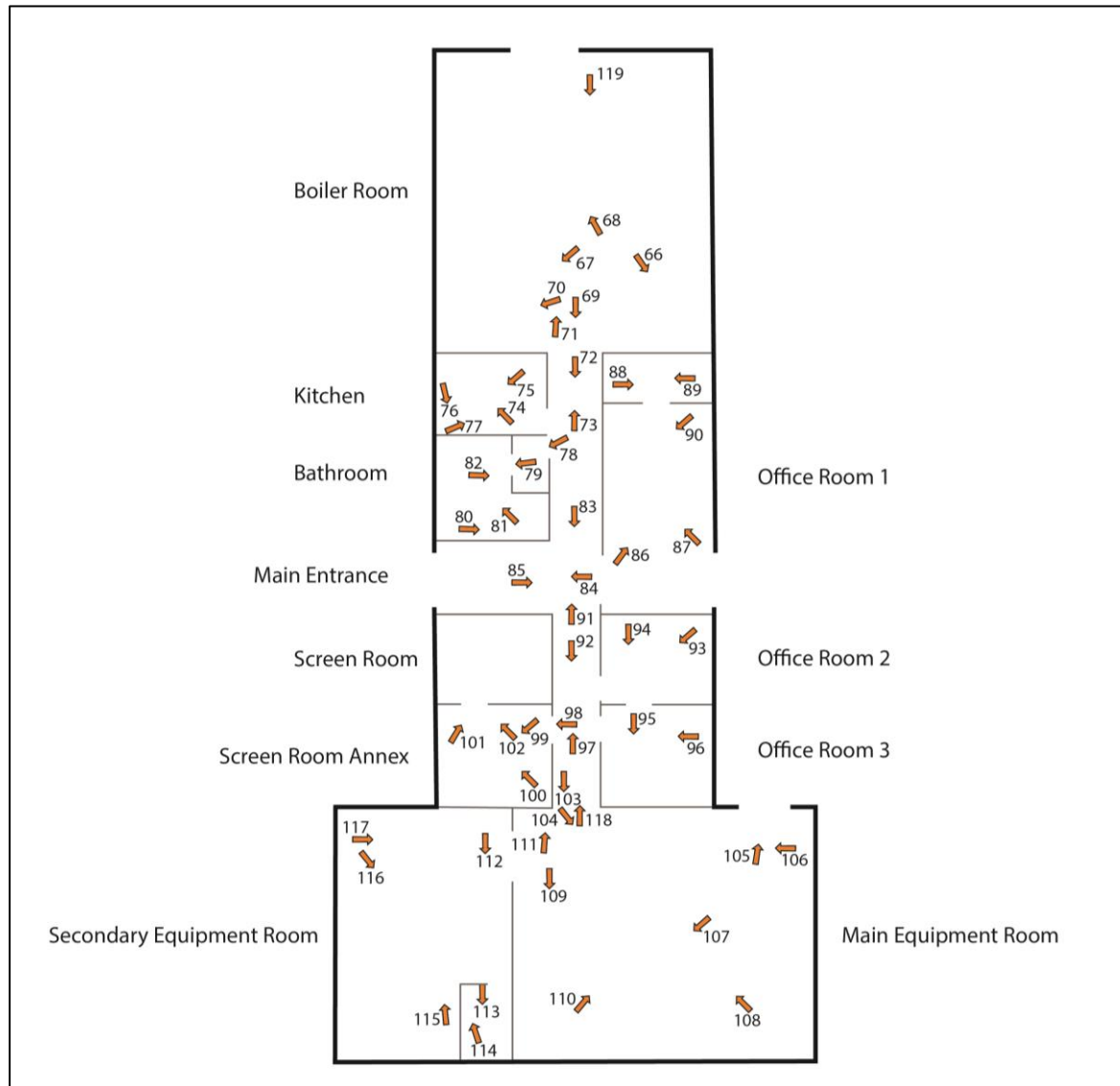
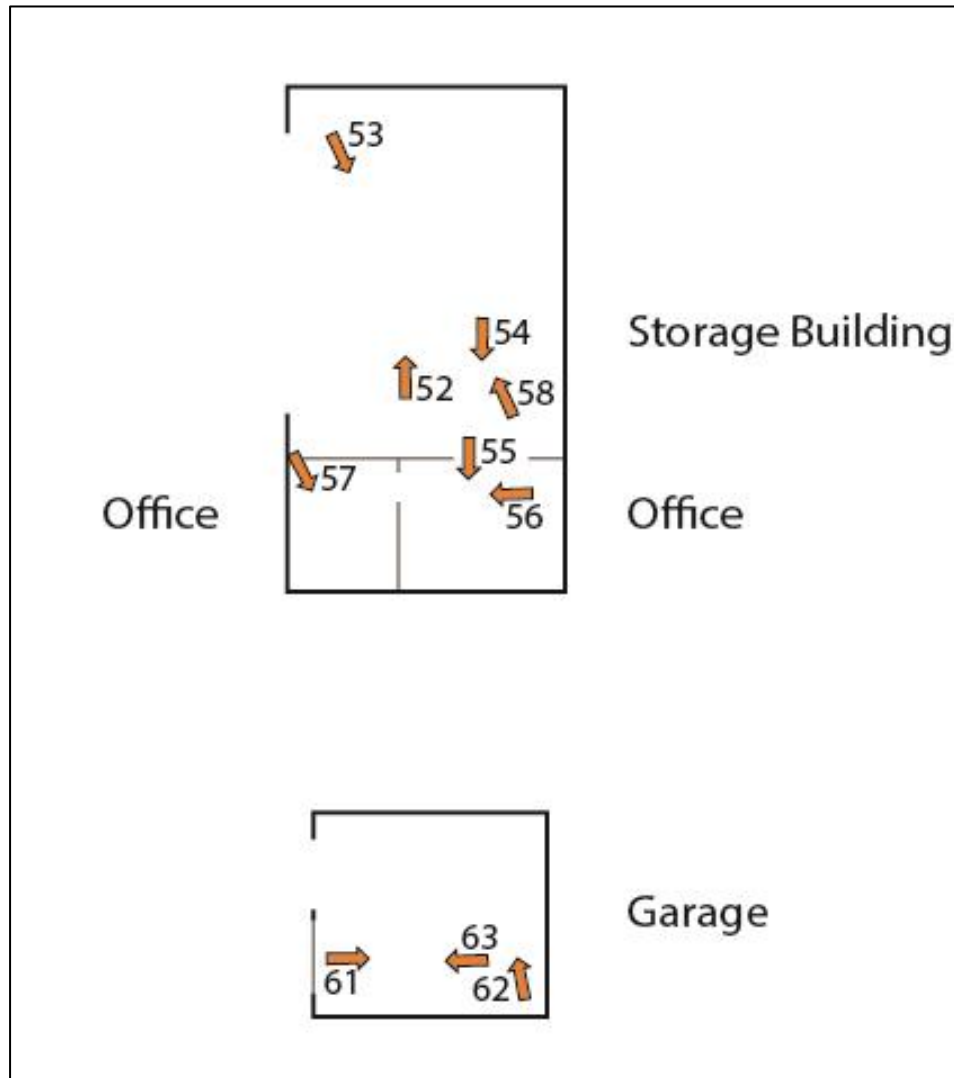


Figure 18. Photograph locations and directions for the archival photographs of the interior of the Storage Building (B15) and the Garage (B16).



8.0 REFERENCES

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9.0 APPENDIX A

9.1 Thumbnail sheets

Photo 1 – IMG_0001	Photo 2 – IMG_0008	Photo 3 – IMG_0014	Photo 4 – IMG_0016
			
Photo 5 – IMG_0018	Photo 6 – IMG_0022	Photo 7 – IMG_0023	Photo 8 – IMG_0039
			
Photo 9 – IMG_0041	Photo 10 – IMG_0047	Photo 11 – IMG_0051	Photo 12 – IMG_0054
			
Photo 13 – IMG_0057	Photo 14 – IMG_0060	Photo 15 – IMG_0062	Photo 16 – IMG_0073
			
Photo 17 – IMG_0076	Photo 18 – IMG_0077	Photo 19 – IMG_0079	Photo 20 – IMG_0082
			

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Photo 21 – IMG_0084	Photo 22 – IMG_0085	Photo 23 – IMG_0086	Photo 24 – IMG_0089
			
Photo 25 – IMG_0091	Photo 26 – IMG_0097	Photo 27 – IMG_0099	Photo 28 – IMG_0101
			
Photo 29 – IMG_0111	Photo 30 – IMG_0113	Photo 31 – IMG_0129	Photo 32 – IMG_0136
			
Photo 33 – IMG_0140	Photo 34 – IMG_0142	Photo 35 – IMG_0146	Photo 36 – IMG_0147
			
Photo 37 – IMG_0148	Photo 38 – IMG_0150	Photo 39 – IMG_0153	Photo 40 – IMG_0156
			

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Archival Recording Report

Photo 41 – IMG_0170	Photo 42 – IMG_0171	Photo 43 – IMG_0173	Photo 44 – IMG_0175
			
Photo 45 – IMG_0178	Photo 46 – IMG_0180	Photo 47 – IMG_0181	Photo 48 – IMG_0182
			
Photo 49 – IMG_0183	Photo 50 – IMG_0187	Photo 51 – IMG_0188	Photo 52 – IMG_0189
			
Photo 53 – IMG_0190	Photo 54 – IMG_0198	Photo 55 – IMG_0200	Photo 56 – IMG_0201
			
Photo 57 – IMG_0202	Photo 58 – IMG_0208	Photo 59 – IMG_0213	Photo 60 – IMG_0215
			

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Photo 61 – IMG_0216	Photo 62 – IMG_0217	Photo 63 – IMG_0219	Photo 64 – IMG_0234
			
Photo 65 – IMG_0236	Photo 66 – IMG_0250	Photo 67 – IMG_0251	Photo 68 – IMG_0262
			
Photo 69 – IMG_0268	Photo 70 – IMG_0271	Photo 71 – IMG_0273	Photo 72 – IMG_0275
			
Photo 73 – IMG_0276	Photo 74 – IMG_0278	Photo 75 – IMG_0279	Photo 76 – IMG_0280
			
Photo 77 – IMG_0282	Photo 78 – IMG_0286	Photo 79 – IMG_0288	Photo 80 – IMG_0289
			

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Photo 81 – IMG_0290	Photo 82 – IMG_0293	Photo 83 – IMG_0295	Photo 84 – IMG_0296
			
Photo 85 – IMG_0297	Photo 86 – IMG_0301	Photo 87 – IMG_0303	Photo 88 – IMG_0304
			
Photo 89 – IMG_0307	Photo 90 – IMG_0308	Photo 91 – IMG_0311	Photo 92 – IMG_0312
			
Photo 93 – IMG_0315	Photo 94 – IMG_0316	Photo 95 – IMG_0320	Photo 96 – IMG_0321
			
Photo 97 – IMG_0327	Photo 98 – IMG_0329	Photo 99 – IMG_0330	Photo 100 – IMG_0332
			

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Photo 101 – IMG_0338	Photo 102 – IMG_0339	Photo 103 – IMG_0342	Photo 104 – IMG_0343
			
Photo 105 – IMG_0346	Photo 106 – IMG_0347	Photo 107 – IMG_0348	Photo 108 – IMG_0351
			
Photo 109 – IMG_0357	Photo 110 – IMG_0360	Photo 111 – IMG_0362	Photo 112 – IMG_0363
			
Photo 113 – IMG_0368	Photo 114 – IMG_0369	Photo 115 – IMG_0373	Photo 116 – IMG_0375
			
Photo 117 – IMG_0379	Photo 118 – IMG_0382	Photo 119 – IMG_0383	Photo 120 – IMG_0385
			

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Photo 121 – IMG_0386	Photo 122 – IMG_0387	Photo 123 – IMG_0389	Photo 124 – IMG_0390
			
Photo 125 – DSC_1771	Photo 126 – DSC_1759	Photo 127 – DSC_1862	Photo 128 – DSC_1766
			
Photo 129 – DSC_0005	Photo 130 – DSC_0007	Photo 131 – DSC_0006	Photo 132 – DSC_0009
			
Photo 133 – DSC_0008	Photo 134 – DSC_0010	Photo 135 – DSC_0015	Photo 136 – DSC_0013
			
Photo 137 – DSC_0014	Photo 138 – DSC_0018	Photo 139 – DSC_0016	Photo 140 – DSC_0024
			
Photo 141 – DSC_0023	Photo 142 – DSC_0022	Photo 143 – DSC_0026	Photo 144 – DSC_0030
			



artefact

Artefact Heritage
ABN 73 144 973 526
Suite 56, Jones Bay Wharf
26-32 Pirrama Road
Pyrmont NSW 2009 Australia
+61 2 9518 8411
office@artefact.net.au
www.artefact.net.au