

Heritage Inventory Sheet

Item Name	St Enda's Church Hall, (inter-war hall, circa 1929)		
Recommended Name	St Enda's Church Hall		
Site Image			
Address	27-33 Aurelia Street, Toongabbie NSW 2146		
Lot/Section/DP	42-45	C	10697
Draft Cumberland LEP ID	I246		
Former LEP ID	I101 (Holroyd LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Religion	

Curtilage Map



Statement of Significance

The St Enda's Hall is of local heritage significance for its historic and social values. The Church hall has been historically associated with the Catholic Church since 1929. It has social and historical associations with the early development of religion in the Toongabbie area. Further, it provides evidence of the evolution of the community and religious facilities since these early years. The place has social significance to the local community as a place for religious activities built by the local community parishioners. The Church and Presbytery retains some aesthetic significance as a twentieth century modernist ecclesiastical building and demonstrates representative qualities of this building type. The aesthetic significance of Edna's Hall has been heavily reduced to the number of modifications that have occurred over time.

Criteria Assessment

a) Historic	The hall has been historically associated with the Catholic Church since 1929. It has associations with the early development of religion in the Toongabbie area. Further, it provides evidence of the evolution of the community and religious facilities since these early years.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The building has been heavily modified and now retains little aesthetic significance. The church hall retains some aesthetic significance as a twentieth century modernist ecclesiastical building.
d) Social	The building has social significance as a place for religious activities by the community.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.

g) Representativeness

The Church and Presbytery demonstrate representative qualities as an intact Post-War ecclesiastical building.

Physical Description

Hall

The site contains a single storey timber framed church hall dating from the Inter-War period. Forming part of the St Anthony's Roman Catholic Church complex, it is presently used by several parish and community groups.

The building has a single gable roof of corrugated steel and exposed rafters. The gable end to the street features decorative timber barge boards and cross elements. The roof has several whirly birds along the roof ridge, a simple barge board to the gable end and modern roof guttering and downpipes. All original wall cladding appears to have been replaced, with weatherboards to the western side and rear, and profiled hardiplank to the front. A series of five timber framed double hung windows on the western side remain intact.

A skillion addition extends along the entire eastern side of the building, which appears to have been constructed in several stages. It has weatherboard cladding to waist height, battened fibro above and aluminium sliding windows.

A face brick toilet block and portico has been added at the front, with entry through a single door skillion addition. The roof is corrugated sheet metal. The addition contains some 'Piety Shop' signage and a utilities box.

Church and Presbytery

Located to the east is a tall 1950-60s modern church building with steep gabled roof of cement tiles and a striking, tiled façade to the street. The hall and church building are connected by a paved courtyard along the entire length and a small covered walkway at the southern end. To the north (rear) are single and two storey face brick church buildings. There is a bitumen carpark to the west.

The presbytery was not viewed from the public domain. It is located at the rear of St Enda's Church Hall. Appears to be a flat roofed structure clad in corrugated iron.

Landscape

The site contains two mature trees fronting the modern church. Though the plantings are dominant street elements which contribute towards the character of the site, the landscaping is not historically significant as related to the original landscape setting of the hall which was originally a bush setting as shown on the 1943 aerial (see LPI SIX Maps). This vegetation has been removed.

Condition

The hall is in fair condition overall. It appears the bargeboard and guttering has been replaced in the recent past, the brick extension demonstrates poor drainage with the presence of biological growth along the upper courses of brickwork.

Condition	Good	Fair	Poor
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Alterations and Additions

- Skillion addition to the side*
- Removal and replacement of wall cladding
- Addition of face brick toilet block to front façade*
- Addition of whirly birds and likely replacement of roof material
- Replaced guttering
- Addition of air conditioning units*
- New church building to the east
- Addition of other smaller church buildings to the rear

- Bitumen carpark

The scale, form, setting and materials of the building have been highly modified and negatively impacted by the various alterations and additions made to the item. The brick addition to the east elevation and the weatherboard extension to the north of the hall have an adverse impact to the integrity and intactness of the item. The inclusion of the Church does not adversely impact the St Enda's Church Hall.

Integrity	High	Moderate	Low
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* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	c.1928-29 (Hall), c.1960s (Presbytery and Church)
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Toongabbie was originally the name of an extension to the Rose Hill farm, which opened in 1791, being named New Grounds and later Toongab-be. This is an Aboriginal word thought to have meant the junction of two creeks, or meeting of the waters or near the water.

A small section of the present-day suburb of Toongabbie lies in the municipality of the Cumberland Council. This area was part of the second-settlement of Toongabbie in 1792, which occurred further up Toongabbie Creek and began on land that was granted to individuals such as John Silverton, William Eggleton and John Martin. These smaller land grants ranged between 30-60 acres which sat directly west of Darcy Wentworths 2,200 acres grant.

This portion of the suburb consists of Toongabbie railway, which the suburb developed around. The railway line opened through Toongabbie in 1860 and was duplicated in 1886 with the station opening in 1880. There was a gradual relocation of public utilities towards the town that grew up beside the station, mainly on the south side.

In 1928, Lot 45/43 was purchased for approximately £400 by Monsignor O'Gorman, Father Furlong and parishioners. Money for the land purchase was raised by Monsignor O'Gorman, Father Furlong and a Ladies Social Committee who raised money through regular collections and social functions for the acquisition of land for the purpose of constructing a church.

A committee was formed by Monsignor O'Gorman to oversee the building of the Enda's Hall. The layout of the hall included a large floor area, stage, kitchen supper and cards room, balcony and ticket office. Don Cameron was an Engineer and he is the one who drew up all the plans for St. Enda's Hall. They also had to choose a builder and they chose Ed Fitzgerald who was a local builder, a parishioner and a committee member. The total cost to build the hall was about £400.

On Saturday 27th November 1928 the symbolic first sod was turned and a "tree cutting bee" commenced clearing the site of the hall. On Saturday 23rd March 1929, the Hall opened to the public and on Sunday 31st March 1929, the first Mass was celebrated at 9.15am. The official opening of St. Enda's Church Hall took place on Sunday 19th May 1929 by Archbishop Kelly and Monsignor O'Gorman also presided.

In January 1950 some 21 years after St. Enda's Hall had been built, a primary school commenced in the Hall. The first year's enrolment at the school in St. Enda's was 179 children, so there was an obvious need for the school to commence. Classes taught at this time were Kindergarten to Year 4. For the first few weeks of school there were no desks or blackboards in the Hall but eventually they got what they needed. Every Sunday, after the last Mass, men would move the church pews to one side and replace them with the desks and they would reverse this exercise on the following Saturday.

Sister Juliana was the first Principal of the school and together with another nun they travelled to St. Enda's from the Mercy Convent in Parramatta by bus. As time went by, generous parishioners would drive the Sisters to and from Parramatta.

St. Enda's became a Parish in its own right with the arrival of Father Canavan on 1st February 1951. Before this time, Wentworthville was responsible for St. Enda's.

On 16th December 1958 Father Canavan officially changed the name of the parish from St. Enda's to St. Anthony of Padua. Apparently, this was his own decision as he did not like the name St. Enda.

In 1960 Father Les Bagot became our Parish Priest and in 1962 he was given permission to build a Church and a presbytery, which officially opened on 3 February 1963.

In 1995 Father Bill Moore undertook major refurbishments of the Church, changing the way the Altar faced and where the parishioners were seated. It also added two doorways on each side of the church and transferred some of the stained glass windows which were only on the side facing St. Enda's to either side of where the Altar now stands. He also arranged for landscaping in the courtyard and also had built the Sacristy and music room at the back of the church. During the renovation of the church, mass was held in the Enda's Hall.

Since 1989, a number of alterations and additions have been undertaken on the hall, including the construction of an awning and garages. Today, the hall remains in use for religious activities.

Recommendations				
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). X
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). X
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/associations.
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).	X	
5. The heritage curtilage for this item should be revised/reduced.		10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X	

	11. The condition of this item is poor. Condition and maintenance should be monitored.		
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Other recommendations and/or comments:

- Future development should respect the overall form and style of the simple rectangular church building.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	St Enda’s Church Hall, (inter-war hall, circa 1929)	I246
Heritage Study	St Enda’s Church Hall, (inter-war hall, circa 1929)	I246
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Graham Brooks and Associates Pty Ltd	1998	Holroyd Heritage Inventory Review
Heritage Study	Neustein & Associates	1992	Holroyd Heritage Study

Other References

- Elias, J and Coppins, S 2013, Pictorial History Holroyd, Kingsclear Books, Alexandria.
- McClymont, J and Kass, T 2010, Old Toongabbie and Toongabbie, retrieved 14 May 2019, https://dictionaryofsydney.org/entry/old_toongabbie_and_toongabbie
- Sands Directory 1858-1933, Mitchell Library.
- Land Titles Office (NSW) Vol. 2965 Fol.102, Vol.3614 Fol.209.
- Barbara Knox, 2011, ‘Parish History’ Accessed via: <https://www.stanthonyschurch.org.au/parish-details/history>

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View northeast along Aurelia Street.




View north from Aurelia Street to modernist Church.



Detail of tiled façade of Church.

Heritage Inventory Sheet

Item Name	'Toongabbie Railway Station' and 'Railway Viaduct'		
Recommended Name	Toongabbie Railway Station Group, Underbridge & Archaeological Remains		
Site Image			
Address	Portico Parade, Toongabbie NSW 2146		
Lot/Section/DP	1	-	1016522
Draft Cumberland LEP ID	A1 and I247		
Former LEP ID	I102 (Holroyd LEP) 'Toongabbie Railway Station'; I104 (Holroyd LEP) Railway viaduct; and A9 (Holroyd LEP) Railway viaduct site.		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	

Curtilage Map



Revised curtilage recommended – refer below

Statement of Significance

Toongabbie Railway Station and Underbridge is of local heritage significance for its historic, aesthetic, social, scientific/research, rarity and representative values. The station provides evidence of the railway station redevelopment that took place during the quadruplication of the Main Western Line between Lidcombe and St Marys in 1946. The Greystanes Creek Underbridge has historic significance for its ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The station buildings are of aesthetic significance as good examples of mid-20th Century railway construction in an urban context, displaying distinctive elements of the Inter War Stripped Functionalist style. They are competently executed and display many typical stylistic elements of similar station buildings throughout New South Wales and in the western suburbs generally. They are of the same construction as those of the neighbouring stations Pendle Hill, Wentworthville and Westmead (demolished). This group of buildings shows effects of war time financial constraints.

The Toongabbie Underbridge Archaeological Site, located under the Greystanes Creek Underbridge, is of local significance for its historical and research values. The site has the ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The archaeological site is of research significance as it provides evidence of previous types of railway bridges used for creek crossings between 1860 and 1946.

Criteria Assessment	
a) Historic	Toongabbie Railway Station is of historical significance as one of several stations constructed as part of the quadruplication of the line from St Marys to Lidcombe in the 1940s. The underbridge and archaeological remains under the Greystanes Creek Underbridge have historical significance for their ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	Toongabbie Railway Station is of aesthetic significance as an example of mid-sized Inter-War Stripped Functionalist station buildings in an urban setting. The buildings are noted for their use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings. The archaeological remnants of previous bridges, together with the existing underbridge provide a visually interesting landscape.
d) Social	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.
e) Scientific	Toongabbie Railway Station is of research significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and for its ability to provide evidence of the use of Inter War Stripped Functionalist elements in a railway setting. The station buildings provide opportunities, together with Wentworthville, Pendle Hill and Seven Hills stations, to study and understand mid-20th century building techniques. The archaeological site has research significance in providing evidence of previous types of railway bridges used for creek crossings and opportunity for comparison between bridge construction techniques between 1860 and 1946.
f) Rarity	The archaeological remains of the former bridge structures are one of two early railway viaducts surveyed in the Holroyd Municipality, though the bridge's integrity is reduced due to refurbishment.
g) Representativeness	Toongabbie Railway Station is a representative example of a small, mid-20th century railway station that is designed in the Inter War

Stripped Functionalist style in an urban context, similar to Pendle Hill and Wentworthville stations.

The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy' as it demonstrates representative qualities as a steel beam structure supported on RSJ steel trestles. However, contemporary modifications have reduced the items representative qualities.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008. As the description features a comprehensive physical description which matches the condition visible during the site inspection, no amendment has been made to the physical description.

BUILDINGS

Station Buildings, Platform 1/2, brick, type 13 (1943)

Station Buildings, Platform 3/4, brick, type 13 (1943)

STRUCTURES

2x Island Platforms, brick faced (1943)

Footbridge, steel beam with RSJ steel supports, stairs and ramps (1946)

Underbridge and Archaeological Remains (c1860, c1880, 1946, 2013)

STATION BUILDING PLATFORM 1/2 (1943)

External: The building on Platform 1/2 is larger than Platform 3/4 building and is a post war Functionalist style railway building. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. The northern end of the building is defined by a curved masonry bay with a single door. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond, which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket window and the machine, is supported by two rectangular brick columns with curved corners. On Platform 1/2, one ticket window remains in use while the other is bricked up. Steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout with a series of rooms in various sizes including combined former booking/parcels office (now booking office and staff area) with storeroom, general waiting room, ladies room and toilets, men's toilets with a store room in the curved bay. The doors are secured by metal grill gates while the windows are covered with security mesh. All of the original interior fit-out has been removed.

STATION BUILDING PLATFORM 3/4 (1943)

External: The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building featuring the same detailing and architectural style with the exception of the curved bay on one end. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket machine, is supported by two rectangular brick columns with curved corners. The building has one ticket window, unlike Pendle Hill (and formerly Westmead)

which had two. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber doors. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout consisting of a former booking office and a waiting room. The doors are secured by metal grill gates while the windows are covered by security mesh. The former booking office is currently used for storage purposes. The internal finishes are the same as the other platform building.

PLATFORMS (1943)

Both island platforms have brick faces with concrete deck and asphalt surfaces. Some sections are steel rail post and concrete panel cast in situ. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both of the platforms.

FOOTBRIDGE (1946)

The footbridge is a steel beam structure supported on RSJ steel trestles with concrete deck over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side. It is of a simple structure with no ornamentation representing economic policies of the time. The footbridge and associated stairs and ramps are covered with corrugated metal awnings.

The width of the footbridge was extended for the construction of the new concourse, c.2016. The construction of the new concourse saw the replacement of a later concrete ramp and reinstatement of similar handrails to the originals removed.

ARCHAEOLOGY (1946)

The visible areas of the underbridge consists of a 1946 four rail line crossing over Greystanes Creek with wooden sleepers over riveted steel girder with steel box and Pratt truss transoms supported on 1946 dry-pressed brick foundations. Underneath and at the edges of this underbridge are the piers of two previous bridges including top sections of c1860 sandstone aggregate piers and at the edges remnants of c1880 concrete pylons with blue metal aggregate. The present bridge replaced the c1880 underbridge with concrete pylons. The water level and weed growth obscures much of the view of the remains. In 2013 the transom top underbridge was converted to ballast top. The timber footings from remain. Due to the overgrown nature of the creek area, condition of the archaeological remains under the railway viaduct could not be identified.

The station is in a fair condition and appears to be well maintained.

Condition	Good	Fair	Poor
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Alterations and Additions

The following modifications have been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains'.

- 1947 - Unspecified improvements to station building. Subsequent modifications not known.
- 1997 - Modifications to booking office.
- 1946 - Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade demolished and replaced.
- N.d - Internal modifications to station building.
- 2013 - Underbridge converted from transom top to ballast top.
- 2016 - Kiosk (c1954) demolished.
- N.d – TAP Upgrade, new lifts, stairs and canopies

The station buildings and their setting have retained a moderate degree of integrity externally due to modern additions to the site. The TAP Upgrade to the improve station accessibility has modified the ramps and stairs associated with the footbridge, although the footbridge has a reduced integrity grading, the station precinct collectively retains a moderate level of integrity.

The railway refurbished underbridge over Greystanes Creek has a low level of integrity though the timber footing remains.

The archaeological potential for the remains below the underbridge is likely to be high as there is no evidence that suggests they have been removed, rather than simply overgrown.

Integrity	High	Moderate	Low
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* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1860 (railway line), 1946 (station buildings) and 1946 (underbridge)
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The following history has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008.

Toongabbie was originally the name of an extension to the Rose Hill farm, which opened in 1791, being named New Grounds and later Toongab-be and it was the second white settled area to be given an Aboriginal name. The word may have meant the junction of two creeks, or meeting of the waters or near the water. The railway line opened through Toongabbie in 1860 and was duplicated in 1886 with the station opening in 1880.

On 4 October 1901 a junction was laid in for siding to Emu Gravel & Prospect Company's quarry. The line to the quarry left the main line just before the station. The line then proceeded slightly west of Girraween Road and across Teague Street east of Toongabbie Road. The line crossed the latter road just past the northern end of Okalahoma Avenue, west of Toongabbie Road, then across the Great Western Highway and along Quarry Road to the quarry site, situated east of the Prospect Reservoir wall.

In 1913, the platforms were reconstructed and in 1920 a new station building was constructed in concrete. Quadruplication of the line occurred between Lidcombe and St Marys in 1946. The original station buildings were demolished, and present buildings including a footbridge formed by steel beams were erected. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960. They were opened on 30 October 1946.

Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade were also demolished and replaced in 1946 in conjunction with quadruplication. The support piers of the earlier bridges are extant beneath the deck of the 1946 bridges. The present bridge replaced one with concrete pylons with blue metal aggregate. The initial bridge had wooden piers set in sandstone aggregate concrete. Their form is the same as hundreds of other bridges.

A pedestrian bridge was also built over the railway line at McCoy Street north of the station and Greystanes Creek in c1946. It was replaced with a new structure c1996.

Recommendations				
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/ associations.
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).		
5. The heritage curtilage for this item should be revised/reduced.	X	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X	
		11. The condition of this item is poor. Condition and maintenance should be monitored.		

Other recommendations and/or comments:

- Any proposed ground disturbance work should be assessed by a qualified historical archaeologist for archaeological potential and heritage impact mitigation.
- Items I102, I104 and A9 should be amalgamated to form one item, consistent with the RailCorp Section 170 State Agency Heritage and Conservation Register.
- The heritage curtilage for the Cumberland LEP should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; see item #4800268 and plan below. This curtilage would retain the subway. Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.



Section 170 Heritage and Conservation Register curtilage (Source: RailCorp Section 170 Heritage and Conservation Register curtilage for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains').

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	'Toongabbie Railway Station' and 'Railway Viaduct'	A1, I247
Heritage Study	'Toongabbie Railway Station' and 'Railway Viaduct'	A1, I247
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland Council Heritage Study
Heritage Study	Graham Brooks & Associates	1998	Holroyd Heritage Study
Heritage Study	Nuestein & Associates	1992	Holroyd Heritage Study

Other References

- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Toongabbie Railway Station Group, Underbridge & Archaeological Remains, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800268>
- Australian Museum Consulting. 2015. *Heritage Platforms Conservation Management Strategy*, prepared for Sydney Trains.
- Australian Museum Consulting. 2016. *Railway Footbridges Conservation Management Strategy*, prepared for Sydney Trains.
- Humphreys, A and Elsmore, D. 2001. *Inter-War Station Buildings*.
- Elias, J and Coppins, S. 2013. *Pictorial History Holroyd*, Kingsclear Books, Alexandria.
- McClymont, J and Kass, T. 2010. *Old Toongabbie and Toongabbie*, retrieved 14 May 2019, https://dictionaryofsydney.org/entry/old_toongabbie_and_toongabbie

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View south from platform towards concourse.



View from platform 3 to platform 2.



View northeast from concourse to Platform 1/2.



View north to Station Building on Platform 3/4.



View southeast to Platform 2.



View along concourse.



View north towards underbridge.



View east to Underbridge from Portico Parade




View from eastern edge of underbridge looking west.



View south under contemporary underbridge, to location of archaeological remains

Heritage Inventory Sheet

Item Name	Portico Park		
Recommended Name	Portico Park		
Site Image			
Address	Corner of The Portico and Portico Parade, Toongabbie NSW 2146		
Lot/Section/DP	-	-	-
Draft Cumberland LEP ID	I248		
Former LEP ID	I103 (Holroyd LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Landscape	
	Level 2	Parks, Gardens and Trees	

Curtilage Map



Statement of Significance

Portico Park is of local heritage significance for its historic values. Portico Park was part of the original c1920 Portico Estate subdivision by Arthur Rickard and Co. Though the park itself has been altered over time with the inclusion of new plantings and amenities, it retains its original layout and use.

Criteria Assessment

a) Historic	Portico Park was part of the original c1920 Portico Estate subdivision by Arthur Rickard and Co. Though the park itself has been altered over time with the inclusion of new plantings and amenities, it retains its original layout and use.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item does not meet this criterion.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The item does not meet this criterion.

Physical Description

Portico Park is located on the western side of Toongabbie Railway Station and is framed by Portico Parade to the east, The Portico to the north, Aurelia Street to the south and a motel to the west.

The park is a small urban square, consisting of a diagonal footpath from the north east corner through to the south west corner. The footpath widens into a large circular seating area its centre. The main entry to the park is from the north east corner, which contains a brick plinth arbour framing the footpath and a brick lavatory building which is heavily covered with vines. The lavatory building is also accessed from a small footpath leading from Aurelia Street. The site contains several timber benches, some located along the footpath and others along the fence boundary. The site also contains a small children's playground, square metal bins, low brick retaining walls, garden beds with brick edging and a low powder coated steel palisade fence.

The park has a large grassed area on either side of the footpath, containing several young Box trees (*Lophostemon confertus*), mostly lining the northern and southern boundaries. These were planted after 1943, as shown on the aerial imagery for the site.

The park contains two memorial plaques placed on low lying stones located on the northwest corner stating:

'The plaque was unveiling on 13 November 2010 by Cllr Peter Monaghan Mayor of Holroyd City Council In Memory Of Karl Hofer APM 25 January 1943 – 20 February 2009. In recognition of his contribution to the Holroyd Community through his extensive charity work which included walking 1269 kilometres from Cockburn South Australia to Old Government House in Parramatta whilst pushing Joe Gray in his wheelchair and raising \$150,000 for the Crippled Children's Society, the estimate of the Holroyd Mobile Community Police Station in 1993 and his involvement with the Toongabbie 3rd Settlement project.'

'In Memory of Wendy Tunks 1 July 1938 to 20 March 2016. This plaque, laid in November 2016, commemorates Wendy's dedication and generous contributions to the Toongabbie community. Wendy has given extensively to charity and fundraising activities for Barnardos, House with No Steps, School Drug Education, Victim Support, Youth Off The Streets, Toongabbie 3rd Settlement and Carols by Candlelight. Her tireless efforts include four months retrofitting a bus for the Holroyd Mobile Community Police Station with Inspector Karl Hofer APM (Wentworthville Police) in 1993. Wendy's work enriched the lives of many.'

The park is well maintained and appears to be in good condition, though the lavatory building is considered to be in fair condition due to the large amount of vegetation growth around the structure.

Condition	Good	Fair	Poor
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Alterations and Additions

Since 1943, the park has had the following additions:

- Footpath paving (along original alignment) and arbour
- Trees
- Playground
- Brick lavatory Building
- Bins
- Garden beds
- Fence

While the park has retained its original boundaries and the alignment of the primary footpath through the centre, there have been many changes to the setting of the park through the addition of trees and amenities. The integrity is considered to be moderate.

Integrity	High	Moderate	Low
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* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	c1923
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Toongabbie was originally the name of an extension to the Rose Hill farm, which opened in 1791, being named New Grounds and later Toongab-be. This is an Aboriginal word thought to have meant the junction of two creeks, or meeting of the waters or near the water.

A small section of the present-day suburb of Toongabbie lies in the municipality of the Cumberland Council. This area was part of the second-settlement of Toongabbie in 1792, which occurred further up Toongabbie Creek and began on land that was granted to individuals such as John Silverton, William Eggleton and John Martin. These smaller land grants ranged between 30-60 acres which sat directly west of Darcy Wentworths 2,200 acres grant.

This portion of the suburb consists of Toongabbie railway, which the suburb developed around. The railway line opened through Toongabbie in 1860 and was duplicated in 1886 with the station opening in 1880. There was a gradual relocation of public utilities towards the town that grew up beside the station, mainly on the south side.

Portico Park was subdivided in c1920 as part of the Portico Estate subdivision. The subdivision was carried out by Arthur Rickard and Co. The Park is marked as 'The Portico' on the subdivision plan, acting as an entry/gateway to the railway station. It was framed by Cornelia Road and Aurelia Street on either side. This arrangement and its original subdivision boundary still exist today.

Recommendations

Heritage Management		Existing Built and Landscape Elements	Future Development and Planning
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). X
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.	13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	14. Future uses for this item should be compatible with its historical functions/associations.
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).	X

5. The heritage curtilage for this item should be revised/reduced.	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	
	11. The condition of this item is poor. Condition and maintenance should be monitored.	

Other recommendations and/or comments:

- None.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Portico Park	I248
Heritage Study	Portico Park	I248
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Graham Brooks & Associates	1998	Holroyd Heritage Study
Heritage Study	Nuestein & Associates	1992	Holroyd Heritage Study

Other References

- Elias, J and Coppins, S 2013, *Pictorial History Holroyd*, Kingsclear Books, Alexandria.
- McClymont, J and Kass, T 2010, *Old Toongabbie and Toongabbie*, retrieved 14 May 2019, https://dictionaryofsydney.org/entry/old_toongabbie_and_toongabbie

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.

2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.

3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View to Portico Park from corner of The Portico and Portico Parade, looking southwest.



View to entrance from Aurelia Street, looking northeast.



View to centre brick retaining wall, looking northeast.



Detail of commemorative plaque located in garden bed.



Detail of commemorative plaque located in garden bed.