

Heritage Review

North West Rail Link – Epping to Rouse Hill



Report to

GHD Pty Ltd

On behalf of

**Transport Infrastructure
Development Corporation**

October 2006

CASEY & LOWE Pty Ltd
Archaeology & Heritage

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Heritage Review NRWL – Epping to Rouse Hill

1.0 Introduction

1.1 Purpose of this report

This report has been prepared as part of the environmental assessment of the proposed North West Rail Link (the proposal). The Transport Infrastructure Development Corporation (TIDC) is the proponent of the proposal, and the environmental assessment is being prepared by GHD, in accordance with the requirements of Part 3A of the *Environmental Planning and Assessment Act 1979*.

This report assesses the potential impacts of the proposal on non-indigenous (i.e. excluding Aboriginal) heritage items.

It includes a description of the proposed work, a summary of those heritage items identified previously as well as additional items, an assessment of potential impacts during construction and operation, and recommended measures to mitigate against these impacts.

This report has been prepared to meet the Department of Planning Director General's Requirements for the Environmental Assessment and the requirements of the Heritage Office and the relics provisions of the *Heritage Act 1977*.

1.2 Project Outline

The proposed North West Rail Link would be the principal trunk public transport line in Sydney's North West. It would connect with the Northern Line between Beecroft and Cheltenham Stations and terminate at Rouse Hill Town Centre. The rail link would be twin track, approximately 23 kilometres in length and would include:

- A 2.5 km surface quadruplication of the Northern Line between north of Epping Station and Beecroft Station (including works at Cheltenham Station);
- A 16 km section in tunnel from the Northern Line to north of Norwest Business Park, including four underground stations (Franklin Road Station, Castle Hill Station, Hills Centre Station and Norwest Station);
- A 4 km surface section from north of Norwest Business Park to Rouse Hill, including two underground stations (Burns Road Station and Rouse Hill Station);
- An interim train stabling facility at Rouse Hill;
- Ancillary tunnel support facilities such as tunnel ventilation, transformers and a water treatment plant(s); and
- Construction work sites, including a large site within the Balmoral Road Release Area.

The location of the proposal is shown in Figure 1.

1.3 Existing Environment

The route travels from south of Beecroft Station via tunnel to Castle Hill by tunnel under suburban Sydney. The main identified heritage items are houses listed on heritage instruments, chiefly on local council's Local Environment Plans (LEPs). The majority of identified heritage items are built structures in the Beecroft and Castle Hill areas. From Castle Hill to the proposed new station at Burns Road, Kellyville the route is in tunnel and the concentration of heritage items in this more recently developed area is less. From Burns Road to Rouse Hill the

line is aboveground and there are several heritage items and archaeological sites in the vicinity of the route.

1.4 Previous Studies

Various studies have been used for this assessment, including:

- Mills Archaeological and Heritage Services Pty Ltd, *Environmental Impact assessment of Indigenous and non-indigenous heritage on the North West Rail Link (NWRL) Project*;
- SKM, *North West Rail Link, Project Application and Preliminary Environmental Assessment*, April 2006;
- Casey & Lowe, *Historical Archaeological Heritage Study and Assessment of Old Windsor Road and Windsor Road, Rouse Hill*, Sept. 1993;
- Clive Lucas Stapleton & Partners, *Windsor and Old Windsor Road, Conservation Management Plan*, for RTA, 2005;
- Heritage Concepts, *Heritage Strategic Plan, Old Windsor and Windsor Road Corridors*, for RTA, 2004.

The above reports have identified a number of non-indigenous heritage sites in close proximity to the proposed alignment. The potential for impacts on heritage items would generally be confined to the surface sections of the alignment, the tunnel portals, the stations and the stabling yards. Impacts, however, could also potentially occur along the bored tunnel section where the ancillary tunnel support infrastructure is located.

The SKM assessment made the following recommendations:

The heritage assessment would need to be updated to reflect the changes to the alignment, particularly in the vicinity of Norwest Business Park, the western tunnel portal, stabling yards and the quadruplication of the Main North Line.

A heritage search would be undertaken to identify any newly listed sites or sites which have been destroyed with consent in relation to other developments in the area. Consultation with the relevant Councils and the NSW Heritage Office would also be undertaken. The significance of the sites that are potentially directly affected by the current alignment of the NWRL would be assessed. (Section 5.1.2)

In order to manage the potential impacts on non-indigenous heritage, SKM identified the following (Table 6-1: Proposed Scope of the Environmental Assessment):

Potential impacts on non-indigenous heritage	<ul style="list-style-type: none"> ▪ Liaise with the relevant Councils and the NSW Heritage Office. ▪ Search heritage registers to identify any new sites of non-indigenous significance. ▪ Undertake targeted non-indigenous heritage surveys in the vicinity of the modified alignment. ▪ Document the potential impacts and mitigation measures in the EA.
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1.5 Assessment Methodology

The assessment of the non-indigenous heritage adopted the following methodology:

- A tour of the route was arranged by TIDC for the consultants undertaking the Environmental Assessment on 21 June 2006. This travelled along the route from Epping to Rouse Hill, stopping at the proposed station locations.
- The consultant walked the section of rail corridor between Epping and Beecroft Stations (18 July) that will be subject to quadruplication to inspect for items of railway heritage, cuttings or other remains or features.
- The previous heritage assessments of the route were referred to, particularly the Mills 2002 non-indigenous report.
- Planners at the three affected councils (Blacktown, Baulkham Hill and Hornsby) were contacted to check for recent additions to local heritage items and to discuss any concerns regarding impacts on identified heritage items. The lists of heritage items identified previously (Mills 2002) were reviewed and supplemented.
- A series of 1947 and 1951 aerial photographs covering the route were ordered from the Department of Lands to assist in the identification of early building sites. The surface route and station locations were reinspected in light of the analysis of these photos.
- Sites previously identified along Old Windsor Road and Windsor Road¹ (now within Leighton work compounds as part of works associated with the T-Way) were inspected and discussions held with the RTA regarding impacts on these sites. The RTA Survey Section (Bill Evans) assisted in locating a site on Windsor Road north of the Old Windsor Road intersection.

1.6 Consultation

Council officers at the councils affected by the proposed works were contacted. These were **Blacktown**: Chris Shannon, Senior Strategic Planner; Sue Galt, Heritage Planner; **Baulkham Hills**: Adrienne Howarth, Forward Planner and Kate Clinton, Senior Forward Planner; **Hornsby**: Marianna Kucic, Heritage Planner.

In terms of other consultation, a meeting was held with the Heritage Office on 24 August 2006, attended by David Gainsford and Brendon Baker (TIDC), Siobhan Lavelle and Deborah Arthur (Heritage Office) and Tony Lowe (Casey & Lowe). This meeting specifically discussed the options included in Section 6 of this report. Comments regarding the affect of Part 3A of the EP&A Act on the NSW *Heritage Act* 1977 were received from the Heritage Office (Siobhan Lavelle). It is anticipated that this report, as part of the overall Environmental Assessment, will be provided to the Heritage Office for review.

Kylie Seretis, RTA Archaeology and Heritage Advisor, discussed impacts of works associated with the North-West Transitway on sites in the vicinity of the NWRL. Bill Evans, RTA Site Locations Coordinator, provided survey information about sites on Windsor Road.

Community consultation has been available since the project's inception with input possible by email, project hotline, letter and feedback form. It is noted that up until 3 August no issues had been raised regarding non-indigenous heritage.

¹ Sites inventoried in Casey & Lowe 1993.

1.7 Authorship

This assessment has been written by Tony Lowe, Casey & Lowe Pty Ltd for GHD. It has been reviewed by Mary Casey, Casey & Lowe Pty Ltd. Comments on drafts were received from GHD and TIDC.

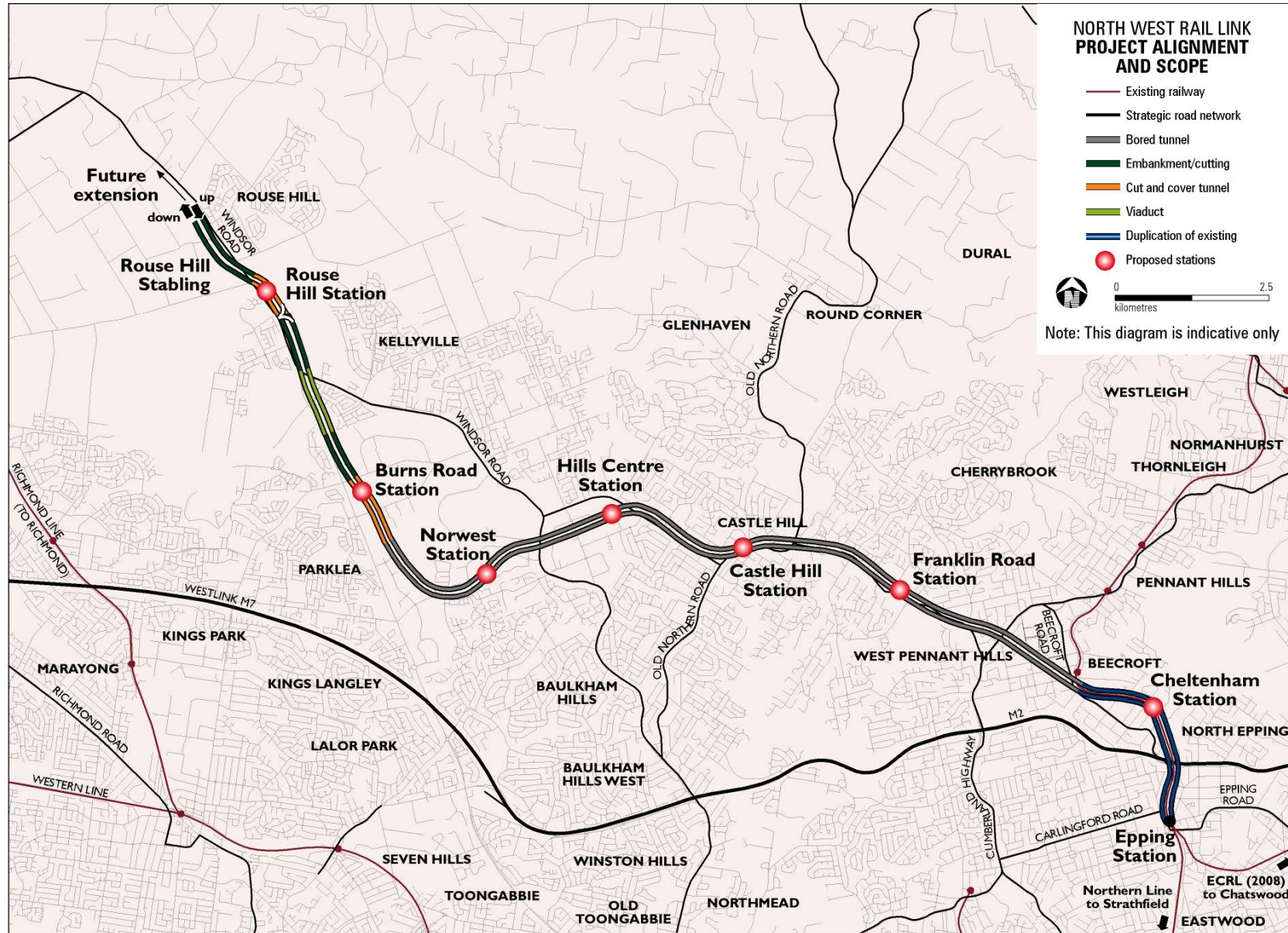


Figure 1: Location of the proposal.

2.0 Review of Heritage Items along NRWL Route

2.1 Methodology

For the purposes of this review, the route has been divided into 6 sections (Fig. 2):

Section 1: Epping Station to Beecroft Quadruplication

Section 2: Tunnel Section, Hornsby Council Area – Beecroft Portal to Franklin Road

Section 3: Tunnel Section, Baulkham Hills Council Area – Franklin Road Station to Norwest Station

Section 4: Surface Section, Baulkham Hills Council Area – Norwest Station to Windsor Road

Section 5: Surface Section, Baulkham Hills Council Area – Windsor Road to Rouse Hill

Section 6: Surface Section, Blacktown Council Area – Stabling Facility

The site numbers used in this report build on those begun by the preliminary assessment of the route (Mills 2002). Mills identified heritage items 1 – 87. In order to avoid confusion between sites and the different reports, new sites identified since then have been numbered 101 onwards. Heritage items are referred to as item #101 for example.

2.2 Section 1: Epping Station to Beecroft Quadruplication

This section involves the duplication of the existing two tracks between Epping Station to the proposed tunnel portal south of Beecroft Station in the Beecroft Village Green. The area of the quadruplication from the M2 motorway to and including the portal area is within the Beecroft Heritage Conservation Area. The following table indicates the nature of heritage items in the vicinity of the railway corridor. Also, in order to identify items of possible railway or environmental heritage, both sides of the track from the portal to Carlingford Road were inspected by foot (on 18/7/06). No structures or significant cuttings were identified although the rail corridor between Carlingford Road and Kandy Avenue will be impacted by the proposed works. The listing for this area mentions the remnant native forest and natural sandstone outcropping on both sides of Beecroft Road but particularly on the eastern side between the road and the rail line (item #131). The street trees along The Crescent are also listed on the LEP (item #102).

The following table indicates the listed heritage items (on Hornsby Council LEP) that are in the vicinity of the railway corridor.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
3	H	Bft	Booth Park	82 Sutherland Rd	LEP		*	
101	H	Chm	House, garden etc	203 Beecroft Rd	LEP			*
102	H	Chm	Street trees	The Crescent	LEP		*	
103	H	Chm	Garden	44 The Crescent	LEP		*	
104	H	Chm	Garden	46 The Crescent	LEP		*	
105	H	Chm	Garden	48 The Crescent	LEP		*	
106	H	Chm	House and garden	50 The Crescent	LEP		*	
107	H	Chm	House	52 The Crescent	LEP		*	
108	H	Chm	House	54 The Crescent	LEP		*	
109	H	Chm	House	56 The Crescent	LEP		*	

110	H	Chm	Grounds - club	60-64 The Crescent	LEP		*	
111	H	Chm	'Ashby', House	94 The Crescent	LEP		*	
112	H	Chm	Street trees	The Promenade	LEP		*	*
113	H	Epp	Road Reserve, street trees	Beecroft Road, opp. Observatory Park	LEP		*	
114	H	Epp	House	10-16 Oxford St	LEP			*
115	H	Epp	School of Arts	11-13 Oxford St	LEP			*
116	H	Epp	Church	33 Oxford St	LEP			*
131	H	Bft	Bushland	Beecroft Road between Carlingford and Kandy	LEP		*	

Table 1: Heritage Items in Vicinity of Epping to Beecroft Quadruplication. **Key:** Bft – Beecroft; Chm – Cheltenham; Epp – Epping; H – Hornsby; LEP – Local Environmental Plan.

2.2.1 Discussion of Heritage Items in Section 1

All items in this section border the railway corridor and most are buildings. The proposed quadruplication is not likely to reduce the heritage values of any identified item although the proposal would impact on the heritage-listed vegetation and sandstone outcropping within the rail corridor between Carlingford Road and Kandy Avenue (item #131). No vistas are known to be affected. Damage to heritage fabric due to vibration when the existing cutting is widened is possible and should be addressed. Damage to street trees and gardens from work within the rail corridor is considered unlikely. The buildings that make up Cheltenham Railway Station have no heritage listings.

KEY

H	Hornsby
Bft	Beecroft
BH	Baulkham Hills
CH	Castle Hill
Chm	Cheltenham
Epp	Epping
H	Hornsby
KV	Kellyville
LEP	Local Environmental Plan
LGA	Local Government Area
NWRL	North West Rail Link
RH	Rouse Hill
SHR	State Heritage Register
T-Way	Bus Transit Way
WPH	West Pennant Hills

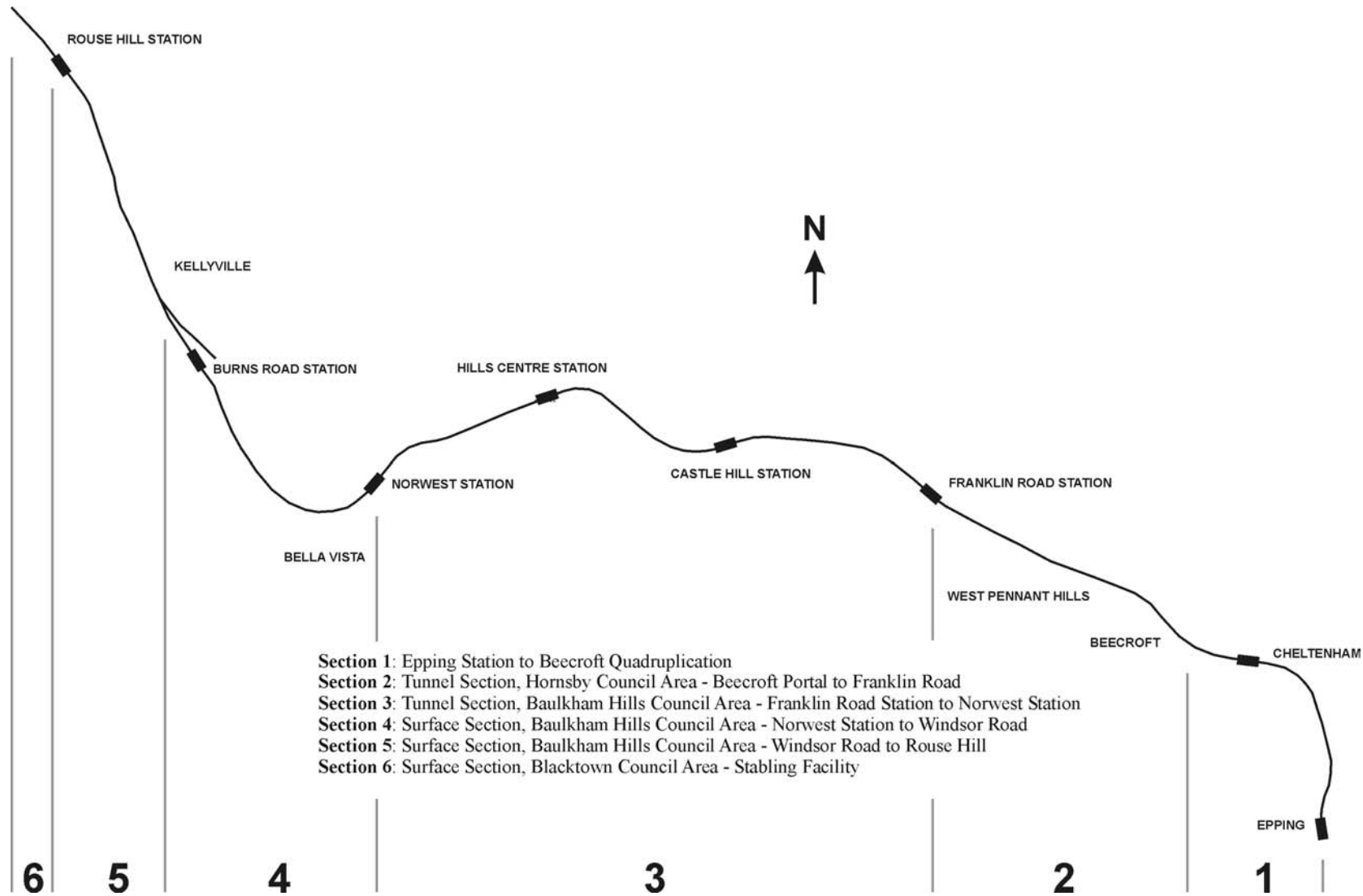


Figure 2: Route Sections.

2.3 Section 2: Tunnel Section, Hornsby Local Government Area – Beecroft Portal to Franklin Road

From the Beecroft portal the NWRL will travel in a tunnel containing up and down lines westwards to south of Burns Road, Kellyville. The portal is partly contained beneath the Beecroft Village Green (Item #22) which is listed on the Hornsby Shire LEP. This park area appears to date from the subdivision of the Field of Mars in 1887 and the listing for the Village Green specifically mentions the ‘stand of indigenous remnant forest trees’, including mature trees to 27m. According to the listing, the vegetation is of ‘State conservation significance as it is listed as an Endangered Ecological Community under The Threatened Species Conservation Act (1995)’. Some of the trees and part of the garden area might need to be cleared for a construction compound and a shaft for the tunnel boring machines. Tennis courts and a scout hall (not listed) are located in the southern part of the park and these may also be impacted.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
22	H	Bft	Village Green	111X Beecroft Rd	LEP	Direct		

The following tables contain the listed heritage items in the vicinity of the bored tunnel within the Hornsby Local Government Area. As there are no surface works along this section of the route, any impacts are likely to be due to potential subsidence or vibration.

2.3.1 Items within Beecroft Conservation Area

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
1	H	Bft	House	1 Murray Farm Rd	LEP		*	
2	H		Street Trees	Murray Farm Road east of Beecroft Rd	LEP		*	
117	H	Bft	Street Trees, Road Reserve	Hannah St, between York and Pennant Hills Rd	LEP	*		
118	H	Bft	‘Twilight House / Sheen’	8 York St	LEP			*
119	H	Bft	Street Trees, Road Reserve	Hull Road	LEP	*		
3	H	Bft	Booth Park	82 Sutherland Rd	LEP		*	
4	H	Bft	Garden	156 Copeland Rd	LEP			*
5	H	Bft	‘Chetwynd’, house	138 Copeland	LEP			*
6	H	Bft	‘Romana House’ and Garden	130 Beecroft Rd	LEP			*
7	H	Bft	Garden	128 Beecroft Rd	LEP			*
8	H	Bft	‘Carmel’ House	115 Beecroft Rd	LEP		*	
9	H	Bft	House	118 Beecroft Rd	LEP			*
10	H	Bft	Garden, fence, hedge	116 Beecroft Rd	LEP			*
11	H	Bft	‘Ravenhurst’, house and garden	114 Beecroft Rd	LEP			*

12	H	Bft	House and garden	112 Beecroft Rd	LEP			*
13	H	Bft	House and Garden	110 Beecroft Rd	LEP			*
14	H	Bft	'Nakinda', House	104 Beecroft Rd	LEP			*
15	H	Bft	Vintage Cellars	100 Beecroft Rd	LEP		*	
16	H	Bft	Presbyterian Ch.	1 Mary St	LEP			*
17	H	Bft	House and Garden	3 Mary St	LEP			*
18	H	Bft	House and Garden	3A Mary St	LEP			*
19	H	Bft	Two gum Trees	7 Mary St	LEP			*
20	H	Bft	Chilworth Reserve	11-14x Mary St	LEP			*
120	H	Bft	Bushland	Beecroft Station to Pennant Hills	LEP			
21	H	Bft	Beecroft P. School	90-96 Beecroft Rd	LEP	*		
22	H	Bft	Village Green	111X Beecroft Rd	LEP	Direct		
23	H	Bft	Beecroft Community Centre	11 Beecroft Road	LEP	*		
24	H	Bft	Beecroft Station and Garden	97 Sutherland Rd	LEP	*		
25	H	Bft	House	86 Copeland Rd	LEP	*		
26	H	Bft	'Waveney', House	84 Copeland Rd	LEP	*		
27	H	Bft	House	127 Copeland Rd	LEP	*		
28	H	Bft	Garden	121 Copeland Rd	LEP		*	
29	H	Bft	House	74 Beecroft Rd	LEP		*	
30	H	Bft	Beecroft P. Office	95A Beecroft	LEP			*
31	H	Bft	House, garden, outbuildings	72 Beecroft Rd	LEP	*		
32	H	Bft	House	30 Hannah	LEP	*		
33	H	Bft	Garden	68 Beecroft	LEP	*		
34	H	Bft	St Johns Church	62 Beecroft Rd	LEP	*		
35	H	Bft	House	83 Beecroft Rd	LEP			*
36	H	Bft	House	29 Hannah St	LEP			*
37	H	Bft	House	44 Hannah	LEP			*
38	H	Bft	House	42 Hannah	LEP			*
39	H	Bft	House	40 Hannah	LEP			*
40	H	Bft	House	38 Hannah	LEP		*	
41	H	Bft	'Glenbower' House	52C Beecroft Rd	LEP			*
42	H	Bft	Blue Gum Tree	9 Albert Rd	LEP			*
43	H	Bft	House	29B Albert	LEP	*		
44	H	Bft	Linthorpe, House	7-9 Mangiri Rd	LEP			*

Table 2: Heritage items within the Beecroft Conservation area in the vicinity of the tunnel alignment. **Key:** Bft – Beecroft; H – Hornsby; LEP – Local Environmental Plan

2.3.2 Franklin Road Station

Two heritage items (#49 and #54) have been identified in the vicinity of the proposed Franklin Road Station. Item #49 is Inala School situated on the eastern side of Franklin Road and item #54 is another heritage-listed house on the southern side of Castle Hill Road. The station will be constructed within an open area excavation, along with 400 at-grade car spaces. The 1947 aerial photograph shows the area as cleared paddocks with few buildings (Fig. 3). In the Franklin Road area there are several cleared fields stretching down to the Castle Hill Road (Fig. 4). A cottage is located in the northwest corner of the fields. This cottage is not present on the 1920 plan of the area (Fig. 3) but two buildings are shown fronting onto Franklin Road (Fig. 5). The date of these buildings (items #123 and #124) is unknown. They are located in the general works area associated with the station construction. Further research needs to be undertaken to establish their date and level of heritage significance.



Figure 3: Route of tunnel and approximate location of Franklin Road station and works area overlaid onto 1947 aerial photograph.

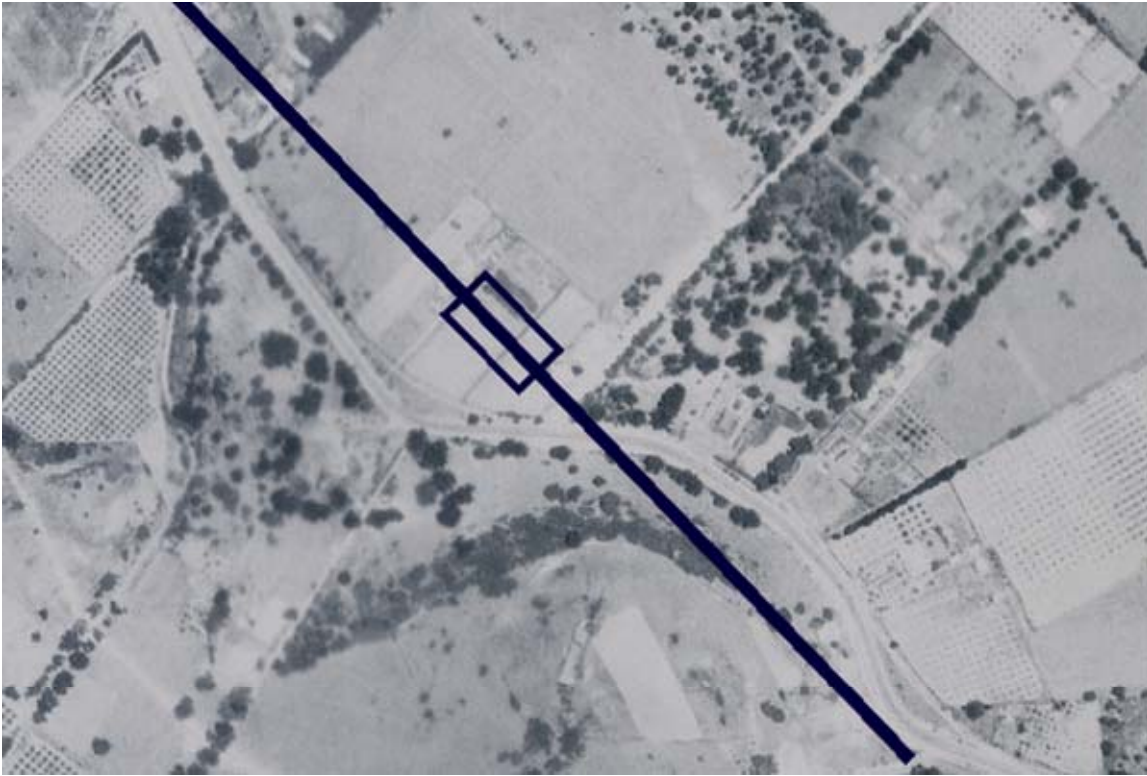


Figure 4: Detail of station location on 1947 aerial photo.

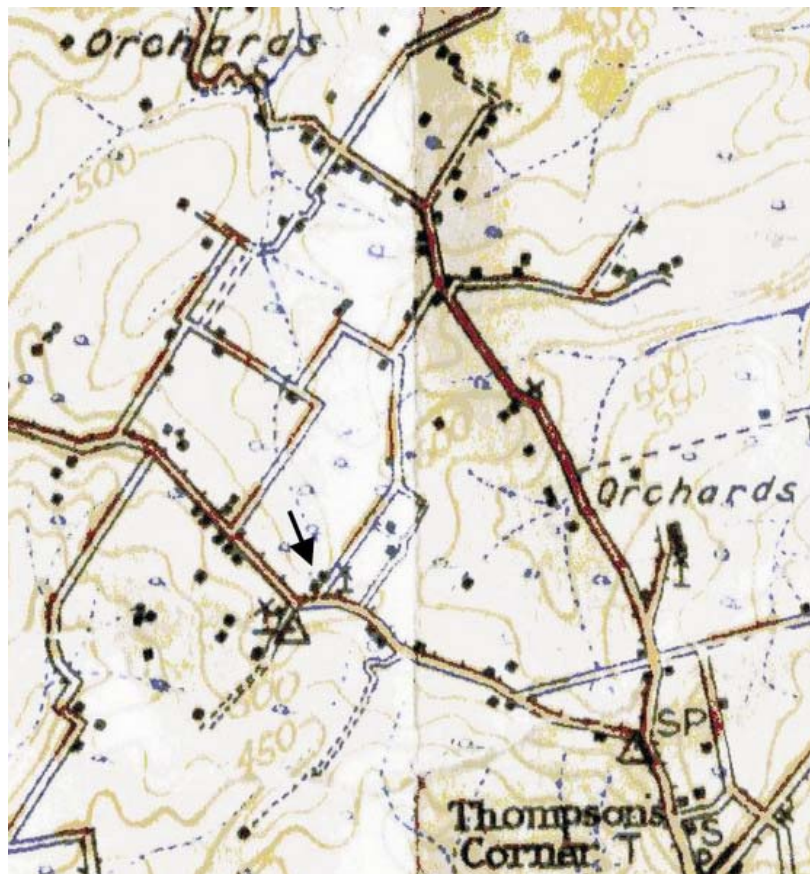


Figure 5: Franklin Street Station location (arrowed) on 1920 plan, showing vacant property, except for two buildings off Franklin Road (arrowed). Note the palm tree icons denoting the gardens of the older houses, now the adjacent heritage buildings (items #49, #54).

2.3.3 Heritage Items in the Hornsby Local Government Area in Section 2

The following items have been identified in Section 2 in the vicinity of the tunnel route.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
45	H	WPH	Blue Gum tree	540 Pennant Hills Rd	LEP		*	
46	H	WPH	House	5 Fairburn Ave	LEP		*	
47	H	WPH	Koala Park	74-84 Castle Hill Rd	LEP		*	
48	H	CH	House	150 Castle Hill Rd	LEP	*		
49	H	CH	Inala School	160-168 Castle Hill Rd	LEP	*		
121	H	Bft	Street Trees, Road Reserve	Lyndon Way	LEP	*		
50	H	CH	Mowll Village Group (Houses)	284 Castle Hill Rd	LEP	*		
122	H	CH	Street Trees, Road Reserve	Castle Hill Road (west end)	LEP	*		
123	H	CH	House site	Franklin Road	None		*	
124	H	CH	House site	Franklin Road	None		*	

Table 3: Non-indigenous Heritage items within the Hornsby Council area in the vicinity of the tunnel alignment. **Key:** Bft – Beecroft; CH – Castle Hill; H – Hornsby; LEP – Local Environmental Plan; WPH – West Pennant Hills;

2.3.4 Heritage Items in the Baulkham Hills Local Government Area in Section 2

The following items have been identified in Section 2 in the vicinity of the tunnel route.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
51	BH	WPH	Bellamys Sawpit Cumberland State Forest	89-97 Castle Hill Rd	LEP	*		
52	BH	WPH	House	67 Castle Hill Rd	LEP	*		
53	BH	WPH	Pasadena, House	111 Castle Hill Rd	LEP			*
54	BH	WPH	Glenhop, House	113 Castle Hill Rd	LEP		*	

Table 4: Non-indigenous Heritage items within the Baulkham Hills Local Government Area in the vicinity of the tunnel alignment. **Key:** BH – Baulkham Hills; WPH – West Pennant Hills.

2.3.5 Discussion of Heritage Items in Section 2

Except for either end, at the Beecroft portal and at Franklin Road Station, the route is in a bored tunnel. At the Beecroft portal site, the main heritage constraint appears to be the remnant forest trees in the Beecroft Village Green. Discussions with Hornsby Council (Marianna Kucic) indicate that Council would require an arborist's report on the trees prior to any work impacts, with replacement plantings if any were needed to be removed as well as approval of proposals for the area's restoration. Council would also like the heritage significance of the Beecroft Scout Hall to be reassessed in light of a proposal to demolish another scout hall which is considered to be the oldest scout hall in the Local Government

Area. The proposed works will not impact on other components of the Village Green, such as the Boer War Memorial.

In the area of the proposed Franklin Road Station, there are no identified heritage items but two listed buildings are adjacent – items #49 and #54. The tunnel will go under #49, while #54 is situated on the southern side of Castle Hill Road. Potential loss of vistas would seem to be the main issues. This requires further assessment.

Two houses shown on the 1920 plan (items #123 and 124) need further investigation to determine their level of heritage significance.

2.4 Section 3: Tunnel Section, Baulkham Hills Local Government Area – Franklin Road Station to Norwest Station

From Franklin Road Station the route continues in tunnel, with underground stations at Castle Hill, Hills Centre and Norwest Station.

2.4.1 Heritage Items in the Baulkham Hill Local Government Area in Section 3

The following items have been identified in Section 3 in the vicinity of the tunnel route.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
55	BH	WPH	Dunrath, House	139 Castle Hill Rd	LEP	*		
56	BH	WPH	Pine Ridge, House	151 Castle Hill Rd	LEP	*		
57	BH	WPH	Gate and gatepost	153 Castle Hill Rd	LEP		*	
58	BH	CH	Fairholme, House	157 Castle Hill Rd	LEP	*		
59	BH	CH	House	342 Old Northern Rd	LEP			*
60	BH	CH	Garthowen (Graigowan), House	14 Garthowen Crescent	LEP		*	
61	BH	CH	St Pauls Cemetery	245 Old Northern Rd	LEP			100m+
62	BH	CH	Christadelphian Church	247 Old Northern Road	LEP			100m+
63	BH	CH	House	244 Old Northern Road	LEP			100m+
64	BH	CH	CH Public School	266 Old Northern Rd	AHC	*		
65	BH	CH	Police Station	264 Old Northern Rd	LEP	*		
66	BH	CH	House	30 Showground Rd	LEP	*		
67	BH	CH	Dogwoods, House	74 Showground Rd	LEP	*		
68	BH	CH	House	107 Showground Rd	LEP		*	
69	BH	CH	House	128 Showground Rd	LEP		*	
70	BH	BH	St Josephs Novitiate (Bellevue)	Cnr Barina Downs Rd and Mackillop Dr	LEP	*		

Table 5: Non-indigenous Heritage items within the Baulkham Hills Local Government Area in the vicinity of the tunnel alignment. **Key:** AHC – Australian Heritage Commission; BH – Baulkham Hills; CH – Castle Hills; LEP – Local Environmental Plan; WPH – West Pennant Hills.

Impacts

No impacts have been identified on any of the items in Table 5.

2.4.2 Castle Hill Station

It is proposed to construct the Castle Hill Station using cavern construction techniques, so the area covered by the footprint of the station will not be subject to bulk excavation. The 1947 aerial photograph shows a garden area with paths and a large building at either end of the station area (Fig. 6). While the nature of these buildings is unknown (item #129), any remains connected with them will not be disturbed by the proposed works which do not include bulk excavation. Any remains of the Parramatta to Castle Hill tramway (item #71) will also not be disturbed by the proposed works.

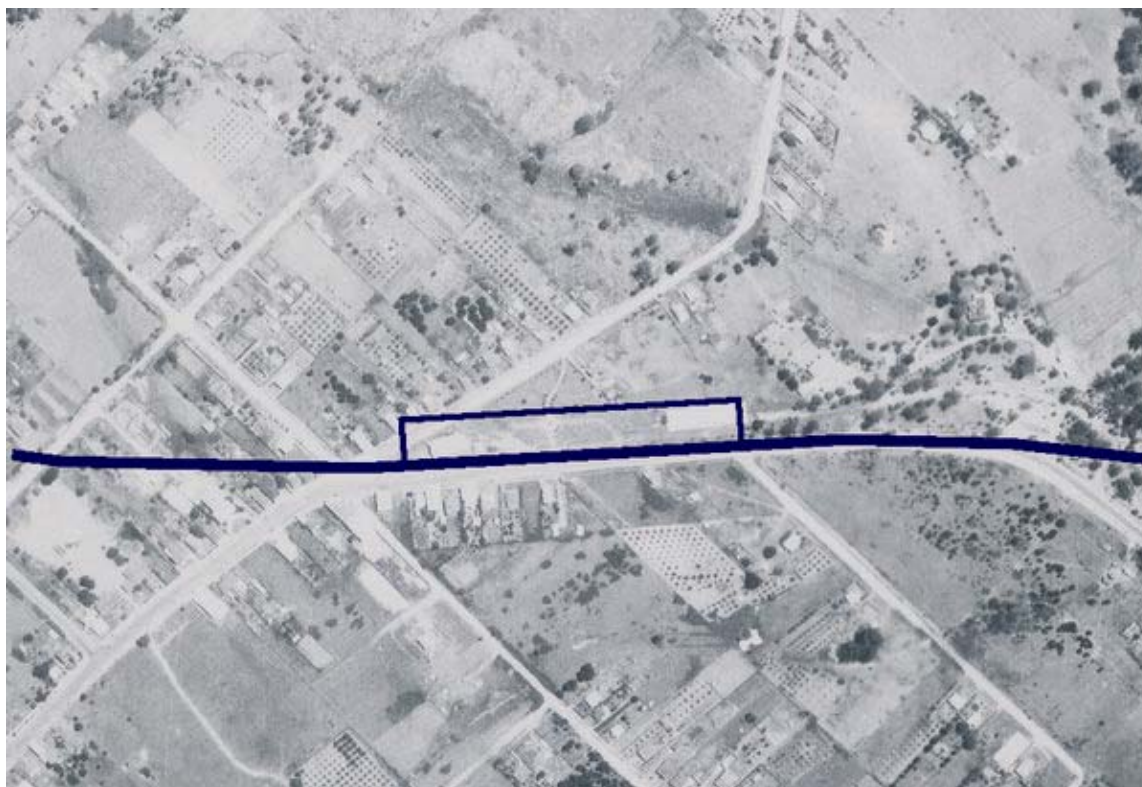


Figure 6: Castle Hill Station area overlaid onto 1947 aerial photograph.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
71	BH	CH	Parramatta-Castle Hill Tramway	Old Castle Hill Road	Unlisted	*		
129	BH	CH	Buildings in station area	Arthur Witling Park	*	*		

Table 6: Non-indigenous heritage items in the above ground impact zone of the NWRL.

Key: BH – Baulkham Hills; CH – Castle Hill.

2.4.3 Hills Centre Station

The Hills Centre Station will be constructed using a combination of open cut and cavern methods, with a large works compound to the south, where the Council depot is currently located. 340 at-grade car spaces will be provided. The station is in the vicinity of the Hills Showground. There were no buildings in the area of the proposed station in 1947 (Fig. 7).

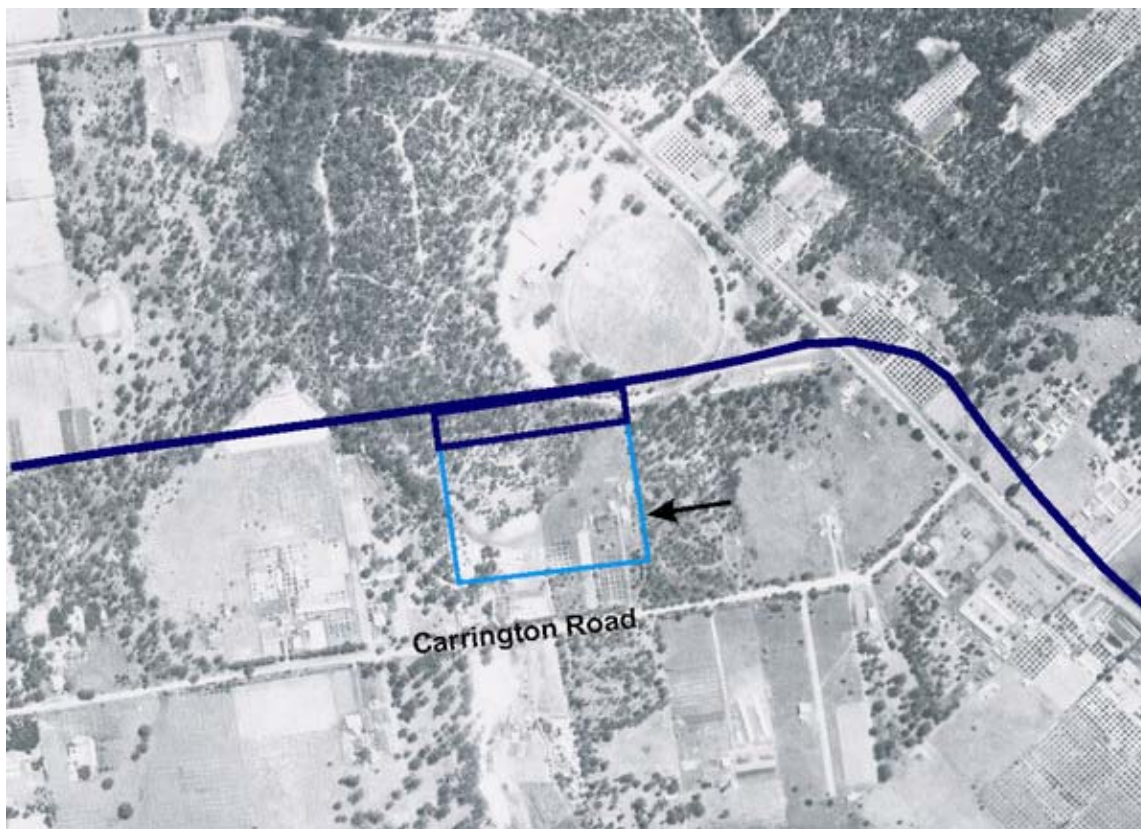


Figure 7: 1947 aerial photograph indicating station and works area (larger rectangular area). A house with outbuildings (item #125) is arrowed.

The land now occupied by the showground and the council depot is shown as wooded land and partially cleared land with buildings closer to Carrington Road in 1947. There is a house with outbuildings (item #125) within the area proposed as a work site (Fig. 7). The 1920 plan shows two buildings off Carrington Road (Fig. 8), the second building (item #126) closer to the creekline. A shed and adjacent sandstone blocks (item #72) have been assessed as having potential heritage value but a review of these items for this study indicate they have no heritage value, being a dilapidated modern structure and a collection of stone blocks removed from an unknown location. The Castle Hill Showground, oval and buildings, is situated to the north of the station but is not within the direct area of impact. While having no heritage listings, the showground has clear social value to the local community as a showground facility.

Impacts

No listed heritage items are directly impacted by the proposed works. The sites of two buildings (items #125 and #126) shown on the 1920 plan have to be further researched to establish their date and level of heritage significance. The potential impacts on these sites should also be determined.

2.4.4 Heritage Items in the Baulkham Hills Local Government Area in Section 3

The following lists the identified items in the Baulkham Hills Local Government Area. Note that item #72 is assessed as having no heritage significance.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from route alignment or works area		
						Alignment under	Less than 50m	50m-100m
72	BH	CH	Galvanised iron shed & sandstone blocks	Castle Hill Showground	No signif.	*		
125	BH	CH	House site	Off Carrington Road	Unlisted	*		
126	BH	CH	House site	Off Carrington Road	Unlisted	*		

Table 6: Non-indigenous heritage items in the above ground impact zone of the NWRL.

Key: BH- Baulkham Hills; CH – Castle Hills.

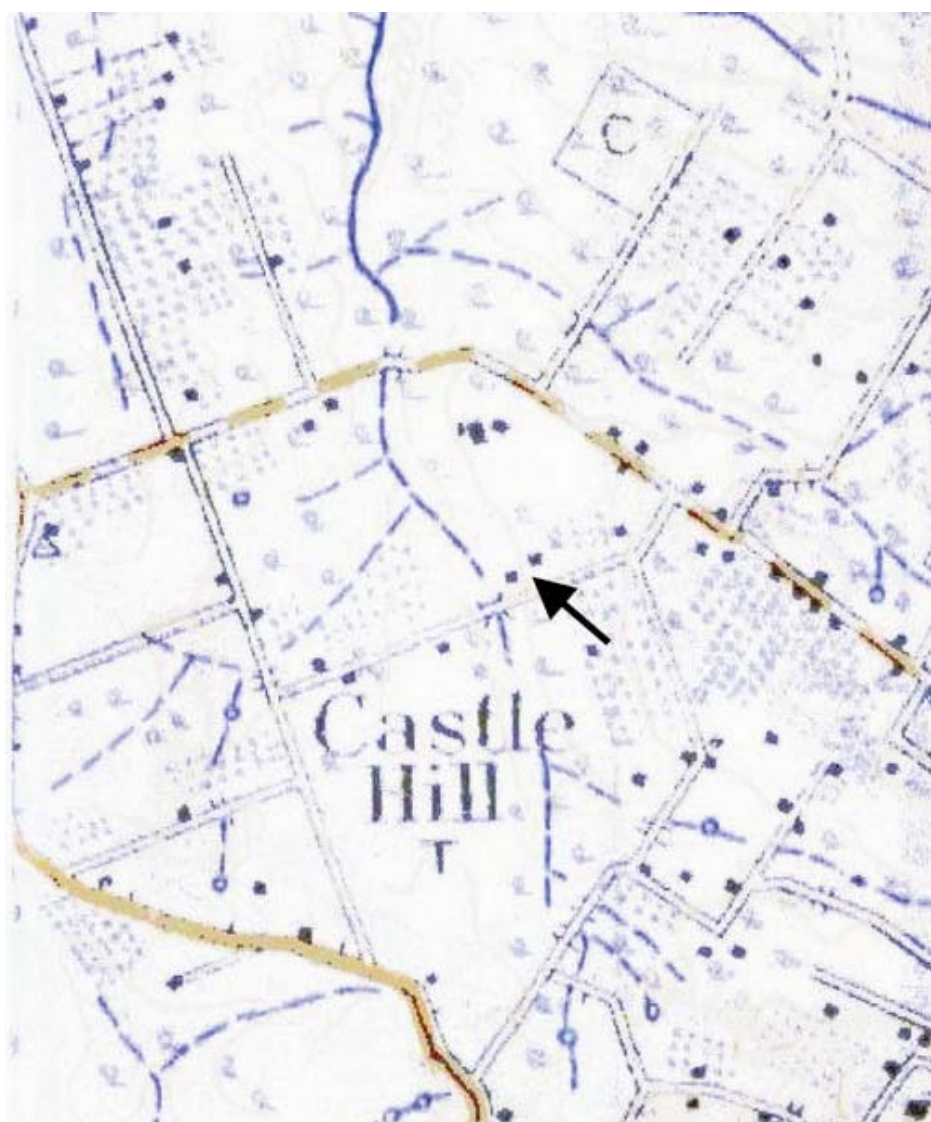


Figure 8: The Hills Centre area in 1920. Items #125 and #126 are arrowed.

2.4.5 Norwest Station

The Norwest station would be constructed using open-area excavation. There are no known non-indigenous heritage items or archaeological sites in the vicinity of the station. The area was farmland in 1947 (Fig. 9).

Impacts

Bella Vista homestead (item #130) is located approximately 1.5km to the southwest of the station area and is listed on the State Heritage Register (SHR). Its cultural values include its curtilage and vistas of surrounding farmlands, many of which have been replaced in recent years by buildings, both residential and commercial (Fig. 10). The construction of the Norwest Station, amidst the Norwest Business Centre, would seem to have little additional affect on the cultural values of the homestead and its surviving vistas although this needs to be subject to further analysis.

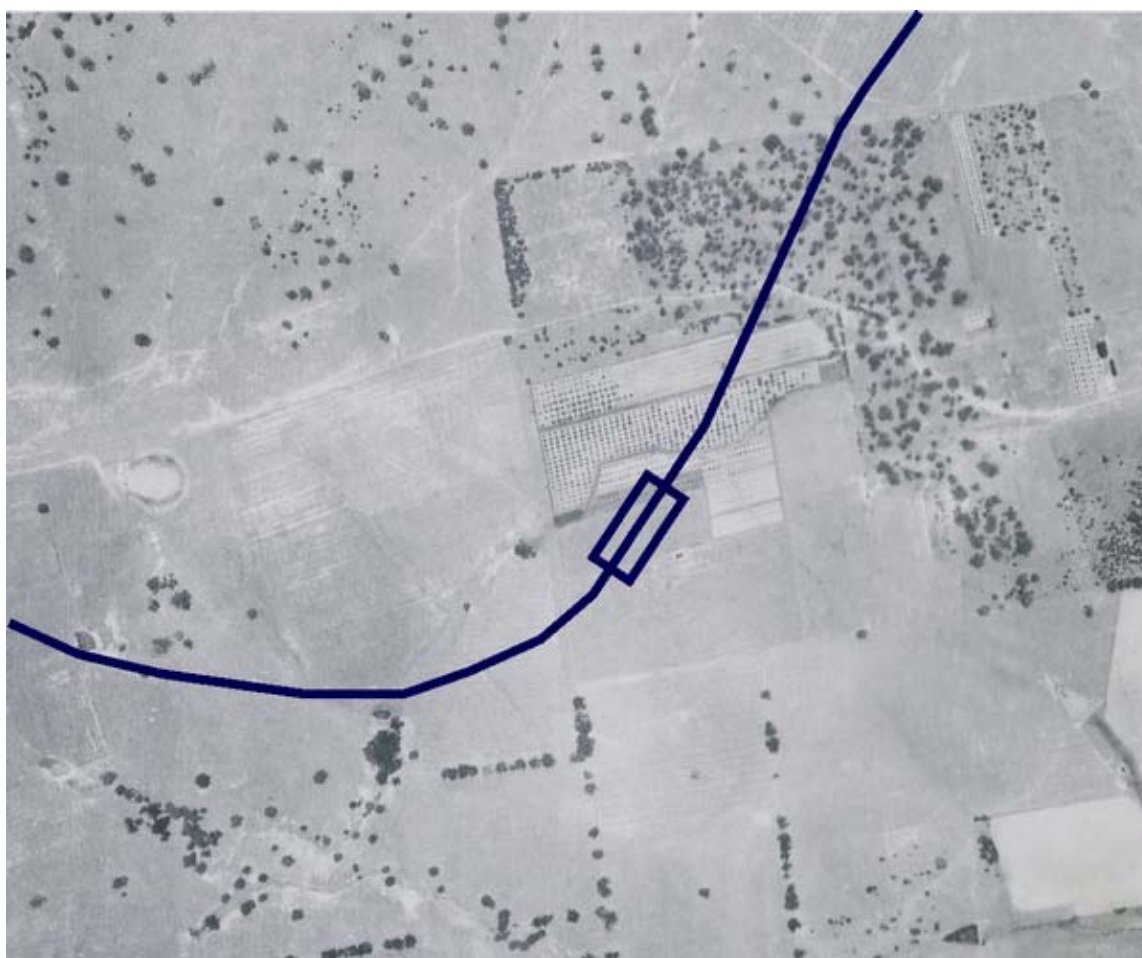


Figure 9: The approximate location of Norwest Station on 1947 aerial photograph.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from route alignment or works area		
						Alignment under	Less than 50m	50m-100m
130	BH	Bella Vista	Bella Vista homestead and property	Bella Vista	State (SHR)			+



Figure 10: Modern aerial with Bella Vista (item #130, circled) showing changing landscape. The Norwest Station location is shown by the rectangle (arrowed). The distance between the two is approximately 1.5km.

2.5 Section 4: Surface Section, Baulkham Hills Local Government Area – Norwest Station to Windsor Road

The bored tunnel ends to the south of the proposed Burns Road Station and proceeds northwards in a cut and cover tunnel to Burns Road Station after which it proceeds at grade. There are no identified non-indigenous heritage sites in the vicinity of Burns Road Station or in the portal or cut and cover section. The 1947 aerial photograph shows the area as unimproved cleared land (Fig. 11).

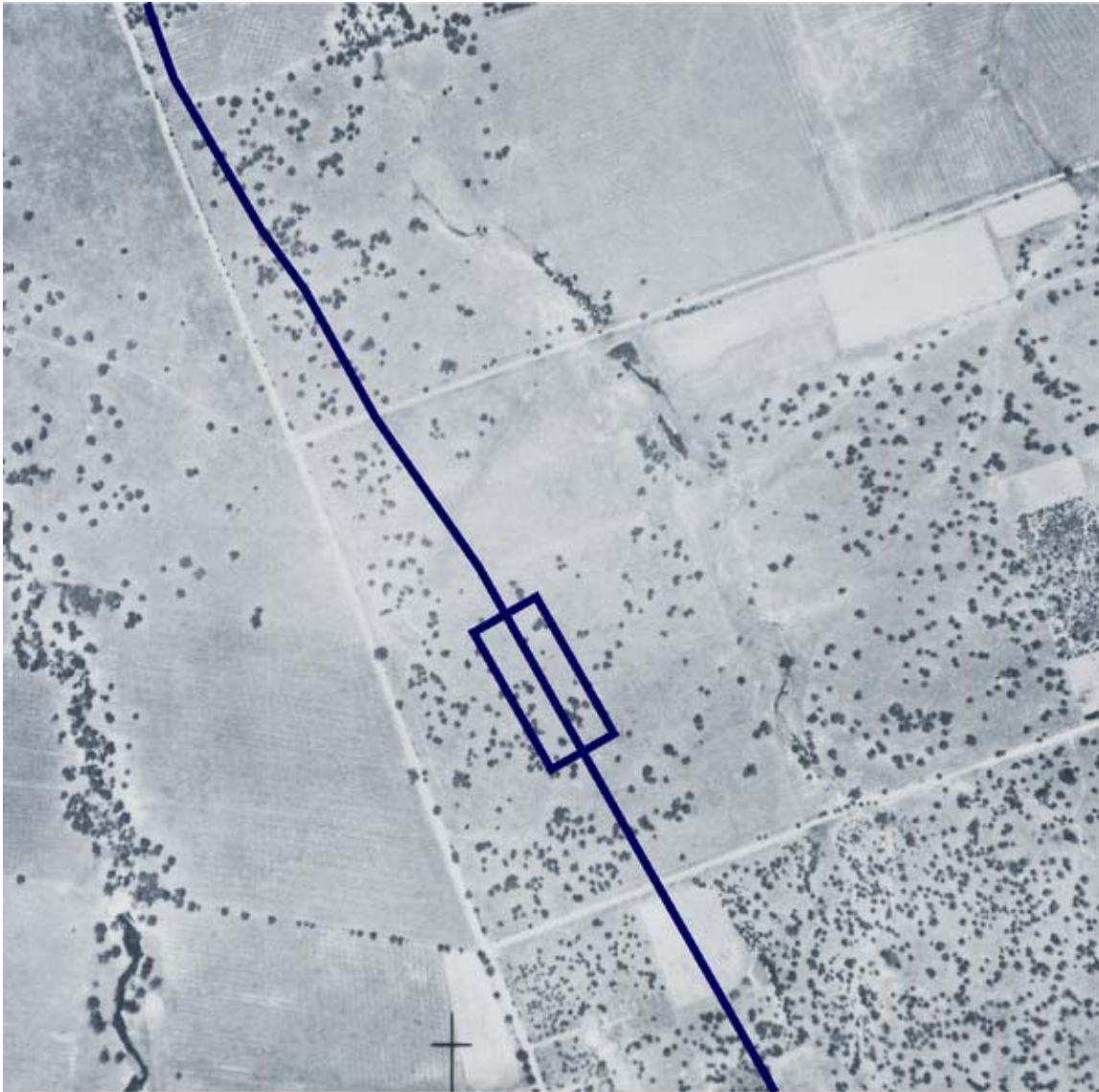


Figure 11: Land in vicinity of Burns Road Station on 1947 aerial photograph.

In the Burns Road to Windsor Road section the only known heritage site affected by the proposal is an archaeological site identified south of Samantha Riley Drive, item #74 (Fig. 12). The site is shown on the 1885 survey of Old Windsor Road (Fig. 13). In the reports dated 1989 and 1993 it was referred to as RH/35. In the 2005 *Windsor and Old Windsor Roads CMP* it was referred to as site no. 49. It is RTA European Heritage Site no. #4227.

Impacts

This site will be directly impacted by the NWRL which will go over it. It has been subject to modern impacts associated with the construction of service roads in the vicinity of the T-Way.



Figure 12: Archaeological site (item #74) south of Samantha Riley Drive on 1947 aerial photograph.

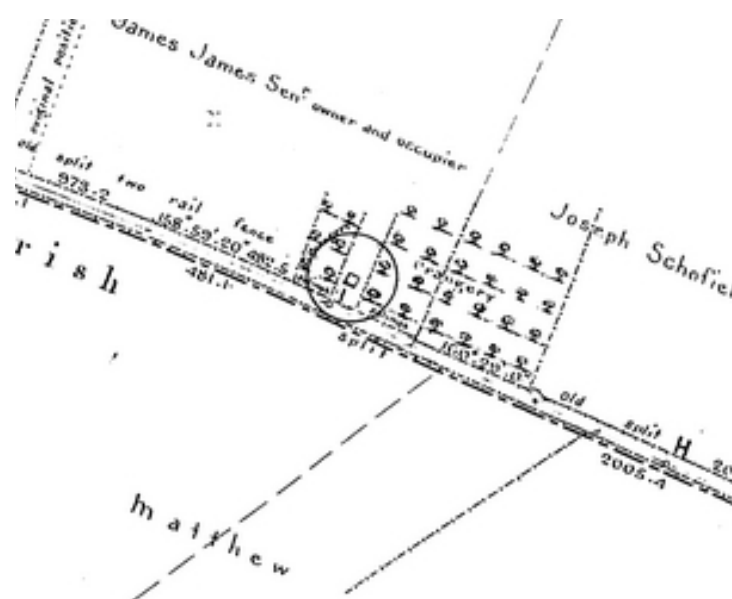


Figure 13: Detail from 1885 survey, showing house in relation to original alignment of Old Windsor Road (now the T-Way).

2.5.1 Heritage Items in the Baulkham Hills Local Government Area in Section 4

The following items have been identified in Section 4 in the vicinity of the route.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from route alignment or works area		
						Alignment under	Less than 50m	50m-100m
73	BH	KY	OWR original alignment	Burns Rd to Caddies Creek	AHC/ LEP BH		*	
74	BH	KV	Archaeological site	South from Samantha Riley Drive	Unlisted	*		
75	BH	KV	Pair of Boundary Markers	80m south from Samantha Riley Drive	RTA S170		*	
76	BH	KV	Pair of Boundary Markers	Immediately South of Samantha Riley Drive	RTA S170		*	
77	BH	KV	White Hart Bridge	Junction of W and OWR	RTA S170		*	

Table 7: Non-indigenous heritage items in the above ground impact zone of the NWRL. **Key:**
 AHC : Australian Heritage Commission; BH – Baulkham Hills; KV – Kellyville; LEP – Local Environmental Plan; S170 – Section 170 register.

Other identified heritage items along Old Windsor Road are an original alignment of the roadway (item #73), now replaced by the adjacent four lane roadway. The older alignment is being used for the North West Transitway. The boundary marker stones (items #75 & #76, marking the alignment of the old road) have been removed or reburied as part of the North West Transitway works (pers. com. Kylie Seretis, RTA). The White Hart Bridge will not be impacted by the proposed works.

2.6 Section 5: Surface Section, Baulkham Hills Local Government Area – Windsor Road to Rouse Hill Station

The route proceeds across Windsor Road on a viaduct, then as a cut and cover tunnel along the eastern side of Windsor Road, to the east of the North West Transitway. The cut and cover section will impact on at least one archaeological site.

2.6.1 Site of Swan Inn (Item 79)

An archaeological site was identified on the eastern side of Windsor Road just north of the intersection with Old Windsor Road (Fig. 14). In the 1989 and 1993 reports and in the 2005 *Windsor and Old Windsor Roads CMP* it was referred to as RH/36. It is RTA European Heritage Site no. 4234. In this report its reference number is #79. The site is shown on the 1885 survey of Old Windsor Road (Fig. 15). This site was identified as a possible 1830s inn site. The approximate location of the inn site has been determined by the RTA Survey Services Section who matched existing property boundaries to those on the 1885 survey.

Impacts

This site will be directly impacted by the NWRL. The 1885 survey shows only the location of the front of the main building – it is not known how extensive this building was or where and how many outbuildings were associated with it. The construction of the North West Transitway is likely to have impacted on the front of the site.



Figure 14: Approximate location of RH/36 in relation to Windsor Road.

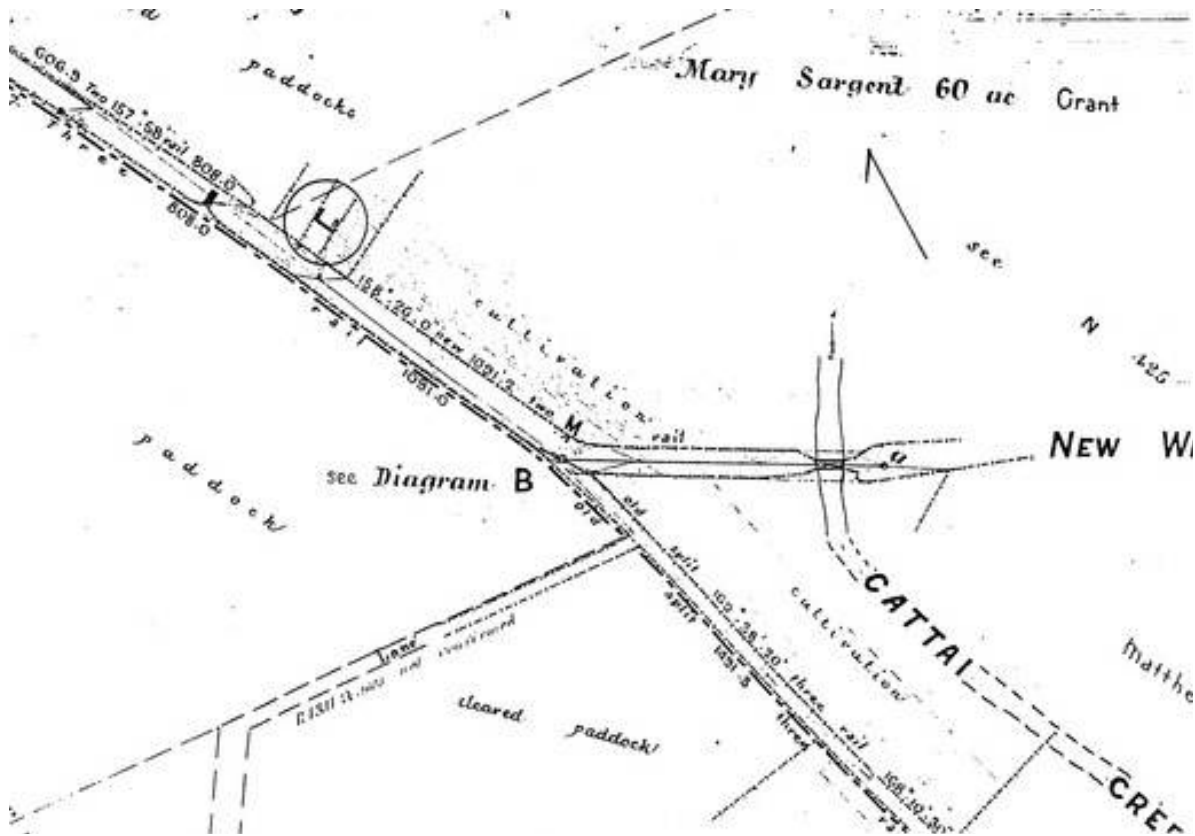


Figure 15: Detail of 1885 survey of Windsor Road showing item #79 (circled).

2.6.2 Mungerie House (Item #82)

The NWRL will run between Mungerie House and the Windsor Road. The property is listed on Baulkham Hills Council's LEP. The house probably dates to the 1890s (although its style is post 1860s) and the property would contain the sites of various outbuildings. It is unlikely, however, that there were any structures in the area between the house and Windsor Road, outbuildings usually being situated to the rear of houses in this period.

Impacts

The main impact will be on vistas and the connection between the house and Windsor Road. It is understood that the driveway connection between the house and Windsor Road will not be maintained because of the North West Transitway.

2.6.3 Battle of Vinegar Hill (Item #85)

The Battle of Vinegar Hill, between government troops and revolting convicts, took place in 1803. The site now occupied by the Castlebrook Lawn Cemetery has been identified as the location of the main battle and is listed as such on the Blacktown LEP.

Impacts

The cemetery is already bordered by the now four lane Windsor Road and the North West Transitway is under construction. The NWRL is further away than these and it is not seen as impacting on the heritage values of the site.

2.6.4 Mean Fiddler (Royal Oak Hotel) (Item #86)

The c1826 inn fronts directly onto Windsor Road. It is listed on the State Heritage Register (SHR) and Baulkham Hills LEP. The NWRL travels under Windsor Road to the south of Commercial Road and continues parallel to the road in a cutting.

Impacts

Trains should not be visible from the hotel which now fronts onto a four lane roadway. Vibration may be an issue.

2.6.5 Christ Church (Item #87)

The church stands at the corner of Windsor Road and Mile End Road. Its curtilage has been severely reduced in recent years by adjacent new development. The church is listed on Baulkham Hills LEP.

Impacts

The stabling yard on the western side of Windsor Road should be out of sight and is not seen as likely to affect the identified heritage items on the eastern side of Windsor Road.

2.6.6 Heritage Items in Section 5

The following items have been identified in Section 5 in the vicinity of the route.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from route alignment or works area		
						Alignment under	Less than 50m	50m-100m
78	BH	KV	Previous Windsor Rd alignment	North from Junction of Windsor Road and OWR	RTA S170	*		
79	BH	KV	Archaeological site, former Swan Inn (RH/36)	North from Caddies Creek crossing	RTA S170	*		
80	BH	KV	Sandstone Culvert	Boxed in drain	RTA S170			*
81	BH	KV	Archaeological site	Previous road alignment	Unlisted	*		
82	BH	KV	Mungerie House	Windsor Road	LEP		*	
83	BH	KV	Sandstone Culvert	Windsor Road	RTA S170		*	
84	BH	KV	Archaeological site	Previous Road alignment	Unlisted	*		
85	Black	KV	Battle of Vinegar Hill	Within Castlebrook Cemetery.	LEP			250m
86	BH	RH	Mean Fiddler (Royal Oak Inn)	Windsor Road	LEP, SHR			*

Table 8: Non-indigenous heritage items in the above ground impact zone of the NWRL. **Key:**

BH – Baulkham Hills; Black – Blacktown; KV – Kellyville; LEP – Local Environmental Plan; RH – Rouse Hill.

2.7 Section 6: Surface Section, Blacktown Council Area – Stabling Facility

The stabling facility will be situated on the western side of Windsor Road north of Schofields Road, crossing under Windsor Road to the south of Commercial Road. There are no listed heritage items or known archaeological sites in the immediate vicinity of the stabling (the 1885 survey shows cleared paddocks for instance). The Mean Fiddler (Royal Oak Inn – Item #86), is listed as a heritage item on Baulkham Hills LEP and on the State Heritage Register (SHR). Christ Church (item 87), Rouse Hill, is located further north near the corner of Mile End Road but assuming the rail stabling will be below ground as proposed, there appears to be no obvious impact on its vistas, noting the church is now in a commercial precinct. A partially excavated archaeological site, known as the Queens Arms Inn (item #127), is located on the opposite side of Windsor Road from the stabling facility but is not impacted by the proposed NWRL works. The stabling may be visible from Rouse Hill House (listed on the SHR, item #128) and is likely to be visible from the Rouse Hill Estate generally (the proposed stabling is approximately a kilometre from the estate). The house is regarded as one of the most substantial and complete houses from the Macquarie period (1810-1822), while the estate generally is regarded as being possibly unique in its chain of occupancy, extent of its colonial garden, collection of outbuildings and relationship to the landscape.

Impacts

The main heritage constraint appears to be the impact of the stabling facility on vistas to and from the Rouse Hill Estate.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Location from tunnel alignment or works area		
						Alignment under	Less than 50m	50m-100m
86	BH	RH	Mean Fiddler (Royal Oak Inn)	Windsor Road	SHR, LEP			*
87	BH	RH	Christ Church	Windsor Road	LEP			*
127	BH	RH	Archaeological site	Windsor Road	LEP			*
128	Black	RH	Rouse Hill House	Windsor Road	SHR, LEP			+

Table 9: Non-indigenous heritage items in the vicinity of the NWRL stabling. **Key:** BH – Baulkham Hills; Black – Blacktown; KV – Kellyville; LEP – Local Environmental Plan; RH – Rouse Hill.

3.0 **NRWL Impacts and Mitigation**

3.1 **Non-indigenous Heritage Items directly impacted by the proposed NWRL alignment**

The following identifies the heritage items that may be directly impacted by the proposed NWRL. This table includes items assessed previously as having direct impact but which are now not impacted or have no heritage significance. The level of heritage significance for each item, whether Local or State, has been identified.

Item No	LGA	Suburb	Item	Address	Heritage Listing	Level of Significance	Nature of Impact
22	H	Bft	Village Green	111X Beecroft Rd	LEP	Local – High	Direct
71	BH	CH	Parramatta-Castle Hill Tram	Old Castle Hill Road	Unlisted	Local – High	None
72	BH	CH	Galvanised iron shed & sandstone blocks	Castle Hill Showground	Unlisted	None	Direct
73	BH	KY	OWR original alignment	Burns Road to Caddies Creek	AHC/LEP BH, B.	State	None
74	BH	KV	Archaeological site	South from Sam Riley Drive	Unlisted	Local – Medium	Direct
75	BH	KV	Pair of Boundary Markers	80m south from Sam Riley Drive	RTA S170	State	None
76	BH	KV	Pair of Boundary Markers	Immediately South of Sam Riley Drive	RTA S170	State	None
77	BH	KV	White Hart Bridge	Junction of Windsor and OWR	RTA S170	Local	None
78	BH	KV	Previous Windsor Rd alignment	North from Junction of Windsor Rd and OWR	RTA S170	Local	None
79	BH	KV	Archaeological site - Swan Inn	North from Caddies Creek crossing	RTA S170	Local – High	Direct
80	BH	KV	Sandstone Culvert	Boxed in drain	RTA S170	State	None
81	BH	KV	Archaeological site	Previous road alignment	Unlisted	Local	None
82	BH	KV	Mungerie House	Windsor Rd	LEP	Local – High	Direct
83	BH	KV	Sandstone Culvert	Windsor Rd	RTA S170	Local	None
84	BH	KV	Archaeological site	Previous Road alignment	Unlisted	Local	None
85	Black	KV	Battle of Vinegar Hill	Within Castlebrook Cemetery.	LEP	Local – High	Direct
86	BH	RH	Royal Oak Inn	Windsor Rd	LEP,SHR	Local – High	Direct
87	BH	RH	Christ Church	Windsor Rd	LEP	Local	None
123	H	CH	House site	Franklin Road	Unlisted	Local - ?	Direct
124	H	CH	House site	Franklin Road	Unlisted	Local - ?	Direct
125	BH	CH	House site	Off Carrington Road	Unlisted	Local - ?	Direct
126	BH	CH	House site	Off Carrington Road	Unlisted	Local - ?	Direct
127	BH	RH	Archaeological site	Windsor Road	LEP	Local	None

128	Black	RH	Rouse Hill House and estate	Windsor Road	SHR, LEP	State	Direct
130	BH	Bella Vista	Bella Vista homestead	Bella Vista	SHR, LEP	State	None?

Table 10: Non-indigenous Heritage Items directly impacted by the proposed NWRL alignment.

Key: Bft – Beecroft; BH – Baulkham Hills; Black – Blacktown; CH – Castle Hill; H – Hornsby; KV – Kellyville; LEP – Local Environmental Plan; RH – Rouse Hill; S170 – Section 170 register.

3.2 Impact assessment (Construction and Operational) on Heritage Items

The following direct impacts have been identified:

Section	Construction	Operational
1	Vibration	None identified
2	Vibration; direct impact on #22; #123, #124	None identified
3	Vibration; direct impact on #125, #126	None identified
4	Direct impact on #74	None identified
5	Direct impact on #79, #82	None identified
6	Vibration impact on #86?	Visual impact on #128

Table 11: Impact Assessment

3.3 Recommended mitigation measures

The following recommendations are made to reduce the nature of impacts on those heritage items where direct impacts have been identified.

Item No	LGA	Suburb	Item	Address	Level of Significance	Mitigation
22	H	Bft	Village Green	111X Beecroft Rd	Local – High	Liaise with Council; Avoid impacting on plantings; Reassess significance of Scout Hall.
74	BH	KV	Archaeological site	South from Samantha Riley Drive	Local – Medium	Liaise with Heritage Office regarding requirements. Undertake appropriate recording of site.
79	BH	KV	Archaeological site Former Swan Inn	North from Caddies Creek crossing	Local – High	Liaise with Heritage Office regarding requirements. Undertake appropriate recording of site.
82	BH	KV	Mungerie House	Windsor Rd	Local – High	Liaise with Council. Consider additional plantings to screen house.
85	Black	KV	Battle of Vinegar Hill	Within Castlebrook Cemetery.	Local – High	Liaise with Council.
86	BH	RH	Mean Fiddler	Windsor Rd	Local – High	Liaise with Council.
123	H	CH	House site	Franklin Road	Local - ?	Additional historical research to determine significance.
124	H	CH	House site	Franklin Road	Local - ?	Additional historical

						research to determine significance.
125	BH	CH	House site	Off Carrington Road	Local - ?	Additional historical research to determine significance.
126	BH	CH	House site	Off Carrington Road	Local - ?	Additional historical research to determine significance.
128	Black	RH	Rouse Hill House	Windsor Road	State	Undertake view analysis from estate to stabling yard; consider appropriate mitigative measures including planting etc

Table 12: Non-indigenous Heritage Items directly impacted by the proposed NWRL alignment.

Key: Bft – Beecroft; BH – Baulkham Hills; Black – Blacktown; CH – Castle Hill; H – Hornsby; KV – Kellyville; RH – Rouse Hill.

4.0 Further Requirements

4.1 Sites off Franklin Road and Carrington Road, Castle Hill

Additional research is required to ascertain the land-use history and heritage significance of the four house sites identified in Castle Hill - items #123, and #124 off Franklin Road and (items #125 and #126 off Carrington Road).

4.2 Archaeological Assessments and Management Documents

Site-specific archaeological assessments will need to be undertaken for two archaeological sites identified along Old Windsor Road (item #74) and Windsor Road (item #79), in the direct line of impact from the NWRL route. The assessments will detail their land use history and potential archaeological remains, as well as making recommendations for archaeological recording and suggestions for mitigation of impacts. Additional assessments may be required for the sites identified in section 4.1 above, depending on their heritage significance. These assessments would be additional to this report.

A view analysis should be done to and from the proposed stabling facility on the western side of Windsor Road to and from Rouse Hill House and its estate (item #128).

5.0 Statutory Constraints

5.1 Part 3A of the EP&A Act

The proposal's environmental assessment is being prepared in accordance with the requirements of Part 3A of the *Environmental Planning and Assessment Act 1979*. Part 3A of the EP&A Act establishes an assessment and approval regime for major infrastructure projects. Part 3A applies to development that is declared to be a Part 3A project by either a State Environmental Planning Policy or Ministerial Order (Section 75B). The NWRL has been declared to be a project to which Part 3A applies by an order made by the Minister on 7 April 2006. The Ministerial Order making the NWRL proposal subject to Part 3A makes the Minister for Planning the approval authority.

Division 3 of Part 3A provides a process for the environmental assessment and approval of concept plans for projects where the Minister has authorised or required a proponent to submit a concept plan under Section 75M of the EP&A Act. This report has been prepared to support a request that the Minister authorises TIDC to submit a concept plan for the NWRL under Section 75M.

With approval granted to carry out the project under Part 3A of the EP&A Act, the following authorisation is not required:

- An approval under Part 4, or an archaeological excavation permit under Section 139 of the *Heritage Act 1977*.

The Director General's requirements for the Environmental Assessment of the proposal, dated 12 July 2006, indicates that the Department of Planning, in reviewing the concept plan and environmental assessments, consult with other relevant government agencies. Among those consulted will be the local councils and the Heritage Office, who will ensure that any impacts on identified heritage items or archaeological sites is carried out in accordance with the policies of the Heritage Council of NSW.

5.2 Heritage Act 1977

If the proposal was not being carried out under Part 3A of the EP&A Act, the impacts on the identified archaeological sites (at least items #74, 79) would be subject to the relics provisions of the *Heritage Act 1977*:

A 'relic' is an item of 'environmental heritage' defined by the *Heritage Act 1977* (amended) as:

those buildings, works, relics or places of historic, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance for the State.

A relic as further defined by the Act is:

*..any deposit, object or material evidence –
which relates to the settlement of the area that comprises New South Wales,
not being Aboriginal settlement; and
(b) which is 50 or more years old*

Under the *Heritage Act*, the disturbance of relics must be approved by the Heritage Office and managed under an excavation permit. It is assumed here that the Heritage Office will be asked

to review and approve if required any assessment of potential archaeological sites and the actions taken to manage their disturbance, should this be unavoidable.