



toll house moore park

fact sheet

The historic Toll House at Moore Park is primarily significant as a rare example of the toll houses which were built in 1800s to fund the construction and maintenance of roads in NSW. It was built in 1860 for the collection of tolls from travellers journeying between Sydney and La Perouse and/or Randwick Racecourse and was used in this manner until 1890 when most tolls ceased.

The Toll House illustrates the early administration of roads by state and local governments in NSW.

It is exceptionally significant for its rarity as the only surviving metropolitan toll house and the only two-storey mid nineteenth-century tollhouse in NSW. However, its survival has not been particularly recognised, as the focus of many historians and researchers in the Randwick area appears to have been the Randwick Toll House or Randwick Toll Bar Cottage situated on what is now known as Tay Reserve. It was built in 1849 and demolished in 1909.

The Toll House at Moore Park is also particularly significant for its association with the Moore Park Golf Club as their first clubhouse from 1914 to 1926.

The Toll House complex has archaeological significance due to its location on the skirts of Mt. Rennie, providing evidence of aboriginal occupation as well as earlier building and structure remnants dating from the establishment years of Moore Park on the early boundary of Sydney City. Aesthetically, the Toll House, despite later alterations, is of significance as a landmark that combines two different architectural styles (Victorian Rustic Gothic and Inter War Bungalow).

The site of the Toll House is also associated with what is thought to be the first Indigenous employee on the land now known as Centennial Parklands. 'King' Billy Timbery lived at La Perouse and reportedly operated a tollgate through today's Centennial Parklands during 1860s.

The development of a system of tolls on the early colonial roads was one of several established English concepts which were transplanted to Australia. A turnpike or toll bar was built across a road (often near the junctions with other roads to minimise toll avoidance), and a toll house or cottage built nearby for the toll collector and his family.

The toll houses were designed and placed to facilitate the viewing of approaching traffic, with bay windows a common feature. They were simple structures, in most cases designed by the Colonial Architect of the day.

The amounts which could be charged as tolls were set by legislation: one farthing for a sheep, pig or goat; twopence for a horse; eight pence for a 4-wheel cart with 2 horses, a shilling for four horses and cart. Double rates were charged on Sundays.

The Centennial Park and Moore Park Trust is currently exploring options for an adaptive use for this historic building.