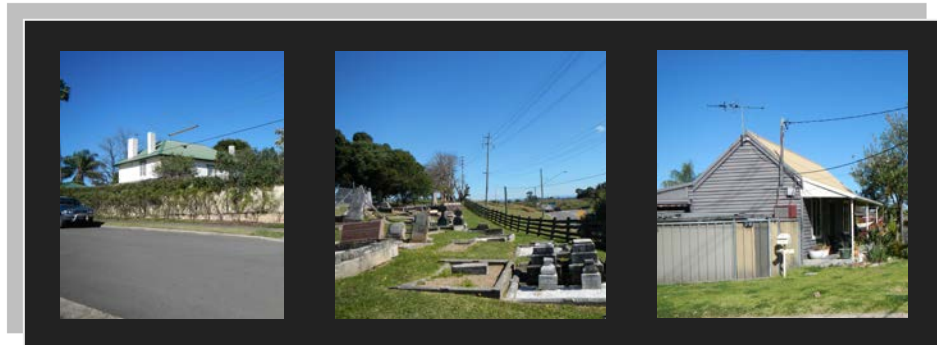


Prospect Highway Upgrade

Non-Aboriginal Heritage Assessment and Statement of Heritage Impacts

Report to Roads and Maritime Services
January 2014



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Executive summary

The Prospect Highway, between Reservoir Road at Prospect and St Martins Crescent at Blacktown, forms the main road corridor connecting the city of Blacktown with the M4 Western Motorway. Roads and Maritime Services (Roads and Maritime) propose to upgrade the corridor to meet future traffic demand, reduce travel times, and improve road safety (the proposal). The upgrade will involve improvements to the existing route of the Prospect Highway. The proposal will include upgrading the Prospect Highway to two lanes in each direction; duplicating the bridges over the M4 Western Motorway and the Great Western Highway; providing new traffic lights at three intersections; changing access arrangements at four intersections; and upgrading the existing shared path/cycleway on the western side of Prospect Highway between the M4 Western Motorway and Harrod Street.

Artefact Heritage was commissioned by Sinclair Knight Merz (SKM), on behalf of Roads and Maritime, to prepare a non-Aboriginal heritage assessment and Statement of Heritage Impacts (SoHI) for the proposal. This assessment will form part of the Review of Environmental Factors (REF) for the proposal.

The study area includes the section of the Prospect Highway corridor between Reservoir Road, Prospect, and 200 metres to the north of St Martins Crescent, Blacktown. The study area also includes entry and exit ramps of the Great Western Highway and the M4 Western Motorway and short sections of Reconciliation Road, Reservoir Road, Reservoir Access Road, Picrite Close, Thornley Road, Ponds Road, Stoddart Road, Harrod Street, Blacktown Road, Lancelot Street, Vesuvius Street, Keyworth Drive, Roger Place and Tudor Avenue.

Ten heritage listed items are located within 200 metres of the study area boundary (Figure 2). Of these, three items are listed on the State Heritage Register (SHR):

- St Bartholomew's Anglican Church and Cemetery – Ponds Road, Prospect.
- Prospect Reservoir and surrounding area – Reservoir Road, Prospect.
- 'Dayton House' – 37-39 Roger Place, Seven Hills.

Of the ten heritage listed items, one item, the Former Great Western Road, Prospect – Reservoir Road, has been nominated for listing on the SHR. The listing will include a series of site-specific exemptions under section 57(2) of the *Heritage Act 1977* primarily relating to the archaeological potential of the area that would be impacted by the proposal.

Of the ten heritage listed items, six items are listed on the Blacktown Local Environmental Plan only:

- Bridestowe – 568 Reservoir Road, Prospect.



- Hicks Dairy – Reservoir Road, Prospect.
- Milestone – Great Western Highway, Prospect.
- House - 8 Edgeware Road, Prospect.
- House - 29 Old Church Lane, Prospect.
- House - 2 Erith Street, Blacktown.

Portions of two of listed items are located within the boundary of the study area:

- Prospect Reservoir and surrounding area – Reservoir Road, Prospect.
- Former Great Western Road, Prospect.

Summary statement of heritage impacts

A summary of the potential impacts to the heritage listed items and the proposed mitigation is provided in Table 1.

The proposal is confined to the existing road reserve of Prospect Highway, Blacktown Road and adjacent roads. These areas have been substantially disturbed by the construction of the roads. Four site compounds and stockpiles would be established outside the existing road reserve; however, these are confined to areas that have already been subject to significant disturbance.

There is potential for minor impacts on the views and setting of Dayton House due to the proposed site compound located at chainage 3100, to the east of the alignment and around 100 metres to the south of Roger Place. However, these would be temporary (during construction) only. There is potential for minor impacts on the views and setting of St Bartholomew's Church and Cemetery from the proposed retaining wall.

The proposal will have a direct physical impact on small sections of Reservoir Road (the Former Great Western Road) that have low archaeological potential and a low potential for any relics that are likely to have state or local heritage significance.

The proposal could potentially have vibration impacts to the following heritage listed items:

- St Bartholomew's Church and Cemetery.
- House at 29 Old Church Lane, Prospect.



Table 1: Summary of potential impacts to heritage listed items and mitigation measures

Item	Listings	Physical impacts	Visual impacts	Mitigation
Former Great Western Road, Prospect	SHR nominated	Direct physical impacts to small sections of the item	None	<p>Direct physical impacts to the item should be avoided where possible. If impacts cannot be avoided, and dependent on the status of the heritage listing, an exemption from approval under Section 57(2) of the <i>Heritage Act 1977</i> should be requested and/or the Heritage Division would be consulted prior to works commencing. The Section 57(2) notification would be made under site-specific Exemption 2.</p> <p>A heritage induction would be provided to workers before construction begins, informing them of the location of heritage items, and guidelines to follow if unanticipated heritage items or deposits are located during the works.</p> <p>If any unanticipated archaeological deposits are identified within these sections of the study area during construction the Roads and Maritime Services <i>Unexpected Archaeological Finds Procedure 2012</i> would be followed.</p>
Church & cemetery – St Bartholomew's	SHR Blacktown LEP 1988 / Draft LEP 2013 RNE RNT	Possible vibration impacts	Possible minor impacts on views and setting by the proposed retaining wall	<p>A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential impacts to the heritage item.</p> <p>The design, location and construction of the proposed retaining wall should aim to minimise impacts on views and setting of the heritage item.</p>
House at 29 Old Church Lane, Prospect	Blacktown LEP 1988 / Draft LEP 2013	Possible vibration impacts	None	A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential impacts to the heritage item.
Dayton House	SHR Blacktown LEP 1988 / Draft LEP 2013	None	Potential minor impacts to views and setting during construction caused by the proposed site compound located at chainage 3100, to the east of the alignment and around 100 metres to the south of Roger Place, but these would be temporary only.	Not applicable



Recommendations

Based on background research, a site inspection and relevant statutory obligations, the following recommendations relate to non-Aboriginal heritage.

- If direct physical impacts to the Former Great Western Road, Prospect, cannot be avoided, and if the item is listed on the SHR before construction starts, an exemption from approval under Section 57(2) of the *Heritage Act 1977* should be requested from the Heritage Council for the proposed works. If the item is not listed on the SHR before construction starts, the Heritage Division would be consulted prior to any impacts taking place and they would provide advice on how to proceed.
- The design, location and construction of the proposed retaining wall in the vicinity of St Bartholomew's Church and Cemetery should aim to minimise impacts on the views and setting of the heritage item.
- A heritage induction would be provided to workers before construction begins informing them of the location of heritage items within the study area, and guidelines to follow if unanticipated heritage items or deposits are located during works.
- No other permits or approvals would be required to construct the proposal.
- A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to St Bartholomew's Church and Cemetery and the house at 29 Old Church Lane, Prospect.
- It is unlikely intact non-Aboriginal archaeological material would be encountered during construction of the proposal outside the designated areas of archaeological potential. If any unanticipated archaeological deposits are identified within the study area during construction, the Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* would be followed.



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1.0 Introduction

1.1 Background

Artefact Heritage was commissioned by Sinclair Knight Merz (SKM), on behalf of the Roads and Maritime Services (Roads and Maritime), to prepare a non-Aboriginal heritage assessment and Statement of Heritage Impacts (SoHI) for the Prospect Highway Upgrade project (the proposal). This assessment forms part of the Review of Environmental Factors (REF) for the proposal.

The objectives of the study are to assess the impacts of the proposal on items of heritage significance, outline opportunities and constraints on the proposal regarding non-Aboriginal heritage, and recommend if further action is required to fulfil statutory heritage obligations.

1.2 The study area

The study area includes the section of the Prospect Highway corridor between Reservoir Road, Prospect, and 200 metres to the north of St Martins Crescent, Blacktown (Figure 1). The study area also includes entry and exit ramps of the Great Western Highway and the M4 Western Motorway and short sections of Reconciliation Road, Reservoir Road, Reservoir Access Road, Picrite Close, Thornley Road, Ponds Road, Stoddart Road, Harrod Street, Blacktown Road, Lancelot Street, Vesuvius Street, Keyworth Drive, Roger Place and Tudor Avenue. Listed items within 200 metres of the study area were included in this report to ensure that all potential impacts to the context and setting of the heritage listed items were taken into consideration.

The study area falls within the local government areas (LGAs) of Blacktown and Holroyd.

1.3 The proposal

The Prospect Highway, between Reservoir Road at Prospect and St Martins Crescent at Blacktown, forms the main road corridor connecting the city of Blacktown with the M4 Western Motorway. It is proposed to upgrade the corridor to meet future traffic demand, reduce travel times, and improve road safety. The upgrade will involve improvements to the existing route of the Prospect Highway.

The key features of the Prospect Highway upgrade are:

- Upgrading to two lanes in each direction.
- Duplicating the bridges over the M4 Western Motorway and the Great Western Highway.



- Providing a new two way road between the Great Western Highway and the Prospect Highway, with traffic lights at either end of the new road, to improve access.
- Providing new traffic lights at:
 - Stoddart Road.
 - M4 Western Motorway eastbound entry and exit ramp.
 - Reservoir Road.
- Changing access arrangements at:
 - Tudor Avenue.
 - Roger Place.
 - Vesuvius Street.
 - Ponds Road.
- Upgrading the existing shared path/cycleway on the western side of the Prospect Highway between the M4 Western Motorway and Harrod Street.
- Improving bus priority.

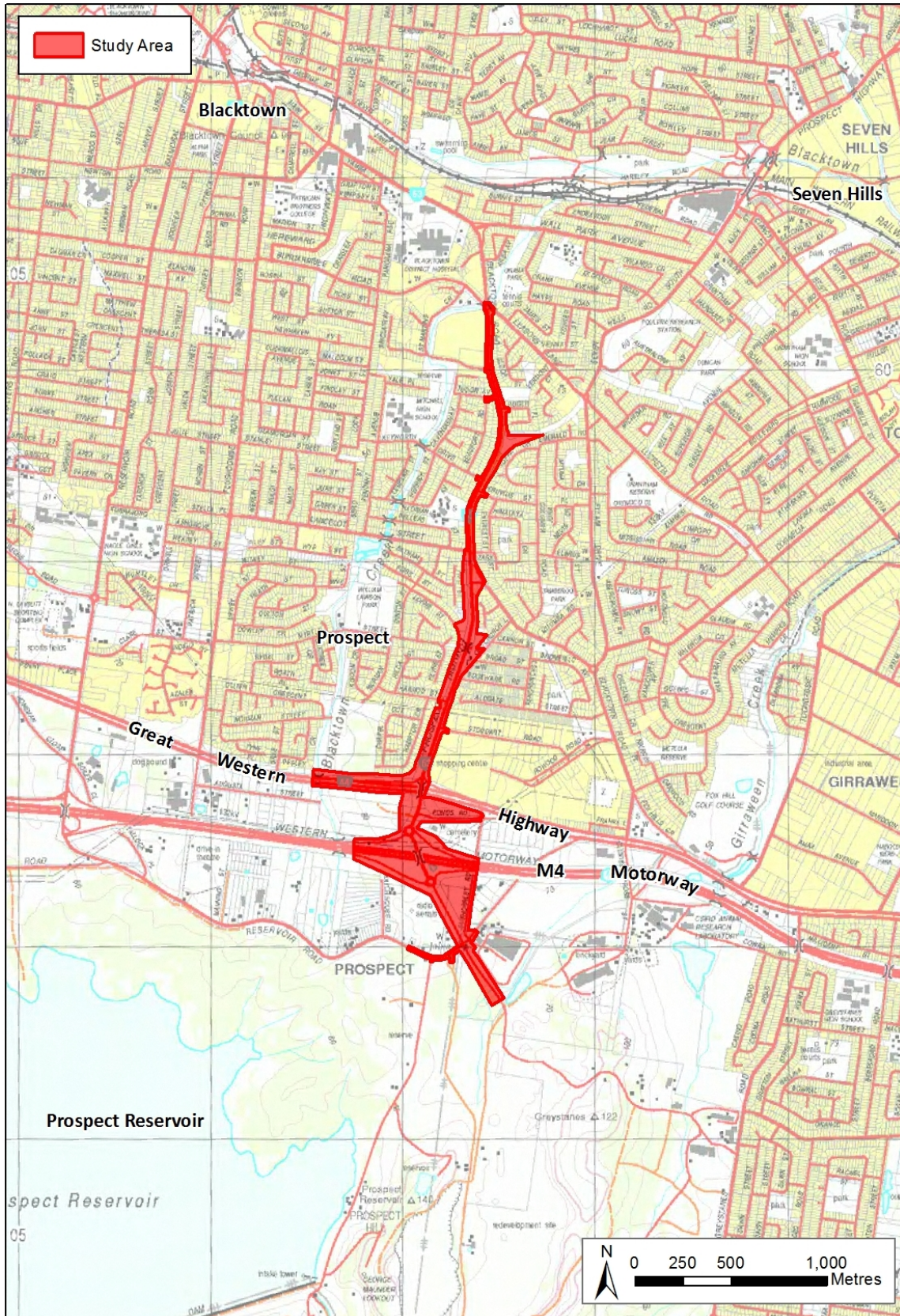
Further information on the proposal and the potential impacts to heritage listed items is provided in section 5.0 of this report.

1.4 Report authorship

Archaeologist Samantha Gibbins prepared this report with management input from Principal Archaeologist Dr Sandra Wallace. The project was directed by Dr Sandra Wallace and the site inspection was undertaken by Karyn McLeod (Senior Archaeologist) and Samantha Gibbins.



Figure 1: Study area in local context (background map © NSW LPI 2013)





2.0 Legislative requirements

2.1 Relevant legislation

There are several items of State legislation that are relevant to the assessment. A summary of these Acts and the implications for the proposal follow.

The NSW Heritage Act 1977

The *NSW Heritage Act 1977* (the Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance."

Section 139(1) of the Heritage Act states that:

"A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit."

Permits to disturb or excavate 'relics' are issued by the NSW Heritage Council or a Delegate of the NSW Heritage Council under Section 140 (for relics not protected by an SHR listing) or Section 60 (for relics protected by an SHR listing) of the Heritage Act. Exceptions or exemptions to these permits may be applicable under certain conditions.

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government agencies must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental



planning instrument, or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. Under Section 170A of the Heritage Act all government agencies must ensure that items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the NSW Minister for Planning & Infrastructure on advice of the NSW Heritage Council.

The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered before land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act requires that local governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of two LGAs and is subject to their LEPs and DCPs, as shown in Table 2. As the current proposal is being undertaken by a state agency (Roads and Maritime), these LEPs and DCPs are overridden by the State Environmental Planning Policy (Infrastructure) (ISEPP) 2007.

Table 2: LGAs within the study area and respective local planning instruments

Local Government Area	Local Environmental Plan	Development Control Plan
Blacktown	Blacktown LEP 1988 / Draft LEP 2013	Blacktown DCP 2006
Holroyd	Holroyd LEP 2013	Holroyd DCP 2007

State Environmental Planning Policy (Infrastructure) (ISEPP) 2007

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies, including Roads and Maritime. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of a road or road infrastructure facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the controls included in the LEPs and DCPs, and Roads and Maritime is required to consult with the relevant local councils only when development “is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area”. When this is the case, Roads and Maritime must not carry out such development until it has:



- Had an assessment of the impact prepared.
- Given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located.
- Taken into consideration any response to the notice that is received from the council within 21 days after the notice is given (ISEPP Clause 14).



3.0 Methodology

Statutory registers provide legal protection for heritage items. In NSW the Heritage Act, and the EP&A Act give legal protection. The SHR, the s170 registers, and heritage schedules of LEPs are statutory listings. Places on the National Heritage List are protected under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. In addition, a number of the heritage items are listed on non-statutory heritage registers. Listings on these registers do not have any statutory implications, but further demonstrate the recognised heritage value of the items.

Previously identified heritage items in the study area were located through a search of heritage registers. This search was undertaken on 12 August 2013 and included the following heritage registers:

- World Heritage List: the World Heritage List is maintained by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and includes items of international heritage significance.
- National Heritage List: the National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places.
- State Heritage Register: the SHR is a list of places and objects of particular importance to the people of NSW and is administered by the Heritage Division of the Department of Planning and Infrastructure. The register lists a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.
- Section 170 Registers: Section 170 (s170) Registers are created by government bodies and are registers of all heritage listed items that are owned, occupied or managed by those bodies.
- Blacktown LEP 1988 / Draft LEP 2013: the Blacktown LEP 1988 and Draft LEP 2013 each include a schedule of local heritage items within the LGA. The Draft LEP includes maps of heritage items within the LGA.
- Holroyd LEP 2013: the Holroyd LEP 2013 includes a schedule and maps of local heritage items within the LGA.
- Register of the National Estate: the Register of the National Estate (RNE) is a list of natural, Indigenous and historic heritage places throughout Australia. It was originally established under the *Australian Heritage Commission Act 1975*. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register. Following amendments to the *Australian Heritage Council Act 2003*, the RNE was frozen on 19 February 2007, and ceased to be a statutory register in



February 2012. The RNE is now maintained on a non-statutory basis as a publicly available archive and educational resource.

- Register of the National Trust: the Register of the National Trust was established in 1949 and is maintained by the National Trust of Australia. It is a non-statutory register.

A site survey was conducted to ground truth the desktop assessment and to allow an accurate assessment of potential heritage impacts. The site survey was undertaken by Senior Archaeologist Karyn McLeod and Archaeologist Samantha Gibbins (Artefact Heritage) on 14 August 2013. The survey included physical inspections of all heritage listed items located within 200 metres of the study area. A photographic record was kept, with photographs taken of all heritage items and potential archaeological sites.

Where existing statements of heritage significance were not available for the heritage items, brief statements of significance have been prepared as part of this assessment, in line with the NSW Heritage Assessment Guidelines. These guidelines are included in the *NSW Heritage Manual* and are based on the NSW heritage assessment criteria, which aim to minimise ambiguity and maintain consistency in the assessment process. The criteria encompass the four values identified in the Australia ICOMOS Burra Charter: historical significance, aesthetic significance, scientific significance, and social significance. They include consideration of rarity and representativeness values. The criteria are summarised in Table 3 below. The heritage assessment guidelines include two thresholds (state or local) for assessing the relative level of significance of heritage items.

Table 3: NSW heritage assessment criteria

Criteria	Description
A – Historical significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.



Criteria	Description
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): <ul style="list-style-type: none"> - cultural or natural places; or - cultural or natural environments.

3.1 Statutory heritage listings

3.1.1 World Heritage List

No sites in or near the study area are included on the World Heritage List.

3.1.2 National Heritage List

No sites in or near the study area are included on the National Heritage List.

3.1.3 The State Heritage Register

One item partially inside the study area is listed on the SHR, as follows:

- Prospect Reservoir and surrounding area – Reservoir Road, Prospect.

Two items within 200 metres of the study area are listed on the SHR, as follows:

- St Bartholomew's Anglican Church and Cemetery – Ponds Road, Prospect.
- 'Dayton House' – 37-39 Roger Place, Seven Hills (Blacktown).

One item inside the study area has been nominated for listing on the SHR, as follows:

- Former Great Western Road, Prospect – Reservoir Road, Prospect.

3.1.4 Section s170 Registers

One item partially inside the study area is listed on the s170 Register of Sydney Water, as follows:

- Prospect Reservoir – operational lands (Sydney Water).

3.1.5 Local planning instruments

Eight heritage items within 200 metres of the study area are listed on local planning instruments. Details for these listings are provided in Table 4 and maps of their curtilages are shown in Figure 2.

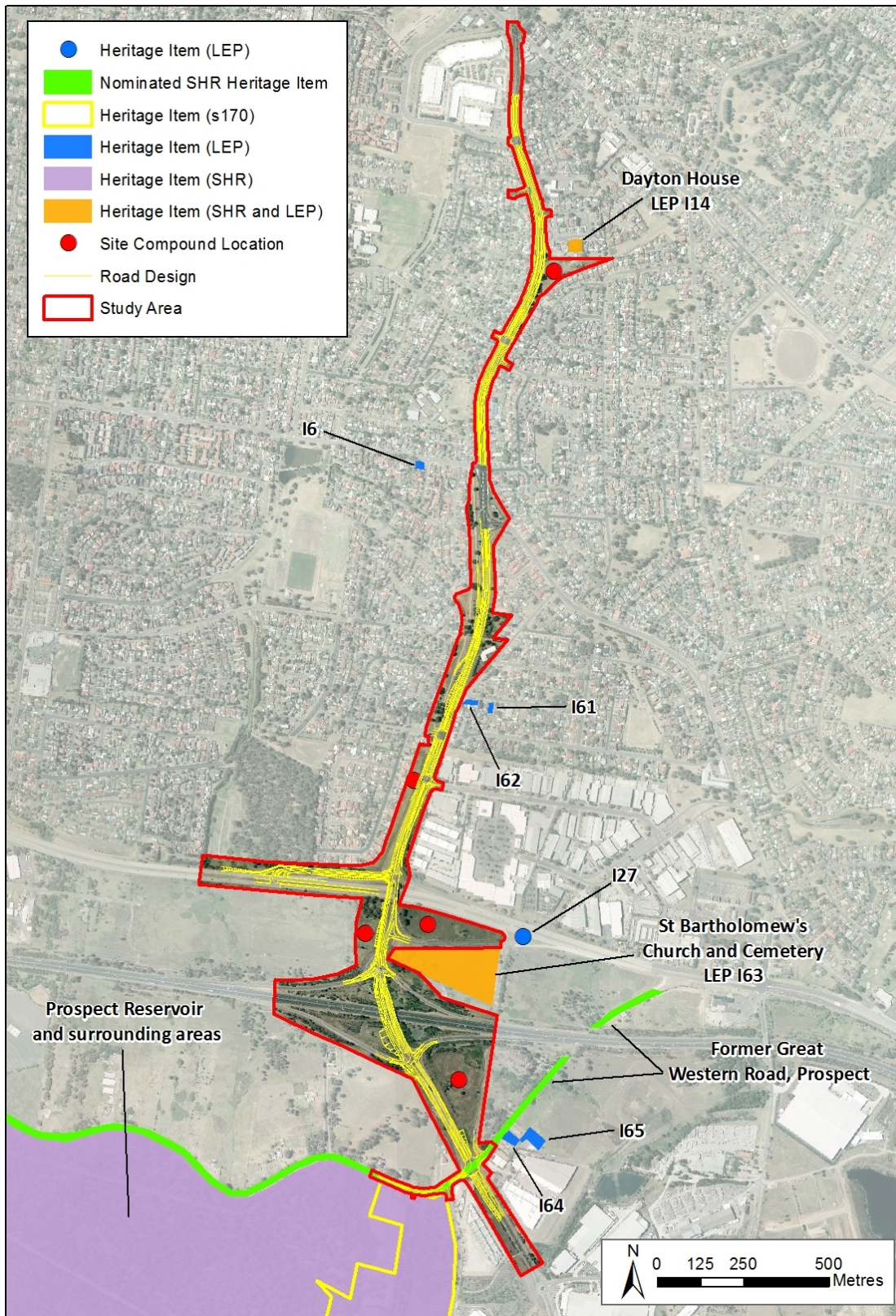


Table 4: LEP details for heritage items in the vicinity of the study area

Listing	Suburb	Item	Address	Lot/DP	LEP item number	Significance (according to LEP listing)
Blacktown LEP 1988 / Draft LEP 2013	Prospect	Church & cemetery – St Bartholomew's	Ponds Road	Lots 221-224, DP 812455 and Lot 1, DP 325874	I63 (Draft LEP 2013)	State
Blacktown LEP 1988 / Draft LEP 2013	Prospect	House – Bridestowe	568 Reservoir Road	Lot C, DP 374323	I64 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Prospect	Hicks Dairy	Reservoir Road	Part Lot 19, DP 802753	I65 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Prospect, Huntingwood, Minchinbury and Mount Druitt	Seven Milestones (one milestone is located within 200 metres of the study area)	Great Western Highway, Prospect, Huntingwood, Minchinbury and Mount Druitt	Not applicable	I27 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Prospect	House	8 Edgeware Road	Lot 2, DP 801792	I61 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Prospect	House	29 Old Church Lane	Lot 4, Section G, DP 1645	I62 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Blacktown	House	2 Erith Street (AKA 17 Lancelot Street)	Lot 12, DP 627441	I6 (Draft LEP 2013)	Local
Blacktown LEP 1988 / Draft LEP 2013	Blacktown	Dayton House	37-39 Roger Place	Lots 1 and 2, DP 711182	I14 (Draft LEP 2013)	State



Figure 2: Heritage items within 200 metres of the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)





3.2 Non-statutory heritage listings

3.2.1 Register of the National Trust

A number of items within 200 metres of the study area are included in the Register of the National Trust (RNT):

- Prospect Reservoir: Sydney Water Supply (Listing ID S11562).
- Prospect Landscape Conservation Area (Listing ID S9361).
- St Bartholomew's Anglican Church (Listing ID S9796).
- St Bartholomew's Anglican Church Cemetery Conservation Area (Listing ID S9797).
- Milestone, Old Western Highway East of Church Lane (Listing ID S8992).

3.2.2 Register of the National Estate

One item within 200 metres of the study area is included in the Register of the National Estate (RNE):

- St Bartholomew's Anglican Church (former)

3.3 Summary of heritage items

Table 5 summarises the heritage items located within 200 metres of the study area, including statutory and non-statutory listings. The curtilages of the listed items are shown in Figure 2.

Table 5: Summary of heritage items in the vicinity of the study area

Suburb	Item	Lot/DP	Listings	Within study area?
Prospect	Prospect Reservoir and surrounding area	Lot 7 DP 1015294 Part Lot 1 DP 1062094 Lot 2 DP 1062094 Lot 304 DP 1122291 Lot 2 DP 218194 Part Lot 1 DP 270644 Part Lot 18 DP 270644 Part Lot 8 DP 270644 Lot 1 DP 832281 Lot 2 DP 832281	SHR Sydney Water s170 Register RNT	Yes

Prospect Highway Upgrade: Non-Aboriginal Heritage Assessment



Suburb	Item	Lot/DP	Listings	Within study area?
		Lot 4 DP 832281 Lot 1 DP 845354 Lot 5 DP 861815		
Prospect	Former Great Western Road, Prospect	Not applicable	SHR nominated	Yes
Prospect	Church & cemetery – St Bartholomew's	Lots 221-224, DP 812455 and Lot 1, DP 325874	SHR Blacktown LEP 1988 / Draft LEP 2013 RNE RNT	No
Prospect	Prospect Landscape Conservation Area	Reservoir Road (part of Cumberland Plain Remnant Communities Landscape Conservation Area)	RNT	Unknown (RNT listing does not provide a specific curtilage)
Prospect	House – Bridestowe	Lot C, DP 374323	Blacktown LEP 1988 / Draft LEP 2013	No
Prospect	Hicks Dairy	Part Lot 19, DP 802753	Blacktown LEP 1988 / Draft LEP 2013	No
Prospect, Huntingwood, Minchinbury and Mount Druitt	Seven Milestones (one milestone is located within 200 metres of the study area)	Not applicable	Blacktown LEP 1988 / Draft LEP 2013	No
Prospect	House	Lot 2, DP 801792	Blacktown LEP 1988 / Draft LEP 2013	No
Prospect	House	Lot 4, Section G, DP 1645	Blacktown LEP 1988 / Draft LEP 2013	No

Prospect Highway Upgrade: Non-Aboriginal Heritage Assessment



Suburb	Item	Lot/DP	Listings	Within study area?
Blacktown	House	Lot 12, DP 627441	Blacktown LEP 1988 / Draft LEP 2013	No
Blacktown	Dayton House	Lots 1 and 2, DP 711182	SHR Blacktown LEP 1988 / Draft LEP 2013	No



4.0 Historical context

4.1 Early European settlement

Exploration to the west of Sydney Cove began soon after first settlement, as it was found that the sandstone soils of coastal Sydney were unsuited to cultivation and it was necessary to find more fertile land.

In 1788, a government farm was established on the banks of the Parramatta River at Parramatta (initially named Rose Hill). A government house was built near the farm, which prompted the development of the town of Parramatta, which was laid out in 1790. Initially the river was the main form of transport to and from Parramatta, but an overland track between Parramatta and Sydney was cleared through the bush between 1789 and 1791. This track formed the basis for 'the road to Parramatta', which was laid out in 1797. By the early 19th century, Parramatta Road was a major thoroughfare for the colony (Wotherspoon 2010a, 2010b).

A track leading west from Parramatta to the Nepean River was developed during 1788 and 1789. In 1815, William Cox led the construction of the Great Western Road from the Nepean River through the Blue Mountains, with a ferry crossing of the river at Emu Plains. In December 1817, Cox also completed the construction of the section of the Great Western Road between Emu Plains and Parramatta, which was named the Great Western Highway in 1928.

During the early 19th century, scattered rural settlement developed at other locations along the route of the present-day M4 Western Motorway. Small land grants were made to former convicts in areas with better soils, such as at Prospect and along creeks and rivers, to establish steady food supplies for the colony. These small farms initially cultivated grain and other crops. Larger grants further from the rivers and creeks were made to prominent and wealthy individuals such as military officers, officials and merchants, who used some of their land for farming but most for grazing (Kass 2005:18). Small villages began to develop along the main roads, including Parramatta Road and the Great Western Road.

Following the laying out of the town in 1790, Parramatta developed into a major centre and small farming settlements were established in several nearby areas at Prospect Hill, The Ponds and the Northern Boundary (North Parramatta) in 1791 and 1792 (Kass et al 1996:36).

Prospect

Prospect Highway forms the main corridor connecting the city of Blacktown with the present-day M4 Western Motorway and with the suburb of Prospect. Governor Phillip chose the site of Prospect Hill for a number of relatively small land grants in 1791 and 1792. The site of Prospect Reservoir was later



included within the largest grants in the area, which were made to William Lawson (500 acres) and John Barbyn (1200 acres). William Lawson had a residence named Veteran Hall built on his grant during the early 19th century (demolished in 1929).

The settlement at Prospect Hill had a varied success, with only six of the original 20 settlers remaining in the area by 1798. By the 1820s, most of the land subject to the 1790s grants had been cleared for agricultural purposes. This land was used for cereal cultivation for the next 50 years. By 1828 around 350 residents lived in the Prospect Hill area. However, with the collapse of cereal grain production across the Cumberland Plain in the 1860s, farming moved to the rearing of livestock in the 1870s. Most of the small early farms and dwellings in the vicinity had been removed. The Prospect Reservoir site appears to have been used for grazing and stock holding paddocks in the latter half of the 19th century. A number of quarries were operating in the wider area during this period (Sydney Water Corporation 2005:11-12). The Lawson family extended their land holding in the second half of the 19th century, and by the early 1880s much of the land around Prospect Hill was included in large landholdings.

Blacktown District

Governor King reserved an area for a Government Farm, approximating the boundaries of the Blacktown City area, in 1802. This area was known as the Government Stock Farm at Rooty Hill. The eastern sector of this land was proclaimed as a Common for the Prospect Farmers in 1805 and the Blacktown district became a large grazing area for Government livestock in the following years. Governor Macquarie began granting large holdings of the Government Stock Farm after 1810. Most grants went to army officers, senior officials and wealthy immigrants. The landholders included O'Connell, with the town Riverstone named after his grant "Riverston" and Major George Druitt, after whom Mount Druitt is named. Efforts were made to assimilate the local Aboriginals into European ways through the establishment of the Native Institution at Plumpton in the 1820s. The small cluster of buildings became known as The Black Town, after which the district was eventually named. The Native Institution had limited success and was abandoned by 1833 (<http://www.westernsydneylibraries.nsw.gov.au/blacktown/history.html>).

The New Richmond road, providing a more direct line to Richmond between the Great Western Road and the Windsor Road, was constructed around 1830. This road is now known in part as Blacktown Road, which forms part of the Prospect Highway.

4.2 The arrival of the railway and subsequent development

The arrival of the railway in the 1850s prompted more rapid subdivision and development in areas along the route of the railway line. Between Strathfield and Parramatta, the rail line roughly followed a similar route to Parramatta Road and encouraged increased development in the area around the road and railway line; while to the west of Parramatta the railway line was located up to three kilometres to the



north of the Great Western Road and stimulated the development of town centres to the north of the main road.

The Sydney to Parramatta railway was completed in 1855, with stations built at various locations along the line in the following years.

Prospect

The railway line was located around 35 kilometres to the north of Prospect and so did not encourage an immediate increase in development. Instead the development of the Prospect area in the early 20th century was shaped by quarrying industries and the creation of Prospect Reservoir.

Prospect Reservoir was constructed in the late 19th century as part of the Upper Nepean Scheme to supply water from the Nepean River and its tributaries.

Modern quarrying is considered to have begun in the area in 1901, when the Emu and Prospect Gravel and Road Metal Company acquired a large portion of land to the east of the Reservoir site. Quarrying expansion continued further with the creation of the Prospect Reservoir, however many large estates, including Greystanes, survived for some time. Greystanes was transferred in whole to the NSW Blue Metal Quarries in 1940. Part of the Prospect Hill area to the east of the Reservoir was owned by major quarrying companies until 1947, when it was acquired by the Commonwealth for the CSIRO. It seems that grazing was carried out continuously in the area until the CSIRO occupancy. The United States established a Military Camp at Prospect Hill in the closing years of WWII, apparently along the east of the Reservoir site boundary.

Blacktown District

The railway line was extended beyond Parramatta in 1860, terminating at the Black Town Road. The first railway station, called “The Black Town Road Station”, was built on Prospect Common. This began to appear in official records as “Blacktown” by 1862, and has remained as such since despite attempts to change the name. The railway stimulated commerce, agriculture, and the land boom of the 1880s where subdivisions at Mount Druitt, Rooty Hill and Marsden Park resulted in the creation of thousands of allotments (<http://www.westernsydneylibraries.nsw.gov.au/blacktown/history.html>).

4.3 The construction of the M4 Western Motorway

Following WWII there was a huge increase in motor traffic, which led to increasing congestion along Parramatta Road. Planning for a Western Expressway began in 1947 and a corridor for the road was reserved in 1951.

The first section of the M4 Western Motorway was located between Prospect and Penrith and was completed by the Department of Main Roads in the early 1970s. During the 1980s, the second section



between Concord and Parramatta was constructed in various stages. Until 1992, there was a 'missing link' between the two sections.

In 1989, Statewide Roads Limited (SWR) won the right to finance, build and maintain the motorway, and by 1992 they had constructed the ten kilometre long 'missing link' as well as widening and upgrading the six kilometre section between Homebush Bay Drive and James Ruse Drive. Between 1996 and 1998, the motorway was upgraded and widened between Parramatta and Penrith.

Prospect Highway forms the main corridor connecting the city of Blacktown with the M4 Western Motorway.

5.0 Heritage listed items

5.1 Prospect Reservoir and surrounding area

5.1.1 History and description

Prospect Hill Reservoir was constructed as part of the original Upper Nepean Scheme, as proposed by the 1867 Commission that recommended the scheme. This scheme was based on the provision of water from the River Nepean and its tributaries Avon, Cataract and Cordeaux. The Upper Canal incorporated a system of tunnels, canals and aqueducts that directed water towards Prospect Reservoir from where it was taken via the Lower Canal to Pipehead Basin located near Guildford. The Upper Nepean Scheme became partly effective in 1886 and was officially approved in 1888. Expansion resulted from the creation of supplementary dams, including the Upper Nepean Dams between 1907 and 1935, Warragamba Dam in 1960 and Tallowa Dam in 1977. Elements of the scheme, including Prospect Reservoir, major parts of the Upper Canal and some of the mains laid in the 1880s are still in use today. The Lower Canal has been decommissioned and is presently in use as a cycleway. Prospect Reservoir is used as a back-up supply only (Sydney Water Corporation 2005: 20-21).

The reservoir is a zoned earth embankment dam, 26 metres high and around 2.2 kilometres long. The heritage listing encompasses the reservoir, landscape elements and all associated structures within the property boundary, including examples of 1920s and 30s pumping stations, a residence, the archaeological site of Veteran Hall and the 72 inch main, constructed between the Upper Canal and Pipe Head in 1937. Later items associated with the Warragamba Supply Scheme and more modern developments include several more recent pumping stations, screening and boosting plants on the eastern and southern sides of the Reservoir, and the 84 inch water main from Prospect, to Pipe Head, completed in 1958. The immediate catchment area of the reservoir is almost entirely vegetated. This vegetation, cleared during settlement, has recovered to be one of the finest examples of native bushland left in the western suburbs of Sydney and is of natural heritage significance.

5.1.2 Heritage significance

The statement of significance included in the SHR listing for the item is as follows:

Prospect Reservoir is historically significant at the state level as it is a central element of the Sydney water supply system. As a part of the Upper Nepean Scheme, the Reservoir has continued to supply water to Sydney for over 120 years, and generally still operates in the same way as it was originally constructed. That it has continued to be used since its construction reflects the inventive and progressive way in which the reservoir was designed



and built, and this contributes to its significance greatly. The Reservoir reflects three significant changes in municipal life during the late 19th century; the development of water and general public utility services; the importance of ensuring an adequate and dependable centralised water supply; and the collective bureaucratic response to the delivery of capital works of this nature. Built between 1882 and 1888, it was an outstanding achievement in civil engineering technology at the time, using innovative design and construction methods. It has a high level of historical engineering significance. Prospect Reservoir is strongly associated with the Harbours and Rivers Branch of the NSW Public Works Department, particularly Edward Orpen Moriarty, Head of the branch at the time of the Reservoir's construction, and later with the Board of Water Supply and Sewerage (later the Metropolitan Water and Sewerage Board) and most recently, with the Sydney Catchment Authority. The Reservoir area is aesthetically significant, as a picturesque site with a large expanse of water, parklands, landscaping and bush. The place is valuable for its recreational amenity for passive recreation, punctuating the monotony of the surrounding urban landscape. It has been used for recreation by the community for generations. It continues to regulate the release of water from Prospect Reservoir to the Lower Canal and the Sydney Distribution system. The place also contains examples of functional colonial architecture. The listing includes Prospect Reservoir, landscape elements and all associated structures, including pumping stations, to the property boundary. The environs of the reservoir and hence this listing also include a wide range of items, which relate to later amplification of water supply. These include examples of 1920s and 30s pumping stations, a residence, and the 72" (1,800 mm) main, constructed between the Upper Canal and Pipe Head in 1937. Later items associated with the Warragamba Supply Scheme and more modern developments include several more recent pumping stations, screening and boosting plants on the eastern and southern sides of the Reservoir, and the 84 inch (2,100 mm) water main from Prospect, to Pipe Head, completed in 1958.

5.1.3 Statement of heritage impact

The proposal includes works that are adjacent to, and partially within, the northern curtilage of the Prospect Reservoir and surrounding area heritage item (Figure 3). The proposal includes:

- Widening of Prospect Highway between Reservoir Road/Prospect Highway and the M4 Western Motorway.
- Dual right turn lanes for southbound traffic on Prospect Highway onto Reservoir Road.
- Conversion of the existing Reservoir Road/Reconciliation Road and Prospect Highway roundabout intersection to a signalised four way intersection.



Small sections of the study area impact upon the SHR curtilage of the item. However, as shown in Figure 3, the proposal is restricted to the existing road reserve and would not impact on the heritage item.

The proposal along Reservoir Road and Prospect Highway is within the existing road reserve. Views to and from Prospect Reservoir in this area are screened by trees and shrubs that have mostly been planted (Plate 1). Similarly, the small sections of study area along William Lawson Drive and Picrite Close (at their intersection with Reservoir Road) are within the existing road reserve. All of these areas are beside a section of the heritage item that is dominated by regrowth rather than mature native forest. The proposal would not have a negative impact on the setting of the remnant bushland preserved in the item.

The proposal along Reconciliation Road requires works within the road reserve, which is screened from Prospect Reservoir by an existing, unfinished industrial/commercial development (Plate 2). The proposal would not have a negative impact on the views and setting of the heritage item.

Overall, the proposal would not involve any physical impacts to the item and would not affect its views and setting. The proposal would not have a negative impact on the heritage significance of the item.

Figure 3: Prospect Reservoir and surrounding area in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)

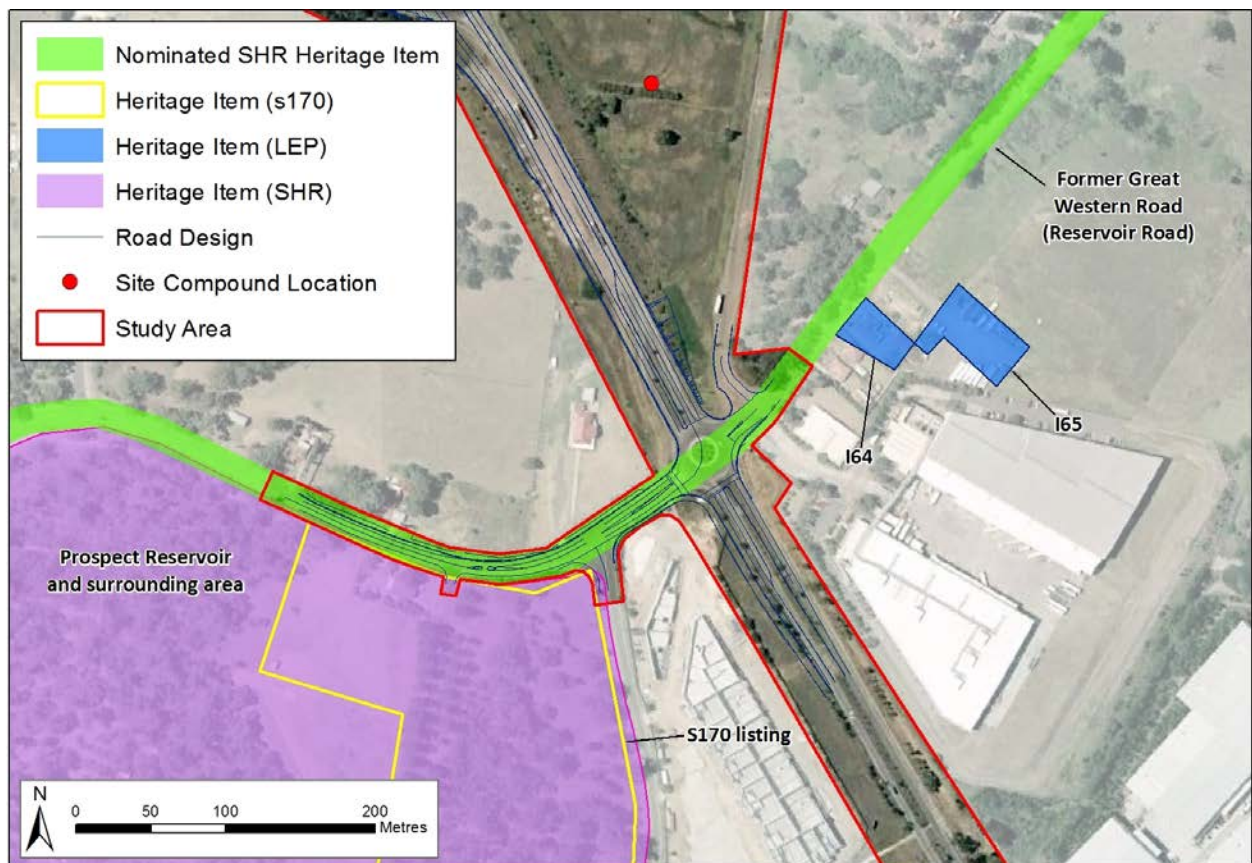




Plate 1: View south-east to Prospect Reservoir from section of study area along Reservoir Road. Note vegetation screening views to the item.



Plate 2: View west to Prospect Reservoir from section of study area along Reconciliation Road. Note buildings screening views to the item.



5.1.4 Mitigation measures

No mitigation measures are required.

5.1.5 Summary

Table 6 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 6: Summary table for Prospect Reservoir and surrounding area

Prospect Reservoir and surrounding area				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	None	None	Not applicable	Not applicable

5.2 Former Great Western Road, Prospect

5.2.1 History and description

The Former Great Western Road, Prospect, has been nominated for listing on the SHR. This section summarises information on the history and description of the item as presented in the draft SHR entry.

By July 1815, work was underway on a road across the Cumberland Plain from Parramatta to the Nepean River at Penrith. This included the section that is the Former Great Western Road, Prospect. This was one of three Great Roads that were built with convict labour to facilitate European settlement beyond the Cumberland Plain. The other two roads are the Great North Road (1826-36) to Newcastle and the Hunter Region, and the Great South Road (1819-mid 1840s). William Cox was contracted to construct the



Western Road. The surveyor of the road remains unconfirmed, however, George Evans, who surveyed Cox's road across the Blue Mountains, may have surveyed the Western Road. The alignment at Prospect may have followed the route of an earlier Aboriginal track over Prospect Hill. The Great Western Road was gazetted as a main road in September 1833 and by 1865 it had been metalled.

The establishment of the road became a catalyst for development of the Prospect Hill area from 1820. Governor Phillip's small first grants on the east slopes of Prospect Hill made in 1791 were consumed within larger grants made by Governors Grose, Paterson, Hunter and Macquarie. These larger grants were then subdivided and offered for sale. The eastern section of the Great Western Road at Prospect had become the focus of the Prospect Village by the end of the 19th century.

The road through Prospect continued its 1818 alignment until it was deviated to the north and straightened as the Prospect Deviation in 1968. The Western Freeway was constructed in the 1970s, separating Reservoir Road and creating Tarlington Place in the east, and Yallock Place and Boiler Close in the west. Boiler Close and Honeman Close were separated when the western end of Reservoir Road was deviated northwards to join the new freeway. The Western Highway and Prospect Deviation were widened to six lanes in the 1980s. The road at Prospect is now within the Western Sydney Parklands, and is managed by the Parkland Trust on behalf of the NSW Government.

The Former Great Western Road, Prospect, is aligned along the undulating ground to the north of Prospect Hill and Prospect Reservoir. The alignment runs between the junction of Tarlington Place and the Great Western Highway in the east and the northern end of Honeman Close in the west. It extends for almost four kilometres and is cut by the M4 Western Motorway between Tarlington Place and Reservoir Road in the east and Yallock Place and Boiler Close in the west (Figure 4). This stretch of the alignment contrasts with the straightness of most of the remainder of the road from Parramatta to Penrith. It winds gently over the low northern ridge and spurs of Prospect Hill, along the northern boundary of Prospect Reservoir. The western quarter of the alignment (beyond the M4 Western Motorway) runs northwest downslope towards the Great Western Highway.

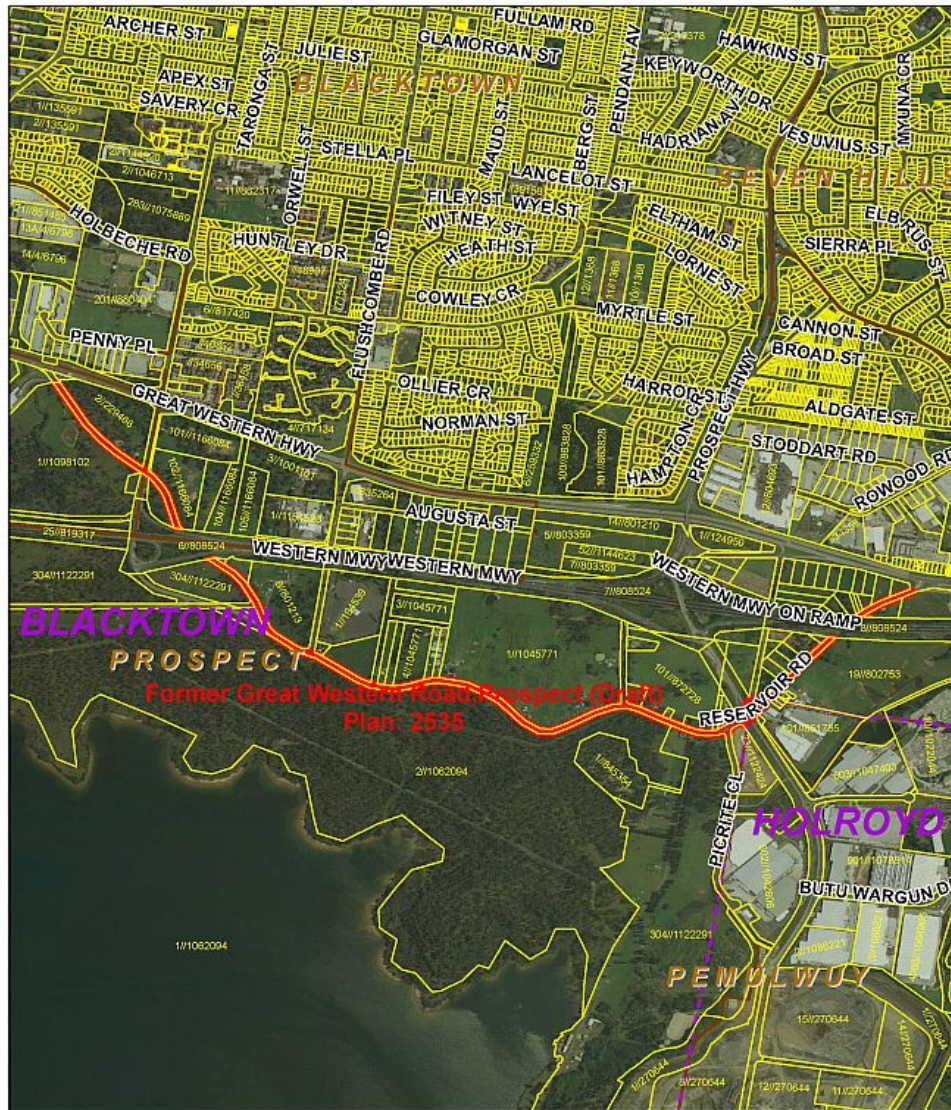
The Former Great Western Road alignment comprises a two-laned asphalted pavement for most of its length, with mostly unformed edges flanked by wide gravelled and grassed shoulders. The road travels through a landscape predominantly of open paddocks with stands of indigenous trees and remnants of low scale agricultural activities. The majority of the current alignment of the Former Great Western Road reflects the original alignment. Sections have been cut by the late 20th century road works associated with the M4 Western Motorway and Prospect Highway. The asphalt surface along Reservoir Road is in reasonable to poor condition, whilst that along Tarlington and Yallock Places and Boiler and Honeman Closes is in poorer condition. It appears that maintenance has involved patching and laying new asphalt over the older layer and has not resulted in the removal of earlier pavements. The road was metalled in 1865 and asphalted in 1939. It is noted in the draft SHR entry for the item that, as at March 2012, it appears most of the Reservoir Road section, between the Prospect Highway intersection in the east and



the Yallock Place junction in the west has not been widened and no major traffic management infrastructure has been installed. It is possible that earlier pavement layers and drainage infrastructure may still be retained below the current road levels (SHR entry for 'Former Great Western Road, Prospect' [Draft]).

Figure 4: Former Great Western Road, Prospect, proposed curtilage (from SHR listing for this item)

Heritage Council of New South Wales



State Heritage Register - Proposed Curtilage for Investigation



Scale: 1:20,000 @A4
 Produced by: Michelle Galea
 Date: 15 March 2012

- Legend**
- Proposed Curtilage
 - SHR Curtilage
 - LGAs
 - Suburbs
 - Land Parcels



5.2.2 Heritage significance

The statement of significance included in the draft SHR entry for the item is as follows:

The Former Great Western Road, Prospect has exceptional state significance as the only surviving original alignment of the 1818 Great Western Road that itself most likely followed an earlier Aboriginal track for a route over Prospect Hill.

The Prospect Hill area has strong social and spiritual significance for Aboriginal people as a place regularly visited in pre-European times; as a meeting and trading place; as a place representative of early conflict between Aboriginal peoples and European settlers, and for its associations with the 1805 meeting which marked the beginning of the long road to reconciliation (Prospect Hill, Heritage Landscape Study and Plan 2008). The Prospect Heritage Study suggests that the alignment of the Former Great Western Road, Prospect may have followed an earlier Aboriginal track for a route over Prospect Hill which avoided the creeks and more flood prone and heavier ground to the north. The unaltered alignment of the Former Great Western Road, Prospect therefore has exceptional historical significance for its capacity to demonstrate a potential pre-contact as well as post-contact Aboriginal track.

The Former Great Western Road, Prospect demonstrates exceptional heritage significance as the only surviving original alignment and relatively undeveloped section of Governor Macquarie's Great Western Road, that was constructed by convict labour from 1815 to 1818 that remains in use. The Western Road was an important piece of infrastructure stewarded by Governor Lachlan Macquarie as part of his wide ranging town planning and infrastructure improvements to civilise the penal colony.

The Great Western Road was one of the three Great Roads built in the colony between 1815 and the 1840s. The others were the Great North Road (1826-36) and the Great South Road (1819-mid 1840s). The Great Roads were vital early colonial infrastructure designed to open up the colony to agricultural and pastoral production and European settlement beyond the Cumberland Plain. The discovery of the route over the Blue Mountains in 1813 dramatically refocused colonial attention to the fertile western plains beyond the mountains. The 1813 crossing was the catalyst for the essential role that the Great Western Road played in facilitating European expansion beyond the Sydney basin. From the 1820s the former Great Western Road quickly became the foremost route to the west. The section at Prospect was an intrinsic part of the route to the west until it was by-passed in 1968 for the present Great Western Highway alignment, and slipped into obscurity.



Except for the Former Great Western Road by-passed section at Prospect, the remainder of the carriageway of the Former Great Western Road has been substantially widened, straightened and levelled to ease and speed travel. Most of the Former Great Western Road, Prospect --- despite being cut in two places by the M4 and affected by traffic works at the intersection of the Prospect Highway and the M4 --- is still laid onto and follows the undulations of the original landforms as it winds up and over the northern ridge and flanks of Prospect Hill through a relatively undeveloped former agricultural landscape. The setting in the vicinity of the subject road at Prospect still retains a bucolic character with its early to mid-twentieth century subdivision pattern, scattered houses flanking the road, sheds and outbuildings, fences and paddock enclosures and mature tree cover (as at March 2012).

At the highest point of the route, just to the west of the intersection with Watch House Road, the views from the road to the Blue Mountains in the west and the Blacktown hills to the north still convey a powerful understanding of the wider topography and views and a sense of anticipation which travellers on the road would have experienced for over 180 years since the early nineteenth century. The experience of the road and the surrounding landscape at Prospect is intensified as the traveller realises that elsewhere along the road development has changed, and will continue to change and alienate open land.

The former Great Western Road at Prospect has important historical association with the Aboriginal people of the Prospect area as the probable alignment of an earlier Aboriginal route over Prospect Hill. It is directly associated with significant early colonial persons: William Cox of Clarendon (former Captain in the NSW Corps) who was contracted by Governor Macquarie to build the Western Road from Parramatta to Penrith (following his completion of the convict built Cox's Road across the Blue Mountains from Emu Plains to Bathurst in early 1815). Surveyor George Evans may have been responsible for establishing the alignment of the Former Great Western Road, as he had previously been instructed by Governor Lachlan Macquarie to identify a route through the Blue Mountains for the Cox's Road.

Given that the Former Great Western Road, Prospect, has not been substantially widened or improved since the middle of the twentieth century (except for intersections at the Great Western and Prospect Highways and in the vicinity of the M4) and that any road improvements that have taken place most likely involved new pavements over older layers, it is likely that the Former Great Western Road has the potential to retain highly significant archaeology of convict built infrastructure and of the colonial era.



Archaeological Potential

The statement of significance highlights that the Former Great Western Road as a whole has archaeological potential at potentially a State significant level, as it has not been substantially widened or improved since the mid 20th century, and improvements have most likely involved new pavements over older layers. The sections of Reservoir Road directly impacted by the proposal have a low archaeological potential due to substantial road works associated with the installation of the Reservoir Road / Reconciliation Road and Prospect Highway roundabout intersection. The section of Reservoir Road to the west of the roundabout has been heavily modified by resurfacing of the road and installation of power lines and footpaths. It is possible, but unlikely that earlier pavement layers and drainage infrastructure are retained below the current levels of the road.

5.2.3 Statement of heritage impact

The proposal along Reservoir Road (the heritage item) and adjacent to Reservoir Road includes:

- Widening of Prospect Highway between Reservoir Road/Prospect Highway and the M4 Western Motorway.
- Dual right turn lanes for southbound traffic on Prospect Highway onto Reservoir Road.
- Conversion of the existing Reservoir Road/Reconciliation Road and Prospect Highway roundabout intersection to a signalised four way intersection.

Sections of Reservoir Road to the west and east of the roundabout would be directly physically impacted by the proposal (Figure 5). Including the roundabout, these sections have a combined total length of around 400 metres and have both already been affected by traffic works at the intersection of Prospect Highway/Reconciliation Road. The section of Reservoir Road to the west of the roundabout, measuring around 300 metres, has already been heavily modified by resurfacing of the road and the installation of other roads and infrastructure such as power lines and footpaths (Plate 3 and Plate 4). These features, along with trig towers located in the paddocks immediately to the north, and the Wet 'n' Wild Sydney water theme park infrastructure visible on the skyline to the west, have already substantially altered the views and setting of the heritage item. The proposal would not have any further negative impact on the views and setting of this section of the road. The statement of significance emphasises the views to the Blue Mountains and Blacktown hills offered at the highest point of the route, just west of the intersection with Watch House Road. This location is well outside of the area of proposed impact along Reservoir Road.

A section of Reservoir Road to the east of the roundabout, measuring around 60 metres, will be directly physically impacted by the proposal. However, this section has already been affected by traffic works at the roundabout. The remainder of the stretch of road that runs northeast towards the M4 Western Motorway will not be directly impacted. This section is mostly screened from the study area to the west



(bounded by Thornley Road) by vegetation (Plate 5). The proposal would not have a negative impact on the views and setting of this section of the heritage item.

The alignment of Reconciliation Road will remain unchanged after the proposed works, which is a feature highlighted within the statement of significance.

Overall, the proposal would not have a negative impact on the heritage significance of the item in terms of aesthetics, view and setting. The proposal will have a direct physical impact on small sections of the heritage item that have low archaeological potential and a low potential for any relics that are likely to have state or local heritage significance.

Figure 5: Former Great Western Road (Reservoir Road) in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)

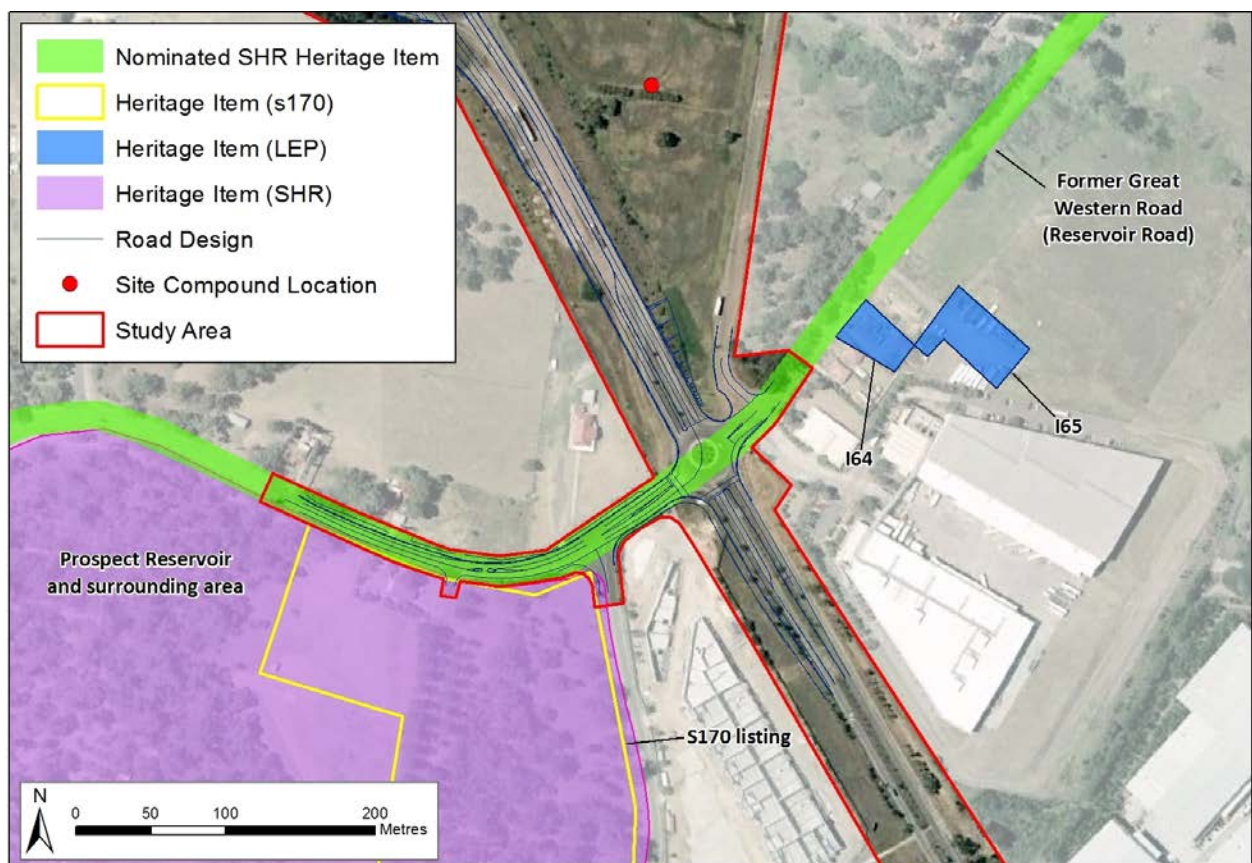




Plate 3: Section of study area that includes the Former Great Western Road, view to west.



Plate 4: Section of study area that includes the Former Great Western Road, view to north-east.



Plate 5: Northeastern end of Reservoir Road, view to north. Note vegetation to left, screening the study area to the west.



5.2.4 Mitigation measures

The Former Great Western Road, Prospect – Reservoir Road, has been nominated for listing on the SHR. The listing will include a series of site-specific exemptions under section 57(2) of the *Heritage Act 1977* primarily relating to the archaeological potential of the area that would be impacted by the proposal. The sections of Reservoir Road directly impacted by the proposal have a low archaeological potential and a low potential for any relics that are likely to have state or local heritage significance. The proposed development meets the criteria set out in paragraph 1 (a) of Exemption 2, which applies to the sections of Reservoir Road that would be impacted:

...an archaeological assessment, zoning plan or management plan has been prepared in accordance with the applicable and current guidelines published by the Heritage



Council of NSW which assessment indicates that any relics in the land are unlikely to have state or local heritage significance...

If the item is listed on the SHR before construction starts, an exemption from approval under Section 57(2) of the *Heritage Act 1977* should be requested from the Heritage Council for the proposed works.

If the item is not listed on the SHR before construction starts, the Heritage Division would be consulted prior to any impacts taking place and they would provide advice on how to proceed.

It is not considered that archaeological monitoring of roadwork would be necessary as the archaeological potential of the impacted section of the road is low. As a management measure a heritage induction would be provided to workers before construction begins informing them of the possibility that archaeological remains may be present, and guidelines to follow if unanticipated heritage items or deposits are located during works. If any unanticipated archaeological deposits are identified within these sections of the study area during construction the Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* would be followed.

5.2.5 Summary

Table 7 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 7: Summary table for the Former Great Western Highway, Prospect

Former Great Western Highway, Prospect				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	Direct physical impacts to small sections of the item	None	<p>Direct physical impacts to the item should be avoided where possible. If impacts cannot be avoided, and dependent on the status of the heritage listing, an exemption from approval under Section 57(2) of the <i>Heritage Act 1977</i> should be requested and/or the Heritage Division would be consulted prior to works commencing.</p> <p>A heritage induction would be provided to workers before construction begins, informing them of the location of heritage items, and guidelines to follow if unanticipated heritage items or deposits are located during the works.</p> <p>If any unanticipated</p>	<p>If direct physical impacts cannot be avoided, and dependent on the status of the heritage listing, an exemption from approval under Section 57(2) of the <i>Heritage Act 1977</i> should be requested and/or the Heritage Division would be consulted prior to works commencing. The Section 57(2) notification would be made under site-specific Exemption 2.</p>



			archaeological deposits are identified within these sections of the study area during construction the Roads and Maritime Services <i>Unexpected Archaeological Finds Procedure</i> 2012 would be followed.	
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5.3 St Bartholomew's Church and Cemetery

5.3.1 History and description

Tenders for the construction of St Bartholomew's church were called in August 1838 and the contract was won by James Atkinson of Mulgoa, who was building three other churches at the same time (at Richmond, St Mary's and Mulgoa). The church was funded partly by the Colonial Treasury and partly by money collected through private subscription.

The church and cemetery were consecrated in 1841. By 1891 over 360 burials had been recorded and from the turn of the century until 1941 there was a notable increase in the annual number of burials, reflecting the rising population of the district. Burials in the cemetery are now only permitted in previously purchased plots (which stopped being sold in 1992) and in existing graves where there is space.

The church is no longer used for services, with the last service held on Christmas Eve in 1967. In 1967 a group of local residents who wanted to preserve the church formed The Prospect Trust. In 1972, Blacktown Municipal Council obtained a 50 year lease over most of the property and in 1978 the National Estate Funds provided \$20 000 for the restoration of the church. In 1982, a Permanent Conservation Order was placed on the site and between 2000 and 2001 the church was completely restored, following damage by a fire in 1989. Blacktown Council acquired the property from the Anglican Church in late 2000.

The church and cemetery are located on a hill overlooking the M4 Western Motorway (Plate 6), with the property bounded by Ponds Road to the north and the Prospect Highway to the west. A strip of land around 50 metres wide separates the property from the ramp between the Prospect Highway and the M4 Western Motorway. Two large transmission towers are located within this strip of land (SHR entry for 'St Bartholomew's Anglican Church and Cemetery'; Blacktown City Council website http://www.blacktown.nsw.gov.au/Discover_Blacktown/Our_History_Heritage/People_and_Landmarks/The_Landmarks/St_Bartholomews_Church).



Plate 6: St Bartholomew's Church



5.3.2 Heritage significance

The statement of significance included in the SHR entry for St Bartholomew's Anglican Church and Cemetery is as follows:

The St Bartholomew's site is closely linked with the development and history of the surrounding area and contains the graves of a considerable number of prominent families from the area since the 1840s. The church is unusually styled for its period and the graveyard is one of the earliest in western Sydney. St. Bartholomew's remains a dominant landmark in the surrounding landscape due to its prominent siting, striking design and mature tree plantings.

5.3.3 Statement of heritage impact

Although the study area encroaches on the curtilage of St Bartholomew's Church and Cemetery along its northern, western and southern sides, no physical impacts would occur within the curtilage of the item (Figure 6). The changes proposed within 25 metres of the curtilage of the item include:

- Provision of a retaining wall about six metres in height for 60 metres in length, offset by a minimum of 5.2 metres from the church boundary.
- Two lanes in each direction with a central median between the M4 Western Motorway eastbound entry and Ponds Road. This would include an auxiliary left turn lane onto the M4 Western Motorway eastbound entry ramp for southbound traffic on Prospect Highway.



- Two lanes in each direction with a central median (and separate bridge structures) between Ponds Road and the Great Western Highway eastbound exit ramp. This would also include an auxiliary left turn lane onto Ponds Road for southbound traffic on Prospect Highway.
- Conversion of the unsignalised intersection at Ponds Road/Prospect Highway to left in and left out movement only.

The main proposed impacts are at the western end of this item, directly outside its curtilage. This is the highest point of the site and significant impacts to views and setting have already occurred with the installation (and cutting down) of existing roads and infrastructure (Plates 7-9). The south-western boundary of the item is screened from the M4 Western Motorway by vegetation. Views and setting in this area have already been substantially impacted by the construction of the motorway, and the installation of infrastructure such as transmission towers (Plate 10). The proposal includes extending the existing road cutting eastwards. The proposed retaining wall would be located at the base of the road cutting and would have minimal impact on the views and setting of the heritage item (Plate 11). It is anticipated that the proposal will not have any significant negative impact on the views and setting of the heritage item.

The proposal is from 5.2 metres to around 25 metres from the western curtilage of the heritage item. It is possible there may be vibration impacts during construction works near the item.

5.3.4 Mitigation measures

The design, location and construction of the proposed retaining wall should aim to minimise impacts to the views and setting of St Bartholomew's Church and Cemetery.

A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to the heritage item.



Figure 6: St Bartholomew's Church and Cemetery in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)

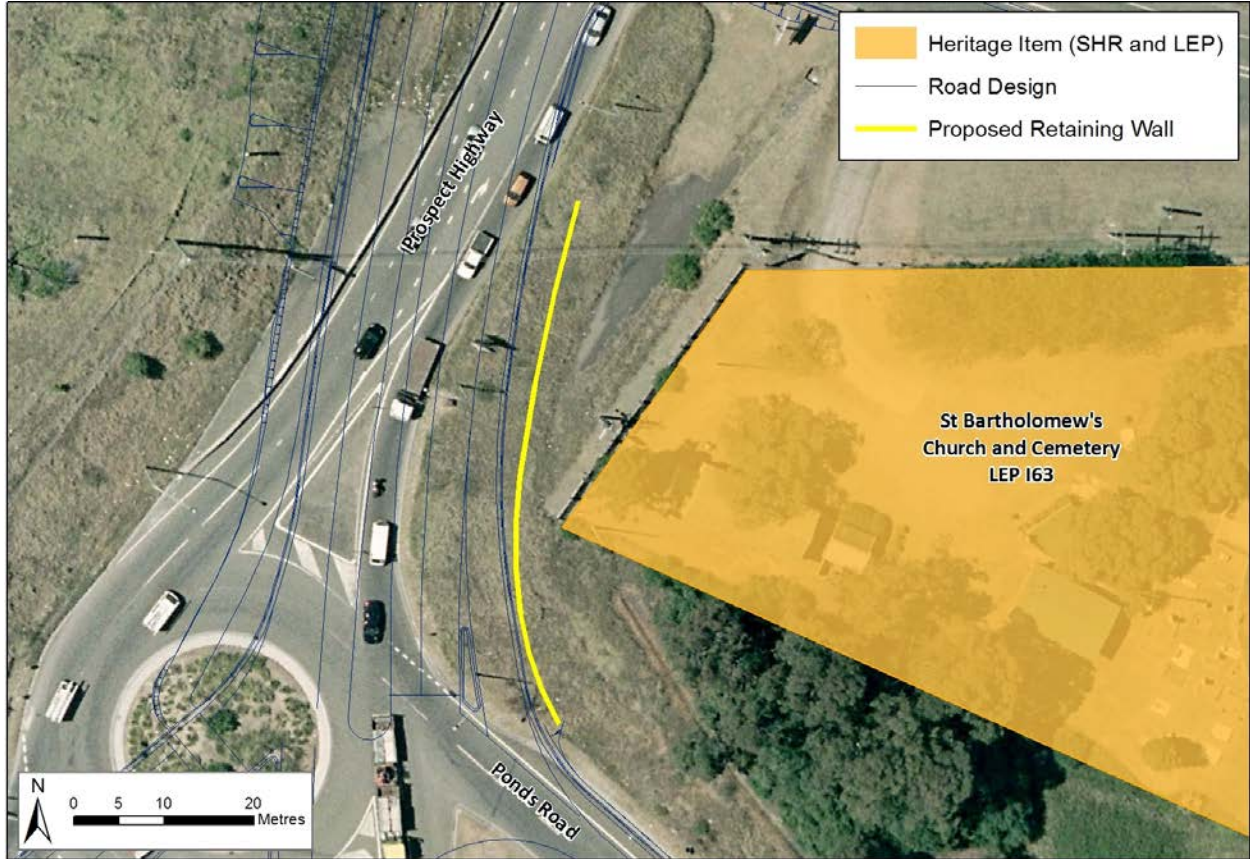




Plate 7: View north-west along northern boundary of St Bartholomew's Cemetery to Ponds Road.



Plate 8: View north to Ponds Road from northern boundary of St Bartholomew's Cemetery.



Plate 9: View north-west to Prospect Highway from the NW boundary of St Bartholomew's Cemetery.



Plate 10: View to south-east along southern boundary of St Bartholomew's Cemetery, towards the M4 Western Motorway.



Plate 11: View west to Prospect Highway from the western boundary of St Bartholomew's Cemetery (the proposed retaining wall would not be visible).





5.3.5 Summary

Table 8 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 8: Summary table for St Bartholomew's Church and Cemetery

St Bartholomew's Church and Cemetery				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	Possible vibration impacts	Possible minor impacts on views and setting by the proposed retaining wall	<p>A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to the heritage item.</p> <p>The design, location and construction of the proposed retaining wall should aim to minimise impacts on views and setting of the heritage item.</p>	A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential impacts to the heritage item.

5.4 'Bridestowe' and Hicks' Dairy

5.4.1 History and description

In 1884, William Edward Goodwin sold various parcels of land to the south of the Great Western Highway to James Hicks, a farmer from Ryde. Hicks died in 1903 and left the property to his son, Joseph, who later stated that the buildings on the land, which consisted of weatherboard buildings with iron roofs, had been built about 1889 by his father. The property was known as 'Bridestowe' and was operated as a combined dairy farm and orchard, while barley, oats and maize were also grown there.

When the Valuer-General valued this land in December 1922, there was a six roomed weatherboard cottage with an iron roof named "Bridestowe" on the property, along with a dairy, hay shed, milking sheds and a stable. An aerial photograph dating to 1930 shows Bridestowe at the front of the property with a group of farm buildings to the rear. Some of these outbuildings were still visible in a 1943 aerial photograph.

In 1942, the Hicks Brothers were still operating a dairy while living in the house at "Bridestowe". The brothers owned 188 acres and leased a further 170 acres of land owned by the Water Board and 99



acres from adjacent owners. They ran a total of 90 to 95 cows on the land (Draft Blacktown Heritage Inventory 2009 entry for Hick's Dairy).

The original house on the property is still standing and is known as 'Bridestowe'. It is a single-storey late Victorian weatherboard house fronting Reservoir Road, and is listed on the Blacktown LEP 1988 and Draft LEP 2013 (Plate 12). Some of the early dairy buildings still stand at the site, to the east of the house, and these are listed as a heritage item named 'Hicks' Dairy' on the Draft Blacktown LEP 2013 (Plate 13).

Plate 12: 'Bridestowe' house, view to south-east across Reservoir Road.



Plate 13: Hicks' Dairy, view to south-east across Reservoir Road.



5.4.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 'Bridestowe' house is as follows:

"An excellent example of residential development in the Victorian era in Prospect."

The statement of significance included in the Draft Blacktown Heritage Inventory 2009 listing for 'Hicks' Dairy' is as follows:

"A collection of farm buildings which is an excellent example of development of the Victorian era in Prospect."

5.4.3 Statement of heritage impact

'Bridestowe' and Hicks' Dairy are located around 40 metres from the northern extent of the study area along Reservoir Road and at least 100 metres from the western extent of the study area delimited by Thornley Road (Figure 7). The items are screened from the study area by neighbouring buildings and vegetation (Plate 14). The proposal would have no impact on the heritage significance of these items.



5.4.4 Mitigation measures

No mitigation measures required.

Figure 7: 'Bridestowe' (I64) and Hicks' Dairy (I65) in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)

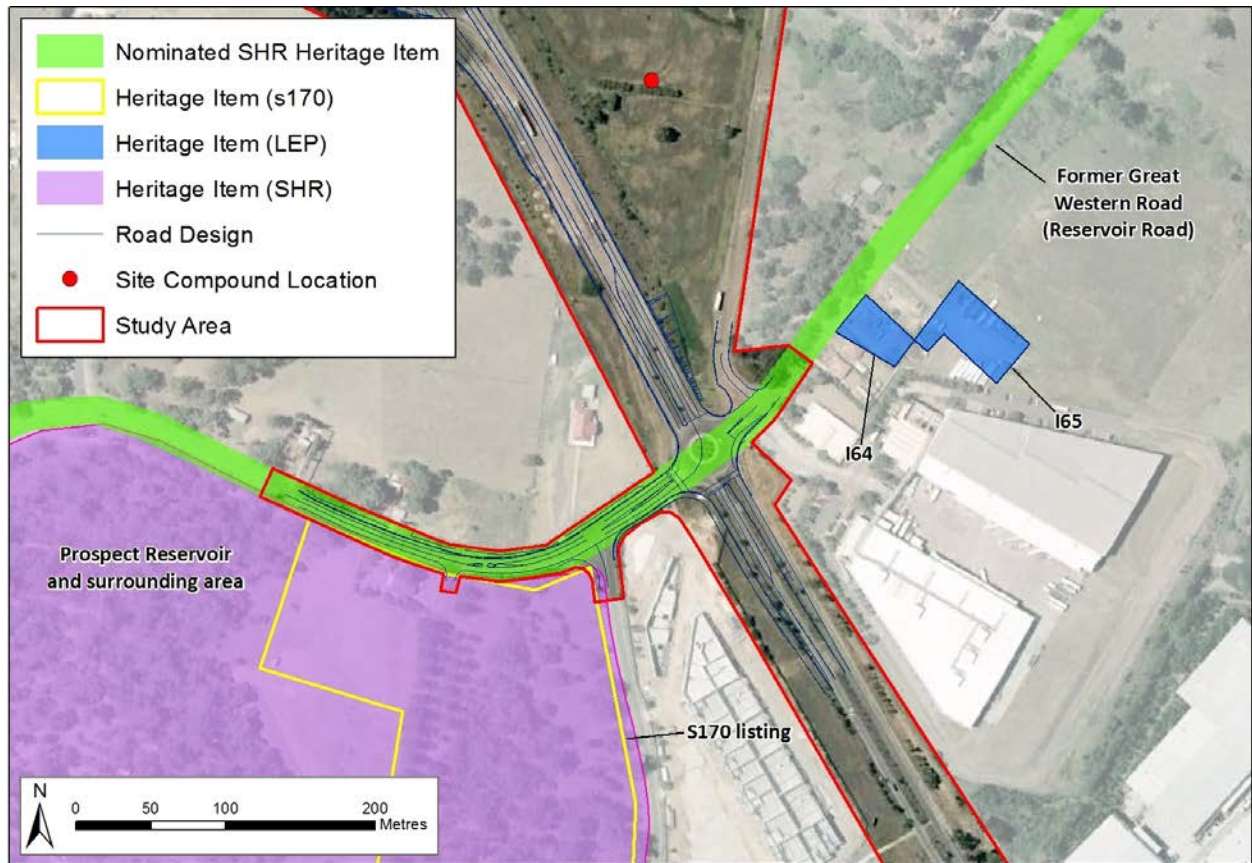


Plate 14: Vegetation (to right of photo) and buildings screening 'Bridestowe' and Hicks' Dairy from the study area, view to south.





5.4.5 Summary

Table 9 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 9: Summary table for 'Bridestowe' and Hicks' Dairy

'Bridestowe' and Hicks' Dairy				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	Not applicable	Not applicable

5.5 Milestones

5.5.1 History and description

The milestones are small sandstone obelisks with notations embedded in the stone indicating distances in Roman numerals. They mark the highway between Sydney and Penrith and the distance to and from each (State Heritage Inventory listing for Milestones). One of the milestones is located around 60 metres to the east of the study area (east of Ponds Road) (Plate 15). It is likely these milestones are part of a series that were erected along the Great Western Highway under instruction from Governor Macquarie between 1810 and 1825. There are sixteen sandstone milestones located along the southern side of the Great Western Highway from Parramatta to Penrith (Holroyd City Council Heritage Item Inventory Sheet for the 'Parramatta to Greystanes Milestones').

5.5.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for the 'Milestones' is as follows:

These obelisks mark the main highway between Sydney and Penrith and the distance to and from each. There are several located along the Great Western Highway within the City of Blacktown and adjoining Local Government Areas.

5.5.3 Statement of heritage impact

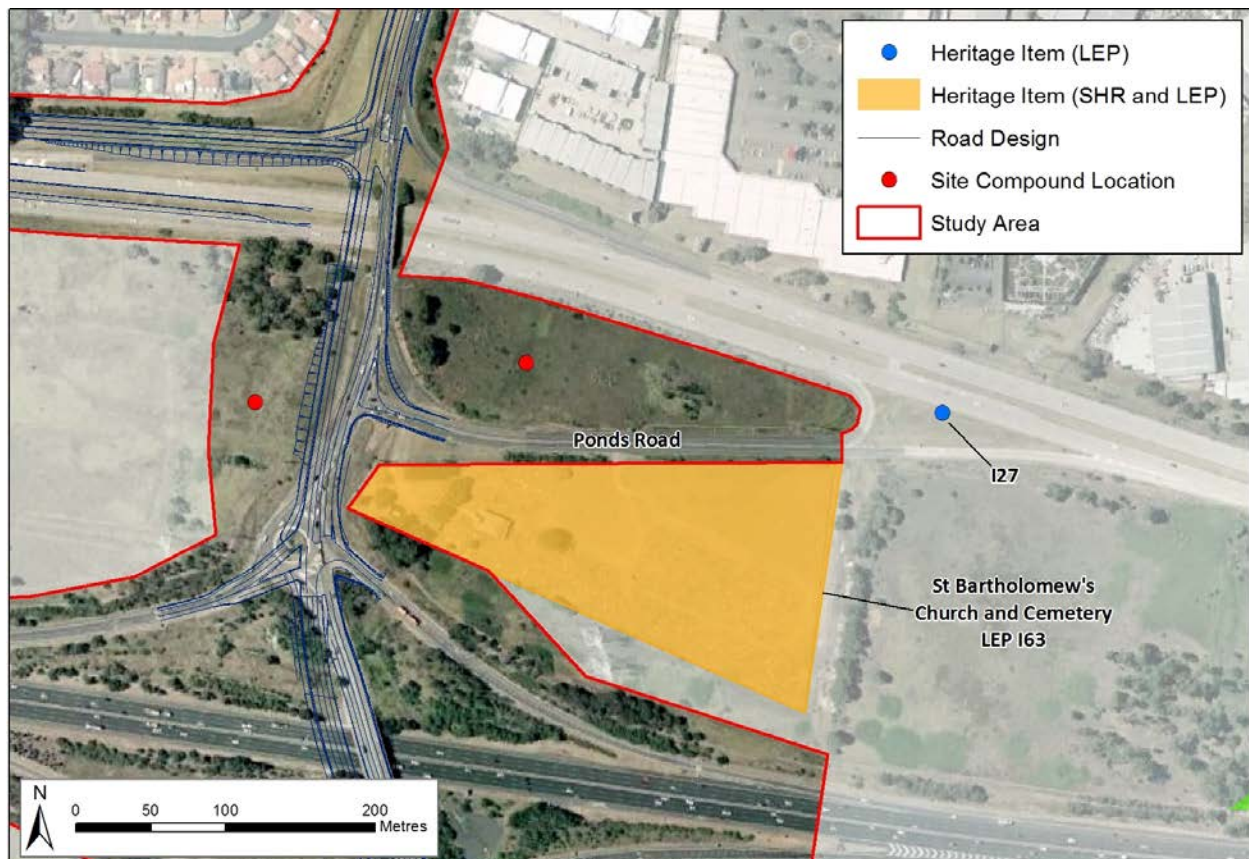
The milestone is located around 60 metres to the east of the study area along Ponds Road (Figure 8). The setting of the milestone has already been significantly impacted by surrounding development and upgrades to the Great Western Highway (Plate 15). The proposal would have no impact on the heritage significance of this item.



Plate 15: Milestone (circled orange) along southern edge of the Great Western Highway, view to north-east (taken from Ponds Road).



Figure 8: Milestone (I27) in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)





5.5.4 Mitigation measures

No mitigation measures are required.

5.5.5 Summary

Table 10 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 10: Summary table for Milestone to the east of Ponds Road

Milestone to the east of Ponds Road				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	Not applicable	Not applicable

5.6 House at 8 Edgeware Road, Prospect

5.6.1 History and description

The land on which the house is located was originally identified as Church and School Lands (pre 1860 Parish Maps). With the arrival of the railway to Blacktown in 1860, the area was designated for subdivision. The land was identified as Winters Estate between 1860 and 1887 (DP 1645). The Winters Estate was then further subdivided, and the land on which Edgeware Street, Algate Street and Old Church Lane are situated was retained within two holdings belonging to Peter Winter. The streets had been formed by 1894 and it is likely that the houses of the Victorian period were built in the area at around this time (Draft Blacktown Heritage Inventory 2009 entry for 8 Edgeware Road, Prospect).

The house is a four-roomed timber framed cottage (former weather board). It has a front verandah, hipped roof and chimneys (Plate 16). Original regency style timber windows and doors remain (indicating the period of construction). The land has been subdivided and modifications to the house include fibro cladding (weatherboards likely to remain underneath due to placement of new Architraves); new front verandah with metal poles; and western side windows (Draft Blacktown Heritage Inventory 2009 entry for 8 Edgeware Road, Prospect).



Plate 16: House at 8 Edgeware Road, view to south-west. Note neighbouring houses screening the item from the study area.



5.6.2 Heritage significance

The statement of significance included in the Draft Blacktown Heritage Inventory 2009 listing for '8 Edgeware Street (Road)' is as follows:

Criterion a) 8 Edgeware Street is one of only 3 or 4 remaining Victorian era homes from the initial subdivision of the Church and School Lands at Prospect to form the Winter Estate, bounded by Blacktown Road, Prospect Highway, and the Great Western Highway. These houses have survived the substantial redevelopment of the area by the First Homeworld village in the 1980's. 8 Edgeware Street and 29 Old Church Lane are the most intact of this group and the most viable for protection. These homes indicate the previous era of suburban / small farm development of Prospect.

Criterion c) The Cottage at 8 Edgeware Street is a typical Victorian four roomed brick cottage.

5.6.3 Statement of heritage impact

The house at 8 Edgeware Road is located around 80 metres to the east of the study area along Prospect Highway (Figure 9). The item is screened from the study area by neighbouring houses (Plate 16). The proposal would have no impact on the heritage significance of this item.



Figure 9: Houses at 8 Edgeware Road (I61) and 29 Old Church Lane (I62) in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)



5.6.4 Mitigation measures

No mitigation measures required.

5.6.5 Summary

Table 11 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 11: Summary table for 8 Edgeware Road, Prospect

8 Edgeware Road, Prospect				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	Not applicable	Not applicable



5.7 House at 29 Old Church Lane, Prospect

5.7.1 History and description

The land on which the house is located was originally identified as Church and School Lands (pre 1860 Parish Maps). With the arrival of the railway to Blacktown in 1860, the area was designated for subdivision. The land was identified as Winters Estate between 1860 and 1887 (DP 1645). The Winters Estate was then further subdivided, and the land on which Edgeware Street, Algate Street and Old Church Lane are situated was retained within two holdings belonging to Peter Winter. The streets had been formed by 1894 and it is likely the houses of the Victorian period were built in the area at around this time (Draft Blacktown Heritage Inventory 2009 entry for 29 Old Church Lane, Prospect).

The house is a two-roomed weatherboard cottage, with an iron roof, simple gable, skillion verandah and rear lean-to (Plate 17). More recent modifications are evident in the windows and metal posts along the verandah.

Plate 17: House at 29 Old Church Lane, Prospect, view to south-west.



Plate 18: Close proximity of Prospect Highway to the house at 29 Old Church Lane, view to west.



5.7.2 Heritage significance

The statement of significance included in the Draft Blacktown Heritage Inventory 2009 listing for '29 Old Church Lane' is as follows:

Criterion a) 29 Old Church Lane is one of only 3 or 4 remaining Victorian era homes from the initial subdivision of the Church and School Lands at Prospect to form the Winter Estate, bounded by Blacktown Road, Prospect Highway, and the Great Western Highway. These houses have survived the substantial redevelopment of the area by the First Homeworld Village in the 1980's. 29 Old Church Lane and the nearby 8 Edgeware Street are the most intact of this group and the most viable for protection. These homes indicate the previous era of suburban/small farm development of Prospect.



Criterion c) The Cottage at 29 Old Church Lane is a typical two room Victorian weatherboard cottage with a lean-to rear addition, situated on a larger block of land in a prominent position facing the Prospect Highway.

5.7.3 Statement of heritage impact

The house at 29 Old Church Lane is located around 15 metres to the east of the study area along Prospect Highway (Plate 18 and Figure 9). The views and setting of this item have already been substantially impacted by the construction of Prospect Highway. It is anticipated the proposal will not have any significant negative impact on the views and setting of the heritage item. The proposal would have no impact on the heritage significance of this item.

The proposal is around 15 metres from the heritage item. It is possible there may be vibration impacts during construction works along Prospect Highway.

5.7.4 Mitigation measures

A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to the heritage item.

5.7.5 Summary

Table 12 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 12: Summary table for 29 Old Church Lane, Prospect

29 Old Church Lane, Prospect				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Possible vibration impacts	None	A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to the heritage item.	A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to the heritage item.

5.8 House at 2 Erith Street (AKA 17 Lancelot Street), Blacktown

5.8.1 History and description

The item is a single storey masonry house. It has a hipped galvanised iron roof and bull-nose verandah along the front and side. Full height colonial Georgian shutters surrounding double hung French doors are contained in the front section of the house (State Heritage Inventory listing for this item).



5.8.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 2 Erith Street, Blacktown is as follows:

Local residential development in Blacktown.

5.8.3 Statement of heritage impact

The house at 2 Erith Street is located around 130 metres to the west of the study area along Prospect Highway (Figure 10). The item is screened from the study area by neighbouring houses (Plate 19). The proposal would have no impact on the heritage significance of this item.

Figure 10: House at 2 Erith Street (I6) in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)

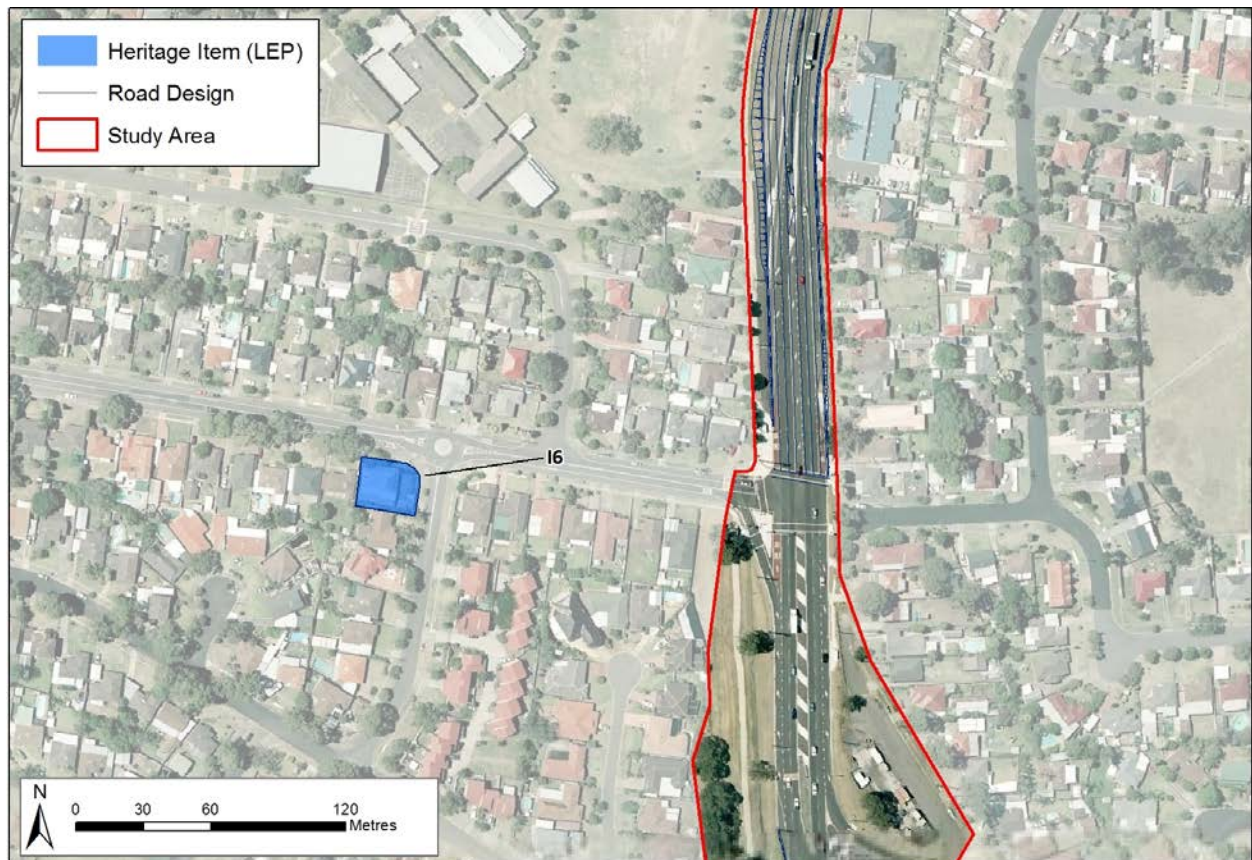




Plate 19: House at 2 Erith Street, view to south-east. Note neighbouring house screens the item from the study area.



5.8.4 Mitigation measures

No mitigation measures required.

5.8.5 Summary

Table 13 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 13: Summary table for 2 Erith Street, Blacktown

2 Erith Street, Blacktown				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	Not applicable	Not applicable

5.9 Dayton House

5.9.1 History and description

Bates Farm is a late-Georgian house, probably built in the early 1830s (Plate 20). Bates Farm is located on an area of land measuring 120 acres that was originally granted to Lewis Henry Campbell. The land was subsequently sold to James Bates in September 1827. At the time the land was described as being separate from the Prospect common by the new road to Richmond. Bates was a convict, sentenced to seven years transportation, who had arrived in Sydney on the Grenada in October 1819. The Census return for 1828 showed that Bates had part of the land under cultivation and also owned three horses and 16 head of cattle.



The New Richmond road, providing a more direct line to Richmond between the Great Western Road and the Windsor Road was constructed in about 1830. This road, now known in part as the Blacktown Road, passed through Bates' land. Bates unsuccessfully sought compensation from the government for the road, in the form of the provision of fencing or additional land from 1830 to 1833. By November 1834 Bates had died, and the planning and fabric of the subject building suggests that it had been completed by this time. It has not been determined whether the building faced the line of the present Blacktown Road or Seven Hills Road. James Bates Junior is registered on the electoral rolls as being at Prospect during the 1850s.

From 1864 the 110 acre property, then known as 'Bates Farm' with 'buildings thereon' was leased to farmer Edward Moon of Prospect. From about 1891 Bates was again residing at Prospect. The subject property passed to his wife Sarah, who died in July 1909. The property came into possession as trustees of Sarah's daughter, Emily Ann Harris, and Sarah's grandson, Harold James Cofill. The property was sold to Mildred Ethel Harris of Glebe Point in 1912. Physical evidence suggests that minor alterations to the property were made at this time, including the addition of the store. Harris subsequently defaulted on the mortgage and the 100 acre property was subdivided and sold in February 1922. The subject property now comprised the house and an allotment, and was sold to Stanley Eric Speare and Florence Harriet May Stedman. Speare also purchased adjoining land on the north, south and east.

Further subdivision and sale of the land occurred from 1926 and 1935. As indicated by the physical evidence, a number of alterations were made during this time, including the upper and lower lounge and bedroom. The property was sold to Adair MacAlister Blain in 1950 and went through further subdivision and sale over that decade. Substantial alterations were made to the house over that period, giving it the form it has today.

During the Bates period the house would have been three bays wide in a double-pile plan form. The elevations would have centred on the central doorway, with dominant chimneys providing balance. The four chimneys are brick without caps and are the only parts of the building exterior that have not been roughcast. The house once had two flues, as indicated in the largest northeast chimney. The upstairs room on this corner is the only first floor room with a fireplace. The house has a corrugated iron hipped roof, boxed timber eaves, guttering and linings that appear either between the wars, or post war. The remainder of the brick walls from the eaves to the ground are roughcast, suggesting post war.

There is evidence that a ground floor verandah encircled the house all the way around. Five stone sills/masonry sills at first floor level appear to be original. The ground floor apertures appear to all have been French doors originally. It appears that the house may have originally faced east rather than west as at present because a staircase (now closed off) comes down in the central hall. A probable late Victorian concave corrugated iron sheet on timber frame verandah, without supports, is located on the southern side of the house. The same verandah is positioned between the kitchen and store. The timber posts are post war, and the concrete floor is probably post war or could be between the wars. The store at the



northeast corner appears to be Edwardian or between the wars, whilst the kitchen and bathroom skillion on the east wall appears to be post war. A number of False Acacias and Oleanders are located behind the house to the east. It is probable that Bates Farm was an orchard, although there is no direct evidence to confirm this (SHR entry for 'Dayton House').

Plate 20: View south-east to Dayton House from Roger Place.



5.9.2 Heritage significance

The statement of significance included in the SHR entry for Dayton House is as follows:

Bates Farm, possibly built in the early 1830s, is arguably the oldest extant domestic farm building in the Blacktown area. Albeit substantially altered, the house in its planning is an example of the archetypal verandahed two storeyed, double-pile late-Georgian house as built in rural Australia. The place is associated with James Bates a successful ex-convict settler, whose family retained an interest in the Blacktown area for at least one hundred years (Clive Lucas Stapleton, 1993).

The assessment of significance included in the SHR entry for Dayton House is as follows:

SHR Criteria a) [Historical significance] The place is a typical example of the European development of the Blacktown area in its development from initial agricultural use to suburban subdivisions (Clive Lucas Stapleton 1993).

SHR Criteria b) [Associative significance] The place is associated with James Bates a successful ex-convict settler, whose family retained an interest in the Blacktown area for at least one hundred years (Clive Lucas Stapleton 1993).



SHR Criteria c) [Aesthetic significance] The place contains a number of plantings which are some age, and possibly associated with the Bates period of ownership (Clive Lucas Stapleton 1993).

SHR Criteria e) [Research potential] The place contains a building which has high archaeological potential to reveal new information about early nineteenth century farm buildings (Clive Lucas Stapleton 1993).

Archaeological potential

As stated in the SHR entry for this item in regards to research potential, “the place contains a building which has high archaeological potential to reveal new information about early 19th century farm buildings.” The area immediately to the south of the item (outside the listed curtilage) does have archaeological potential due to possible association with the original house (Figure 11 and Plate 21). There is potential for sub-surface features such as privies, wells and rubbish pits to be present, along with the foundations of buildings or sheds. However, this area is likely to be of low archaeological significance and research potential because of a post-1900 house and sheds that were constructed and subsequently demolished in the area. This house is visible on Sydney 1943 aerial imagery (NSW Land and Property Information) (Figure 12). This imagery indicates sub-surface structures associated with Dayton House may have been present at this time. Historical imagery from Google Earth indicates the demolition occurred recently, with the post-1900 house still evident on imagery from 2012. Evidence of the demolition was noted during the site visit, with building material, broken glass and ceramics scattered across the area. It is unlikely that significant archaeological deposits or features would be located in this area.

5.9.3 Statement of heritage impact

Dayton House is located around 70 metres to the east of the study area along Blacktown Road (Figure 13). The item is screened from this portion of the study area by neighbouring single storey houses. The proposal along Blacktown Road would have no impact on the heritage significance of this item.

A section of the study area runs parallel to the southern curtilage of the heritage item, at a distance of around 20 metres from it (Figure 13). As discussed above, the area immediately to the south of the item (outside the listed curtilage) does have archaeological potential due to possible association with the original house, however, this is likely to be of low archaeological significance and research potential. This part of the study area does not encroach on the area of archaeological potential and therefore would not impact on it. The proposal indicates use of this part of the study area as a site compound for construction. The proposed site compound is located at chainage 3100, to the east of the alignment and around 100 metres to the south of Roger Place (Figure 13). This would result in minor temporary impacts to the views and setting of Dayton House during construction.



Figure 11: Area of archaeological potential immediately to the south of Dayton House highlighted blue. Note that the house in this area has since been demolished (background image © NSW LPI 2013)



Figure 12: 1943 aerial imagery showing Dayton House and the post-1900 house immediately to the south (background image © NSW LPI 2013)

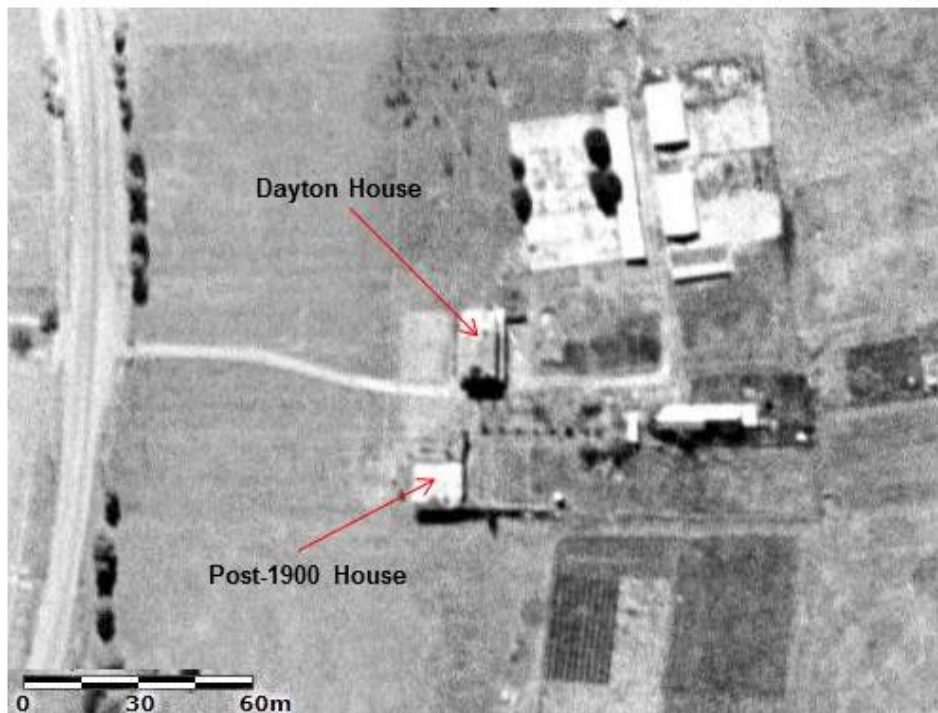




Figure 13: Dayton House in relation to the study area (background aerial © Sinclair Knight Merz 2013 c/o Google)



Plate 21: View north-east to Dayton House from vacant land to south of property.





5.9.4 Mitigation measures

No sub-surface excavation would be undertaken within the section of the study area that bounds the area of archaeological potential, therefore no mitigation measures are required in relation to archaeology.

Impacts to the setting and context of Dayton House would be minor and temporary (during construction) therefore no mitigation measures are required.

5.9.5 Summary

Table 14 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 14: Summary table for Dayton House

Dayton House				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	None	Potential minor impacts to views and setting during construction caused by the proposed site compound located at chainage 3100, to the east of the alignment and around 100 metres to the south of Roger Place, but these would be temporary only.	Not applicable	Not applicable



6.0 Archaeological potential

6.1 Potential archaeological resources

Archaeological potential refers to the potential of a site to contain archaeological relics, as defined in the *Heritage Act 1977*. Archaeological potential is assessed through the identification of past land uses and the evaluation of the impact that subsequent activities have had on the land and the likelihood that evidence of past land uses have survived.

The proposal is confined to the existing road reserve of Prospect Highway, Blacktown Road and adjacent roads. These areas have been substantially disturbed by the construction of the roads. Four site compounds and stockpiles would be established outside the existing road reserve, however, these are confined to areas that have already been subject to significant disturbance.

Small sections of Reservoir Road (the Former Great Western Road) to the west and east of the Reservoir Road / Reconciliation Road and Prospect Highway roundabout intersection would be directly physically impacted by the proposal. Including the roundabout, these sections have a combined total length of around 400 metres and have both already been affected by traffic works at the intersection of Prospect Highway/Reconciliation Road. The section of Reservoir Road to the west of the roundabout, measuring around 300 metres, has already been heavily modified by resurfacing of the road and the installation of other roads and infrastructure such as power lines and footpaths. A section of Reservoir Road to the east of the roundabout, measuring around 60 metres, will be directly physically impacted by the proposal. However, this section has already been affected by traffic works at the roundabout.

The Former Great Western Road as a whole has archaeological potential at potentially a State significant level, as it has not been substantially widened or improved since the mid 20th century, and improvements have most likely involved new pavements over older layers. The sections of Reservoir Road directly impacted by the proposal have a low archaeological potential due to substantial road works associated with the installation of the Reservoir Road / Reconciliation Road and Prospect Highway roundabout intersection. The section of Reservoir Road to the west of the roundabout has been heavily modified by resurfacing of the road and installation of power lines and footpaths. It is possible, but unlikely that earlier pavement layers and drainage infrastructure are retained below the current levels of the road.

The Former Great Western Road, Prospect – Reservoir Road, has been nominated for listing on the SHR. The listing will include a series of site-specific exemptions under section 57(2) of the *Heritage Act 1977* primarily relating to the archaeological potential of the area that would be impacted by the proposal. The proposal will have a direct physical impact on small sections of the Former Great Western Road heritage item that have low archaeological potential and a low potential for any relics that are likely to



have state or local heritage significance. The proposed development meets the criteria set out in paragraph 1 (a) of Exemption 2, which applies to the sections of Reservoir Road that would be impacted.

The area immediately to the south of Dayton House (outside the listed curtilage) does have archaeological potential due to possible association with the original house. There is potential for sub-surface features such as privies, wells and rubbish pits to be present, along with the foundations of buildings or sheds. However, this is likely to be of low archaeological significance and research potential because of a post-1900 house and sheds that were constructed and demolished in the area. It is unlikely that significant archaeological deposits or features would be located in this area. The study area does not encroach on the area of archaeological potential and would not impact on it.

For parts of the study area that appear to have been subject to less disturbance, aerial photographs dating to 1943 were consulted to identify any former structures present prior to the construction of the Prospect Highway. There was no evidence found that burial associated with St Bartholomew's Church would be located outside the SHR listed curtilage.

No other sites of archaeological potential that are likely to be impacted by the proposal were identified.



7.0 Overall Statement of Heritage Impact

The potential heritage impact of the proposal on the study area as a whole is assessed below using the guidelines provided in the NSW Heritage Manual document *Statements of Heritage Impact*.

What aspects of the development proposal respect or enhance the heritage significance of the study area?

The proposal is confined to the existing road reserve of Prospect Highway, Blacktown Road and adjacent roads. These areas have been substantially disturbed by the construction of the roads. Four site compounds and stockpiles would be established outside the existing road reserve, however, these are confined to areas that have already been subject to significant disturbance.

What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?

There is potential for minor impacts on the views and setting of Dayton House due to the proposed site compound located at chainage 3100, to the east of the alignment and around 100 metres to the south of Roger Place. However, these would be temporary (during construction) only. There is potential for minor impacts on the views and setting of St Bartholomew's Church and Cemetery from the proposed retaining wall.

The proposal will have a direct physical impact on small sections of Reservoir Road (the Former Great Western Road) that have low archaeological potential and a low potential for any relics that are likely to have state or local heritage significance.

The proposal could potentially involve vibration impacts to the following heritage listed items:

- St Bartholomew's Church and Cemetery
- House at 29 Old Church Lane, Prospect

Have more sympathetic options been considered and discounted?

Roads and Maritime has realigned the proposed road alignment further west so the location of the proposed retaining wall at St Bartholomew's Church and Cemetery has an offset of 5.2 metres from the property boundary.



8.0 Mitigation and management

Small sections of Reservoir Road (the Former Great Western Road) will be directly physically impacted by the proposal. These sections have been assessed as having a low archaeological potential and a low potential for any relics that are likely to have state or local heritage significance. There is potential for minor impacts on the views and setting of Dayton House due to the proposed site compound to the south of the item, but these would be temporary (during construction) only. There is potential for minor impacts on the views and setting of St Bartholomew's Church and Cemetery by the proposed retaining wall. The proposal could potentially involve vibration impacts to two heritage listed items.

The following mitigation and management measures are suggested:

- If direct physical impacts to the Former Great Western Road, Prospect, cannot be avoided, and if the item is listed on the SHR before construction starts, an exemption from approval under Section 57(2) of the *Heritage Act 1977* should be requested from the Heritage Council for the proposed works. If the item is not listed on the SHR before construction starts, the Heritage Division would be consulted prior to any impacts taking place and they would provide advice on how to proceed.
- The design, location and construction of the proposed retaining wall in the vicinity of St Bartholomew's Church and Cemetery should aim to minimise impacts on the views and setting of the heritage item.
- A heritage induction would be provided to workers before construction begins informing them of the location of heritage items within the study area, and guidelines to follow if unanticipated heritage items or deposits are located during works. If any unanticipated archaeological deposits are identified within the study area during construction the Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* would be followed.
- A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to St Bartholomew's Church and Cemetery and the house at 29 Old Church Lane, Prospect.

As there will be no impacts to the s170 listed Prospect Reservoir no consultation with Sydney Water would be required. As there would not be more than minor impacts to locally listed items consultation with Blacktown City Council would not be required under the ISEPP provisions. The Heritage Division should be consulted regarding any impacts to the Former Great Western Road. An exemption from approval under Section 57(2) of the *Heritage Act 1977* would be required if the item is listed prior to construction starting.



9.0 Recommendations

On the basis of background research and a site inspection and adhering to all statutory obligations, the following recommendations cover non-Aboriginal heritage.

- If direct physical impacts to the Former Great Western Road, Prospect, cannot be avoided, and if the item is listed on the SHR before construction starts, an exemption from approval under Section 57(2) of the *Heritage Act 1977* should be requested from the Heritage Council for the proposed works. If the item is not listed on the SHR before construction starts, the Heritage Division would be consulted prior to any impacts taking place and they would provide advice on how to proceed.
- The design, location and construction of the proposed retaining wall in the vicinity of St Bartholomew's Church and Cemetery should aim to minimise impacts on the views and setting of the heritage item.
- A heritage induction would be provided to workers before construction begins informing them of the location of heritage items within the study area, and guidelines to follow if unanticipated heritage items or deposits are located during works.
- No other permits or approvals would be required for construction of the proposal.
- A Construction Noise and Vibration Management Plan would be implemented as part of the proposal to mitigate potential vibration impacts to St Bartholomew's Church and Cemetery and the house at 29 Old Church Lane, Prospect.
- It is unlikely intact non-Aboriginal archaeological material would be encountered during construction of the proposal outside the designated areas of archaeological potential. If any unanticipated archaeological deposits are identified within the study area during construction, the Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* would be followed.



10.0 References

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- Hicks' Dairy
- 29 Old Church Lane
- 8 Edgeware Road

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<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1140132>

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