

Appendix I

Statement of Heritage Impact

**WestConnex Enabling Works
Airport East Precinct.
Statement of Heritage Impact.
(Historic Heritage)**

December 2014



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Executive Summary.

Several heritage items are located within or alongside the study area for the WestConnex Airport East Precinct which are considered to be of heritage significance at local and State level. These heritage items are presented in the summary table below. The listed sites and items that would be impacted by the proposed WestConnex Enabling Works (Airport East Precinct) are mostly of Local heritage significance. The proposed infrastructure works are considered to be appropriate to these levels of significance, allowing the road upgrade to proceed. Measures that will reduce potential negative impacts upon heritage in the study area, include temporary fencing and signage where necessary during construction works, photographic archival recordings providing records of our heritage for future generations and archaeological assessments and excavation which may likely to contribute of our knowledge of the settlement and development of the Mascot area in the late nineteenth and early twentieth century.

Summary Table. Potentially Impacted Items.

Item Name	Heritage Listing	Heritage Significance
House c1880 (1289 Botany Rd)	LEP 2013	Local
House c1910 (1291 Botany Rd)	LEP 2013	Local
Beckenham Church School Hall (1293 Botany Rd)	LEP 2013	Local
Beckenham Memorial Church (1295 Botany Rd)	LEP 2013	Local
Sydney (Kingsford Smith) Airport Group	Australian Heritage Database (Commonwealth List - Indicative Place only) LEP 2013	National
Mascot (Botany Rd) Underbridge	LEP 2013 RailCorp	Local
Sandstone Kerb and Alignment Pin near McBurney Ave.	Not Listed	Local
Sandstone Kerb near Wentworth Ave	Not Listed	Local
Possible Tram Tracks	Not Listed	Local
Possible Early Road Fabric	Not Listed	Local
Heritage in the Vicinity	LEP 2013	Local State National

WestConnex Enabling Works, Airport East Precinct.

A Statement of Heritage Impact.

1. *INTRODUCTION.*



Image 1.1. Botany Road, facing south. Stedinger Associates 2014. Image 1693.

1.1. *Project Brief.*

This report was commissioned by NSW Roads and Maritime Services on the 16th of December 2013. It is a Statement of Heritage Impact for the proposed upgrade of roads east of Kingsford Smith Airport and the removal of the General Holmes Drive railway level crossing in Botany and Mascot. This upgrade should improve traffic flow, access to the airport, Port Botany and and the future WestConnex motorway.

This Statement of Heritage Impact (SOHI) addresses the proposed development impact upon identified significant historic heritage items. Its purpose is to identify historic heritage, assess potential impacts of the proposed road upgrade on heritage significance, clarify statutory obligations of RMS and to suggest mitigating measures. This input will be used to inform the Review of Environmental Factors for this project.

1.2. *Location of the Proposed Works.*

The study area is located in the suburbs of Botany and Mascot, 7.6 kilometres south of the Sydney Central Business District. It lies in the Local Government Area of the City of

Botany Bay, the Parish of Botany and the County of Cumberland (Figure 1.1). Situated adjacent to Kingsford Smith Airport, the study area and location of proposed works is irregular. Generally, it is bounded by General Holmes Drive, Joyce Drive, Wentworth Avenue, King Street and O’Riordan Street. It includes the following roads and land between them as shown in Figures 1.1 and 1.2:

- ✚ Joyce Drive between General Holmes Drive and O’Riordan Street;
- ✚ General Holmes Drive, continuing south from Joyce Drive past Mill Pond Road to the Botany Road intersection;
- ✚ Botany Road from King Street south to Southern Cross Drive;
- ✚ Wentworth Avenue between Botany Road and Sutherland Street;
- ✚ Mill Pond Road; and
- ✚ That area bounded by Wentworth Avenue, Southern Cross Drive and Dransfield Avenue.

1.3. Report Structure and Methodology.

This study has been prepared in accordance with the NSW Heritage Management System described in the *NSW Heritage Manual* and follows procedures and approaches outlined in *Statements of Heritage Impacts, Assessing Heritage Significance, Archaeological Assessments* and *Assessing Significance for Archaeological Sites and ‘Relics’*.¹ It supports the principals and practices outlined in *The Conservation Plan* by J.S. Kerr and the *Australia ICOMOS Charter for Places of Cultural Significance* (The Burra Charter) and has regard for statutory requirements.²

This report includes:

1. A description of the proposed works;
2. A brief historical context of the study area and heritage sites within it;
3. A search of statutory and non-statutory heritage registers relevant to the study area. Registers include the Commonwealth Heritage List, National Heritage List,

¹ NSW Heritage Office and Department of Urban Affairs and Planning. 1996. *NSW Heritage Manual*. HO/DUAP, Sydney.

NSW Heritage Office. 2001. *Assessing Heritage Significance*. NSW Heritage Office.

NSW Heritage Office. 2002. *Statements of Heritage Impact*. NSW Heritage Office.

NSW Heritage Office and Department of Urban Affairs and Planning. 1996. *Archaeological Assessments. Archaeological Assessment Guidelines*. HO/DUAP, Sydney.

NSW Department of Planning (Heritage Branch). 2009. *Assessing Significance for Archaeological Sites and ‘Relics’*. NSW Department of Planning.

²Australia ICOMOS. 2013. *The Burra Charter*. The Australia ICOMOS Charter for Places of Cultural Significance. Australia ICOMOS Inc.

Kerr, James, Semple. 1996. *The Conservation Plan. A Guide to the preparation of conservation plans for places of European cultural significance*. The National Trust (NSW).

NSW State Heritage Register, Botany Local Environmental Plan (2013), Section 170 Conservation Registers (RMS, Sydney Trains, Sydney Water, Energy Australia), relevant Sydney Regional Environmental Plans, and the National Trust heritage list;

4. Obligations for Roads and Maritime Services associated with each listing register;
5. A description of identified heritage within the study area, including physical descriptions, location, fabric, condition, associated items or features, context, curtilage and the nature and integrity of potential subsurface remains;
6. An accurate plan showing the locations and curtilage of all registered heritage items;
7. An assessment of the significance of identified heritage items, features or sites in the study area. This assessment notes whether an item is of State, Local or no heritage or archaeological significance and provides grades of significance;
8. An assessment of the impact of the proposed works on the significance of heritage and potential archaeological relics at or in the immediate vicinity of the subject site. This assessment includes a summary table;
9. Measures to mitigate or minimise negative impacts of the proposed works on the heritage values of the site and the potential archaeological resource;
10. Recommendations in accordance with heritage significance and statutory obligations; and
11. A bibliography of primary and secondary research sources used.

For each heritage site or item identified in this study, an inventory has been prepared specific to that site. They include historical summaries, item descriptions and significance assessments for each site. These inventories are presented in Chapter 6 of this report. Statements of heritage impact are included for individual items in Chapter 7. A tabulated summary of this data together with statutory requirements and concluding comments are presented in Chapter 8.

1.4. Author Identification.

Dr Louise Steding (PhD) and Mr Gerald Steding (MA) of Stedinger Associates carried out a site survey and recording of the subject study area on the 3rd and 4th of March and the 5th of May 2014. This report was written by Louise and Gerald Steding.

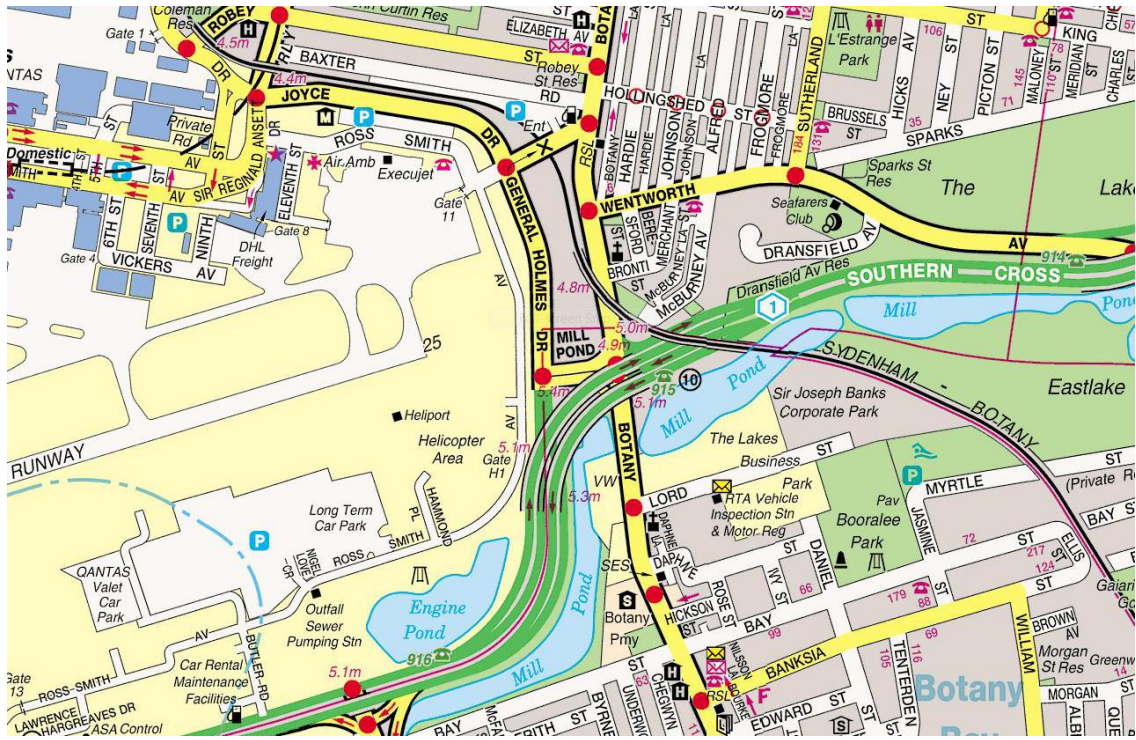


Figure 1.1. Locality plan of study area for the WestConnex Enabling Works, Airport Precinct, Mascot, NSW. (Based on UBD Street Directory).

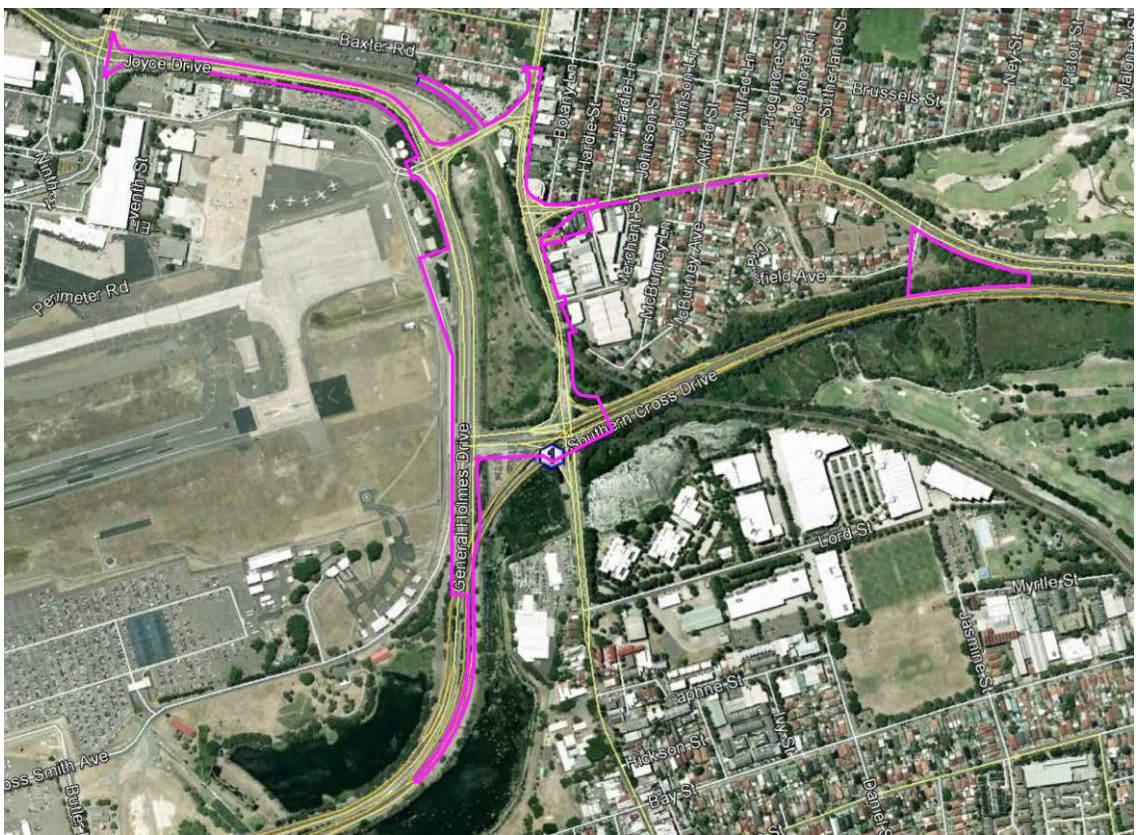


Figure 1.2. Boundaries of the study area for the WestConnex Enabling Works, Airport Precinct, Mascot, NSW. (Based on RMS Plan 2014 and Google. Updated by Stedinger).

2. PROPOSED WORKS.

2.1. Background.

A 20 year strategy for improved transport networks was prepared by Infrastructure NSW in 2011. The following year a *Long Term Transport Master Plan*, the *Port Botany and Sydney Airport Scoping Study* and *Draft NSW Freight and Ports Strategy* were released. The *Sydney Airport Preliminary Draft Master Plan 2033* was released in 2013. These five studies identified that traffic congestion, efficiency and capacity in the Sydney Airport and Port Botany precinct need improvement. In particular, suggested actions include road improvements, new corridors, additional bus routes to Sydney Airport, increased rail services and upgraded freight lines to Port Botany.

2.2. Objectives.

Accordingly, Roads and Maritime Services aims to improve rail services and road traffic carrying capacity and provide better connection routes for freight and commercial vehicles around the Sydney Airport and Port Botany precinct. These proposed works are intended to support future growth, reduce traffic congestion, increase access to the airport and port facilities, and enable more effective movement of freight. It is also intended to prepare the way for the development of the WestConnex motorway, a vital connection between eastern suburbs and Western Sydney. In the planning and implementation process, Roads and Maritime Services aim to minimise the social and environmental impacts of the development, including property acquisition where possible.³

2.3. Proposed Works.

Roads and Maritime Services are proposing to upgrade roads east of Kingsford Smith Airport. The main elements of this work would include: widening Joyce Drive, General Holmes Drive and a portion of Botany Road, modifying Mill Pond Road, closing the General Holmes Drive level crossing and extending Wentworth Avenue in the form of an underpass. These and complimentary works are described below.

³ Roads and Maritime Services, Environmental Services Branch. (2013). *WestConnex Enabling Works. Preliminary Environmental Investigation*. For Roads and Maritime Services. p.2.

1. Road Widening.

Joyce Drive and General Holmes Drive is proposed to be widened from four lanes to six lanes with three lanes in each direction. In particular, Joyce Drive is proposed to be widened on its south side between O’Riordan Street and General Holmes Drive. General Holmes Drive is proposed to be marginally widened on its west side between Mill Pond Road and Joyce Drive.

The proposed works would include improvements to the Mill Pond Road intersections with General Holmes Drive and Botany Road. Similarly, Botany Road is proposed to be marginally widened on its west side between Brontie Street and General Holmes Drive.

2. Closure of General Holmes Drive Level Crossing.

The existing railway level crossing at General Homes Drive is proposed to be removed and replaced with ‘a grade separated solution’. This solution would be a 4.7 metre vehicle clearance road underpass. The road underpass would link General Holmes Drive, Botany Road and Wentworth Avenue. As a result an operational slow point and safety hazard on the rail network would be eliminated.

At the present site of the railway level crossing, the road would be closed to through traffic. In its place cul de sac’s would be created on the southwest and northeast sides of the railway crossing. Here, the modified road would have double lanes, one lane in each direction with traffic islands and cul de sacs.

3. Wentworth Avenue Intersection, Underpass and Rail Overpass.

As described above, to the west, Wentworth Avenue is proposed to be extended in the form of an underpass. The underpass will cut through a vegetated area west from Wentworth Avenue through to General Holmes Drive. A rail overpass bridge is also proposed allowing trains to pass over the proposed road underpass.

Also as part of these works, on its east side the major intersection at Botany Road and Wentworth Avenue is proposed to be extended to accommodate additional lanes. In the process, Wentworth Avenue would be widened mainly on the south side of its intersection at Botany Road.

4. Second Rail Track.

A second rail track and widened rail embankment is proposed to be introduced to the west of the existing line. This offshoot track would commence at the Botany Road railway bridge and would connect to the existing rail on the southeast side of the existing level crossing between Botany Road and General Homes Drive.

5. Shared User Paths.

An extensive shared cycleway and pedestrian path would follow two of Mascot's streets. Generally, the proposal is to follow existing footpaths along Botany Road and Wentworth Avenue. Commencing at Baxter Street, the shared path would continue a short distance on the west side of Botany Road to General Homes Drive. It would then extend along the east side of Botany Road and along the south side of Wentworth Avenue to connect to the existing cycleway opposite Frogmore Street.

6. Site Compound.

A site compound for construction works is proposed at the corner of Wentworth Avenue and Dransfield Avenue, Mascot.



PREPARED BY: ROAD DESIGN ENGINEERING ENGINEERING TECHNOLOGY ASSET MAINTENANCE	TRANSPORT NSW ROAD DESIGN ENGINEERING TECHNOLOGY ASSET MAINTENANCE	WESTCONNEX ENABLING WORKS BOTANY BAY COUNCIL AREA AIRPORT PRECINCT MASCOT OPTION 4	PRINTED DATE 9/04/2014 REVISION 7D
NOT FOR CONSTRUCTION DRAWING REGISTRATION NUMBER DS2013/001142			

Figure 2.1. WestConnex Enabling Works. Botany Bay Council Area. Airport Precinct. Mascot. Option 4. Dated 9th April 2014. Roads and Maritime Services.

3. HERITAGE STATUS AND OBLIGATIONS.

3.1. Environmental Planning and Assessment Act 1979.

The Environmental Planning and Assessment Act (as amended) 1979 provides for the making of environmental planning instruments for the proper management, development and conservation of the State's natural and human-made resources. It includes provisions to ensure that the potential environmental impacts of a development are assessed and considered in the decision making process.

Under Part 4 of the Environmental Planning and Assessment Act (as amended) 1979, a proposal may require consent under the relevant environmental planning instrument. Part 5 provides for the control of 'activities' that do not require approval or development consent, where they are assessed and determined by the nominated determining authority and where the proposal would not fall within land reserved under the *National Parks and Wildlife Act 1974* (NPW Act). In particular, Part 5.1 provides for the control of State Significant Infrastructure where consent is to be sought from the Minister for Planning and Infrastructure.

3.2. State Environmental Planning Policies.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (No.641) aims to facilitate the effective delivery of infrastructure across the State. Clause 94(1) Part 3 of SEPP (Infrastructure) permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent provided, in reference to heritage under Clause 94(2e), it involves no more than a minimal impact on the heritage significance of the item or area.

Part 3 of SEPP (Infrastructure) 2007 removes the need to obtain development consent under Part 4 of the EP&A Act 1979 for certain types of development. The WestConnex Enabling Works (Airport East Precinct) proposal is permissible without development consent from Botany Bay City Council. However, all works must be conducted in accordance with the requirements of the NSW *Heritage Act 1977* and the *National Parks & Wildlife Act 1974*.

Part 2 of SEPP (Infrastructure) 2007 contains provisions for public authorities to consult with local councils and other public authorities prior to the commencement of such developments.

State Environmental Planning Policy (State and Regional Development) 2011

As defined in Part 1 Clause 3, State Environmental Planning Policy (State and Regional Development) 2011 aims to identify development that is a) State significant development, b) State significant infrastructure and critical State significant infrastructure, as well as c) conferring functions on joint regional planning panels to determine development applications.

Where Roads and Maritime Services considers that the proposal is likely to have a significant impact on the environment, the proposal may be considered to be State significant infrastructure. As described in Schedule 3 of SEPP 2011, an environmental impact statement would be required to be prepared for consideration by the Minister for Planning and Infrastructure in accordance with Part 5 of the Environmental Planning and Assessment Act (as amended) 1979.

Note, under section 74 (1) of the Environmental Planning and Assessment Act (as amended) 1979, in the event of an inconsistency between SEPP 2011 and another environmental planning instrument, SEPP 2011 prevails. Also, Schedule 2 does not apply to the subject study area.

3.3. The NSW Heritage Act 1977 and the Heritage Amendment Act 2009.

3.3.1. The State Heritage Register.

The NSW Heritage Act of 1977 (and the Heritage Amendment Act 2009) is a statutory framework for the identification and conservation of heritage in New South Wales. The Act established the Heritage Council of New South Wales, which makes recommendations to the Minister on the implementation of the Heritage Act. Items of particular importance to the people of NSW are listed on the State Heritage Register and require consent from the Heritage Council to undertake work or development which alters, moves, despoils or damages any part of the heritage item, place, precinct, land, its relics or any vegetation.

Any work undertaken within the curtilage of an item listed on the State Heritage Register must be in accordance with a permit applied for under Section 57 of the NSW Heritage Act 1977 and attached conditions of consent. Alternatively, a gazetted exemption might apply (refer below to 3.3.3).

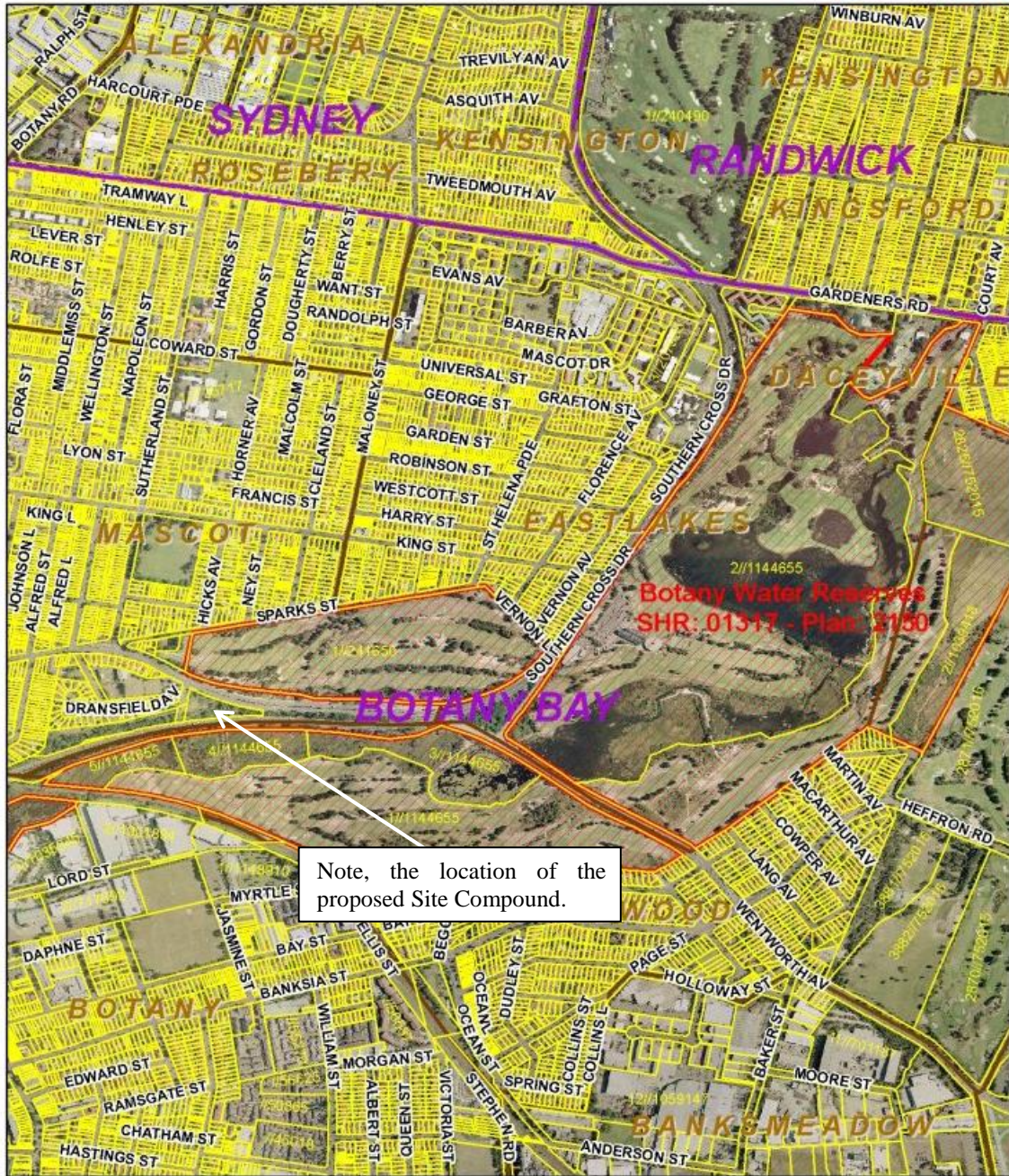
No State Heritage listed item or site occurs within the study area. However, four State listed items are situated in the wider area. One of these items, the Botany Water Reserve, is situated in close proximity to the proposed works and may be impacted. The other three items are sufficient distance from the proposed works for no heritage impact to occur. Sewage Pumping Station 38 is located on General Holmes Drive adjacent to Foreshore Road and within the grounds of Sydney Airport, Mascot. The Alexandra Canal is located in the suburb of Alexandria to the west and the Sir Joseph Banks Hotel is far south of the study area in Anniversary Street, Botany.

Table 3.1. Items in the general area which are listed on the State Heritage Register.

Item	Location	Suburb	Item No.
Botany Water Reserves (Mill Pond)	East and southwest in the immediate vicinity of the study area.	Botany	01317 In vicinity of the study area
Sewage Pumping Station 38	General Holmes Drive. Southwest of the study area.	Mascot	01344 Outside study area
Sir Joseph Banks Hotel (c.1840)	23 Anniversary Street. South of the study area.	Botany	00076 Outside study area

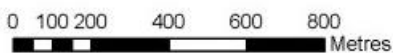
The Botany Water Reserves, as presented in Figure 3.1, lies to the east and south of the proposed works (see also Figure 1.1). This historic landscape item is also known as Botany Swamps, Botany Wetlands, Mills Stream, Bridge Pond, No.1 and No.2 Dams, Lakes Golf Course, Eastlakes Golf Course, Bonnie Doon Golf Course. The item includes several allotments: Lots 1 and 2 (DP1039418), part Lot 2(DP1144655), Lot 1(DP233011), Lot 1(DP241650), Lots 2473 and 2825 (DP752015), Lots 5, 6, and 7 (DP780391), Lot 3(DP780392), Lot 2 (DP854374), and Lots 4 and 13 (DP87663). It is the property of Sydney Water.

Heritage Council of New South Wales



State Heritage Register

Gazettal Date: 18 November 1999



Scale: 1:15,000

Produced by: Michelle Galea

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

Figure 3.1. Plan showing part of the State Heritage listed curtilage of the Botany Water Reserves. Heritage Council of NSW. Plan 01317. Refer also to Figures 3.2 and 3.3 (Botany Bay LEP).

This item was listed on the State Heritage Register on the 18th of November 1999 (SHR No.01317). Its major historic elements are a series of ponds that constitute Sydney's third water supply system. Its curtilage includes water supply structures, a sewage pump house, potential archaeological relics, and early plantings. While its primary address in Mascot is recorded as being 1024 Botany Road, this does not include the roadway itself. An alternative address given on the State Heritage Register is 'between Botany and Mascot, including Eastlakes'. Its State listed area under this listing, as shown in Figure 3.1, incorporates Mill Pond and golf courses beside the proposed works. Engine Pond and continuations of Mill Pond extend west and southwest of Botany Road.

3.3.2. Subsurface Remains and Excavation Permits.

Subsurface remains or relics are protected under Section 139 of the NSW Heritage Act 1977. This provision for the protection of archaeological relics applies generally to all land in New South Wales. It applies to locally listed and unlisted sites, but does not apply to places listed on the NSW State Heritage Register or to those which are the subjects of Interim Heritage Orders. When a relic is a component of a place listed on the NSW State Heritage Register or is subject of an Interim Heritage Order, protection for that relic is provided under Section 57(1) (c) and (d) of the Act and is identical to that under Section 139.

Under Section 4(1) of the NSW Heritage Act 1977 and the Heritage Amendment Act 2009 (No.34) a 'relic' is defined as:

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 significance.

Under Section 139 of the NSW Heritage Act 1977:

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

- (2) a person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

For sites not listed on the State Heritage Register or which are not subject of an Interim Heritage Order, where significant relics may be destroyed, damaged or disturbed, approval to excavate should be sought from the Heritage Council of NSW under section 140 of the Heritage Act, as defined by section 139 of the NSW Heritage Act 1977, unless there is an applicable gazetted 'exception' (refer below to 3.3.3).

Section 146 of the NSW Heritage Act requires that the accidental discovery of relics should be reported in writing to the Heritage Council of NSW. Depending on the nature of the discovery, an additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.

3.3.3. Excavation Permit Exceptions.

Under Section 139 (4) of the NSW Heritage Act 1977:

The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:

- (a) any relic of a specified kind or description,
- (b) any disturbance or excavation of a specified kind or description,
- (c) any disturbance or excavation of land in a specified location or having specified features or attributes,
- (d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

In 2008 new exceptions to subsections 139(1) and (2) of the Heritage Act 1977 were created by the Chair of the Heritage Council of New South Wales.

For items not listed on the State Heritage Register, an excavation permit under Section 139 of the Heritage Act 1977 for the excavation or disturbance of land is not required,

where the Director of the NSW Office of Environment and Heritage (Heritage Division) is satisfied that:⁴

(1A) An archaeological assessment, zoning plan or management plan has been prepared in accordance with Guidelines published by the Heritage Council of NSW which indicates that any relics in the land are unlikely to have State or local heritage significance;

(1B) The excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them;

(1C) The proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential;

(2A) The excavation or disturbance of the land is for the purpose of exposing underground utility services infrastructure which occurs within an existing service trench and will not affect any other relics;

(2B) The excavation or disturbance of the land is to carry out inspections or emergency maintenance or repair on underground utility services and due care is taken to avoid effects on any other relics;

(2C) The excavation or disturbance of the land is to maintain, repair or replace underground utility services to buildings which will not affect any other relics;

(2D) The excavation or disturbance of the land is to maintain or repair the foundations of an existing building which will not affect any associated relics;
or

(2E) The excavation or disturbance of the land is to expose survey marks for use in conducting a land survey.

Where an applicant proposes to undertake or disturb land in the manner described above, they must notify the Director in writing describing the proposed works and explaining why they satisfy certain criteria above. The Director will then notify the applicant as to whether or not an exception is granted.

⁴ Refer to Standard Exemptions for Works Requiring Heritage Council Approval. Standard Exemption 4: Excavation;
Refer to Heritage Act 1977 Notice of Order under Section 139(4).

3.3.4. Works.

In the context of this report a physical work may be defined as a heritage item - physical infrastructure or a composition created for functional or technical purposes that is generally visible. Here, ‘works’ are not considered to be ‘relics’ and, as such, do not require excavation permits to be obtained. Rather, as heritage items they should be investigated and recorded according to heritage conservation guidelines and professional standards, as described in Chapter 5 of this report.

In the study area of proposed construction activities, ‘works’ may include for example, culverts, early road fabric, kerbing and guttering, vehicle crossings, railway cuttings and abutments and overbridges.

Some ambiguity is recognised here where a ‘work’ is not visible. The former alignments of Botany Road are an example within the study area. In such instances, protection of the heritage resource may be achieved through the supervision of excavations by a qualified historical archaeologist (refer to Chapter 8).

3.4. Botany Bay Local Environmental Plan 2013.

The Botany Bay Local Environmental Plan (LEP) 2013 was gazetted on 21 June 2013. This statutory planning document sets the direction for growth and development within the City of Botany Bay. In the Botany Bay Local Environmental Plan 2013, heritage provisions are listed under Part 5 Clause 5.10 ‘Heritage Conservation’. Heritage Items and Conservation Areas are listed in Schedule 5 and presented on Heritage Maps (shown below).

In the course of consultation, planning and actions, Roads and Maritime Services should seek to support the heritage conservation objectives of the Botany Bay Local Environmental Plan 2013. These objectives are to identify and conserve the environmental heritage of Botany and its heritage significance.

Relevant to historic heritage and the proposed works, under Heritage Conservation, Subclause 2 of the Botany Bay Local Environmental Plan 2013 development consent is normally required for any of the following:

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

(i) a heritage item, and

(iii) a building, work, relic or tree within a heritage conservation area.

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed;

(e) erecting a building on land on which a heritage item is located or that is within a heritage conservation area,

(f) subdividing land on which a heritage item is located or that is within a heritage conservation area.

However, development consent under subclause 3(d) is not required for the proposed project in the study area because the development is exempt development. Regardless of this consultation is recommended. The consent authority, which for the proposed road infrastructure works is the Minister for Planning and Infrastructure, will consider the effect of the proposed development on the heritage significance of an item or conservation area concerned. This is similar to the role of Council under subclauses 4 and 5 of the LEP 2013 and the present report aims to fulfil part of that process.

To effectively consult with the Local Council, Roads and Maritime Services should be aware of heritage items and conservation areas present within the study area.

As identified under Part 2 of the Botany Local Environmental Plan 2013, the City of Botany Bay contains two Heritage Conservation Areas and they are:

✚ The Daceyville Garden Suburb Heritage Conservation Area (C1); and

✚ The Botany Township Heritage Conservation Area (C2).

The study area does not include either conservation area.

Many local heritage items have been listed for Botany and Mascot. The roads themselves are not listed as individual items in the Botany Bay Local Environmental Plan 2013.

Importantly, six items which occur within the study area and another six items in the immediate vicinity may be impacted by the proposed infrastructure works (refer to Tables 3.2 and 3.3).

Table 3.2. Locally listed heritage items situated within the study area.

Item	Address	Suburb	Item No.
House (c.1880)	1289 Botany Road, near crn Wentworth Avenue	Mascot	50 Inside Study Area
House (c.1910)	1291 Botany Road, near crn Wentworth Avenue	Mascot	51 Inside Study Area
Beckenham Church School Hall (1914)	1293 Botany Road, near Wentworth Ave	Botany	52 Inside Study Area
Beckenham Memorial Church (1933)	1295 Botany Road, near Wentworth Ave	Botany	52 Inside Study Area
Railway bridge over Botany Road	Crosses Botany Road, near McBurney Avenue	Mascot	153 Inside Study Area
Sydney (Kingsford Smith) Airport group	Airport Drive Sydney Airport	Mascot	170 Partly Inside Study Area

Table 3.3. Locally heritage items situated in the immediate vicinity of the study area.

Item	Address	Suburb	Item No.
Botany water reserves (Mill Pond and Engine Pond)	Approx. 200ha between Mascot and Botany from the northern shore of Botany Bay to Gardeners Road including the Lakes and Eastlakes Golf Courses and Mill and Engine Ponds	Botany and Mascot	2 In Vicinity of Study Area
Commercial Building Group	1209-1223 Botany Road	Botany	46 In Vicinity of Study Area
Single Storey Terrace Group	1239-1245 Botany Road	Mascot	48 In Vicinity of Study Area
House	71 Frogmore Street, north side Wentworth Ave	Mascot	103 In Vicinity of Study Area
House - 'Varandale'	87 Hardie Street, north side Wentworth Ave	Mascot	120 In Vicinity of Study Area
House	90 Johnson Street, north side Wentworth Ave	Mascot	138 In Vicinity of Study Area

Types and Forms of heritage in Mascot and Botany.

Other items are relatively close to the study area but will not be impacted by the proposed works and so are excluded from assessment in this report. Most of these items are located to the north in Mascot's commercial area and to the south in Botany's township and conservation area. A brief discussion of these items indicates the type and form of listed heritage that survives in the Mascot and Botany area and is considered to be important to the Local Council and community. It provides context and predictive value for the present study and demonstrates a thorough investigation of heritage for this project.

To the north, several commercial building groups are situated along Botany Road in Mascot (891-917, 1009-1021, 1133-1135, 1158-1168, 1171-1173, 1175-1177, 1183-1185, 1187-1189, 1193-1203, 1209-1223). A corner store remains at 45 Hardie Street and Coronation Hall at 1007 Botany Road. Also many historic houses and terraces survive nearby at, for example, 190-204 King Street, 96 and 114 High Street, 174 Sutherland Street, 15-17, 18, 20, 38, 68 and 90 Johnson Street, and 16, 24, 27 and 36 Hicks Avenue, in Mascot.

In the Botany township to the south, there are a variety of commercial, civic and residential buildings. They include the Botany Town Hall (c.1898), Botany Public School (1868), Hippo's Friends Child Care Centre, the Finnies Buildings (1911), a former School of Arts, and a boarding house along Botany Road. Historic hotels are the Captain Cook Hotel (c.1890) Sir Joseph Banks Hotel (c.1840). There are also Churches such as Botany Uniting Church (Methodist 1902). Other buildings include Electricity Substation No.153 in Byrnes Street, a former School of Arts, a Post Office (c.1923) and a Fire Station (c.1906) in Banksia Street. Also there are various heritage houses at 1331, 1365 and 1447 Botany Road, 6-8 and 47 Banksia Street, 10-14, 16, 19, and 45-47 Bay Street, 44-45 Daphne Street and 23 Byrnes Street beyond the study area to the south. Also listed in the Botany Bay Local Environmental Plan 2013, Water Pumping Station and Sewage Pumping Station No 38 (Item 3) and the ruins of the former Botany Pumping Station (Item 168) lie to the southwest west of Engine Pond within the boundary of Sydney Airport.

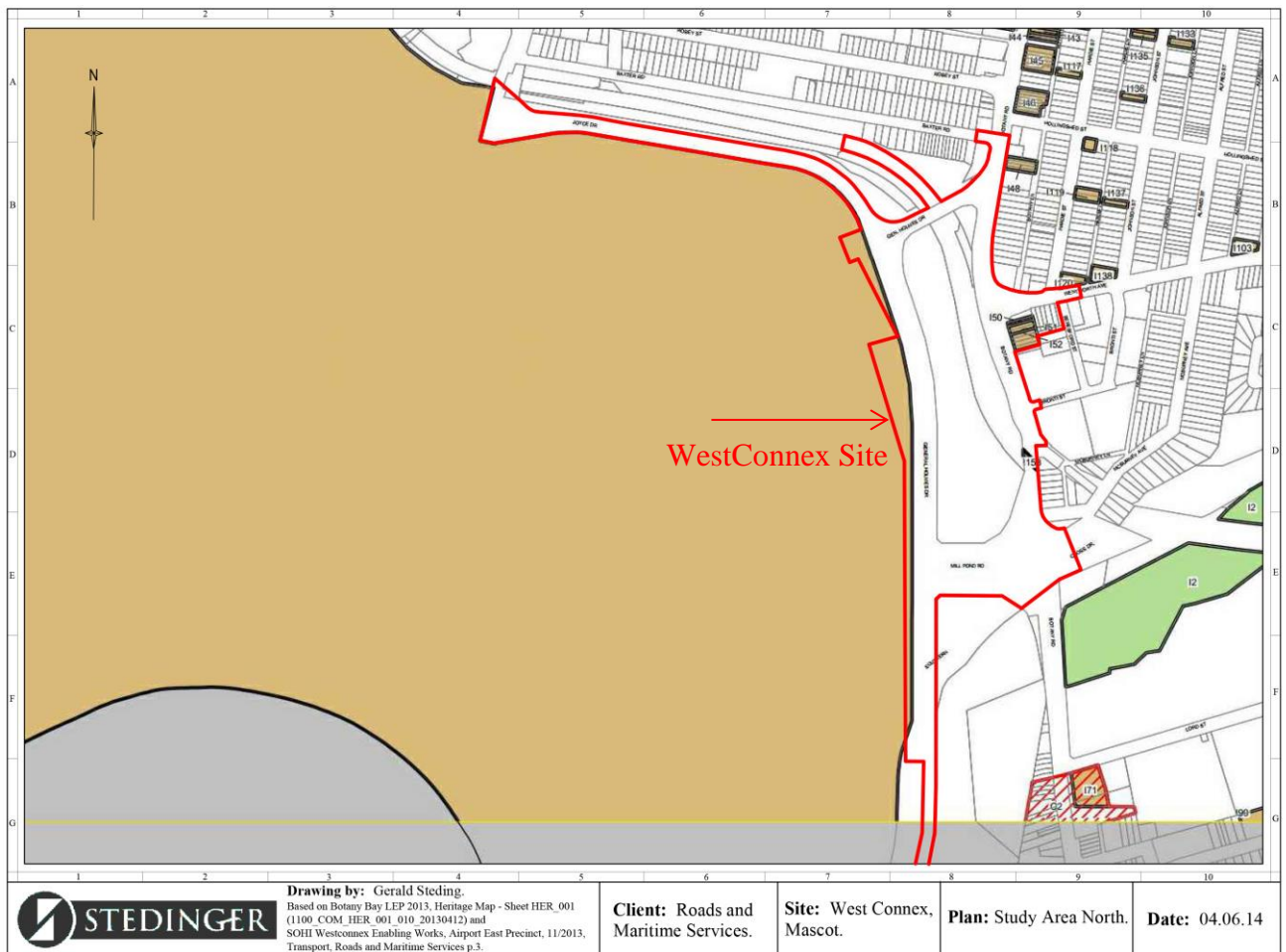


Figure 3.2. Heritage Map - Sheet HER_001. Botany Bay Local Environmental Plan 2013. Modification by Stedinger Associates is shown in red. Note: Mill Pond (Item 2) is shown in green, lower right.

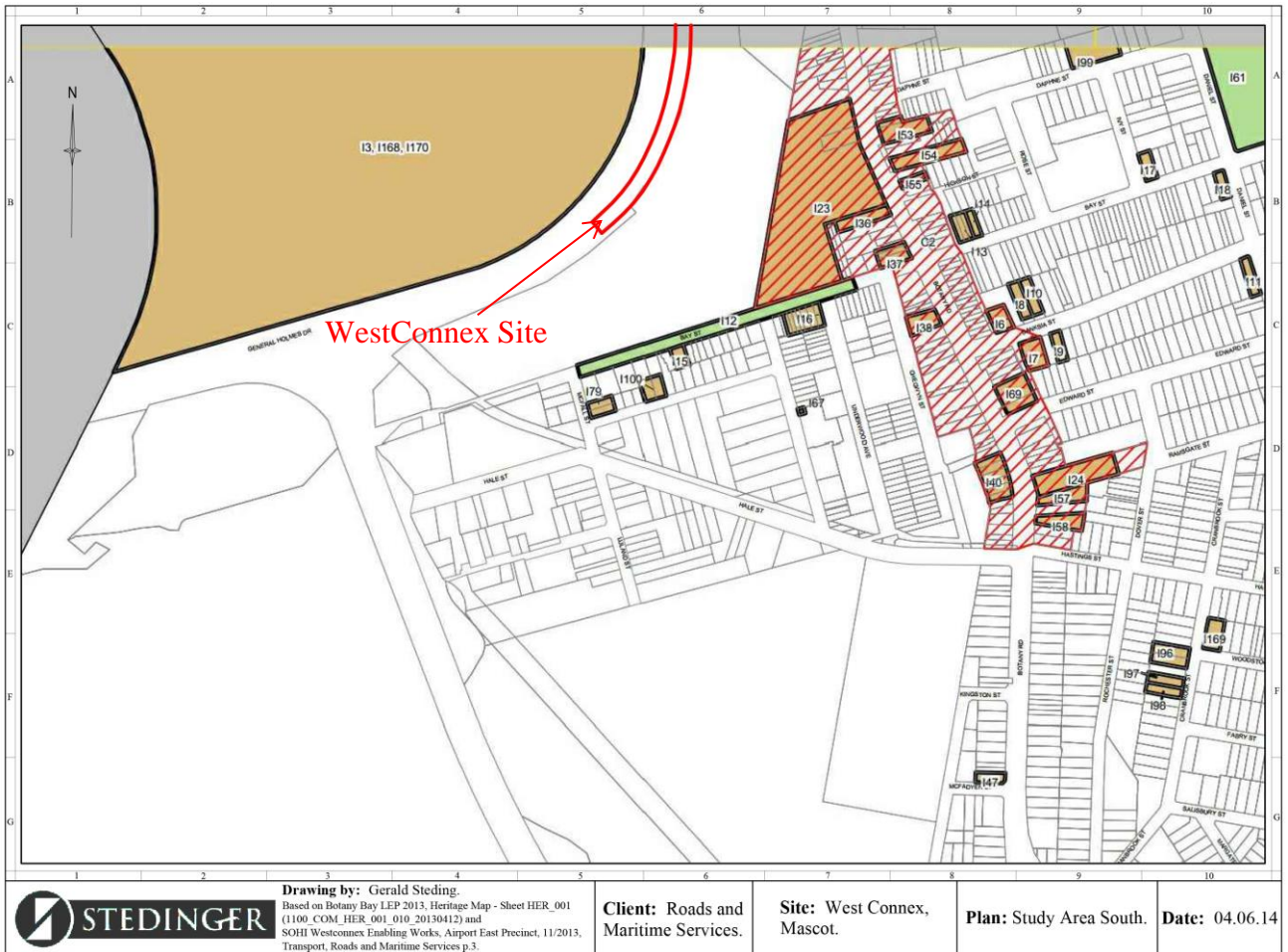


Figure 3.3. Heritage Map - Sheet HER_010. Botany Bay Local Environmental Plan 2013. Modification by Stedinger Associates is shown in red. Note: Although not shown in the Botany Bay LEP Plan 010, Engine Pond (Item 2) is included top left, together with items 3, 168 and 170.

3.5. Heritage Conservation Development Control Plan No.37.

A Development Control Plan is a town-planning document which provides detailed guidance for the design and assessment of development proposals. Heritage Conservation Development Control Plan No.37 assists in the identification and conservation of Aboriginal, cultural, natural, archaeological and architectural heritage of the City of Botany Bay.

Under Section 4.2.5 the “Public Domain (Trees, parks, guttering, paving etc)”, is identified as “a critical element of the character of Botany with its tree-lined streets,

public parks, and footpath treatments”. Here the objective of the Development Control Plan aims to:

- ✚ O1. To ensure that the design and location of infrastructure conserves the heritage significance of the public domain;
- ✚ O2. To ensure significant trees and parks are adequately maintained and conserved; and
- ✚ O3. To retain public domain features in their original configuration where possible.

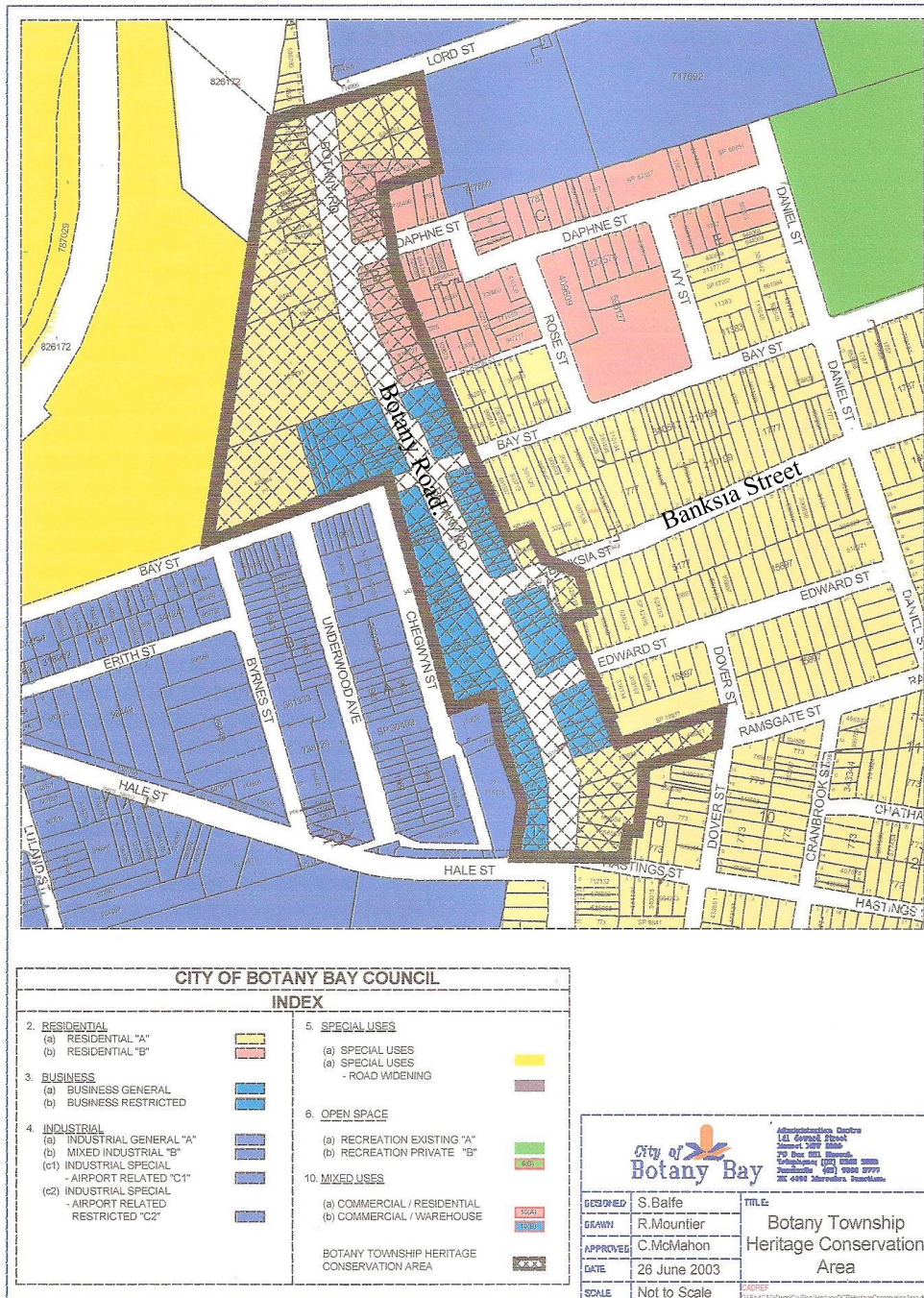


Figure 3.4. Botany Township Heritage Conservation Area. In City of Botany Bay (2003), *Heritage Conservation DCP No.37*. Appendix 2, p.97.

Under the Development Control Plan guidelines and controls:

- + G1. Buildings and structures should be sited so as to avoid tree and root damage;
- + G2. When the existing configuration of significant roads, sandstone guttering, drains, paving, and foundations exist, these should be retained and conserved in their current profiles;
- + C1. Significant trees are to be retained and conserved; and
- + C4. All Street tree planting is to relate to the heritage character of the area/precinct.

Section 5 details ‘Aboriginal, Archaeological and Environmental Heritage’. The objectives under Section 5.2 (Archaeological Heritage) are to ensure the conservation and appropriate management of archaeological or potential archaeological sites and relics in Botany Bay. The present Statement of Heritage Impact is a ‘control measure’ intended to minimise the disturbance of below ground relics, in accordance with Clause 5.2 (C2).

3.6. S170 Registers.

Section 170(1) of the NSW Heritage Act 1977 requires that State-owned corporation and government agencies prepare and maintain Heritage Conservation Registers that detail items of environmental heritage. State owned corporation and government agencies, have statutory obligations to care for and manage heritage assets under their ownership or control under section 170 of the NSW Heritage Act 1977.

RMS S170 Register:

No heritage items or places have been recorded on the Roads & Maritime Services S170 Register within or in the immediate vicinity of the subject WestConnex study area. Nonetheless, previously unidentified or unlisted heritage items within the study area are listed in Table 3.4. Demonstrating their significance, similar listed items in the wider area are also shown in Table 3.4. As noted in Chapter 3, under s170 of the Heritage Act 1977, Roads & Maritime Services is required to maintain their heritage and conservation register.

Table 3.4. Roads and Maritime Services S170 Register: Heritage items in or near the study area.

Item	Address	Suburb	Item No.
Sandstone Kerb	Botany Road (east side), near McBurney Avenue.	Botany	Not listed Inside Study Area
Sandstone Kerb	Botany Road (east side) near Wentworth Avenue.	Botany	Not listed Inside Study Area
Possible Tram Lines	Botany Road through Mascot.	Mascot	Not listed Inside Study Area
Alignment Pin	Corner Botany Road and Fremlin Street	Botany	4309667 Outside Study Area
Sandstone Kerb	Corner Botany Road (nw) and Wilson Street (ne)	Botany	4309669 Outside Study Area

Sydney Water S170 Register:

Several Items have been recorded on the Sydney Water S170 Register. In particular, the Botany Wetlands occurs in the immediate vicinity of the proposed works. They are registered as Item No.4570025. The remaining items are located outside the study zone in the wider area and will not be impacted by the proposed works.

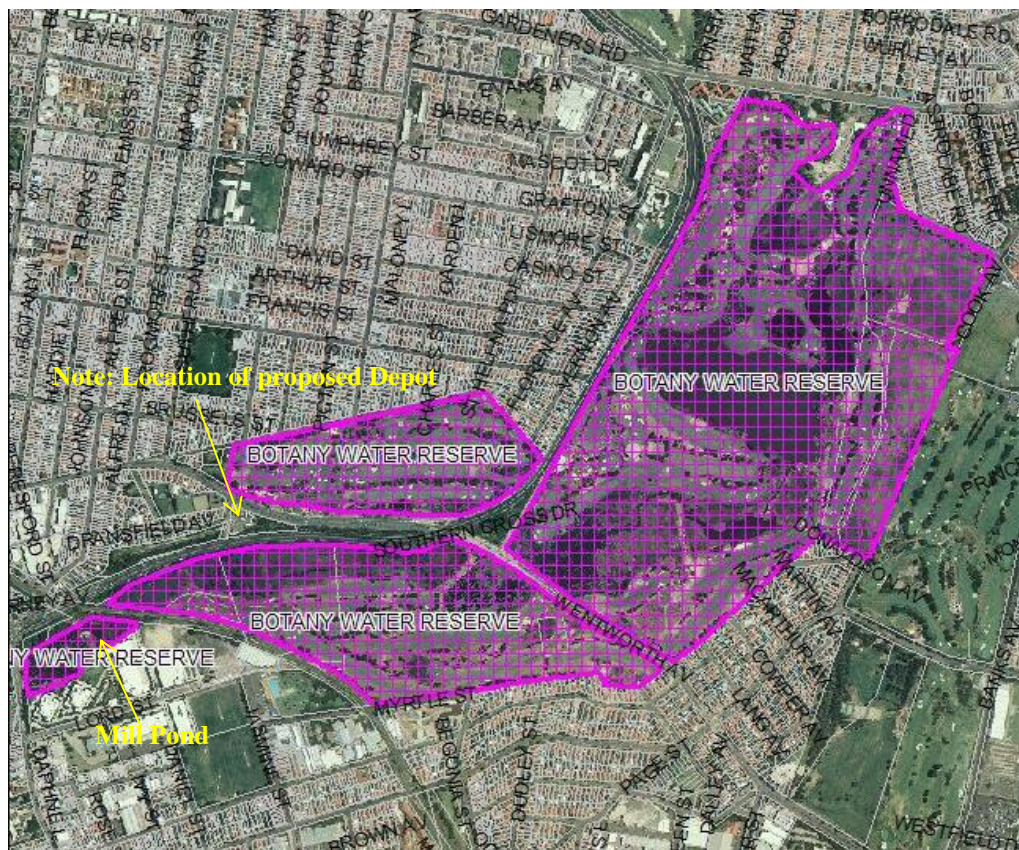


Figure 3.5. Curtilage plan of Botany Water Reserve. By Sydney Water (S170 Register).

Table 3.5. Sydney Water S170 Register: Heritage items within or near the study area.

Item	Address	Suburb	Item No.
Botany Water Reserve (Mill Pond)	Southern Cross Drive, Wentworth Ave and Heffron Rd. Also 1024 Botany Road.	Botany, Pagewood, Eastlakes and Kensington	4570025 In Vicinity of Study Area
Sewage Pumping Station 38 (SP0038)	Ross Smith Avenue	Mascot	4571729 Outside Study Area
Sewage Pumping Station 60 (SP0060)	McFall Street	Botany	4571733 Outside Study Area
Southern and Western Suburbs Ocean Outfall Sewer 1 (SWSOOS1)	Perimeter Road Airport (south). Marsh Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	4572728 Outside Study Area
Southern and Western Suburbs Ocean Outfall Sewer 2 (SWSOOS2)	Perimeter Road Airport (south). Eve Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	4572729 Outside Study Area

RailCorp S170 Register:

One underbridge has been recorded on the RailCorp S170 Register within the subject study area - the Mascot (Botany Road) Underbridge (listing No.4800248). It is also known as the Railway Bridge over Botany Road. Another underbridge occurs in the immediate vicinity of the proposed infrastructure works. This item is the Mascot (O’Riordan Street) Underbridge (listing No. 4801830). The Mascot (Robey Street) Underbridge is outside the study area.

Table 3.6. RailCorp S170 Register: Heritage items within or near the study area.

Item	Address	Suburb	Item No.
Mascot (Botany Road) Underbridge	Crosses Botany Road, near McBurney Avenue. Botany Line 10.535km.	Mascot	4800248 Inside Study Area
Mascot (O’Riordan Street) Underbridge	Botany Line 12.395km.	Mascot	4801830 In Vicinity of Study Area
Mascot (Robey Street) Underbridge	Botany Line 10.535km. (km possible error in s170 register - same as 48000248)	Mascot	4801848 Outside Study Area

NSW Fire Brigades S170 Register:

No heritage items or places have been recorded on the NSW Fire Brigades S170 Register within or in the immediate vicinity of the subject WestConnex study area. The Botany Fire Station is situated south of the study area beyond the impact of the subject infrastructure works.

Table 3.7. NSW Fire Brigades S170 Register: Heritage items near the study area.

Item	Address	Suburb	Item No.
Botany Fire Station	3 Banksia Street	Botany	- Outside Study Area

AusGrid S170 Register:

One heritage item has been recorded on the AusGrid S170 Register in the immediate vicinity of the subject WestConnex study area. Electricity Substation 163 is situated at 34 Wentworth Avenue adjacent Johnson Lane in Mascot. All other substations listed below are outside the study area beyond the impact of the subject infrastructure works.

Table 3.8. AusGrid S170 Register: Heritage items within or near the study area.

Item	Address	Suburb	Item No.
Electricity Substation 163	34 Wentworth Avenue	Mascot	- In Vicinity Study Area
Electricity Substation 147	1001 Botany Road	Mascot	- Outside Study Area
Electricity Substation 153	14 Byrnes Street	Mascot	- Outside Study Area
Electricity Substation 258	40 Robey Street	Mascot	- Outside Study Area
Electricity Substation 340	3 William Street	Mascot	- Outside Study Area

No heritage items relevant to the study area were found in searches of the S170 Registers for: Sydney Ports Authority, Transport Infrastructure Development Corporation, Sydney Catchment Authority, Department of Health, Planning and Infrastructure, the Department of Commerce, and NSW Arts.

3.7. Australian Heritage Lists.

The *Environment Protection and Biodiversity Conservation Act 1999* is the principal national environmental legislation for the protection of heritage as a part of the environment. It is maintained by the Department of the Environment and provides protection for "matters of national environmental significance" as represented by items listed on the Commonwealth Heritage List or the National Heritage List.

Specifically, a natural, historic or indigenous place can only be added to the National Heritage Lists if the Minister is satisfied that it has outstanding heritage value to the Australian community as a whole. Similarly, heritage places on Commonwealth land are protected by their listing on the Commonwealth Heritage List and/or the Register of the National Estate.

Three such items, the Sydney Airport Air Traffic Control Tower, Botany Post Office and Botany Bay itself are located outside the study area and beyond potential impacts from the proposed infrastructure works. The Sydney (Kingsford Smith) Airport Group occurs in the immediate vicinity of the study area. It is situated within the grounds of Sydney Airport. This item, however, is only listed as an ‘Indicative Place’ on the Australian Heritage Database (Commonwealth) (refer below).

Table 3.9. National and Commonwealth Heritage Lists: Heritage items within or near the study area.

Item	Address	Suburb	Item No.
Sydney (Kingsford Smith) Airport Group	Sydney Airport, Airport Drive	Mascot	105542 Australian Heritage Database Commonwealth List (<u>Indicative Place</u>) Part Inside Study Area
Sydney Airport Air Traffic Control Tower	Sydney Airport, General Holmes Drive	Mascot	106116 Commonwealth List (Nominated Place) Outside Study Area
Post Office (1923)	2 Banksia Street	Botany	106143 Commonwealth List Outside Study Area
Botany Bay	Foreshore Road	Botany	106039 National List Outside Study Area

Under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) a referral is required to the Department of the Environment for proposed ‘actions that have the potential to significantly impact on matters of national environmental significance or the environment of Commonwealth land’ where they have been listed. This does not apply to Indicative Places. Indicative places are entered onto the database by the Heritage Division. However, no formal nomination has yet been made nor has data been provided to the Heritage Council. Such items are not afforded statutory protection. As such, the data entered for an indicative place does not necessarily represent the views of the Council or the Minister.

3.8. Register of the National Estate.

This register was frozen in 2007 and has since been discontinued as a statutory register on the 19th of February 2012. It has been superseded by the Australian heritage lists. Many of the items previously on the Register of the National Estate are afforded statutory protection on the Commonwealth List and National List discussed under Section 3.7. The Register itself is maintained as a non-statutory archive and educational resource available to the public.

The Sydney (Kingsford Smith) Airport Group occurs on Commonwealth land and has been listed on the Register of the National Estate. Its boundary occurs within the study area. Other items in the wider area on the Register of the National Estate include the Botany Water Supply Scheme Remains and Sewage Pumping Station 38, Substation and Inspection Hall.

Also, the Botany Swamps (Botany Water Reserve) was entered on the Register of the National Estate in 2007 (Listing No. 17854). Not being on Commonwealth land, this item is protected on the State Heritage Register. Other items are located south of the study area beyond potential impacts of the proposed infrastructure development. As such, they are not the subjects of investigation in this report.

Table 3.10. Register of the National Estate: Heritage items within or near the study area.

Item	Address	Suburb	Item No.
Sydney (Kingsford Smith) Airport Group	Sydney Airport, Airport Drive	Mascot	105542 Interim List Part Inside Study Area
Botany Water Supply Scheme Remains	Sydney Airport, Ross Smith Avenue.	Mascot	103882 Interim List In the Vicinity of Study Area
Sewage Pumping Station 38, Substation and Inspection Hall	Sydney Airport, Ross Smith Avenue	Mascot	103887 Interim List Outside Study Area
Botany Swamps (Botany Water Reserve)	Southern Cross Drive	Mascot	17854 Indicative Place Outside Study Area
Post Office (1923)	2 Banksia Street	Botany	102208 Registered Outside Study Area
Botany Fire Station	3 Banksia Street	Botany	19151 Indicative Place Outside Study Area
St Matthews Anglican Church	Corner Botany Road and Lord Street	Botany	3326 Registered

			Outside Study Area
Sir Joseph Banks Hotel	23 Anniversary Road	Botany	3325 Registered Outside Study Area
Southern and Western Suburbs Ocean Outfall Sewers	Sydney Airport Perimeter Road (south side)	Botany	103896 Interim List Outside Study Area

3.9. National Trust Register (NSW).

The National Trust Register is a prominent non-statutory register for items listed by the National Trust of Australia. This register provides a good indication of items that are held in high regard by the community and professionals in the field. One item in the immediate vicinity of the study area, the Botany Water Reserve, has been listed by the National Trust. Another, the Sir Joseph Banks Hotel, is located south of the study area outside potential impact areas of the proposed infrastructure development. The National Trust Register is non-statutory.

Table 3.11. National Trust Register: Heritage items within or near the study area.

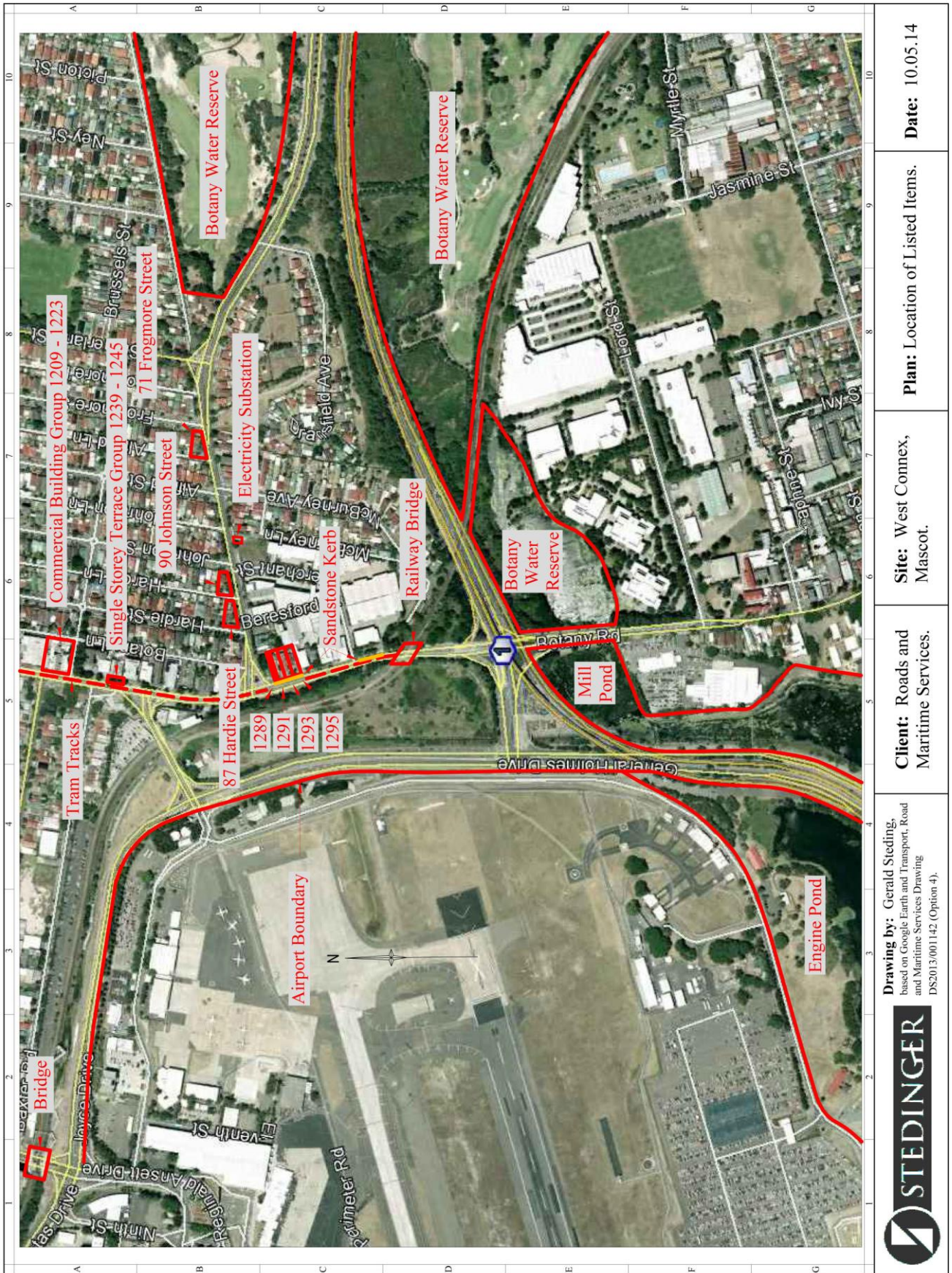
Item	Address	Suburb	Item No.
Botany/Lachlan Swamps Water Supply	Southern Cross Drive	Mascot	6813 In the Vicinity of Study Area
Sir Joseph Banks Hotel	23 Anniversary Road	Botany	7650 Outside Study Area

3.12. Summary of Heritage Listings and Previously Unlisted Items.

Please also refer to Figure 3.6 below, which presents the locations of the following items.

Table 3.12. Summary of Heritage Listings and Unlisted Items within or near the study area.

Item	Listing Status	Inside Study Area
Relics (general)	S140 Heritage Act. Botany Bay LEP 2013	Not identified.
House (c.1880)	Botany Bay LEP 2013	1289 Botany Rd.
House (c.1910)	Botany Bay LEP 2013	1291 Botany Rd.
Beckenham Church School Hall	Botany Bay LEP 2013	1293 Botany Rd.
Beckenham Memorial Church	Botany Bay LEP 2013	1295 Botany Rd.
Mascot (Botany Road) Underbridge	Botany Bay LEP 2013 RailCorp S170 Register	Botany Road near McBurney Avenue Botany Line 10.535km
Sydney (Kingsford Smith) Airport Group	Botany Bay LEP 2013 Indicative Place only on the Commonwealth Heritage List Register of the National Estate	<u>Part Inside Area of works.</u> Airport Drive, Sydney Airport
Sandstone Kerbing	Not Listed (has Heritage Value) RMS S170 Register Maintenance	Botany Road
Sandstone Kerbing	Not Listed (has Heritage Value) RMS S170 Register Maintenance	Wentworth Road
Tram Tracks	Not Listed (has Heritage Value) RMS S170 Register Maintenance	Botany Road
The following items are in the immediate vicinity of the study area.		
Botany Water Reserves	State Heritage Register Botany Bay LEP 2013 Sydney Water s170 Register Register of the National Estate National Trust Register	East and west of study area.
Mascot (O’Riordan Street) Underbridge	RailCorp S170 Register	O’Riordan Street, near Botany Road Botany Line 12.395km
Electricity Substation 163	AusGrid S170 Register	34 Wentworth Avenue
Commercial Building Group	Botany Bay LEP 2013	1209-1223 Botany Road
Single Storey Terrace Group	Botany Bay LEP 2013	1239-1245 Botany Road
House	Botany Bay LEP 2013	71 Frogmore Street
House ‘Varandale’	Botany Bay LEP 2013	87 Hardie Street
House	Botany Bay LEP 2013	90 Johnson Street



<p>Date: 10.05.14</p>
<p>Plan: Location of Listed Items.</p>
<p>Site: West Connex, Mascot.</p>
<p>Client: Roads and Maritime Services.</p>
<p>Drawing by: Gerald Steding, based on Google Earth and Transport, Road and Maritime Services Drawing DS2013/001142 (Option 4).</p>

Figure 3.6. Plan showing the locations of heritage sites within and in the immediate vicinity of the study area. WestConnex, Airport East Precinct. By Stedinger Associates, 2014. Detail plans are presented in Chapter 6.

4. HISTORICAL CONTEXT.

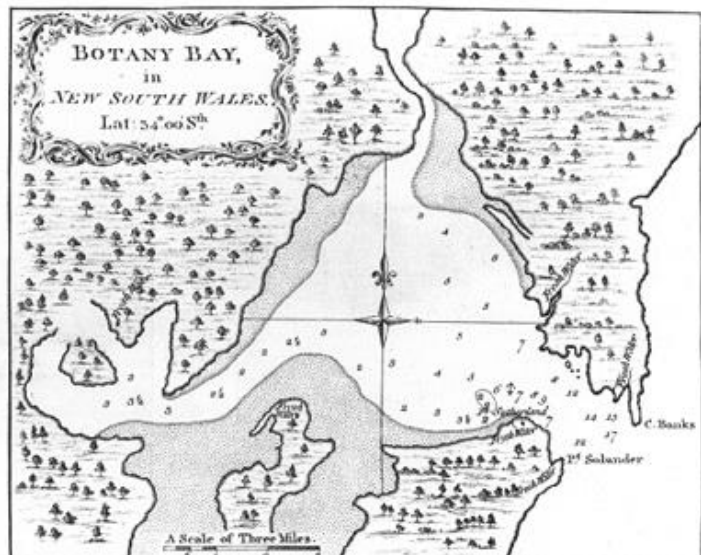
This chapter is a thematic and contextual history of the study area at Mascot and Botany. It describes the location's association with historic persons, the sequence of historical developments and major processes of construction that have shaped the heritage of the area.

4.1. Botany Bay.

Botany Bay was originally inhabited by the Kameygal people (Spear Clan) and the Gweagal (Fire Clan). The country of the Kameygal was Kamay, the north shore of Botany Bay and that of the Gweagal centred on the southern shore of Botany Bay. These people of the Dharawal nation camped along the banks and wetlands of the Cooks River and on the shores of Botany Bay, where they hunted, fished and gathered food.

On the 29th of April 1770 Lieutenant James Cook, Joseph Banks and Dr Daniel Solander landed at Kurnell⁵ - the site of the first landing of Europeans in Australia and the first encounter between the Europeans and the traditional Aboriginal owners of the land. Having disembarked from the *Endeavour*, a scientific exploration party led by botanists Banks and Solander spent eight days ashore collecting vast numbers of previously unknown plants⁶ and recording native wildlife. Cook named Botany Bay after the pristine natural flora of the bay. It is now the oldest English place name in Australia.

Figure 4.1. James Cook's map of Botany Bay, 1770. In Benson, D. and Eldershaw, G. (2007), *Cunninghamia* vol. 10(1). p.115.



⁵ Finnis, Bill. 2003. *Captain James Cook. Seaman and Scientist*. Chaucer Press. p.96.

⁶ after Finnis, Bill. 2003. *Captain James Cook. Seaman and Scientist*. Chaucer Press. p.96.



Figure 4.2. E. Phillips Fox. 1902. Oil painting. Landing of Captain Cook at Botany Bay, 1770. National Gallery of Victoria.

Based largely on the recommendations of Cook and Banks, the British Government decided to establish a penal settlement at Botany Bay. But when Governor Phillip arrived in mid-summer in 1788 he found the site to be lacking sources of fresh water and the harbour lacking shelter for ships. The First Fleet subsequently sailed on to Port Jackson, finding a more suitable place for settlement at Sydney Cove.⁷

4.2. Edward Redmond.

In 1809 Governor Lachlan Macquarie issued the first land grants in the Botany area. The earliest settlers were Edward Redmond, Andrew Byrne and Mary Lewin.⁸ Byrne and Redmond had been transported to Australia for life for their part in the Irish Rebellion of 1798.

Redmond arrived on the *Minerva* in 1800. Three years later he received a conditional pardon. Then, in 1809, Redmond was granted a full pardon along with a wine and spirit

⁷ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970.* The Council of the Municipality of Botany. p.4.

⁸ Rappoport Pty Ltd in association with Tracy Appel. 2004. *Captain Cook Hotel. Heritage Impact Statement.* Gale Street Pty Ltd. p.33.

licence and 135 acres (55 hectares) of flat swampy land in the Mascot-Botany area.⁹ The pardon and grants were made by William Paterson's caretaker government and confirmed by Governor Macquarie in 1813.

Redmond established a farm at Botany known as 'Mudbank', which fronted onto the banks of the Cooks River. His land would later be the site of Mascot and the airport. The adjoining land to the west was owned by Andrew Byrne and Mary Lewin. The couple had married in 1812 and operated a hotel in Sydney. They also farmed their land and burnt oyster shells to extract lime for sale. Edward Redmond and Winifred Duriault (née Dowling) were married on the 15th of October 1811. Winifred had also been sentenced to transportation for life in 1801 and was a widow with an infant son. Together they had two daughters, Mary and Sarah, and Winifred's son John, assumed his stepfather's surname.

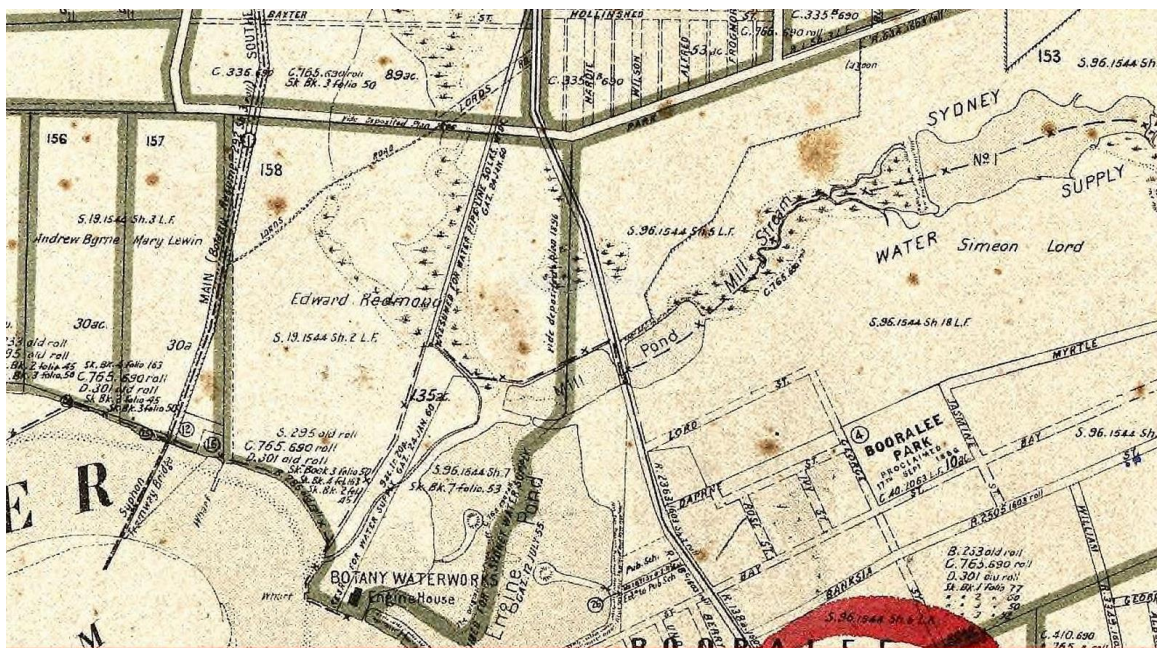


Figure 4.3. Plan showing the study area in the nineteenth century. *Index Map of the Parish of Botany County of Cumberland*. Dated 22nd April 1886. Department of Lands.

In 1815 Redmond went into partnership with Patrick Cullen and leased the tolls between Sydney and Parramatta. The following year he became one of the original shareholders in the Bank of New South Wales. Having originally facilitated Catholic services in

⁹ after Parsons, Vivienne. 1967. Redmond, Edward (1766-1840). *Australian Dictionary of Biography*. Volume 2. Melbourne University Press.

buildings on his own land, in 1820 Redmond was elected to a committee to arrange for the construction of a permanent Roman Catholic Church in Sydney.¹⁰ As a landowner, Redmond had dramatically increased his holdings over the years. On his death in 1840, he left farms to his family at Bathurst, Bingham, Annandale and the Hawkesbury, as well as houses at Windsor, Liverpool and Sydney.

4.3. *Simeon Lord.*

Perhaps most influential in shaping the future of Botany Bay was Simeon Lord. In 1812 Lord acquired 150 acres (61 hectares) in the Botany district. His land adjoined that of Redmond to the east. Lord had arrived in New South Wales in 1791, having been sentenced to 7 years transportation at age 19 years. Having completed his sentence, he then became a merchant, a shipbuilder, an iron monger, whaler, and an auctioneer.¹¹ In 1815, Lord engaged convicts to commence construction of his residence, 'Banks House', as well as a dam (Mill Pond), and a water wheel driven mill on the banks of the stream for the scouring and milling of woolen cloth. Here, west of the present Botany Road, Lord produced fine wool cloth, textiles, blankets, flannels and felt.



Figure 4.4. Miniature portrait of Simeon Lord. Unknown artist, c.1820.

A short distance away Lord also built a flour mill with an undershot wheel near the edge of Botany Bay. Soon new industries soon followed by other entrepreneurs. A paper mill was operating in the area by 1818, erected by Fisher and Duncan.¹² By the early 1830's, leather workers and tanners were present in the Botany district, and by the 1840s there

¹⁰ after Parsons, Vivienne. 1967. Redmond, Edward (1766-1840). *Australian Dictionary of Biography*. Volume 2. Melbourne University Press.

¹¹ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. pp.6-7.

¹² Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.14.

were fellmonger's yards and a slaughter houses. On the 27th of May 1823, Lord expanded his land holdings when he received a grant of 600 acres.¹³ At its height Lord's Botany operation included two factories, water engineering works, and numerous workers huts. Within 20 years Lord had become an immensely successful businessman and manufacturer. Simeon Lord died in 1840 aged 69.

4.4. Botany's Market Gardeners.

Botany began as a fishing town, following the traditions of many English, Scottish and Welsh immigrants in the area. It was also planned to be an agricultural district, with market gardening as its primary industry. From the 1830s, the Botany area provided the main supply of vegetables sold in the Sydney markets. Its swamps were particularly fertile. As the city grew, the market gardens flourished as they satisfied the increasing demand for food. Large parts of the Lord Estate were leased to market gardeners and by the 1860s most gardens were established along the fringes of Veteran's Swamp.¹⁴ By the 1870's market gardening had become characteristic of the Botany area. The industry continued to thrive into the 1890s, by which time many Chinese immigrants had joined their European counterparts.

4.5. Sydney's Water Supply Scheme.

From the 13th of July 1855 the government began resuming land in Botany for the city's new main water supply scheme. Some 300 acres of land were set aside for the water catchment scheme - including about 75 acres of Simeon Lord's estate with his house, the mill sites, various cottages and the earthworks associated with Lord's mill dams. The water supply works were completed in 1859 becoming Sydney's third main water supply system. In 1859 a 30" sand-cast iron main was completed between an Engine House at the new site and the Crown Street reservoir.¹⁵ Between 1866 and the mid-1870s six dams

¹³ Rappoport Pty Ltd in association with Tracy Appel. 2004. *Captain Cook Hotel. Heritage Impact Statement*. Gale Street Pty Ltd. p.35;
NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

¹⁴ Tropman & Tropman Architects. 1996. *Botany Heritage Study*. Volume 3 - Historical Report. Botany Bay City Council. (NSW National Estate Grant). p.6.
Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.13.

¹⁵ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

were constructed and reconstructed. Superseded by the Upper Nepean Scheme, 1886 was the last year of full pumping at the Sydney Water Works.¹⁶

Ironically, although the scheme provided Sydney's major source of water for the 28 years from 1858 to 1886, it did not supply water to the Botany area. Instead, local residents had to depend on natural sources and tanks.

4.6. Subdivision and the Road to Botany.

A carriage road to Botany was built by William Simm as early as 1813. However, it ended at the Cook's River in today's Mascot leaving the south with no access road. The area was Mudbank, named after Edward Redmond's farm. The Parish Roads Act of 1833 allowed for the "making, altering and improving roads throughout the colony of New South Wales".¹⁷ A new road to Botany built that year, however, was more of a "cart track".¹⁸ The Parish Roads Act of 1833 was superseded by Parish Roads Trust Act of 1840.

By 1841, in preparation for land subdivision, nearly £2000 had been spent on the Sydney to Botany Road. That year the Botany Road Trust was formed to initiate the improvement of main roads. They considered that a good road would enhance property values. Later in 1841, Botany's first land auction offered 43 residential allotments. The allotments formed part of the *Town of Botany Subdivision* located at today's Mascot.¹⁹

A portion of the Lord Estate was again subdivided in 1859, creating the *Booralee Township Subdivision*. Four years later, in June 1863, the present Botany Road, from Mascot through Botany, was surveyed.²⁰ For years afterwards the road was known as Courduroy Road. By 1875 Botany Road had been surfaced. A threepence toll was levied

¹⁶ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

¹⁷ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.17.

¹⁸ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.16.

¹⁹ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.10.

²⁰ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.18.

by the Trust to keep Botany Road in good repair, though its poor condition was a common subject of complaint.²¹

Botany experienced a land boom in the 1880s and about half the district was offered for sale for residential purposes. The largest subdivision of this period was the Sandgate Estate Subdivision in 1882. Another part of Lord's estate was subdivided in 1886. This subdivision was made by John and Roger Duvall and Arthur Smyth.²²

In these early years public transport was slow and coach services were few. People usually travelled to Sydney on horse-drawn coaches. Often they were two-decker vehicles drawn by four horses.²³ Major improvements came with the arrival of the tramway. The Botany tramline opened on the 17th of May 1882 and became the main form of passenger travel.²⁴ It extended from the Redfern Railway Terminal continuing along Devonshire, Chalmers, Castlereagh, Redfern and Regent Streets, then Botany Road to a Depot at the Terminus in Banksmeadow Park.

Following the construction of the tramway, the Botany Road Trust undertook a program of pavement and kerbing construction along the route.²⁵ Sandstone kerbing was once a common feature to the Botany area. Likewise alignment pins were installed by the Lands Department along Botany Road, for example, at Botany, Alexandria and Waterloo.²⁶ Alignment pins along Botany Road were commonly cast iron broad arrows (100mm in length) placed on the upper kerb surface or in the footpath.²⁷ They marked locations where the road alignment had changed.

²¹ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.18.

²² Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.11.

²³ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.18.

²⁴ Tropman & Tropman Architects. 1996. *Botany Heritage Study*. Volume 3 - Historical Report. Botany Bay City Council. (NSW National Estate Grant). p.6.

²⁵ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Sandstone Kerb Botany. DB 4309669.

²⁶ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Alignment Pins Botany DB4309667, Alexandria DB 4309671 and Waterloo DB 4309672.

²⁷ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Alignment Pin Botany DB4309667.

Other modes of transport continued as some passengers and goods were transported from a government wharf at the bay. In 1884 the closest railway station was at Sydenham. As part of the general rebuilding of Sydney's goods traffic system, a goods line was planned in c.1914 with spurs to lead to Botany factories. With the outbreak of World War One its construction was deferred.²⁸ Suggestions for its use for passengers with a station near Botany were not pursued. From the 1st of April 1887 half fares were offered to workers travelling by tram.²⁹ Proving popular, the tramway was extended along Gardener's Road.

Repairs were carried out to Botany Road in the 1920s, as motor vehicles increased in popularity. The repairs were one of the first extensive uses of a reinforced concrete road surface in Australia. Five years later, on the 11th of October 1925, the railway from Sydenham to Botany opened. Trams were eventually replaced by government operated diesel buses. The last tram service in Botany was on the 24th of September 1960.³⁰

4.7. Development of Botany and Mascot.

From the 1840's, buildings emerged along Botany Road which reflected the religious, commercial and community character of the area. One of the first buildings to appear was the Anglican Church built in 1841. Previously services had been held in the halls of Simeon Lord's mills. Edward Lord, his son, donated land for a new Church and the foundation stone of St Matthews was laid by Bishop Barker in 1862 (1331 Botany Road). Today's St Matthews Church was dedicated on the 14th of November 1925. Lord had also donated land for a Methodist Chapel built in 1854 and a Roman Catholic Church built in 1860. Both have since been demolished. Today's larger brick Methodist Church was built in 1902 (1355 Botany Road).

The first permanent public school in Botany was built on land donated by George Lord.³¹ Botany Public School was completed in January 1869 (1076 Botany Road). Earlier, in 1848, a temporary public school had been established, making Botany one of the first

²⁸ RailCorp S170 Heritage Register. SRA listing No.848.

²⁹ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970.* The Council of the Municipality of Botany. p.36.

³⁰ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970.* The Council of the Municipality of Botany. p.19.

³¹ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970.* The Council of the Municipality of Botany. p.132.

districts in New South Wales to have a public school. The school had 30 students and teacher Samuel Smyth, but closed after only 2 years.³²

A post office opened in 1861 and by 1864 Constable Rush was a police presence in the area.³³ The police station itself was built in 1871. Four years earlier, in 1867, a School of Arts opened at 1361 Botany Road. Other late nineteenth century commercial and residential buildings along Botany Road include several shops at Robey Street (1209-1223 Botany Road), a group of single storey residential terraces, (1239-1245 Botany Road), a brick terrace at the corner of Wentworth Avenue (1289 Botany Road) and a small brick cottage near Hickson Road (1365 Botany Road). By 1877 the Captain Cook Inn was operating (1114 Botany Road). The present hotel was built by Oscar Nilson prior to 1899.³⁴ One year earlier the Botany Town Hall opened.



Figure 4.5. Opening of the Botany Town Hall in 1898. In F.A. Larcombe (1970), *The History of Botany 1788-1970*. The Council of the Municipality of Botany. p.31.

At the corner of Bay Street, the Finnies Buildings were built in 1911 (1094-1098 Botany Road) and another commercial building adjacent in 1904 (1383 Botany Road). No.1351 Botany Road at the corner of Daphnie Street is a store. A Fire Station opened at No.3 Banksia Street in 1912 and a Post Office opened next door in c.1923. Then, in 1933, the

³² Larcombe, Frederick A. 1970. *The History of Botany 1788-1970*. Captain Cook Bi-Centenary 1770-1970. The Council of the Municipality of Botany. p.131.

³³ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970*. Captain Cook Bi-Centenary 1770-1970. The Council of the Municipality of Botany. p.129.

³⁴ Rappoport Pty Ltd in association with Tracy Appel. 2004. *Captain Cook Hotel*. Heritage Impact Statement. Gale Street Pty Ltd. p.39.

Beckenham Memorial Church was built beside the 1914 Church School Hall (1293-1295 Botany Road).

A new sewer main from Sydney to a sewage farm in Botany was laid in c.1886. A second main was laid in 1898 linking various western suburbs to the Botany Sewage Farm. Telegraph services were available from 1881 and in 1902 a telephone exchange was established at Mascot.³⁵ Amenities such as reticulated water were laid in Botany road in 1891 and gas lighting was introduced the same year.³⁶ Electricity was introduced in 1911.³⁷ The Botany Sewage Farm was closed in 1909 and the Southern and Western Sewer Ocean Outfall System (SWSOOS No.1) was completed in 1916. At this time a stormwater channel was laid along Botany Road.

In 1919, Nigel Love, Harry Broadsmith and Jack Warneford were the founding partners in the Australian Aircraft and Engineering Company and established an aerodrome on the banks of the Cooks River, near Mascot, leasing 161 acres from the Kensington Recreation Ground Company. A small canvas hangar was the first structure erected on the site and it was officially declared an aerodrome on the 20th of January 1920. In October the following year, the aerodrome was taken over by the Civil Aviation Branch of the Department of Defence.

Having been deferred due to World War 1, in the early 1920s a goods line from Marrickville to the industrial area at Botany was set in motion. Its bridges were erected first with construction commencing at the Botany end of the line. The Botany Line was opened on the 11th of October 1925 to serve the Cooks River, Botany and Mascot Goods sidings and other industrial complexes. The line mainly carried coal, oil, grain and general cargo and, in more recent years, shipping containers.

³⁵ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

³⁶ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.100.

³⁷ Larcombe, Frederick A. 1970. *The History of Botany 1788-1970. Captain Cook Bi-Centenary 1770-1970*. The Council of the Municipality of Botany. p.106.

4.8. *Sydney Airport.*

Botany's wool and leather industries continued to grow for many years. In 1894 wool scourers, tanners and other industries were permitted to return to the wetlands area, leasing land from the government's water supply authorities until 1947.³⁸ That year land from the Ascot Racecourse was resumed for an extension to Kingsford Smith Airport.³⁹ Between 1947 and 1952 two thirds of the proposed east-west runway was constructed along the centre of the existing Cook's River requiring the river's diversion to the western boundary of the airport. The expansion also involved substantial filling of the Engine and Mill Ponds, the diversion of the Water Board's two main sewers, and the diversion of General Holmes Drive. The runway had a final length of 2515 metres.



Figure 4.6. Sydney International Airport. In F.A. Larcombe (1970), *The History of Botany 1788-1970*. The Council of the Municipality of Botany. p.72.

The north-south runway was intended to be the main runway. However, by 1963 under new aircraft requirements, the main runway had to be longer than the east-west runway. Because the north-south runway had a length of only 1798 metres, land was reclaimed in Botany Bay for its increase to 2835 metres. The main runway was opened in 1968. It was extended to 3960 metres in 1972 to allow Concorde, DC10 and Boeing 747s to operate

³⁸ NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

³⁹ Rappoport Pty Ltd in association with Tracy Appel. 2004. *Captain Cook Hotel. Heritage Impact Statement*. Gale Street Pty Ltd. p.34.

from the airport. A third runway was constructed on the reclaimed land and completed in 1994.

The presence of Sydney's International Airport in Mascot had a major impact on the industrial nature of the Botany area in the second half of the twentieth century. A new industrial base was created for the area as the storage and shipment of goods, airport servicing and hospitality became major activities.⁴⁰ Sydney (Kingsford Smith) Airport is now Australia's busiest commercial airport. In April 2014 the selection of a site for a new major Sydney Airport was finalised and announced. The location is to be west of Sydney at Badgery's Creek.

In 1960 a railway bridge was built in Mascot at Robey Street. The Robey Street Underbridge was the first welded steel railway bridge on the NSW rail network.⁴¹ Also in c.1960, the Eastlakes Golf Club was established with an 18-hole course on the eastern and southern side of the ponds. The Lakes Golf Club, to the west and north of the chain of ponds, had opened in 1930.⁴² More recently, in 1988 Southern Cross Drive was built through the Engine Pond by the Department of Main Roads. Additional works were associated with the pre-Olympics upgrade of the airport in 1999.

4.9. Historical Themes.

A number of themes have emerged from the history discussed at local, state and national levels. These are:

1. National theme:- Peopling Australia.
 State theme: - Aboriginal cultures and interactions with other cultures.
 Local theme: - Aboriginal occupation prior to European settlement demonstrating distinctive ways of life.

2. National theme:- Peopling Australia.
 State theme: - Convict.
 Local theme: - Convict work during the Convict period in NSW (1788-1850).
 Convict built structures.

⁴⁰ Rappoport Pty Ltd in association with Tracy Appel. 2004. *Captain Cook Hotel. Heritage Impact Statement*. Gale Street Pty Ltd. p.35.

⁴¹ RailCorp S170 Heritage Register. Mascot (Robey Street) Underbridge (SRA Listing 848).

⁴² NSW Office of Environment & Heritage (Heritage Office). *State Heritage Inventory*. Botany Water Reserve. DB5051418.

Demonstrating emancipist's entrepreneurial activities.

3. National theme:- Developing local, regional and national economies.
 State theme: - Agriculture.
 Local theme: - Farming with convict labour.
 Clearing land for farming and activities relating to cultivation.
 Market gardening.
4. National theme:- Developing local, regional and national economies.
 State theme: - Transport.
 Local theme: - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.
 The construction of the airport, train lines, roads and tramlines in Botany.
5. National theme:- Building settlements, towns and cities.
 State theme: - Towns, suburbs and villages
 Local theme: - Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages.
 Town planning, streetscape, and subdivision patterns.
 The settlement and growth of Botany.
6. National theme:- Building settlements, towns and cities.
 State theme: - Land tenure.
 Local theme: - Subdivision of large estates, changing land uses and resuming private lands for public purposes.
7. National theme:- Developing Local, Regional and National Economies.
 State theme: - Industry.
 Local theme: - Cloth scouring and milling.
 Slaughterhouses and tanneries.
8. National theme:- Phases of Life.
 State theme: - Persons.
 Local theme: - Activities and associations with Edward Redmond and Simeon Lord, businessmen, industrialists and emancipists, Sir Joseph Banks, naturalist and botanist and Daniel Solander, assistant botanist at the British Museum.

5. THE STUDY AREA.

Site survey was carried out by Dr Louise Steding and Mr Gerald Steding of Stedinger Associates on the 3rd and 4th of March and the 5th of May 2014. The study area was examined to identify and record historic heritage and the potential archaeological resource within the study area and to establish the context of the proposed works in relation to heritage in the vicinity.

5.1. Description of the Study Area.

The subject study area consists of several intervals of major roads including sections of Botany Road, Wentworth Avenue, General Holmes Drive, Joyce Drive and Mill Pond Road. They enclose an area between highly urbanised and busy commercial areas of Botany and Mascot, south of central Sydney. The roads are sided by a mixture of commercial and residential buildings, community facilities, wetlands and revegetation or vacant areas as well as Sydney's main airport. Some of the buildings as well as an underbridge and the wetlands are landmark heritage items.

Proposed infrastructure works are to occur beyond the full widths of these intervals of road for widening purposes and occasionally onto non-government owned land. The sides of the roads are lined with mostly concrete kerbing and its surface is bitumen. Along earlier roads, like Botany Road, the frontages of some commercial and public buildings extend up to the footpath. In between, most cottages and community buildings, like the church and terraced houses, are set back with gardens. Industrial buildings are also scattered throughout the area.

The study area is dissected by a stormwater drain parallel to General Holmes Drive and a railway line to the east beside and crossing both General Holmes Drive and Botany Road. There are also areas of open land between General Holmes Drive, Mill Pond Road, Botany Road and the railway level crossing as well as that to the east at Dransfield Avenue.

Wentworth Avenue is mostly sided by single storey brick and weatherboard houses. Many of the earlier examples have been substantially altered and few have been listed in

the local environmental plan. Along Botany Road within the study area Botany Road contains a mixture of commercial, residential and industrial buildings from a variety of periods. Many date from the 1940s to recent times and earlier examples have been heavily modified. The main commercial areas of Botany and Mascot are situated just outside the study area. These centres contain significant examples of late nineteenth and early twentieth century retail stores and public buildings.



Image 5.1. Modified earlier houses along Wentworth Avenue, facing south. Stedinger Associates 2014. Image 1661.



Image 5.2. Flats and offices along Botany Road, facing east. Stedinger Associates 2014. Image 1659.

Joyce Drive is sided by modern fast food outlets and open space extending into the Sydney Airport. This is also similar for General Holmes Drive. No buildings are located along Mill Pond Road.

On the east side of General Holmes Drive a concrete storm water channel is present within the north western portion of the subject site. This channel runs through a vegetated area alongside the main road. This vegetated area appears to have been disturbed by the excavation of the drainage channel and levelling activities. Another area of vegetated

land lies east of the main study area at Dransfield Avenue. This is the location of the proposed construction site compound.



Image 5.3. View from Joyce Drive showing recent plantings with carparks and food outlets behind site from General Holmes Drive. Facing southeast. Stedinger Associates 2014. Image 2102.



Image 5.4. View into the airport site from General Holmes Drive. Facing northwest. Stedinger Associates 2014. Image 1733.



Image 5.5. Drainage channel along General Holmes Drive. Facing north. Stedinger Associates 2014. Image 1728.



Image 5.6. Vacant land near Dransfield Avenue. Facing east. Stedinger Associates 2014. Image 2145.

The site is also dissected by a single railway line. Associated with this railway are two bridges described in Chapter 6, a concrete culvert beneath the line, and a railway crossing with minor ancillary structures. Much of the land along this line has been built up with fill in the early twentieth century. In particular, the level crossing is to be removed and a duplication line constructed on the west side of the existing line. A concrete rail bridge or underpass with brick wing walls drains stormwater into the vegetated area west of the line. Reportedly, it provided horse access to the former Ascot racetrack on the grounds of the airport. However, it does not appear to have sufficient height for such a purpose. It may have provided pedestrian access to the racetrack.



Image 5.7. The level crossing associated with the single Botany Line at General Holmes Drive and Botany Road. Facing north. Stedinger Associates 2014. Image 2125.



Image 5.8. The railway embankment along the Botany line. Facing south. Stedinger Associates 2014. Image 2119.



Image 5.9. View of the railway line. Facing north from the level crossing. Stedinger Associates 2014. Image 1655.



Image 5.10. Underpass beneath the railway embankment. Facing west. Stedinger Associates 2014. Image 1664.

A vast area of wetlands is located in the vicinity of the study area. It includes Mill Pond extending from the southwest to the east of the study area and Engine Pond just southwest of the study area. In particular, Engine Pond is located the grounds of Sydney's main airport. Sydney (Kingsford Smith) Airport expands along the west side of the study area. Both sites are discussed in detail in Chapter 6.



Image 5.11. View into Sydney Airport. Facing west. Stedinger Associates 2014. Image 2109.



Image 5.12. View into Sydney Airport. Facing southwest. Stedinger Associates 2014. Image 2114.

5.2. Area Disturbance.

Portions of the study area have been heavily disturbed. Massive disturbance has occurred at Southern Cross Drive and along Mill Pond Road and General Holmes Drive. These works have been associated with expansion of the airport. General Holmes Drive was initially built through the former Engine Pond and Mill Pond in 1947 and has since been widened and upgraded into a major link road. As part of the Airport Link project, in 1988 Southern Cross Drive was built through the middle of the Engine Pond and involved massive earthworks at Mill Pond Road.

Much of the proposed works within the study area will be include excavation along the roads themselves and their verges. Here, stormwater drainage pipes and pits, sewer lines and vents, gas and telecommunications lines exist in service trenches beneath the surface. Service pits for the Metropolitan Water Sewerage and Drainage Board (MWS&DB) and Postmaster General pits (PMG) were noted.

However, for much of the length of the subject interval of Botany Road, upper deposits of the roadway itself do not appear to have been highly disturbed during episodes of road resurfacing in the twentieth century. Indeed, the existing bitumen surface has been built up by 30mm to 50mm over the previous road surface. As such, intact deposits or earlier road fabric may be expected to occur beneath the present surface

The laying of concrete kerbs and gutters is an exception to this. Sandstone kerbing laid in c.1882 has been removed along much of Botany Road, Wentworth Avenue and all neighbouring roads within the study area as part of such works. Concrete kerbs and gutters and paved or concrete footpaths occur throughout most of the study area.

Additional disturbance has been caused by the installation of street-light poles, traffic lights and their associated underground cabling. In 1988, the construction of Southern Cross Drive and the widening of Wentworth Avenue would have caused considerable disturbance to potential deposits and features in these areas.

Two open areas exist, both of which appear to be disturbed. One is the drainage area between General Holmes Drive and Mill Pond Road. This site has been excavated along the drainage line and appears to have been used as a site compound for earlier

construction works. It has also been the site of stockpiling or the dumping of demolition rubble. Vegetation in this area is regrowth. The other vegetated area is a small triangle of land between the Water Reserves. It is situated at the corner of Wentworth Avenue and Dransfield Road. This site consists of built up ground and has been proposed as the works compound.



Image 5.13. The City to Airport Link at Southern Cross Drive looking down Mill Pond Road. Facing west. Stedinger Associates 2014. Image 1719.



Image 5.14. View along the major link road General Holmes Drive. Facing south. Stedinger Associates 2014. Image 2116.



Image 5.15. Drainage area between General Holmes Drive and Mill Pond Road. Facing north. Stedinger Associates 2014. Image 1722.



Image 5.16. Built up ground at the corner of Wentworth Avenue and Dransfield Road. Facing southwest. Stedinger Associates 2014. Image 2147.

5.3. Potential Archaeological Resource in the Study Area.

Some of the earlier less modified roadways have high potential to contain intact features associated with the road construction, modes of transport and the growth of Botany and Mascot. Along Botany Road, for example, physical evidence in the form of ‘works’ might survive that may inform on the development of Botany and nineteenth-century transport (road development and tramway).

5.3.1. Former road surfaces.

Remains of earlier roadways might remain intact in less disturbed areas. Along Botany Road, for example, it is anticipated that areas of road packing dating to 1863 may remain partly intact beneath the 1920s reinforced concrete surface. Prior to 1863, some form of road or track is likely to have followed the present route given the construction of several community buildings prior to 1863. They include an Anglican Church in 1841, a Methodist Chapel in 1854, a Catholic Church in 1860 and St Matthews in 1862. Most development occurred after 1863.

5.3.2. Tram Lines.

Remains of the 1882 tramline appear to survive beneath the bitumen of Botany Road for much of the length of the interval. The possibility of physical evidence relating to the Botany tramline was noted by archaeologist Graham Wilson in 1996.⁴³ It was again

⁴³ Wilson, G.C. 1996. *Botany Heritage Study. The Archaeological Resource. Discussion Paper.* Botany Bay City Council. p.5.

reported by Stedinger Associates in 2012. According to the Roads and Maritime Services, the track levels may vary from approximately 30mm to 190mm.

Bitumen has been built up over the road by about 30mm to 50mm, covering the tram tracks. Observed in 2012, tracks in the bitumen had been resealed and indicated features beneath the road surface set two lanes apart. The straight lines most likely indicated the line of the tram tracks beneath the present road surface. Two sets of tram tracks occupied the inner northbound and southbound lanes within the wider four lane road. The road has always been wide. This is indicated by the presence of nineteenth century buildings set back on both sides of the road, for example, Botany Public School (1868) and the adjacent School of Arts (1867).

It is possible that the tram tracks continue beneath the bitumen for the length of the subject interval of Botany Road, with the exception of that area beneath Southern Cross Drive. Repaired cracks in the bitumen suggest that the tram tracks remain in situ from Banksia Street in the south to Robey Street in the north. The filled cracks for example, continued past the School of Arts at No.1361 northwards to No.1058 and the Mascot RSL Club and adjoining buildings at 1305A and 1303 Botany Road. The cracks continued northward passing Nos.1247-1251 and No.1229 Botany Road.

To the north, evidence of the tracks existed south of the entrance to General Holmes Drive and continued north past Baxter Road. Filled cracks were also present at Bronte Street and at Robey Street. It is less likely that the tracks exist beneath Southern Cross Drive and no visible evidence exists of their presence. Construction of this road overbridge in 1988 caused immense disturbance and it is likely that the tram tracks were removed during construction works. Although the road has been resurfaced in recent years, in accordance with the report by Stedinger Associates (2012) the tram tracks are likely to remain in situ.



Image 5.17. Possible tram tracks, Plane trees and cottages beyond modern units along Botany Road (No.1247-1251). Facing north. Stedinger Associates 2012. Image 0352.

5.3.3. *Sandstone Kerbing.*

Much of the sandstone kerbing laid in c.1882 has been removed from the early roads within the study area. No intervals of sandstone survive along Wentworth Avenue. They have been replaced with concrete. Along Botany Road, however, two lengths of sandstone kerbing have been recorded. One is located near Wentworth Avenue and another between Bronti Street and the Mascot (Botany Road) Underbridge.

These intervals of sandstone kerb are original to the particular stretches of Botany Road. Their presence indicates that the concrete kerb extending along the east side of Botany Road between the Railway Underbridge and Wentworth Avenue maintained the original road alignment. This kerbing represents the formalisation of the road boundary of Botany Road following the opening of the Botany tramway in 1882. These improvements were initiated by the Botany Road Trust.

One area of sandstone kerbing occurs outside the Beckenham Memorial Church and Hall and continues up to No.1291 Botany Road near Wentworth Avenue. It survives in three intervals separated by driveways. The intervals extend, from south to north, for 5.5 metres, 5.5 metres and 3.2 metres. The sandstone blocks are in fair condition and have been faced using picks. While they are water worn, broken and weathered, they have not been displaced by vehicles. The blocks vary in size from 400mm to 1.5 metres. No alignment pins were found at of in the vicinity of the kerbing.

Another section of sandstone kerbing occurs to the south. It extends approximately 70 metres between Bronti Street and the Mascot (Botany Road) Underbridge. This line of kerbing is mostly continuous. The sandstone blocks are in fair condition and have been faced using picks. The blocks vary in size from 500mm to 1.5 metres. While the stones are water worn and weathered, they have not been displaced by vehicles. Although it is interrupted at McBurney Avenue earlier efforts by Roads and Maritime Services have seen the re-setting of an alignment in the centre of this roadway at Botany Road. Here, a piece of sandstone with a broad arrow survey mark has been retained. Beside it another cast iron broad arrow survey mark has been set.

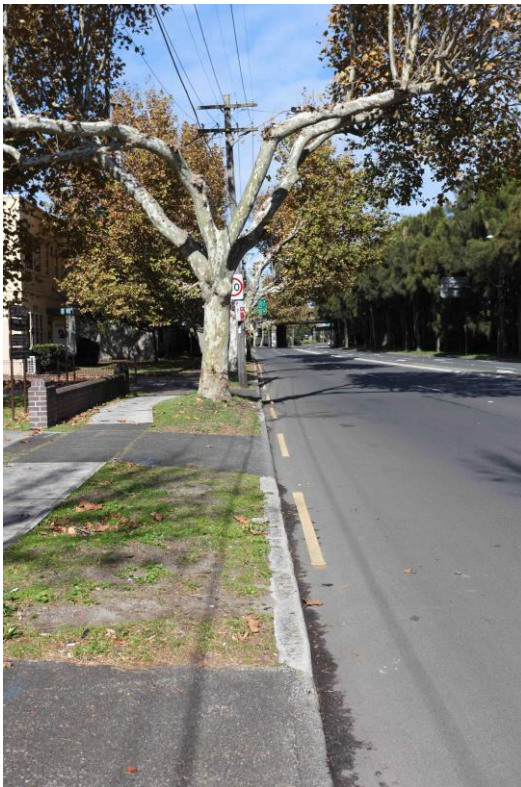


Image 5.18. Intervals of sandstone kerbing near Wentworth Avenue. Facing south. Stedinger Associates 2014. Image 2148.



Image 5.19. An extensive line of sandstone kerbing between Bronti Street and the Mascot (Botany Road) Underbridge. Facing south. Stedinger Associates 2014. Image 2153.



Image 5.20. Detail of pick marks in the sandstone kerbing. Facing west. Stedinger Associates 2014. Image 2154.



Image 5.21. Detail of the alignment pins at McBurney Avenue and Botany Road. Facing west. Stedinger Associates 2014. Image 2159.

5.3.4. Artefacts and Deposits.

As mentioned above, much of the proposed works within the study area will be confined to the roads themselves and their verges. Beneath the road surface building footings or intact subfloor deposits, associated outbuildings, privies, wells or rubbish pits and artefact scatters are not anticipated. No occupation sites associated with the early nineteenth century industry of Simeon Lord are likely, given that the focus of his activities were outside the study area to the south and west. Such remains include Lord's residence, early mills, dams, cottages and other relics. Remains associated with Sydney's third water supply system also lie outside the study area to the south and west. These remains include

ruins of an engine house and chimney, retaining walls, the series of ponds themselves and other features. So too does the possible site of a tollhouse, along Botany road south of Southern Cross Drive.

Within the study area, beyond the width of the roads and their reserves, subsurface features and artefact bearing deposits are likely to exist specifically within the area of the proposed works. Relics and subsurface deposits are likely to be associated with the nineteenth century occupation of the House (c1880) at No.1289 Botany Road, the early twentieth century occupation of the House (c.1910) at No.1291 Botany Road and former use of the Beckenham Church School Hall site. Here, however, it is unlikely that significant and/or substantial relics (artefacts and deposits) are present that will provide new and important information on the history of New South Wales that is not available from another source (refer to Chapter 6). No other known locations with archaeological potential are known to exist in the area of the proposed works.

5.4. Vegetation.

As noted by Lesryk Environmental Consultants (2013), remnant vegetation found within the wetlands provide a valuable insight into what the environments of the Botany Bay area may have been like prior to European settlement. The wetlands would previously have supported populations of Eastern Suburbs Banksia Scrub, wet heath vegetation, heath on sand dunes, swamp paperbarks, sedge species.⁴⁴

In the study area native vegetation has generally been planted during revegetation programs in more recent years. Several native species have been included in street plantings along with exotic species. Along the subject intervals of Botany Road, General Holmes Drive and Wentworth Avenue native street trees include River Sheoaks, Broad-leaved Paperbark and Spotted Gum.⁴⁵ Exotic species include London Plane Trees along Botany Road, but appear to be less than 50 years old. Plane trees, for example, occur between Bronti Street and Hollingshed Street. Street trees also include more recent plantations of Sheoaks along Botany Road north of Botany Road Underbridge.

⁴⁴ Lesryk Environmental Consultants. (2013). *Preliminary Ecological Investigation, RMS project, Mill Pond Road, Botany*. For Roads and Maritime Services.

⁴⁵ after Hare, Tom. 2011. *Aboricultural Assessment Botany Road, Mascot. Road clearances and kerb and gutter rehabilitation*. For NSW Roads & Traffic Authority. p.8-10, 12- 14, 22.



Image 5.22. Plane trees along Botany Road. View south from Bronti Street. Stedinger Associates 2012. Image 1651.



Image 5.23. Sheoaks along the west side of Botany Road north of Bronti Street. Stedinger Associates 2014. Image 1692.

6. HERITAGE ITEMS AND THEIR SIGNIFICANCE.

6.1. Assessing Heritage Significance.

When assessing the significance of an item or site, four criteria are commonly used by heritage consultants and agencies in New South Wales. The criteria are derived from definitions in the Heritage Act 1977, encompass values in the Australian ICOMOS Burra Charter, and have been standardised by the Office of Environment & Heritage (Heritage Division).⁴⁶ These criteria are: historical (evolution and association), aesthetic (scenic or architectural qualities, technical or creative accomplishment), social (contemporary community esteem) and scientific significance (archaeological, industrial, educational, research potential) (refer to Table 6.1).

Table 6.1. NSW Heritage Assessment Criteria.

Criterion (a) Historical	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
Criterion (b) Historical	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
Criterion (c) Aesthetic	An item is important in demonstrating aesthetic characteristics and/ or a high degree of creative or technical achievement in NSW (or the local area).
Criterion (d) Social	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
Criterion (e) Scientific	An item has potential to yield information that will contribute to an understanding of cultural or natural history of NSW or the local area.
Criterion (f) Rarity	An item possesses uncommon, rare or endangered aspects of cultural or natural history of NSW or the local area.
Criterion (g) Representativeness	An item is important in demonstrating the principal characteristics of a class of cultural or natural places or cultural or natural environments of NSW or the local area.

Further refining an assessment of significance, the degree of significance is reflected in the rarity, representativeness and integrity of an item or site. The level of significance is defined by whether an item or site is held to be significant in a State or local historical,

⁴⁶ NSW Heritage Office and Department of Urban Affairs and Planning. *Assessing heritage significance*, HO/DUAP, Sydney, 2001.

NSW Department of Planning (Heritage Branch). 2009. *Assessing Significance for Archaeological Sites and 'Relics'*. NSW Department of Planning.

geographical or community context. Some items may also be considered to be of National Significance.

In particular, archaeological significance depends upon the extent to which further studies of the physical evidence may reasonably be expected to provide information not available from other sources and to present the opportunity for research that will contribute to our understanding of the past. Here, the preservation of the site, the availability of comparative sites, and the extent of historical documentation are relevant. Certainly, the research potential of an archaeological site is a key assessment criterion. Other assessment criteria of an archaeological site or relic that should be considered include but may not be limited to: Historical Links (to historic events, decisions, or occupancies), Comparative Values (related to intactness and rarity), and the Rarity (of the individual site type and items within it).⁴⁷

Identifying grades of heritage significance of both a site and its individual components has important implications for appropriate management and conservation treatments of the 'place' and its surviving fabric. The grade of significance given to a particular element reflects its importance for the site as a whole. Element grading systems, however, were developed for built heritage and are not easily applicable to archaeological sites. An element grading system is yet to be developed for historical archaeological sites which considers, for example, degree of deposit intactness, research potential, extent of original fabric and multiple phases of occupation.⁴⁸ Still, the system below assists with providing a useful context and structure for grading heritage values for complex sites or places (refer to Table 6.2). Grades of significance for the site and individual elements are identified below under 'Integrity'.

The significance of individual heritage items relevant to the study area is examined below in Section 6.2. Here, inventory sheets are presented for each individual item. This assessment is limited to those items identified as being within the study area or in its immediate vicinity (refer to Table 3.12). The data entered includes their location, physical

⁴⁷ after NSW Department of Planning (Heritage Branch). 2009. *Assessing Significance for Archaeological Sites and 'Relics'*. NSW Department of Planning. pp.9-10.

⁴⁸ after NSW Department of Planning (Heritage Branch). 2009. *Assessing Significance for Archaeological Sites and 'Relics'*. NSW Department of Planning. p.4.

description, condition, historical context and other attributes which are relevant to their assessment of significance.

Table 6.2. Defining Grades of Significance.


Grading	Justification
Exceptional	Rare or outstanding element directly contributing to an item's local and state significance.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.
Little	Alterations detract from significance. Difficult to interpret.
Intrusive	Damaging to the item's heritage significance.

6.2. Inventory Sheets - Items within the Study Area.

6.2.1. House (c.1880).


House (c.1880)				WCAP001
Name of Item	House (c.1880)			
Other Names	1289 Botany Road			
Item Type	Built			
Item Group	Residential Housing			
Item Category	House			
Owner	Private Ownership	Recorded	2014	
Listings				
Register	Listing Number			
Botany Bay LEP 2013	50			
LOCATION				
Address				
Street Number	1289	Address Type	Primary	
Street Name	Botany Road, near the corner of Wentworth Avenue			
Suburb / Town	Mascot	Parish	Botany	
Local Govt. Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	The heritage curtilage of this item is defined as its allotment boundary - the whole site.			
Parcel	Lot No.	Section	Plan Code	Plan No.
	13		DP	135940
DESCRIPTION				
Designer	-			
Maker / Builder	-			
Year Started	c.1880	Year Completed	c.1880	
Physical Description	<p>This early house originates from the Victorian period and has been built in the Georgian style. It occupies almost the entire width of its narrow allotment. Built around 1880, the modest house is a single storey face brick building in terraced style with a corrugated iron gable end roof. The roof ridge runs parallel to Botany Road in north south direction and meets at both gable ends at a parapet with rounded rendered topping.</p> <p>A small front verandah faces Botany Road. Its roof is fixed beneath the eaves line of the main roof. At the north and south side this verandah is bounded by the main outer walls of the building. Similarly to the main roof, those walls extend beyond the roof line and form a parapet with rendered topping. Unlike that of the main roof, this topping is square.</p> <p>An original four panel entrance timber door with fan light is situated</p>			


	at the southeast corner of the building. It is sided to the north by two original single pane double hung sash timber windows with steel bars in front. A small welded ornamental steel fence marks the property boundary at the front. The roof, gutter, downpipes and fence are painted in a Brunswick Green while the brickwork is painted in off-white.
Condition and Modification	The building is in relatively good condition but lacks maintenance. Door, windows and the brickwork are original. The roof and guttering have been replaced. A paling fence to the north and a decorative picket fence to the south are also modern replacements. The approximately 40 year old front fence is collapsing.
HISTORY	
Historical Notes	<p>Various residential and commercial buildings were constructed along Botany Road in late nineteenth century. This was a major period of growth. Botany experienced a land boom in the 1880s and about half the district was offered for sale for residential purposes. The largest subdivision of this period was the Sandgate Estate Subdivision in 1882. Another part of Lord's estate was subdivided in 1886. This subdivision was made by John and Roger Duvall and Arthur Smyth.</p> <p>The terrace at No.1289 Botany Road is an example of early modest residential housing built along Botany Road following the subdivision of Simeon Lord's estate in the late nineteenth century. The house indicates a type of modest house available to workers in the Victorian period. It is somewhat similar to others in the vicinity, such as a group of single storey residential terraces at 1239-1245 Botany Road. This was also the time when Botany Road was becoming an major access road for Sydney.</p>
Uses	
Current Use	Residence
Former Use	Residence
SIGNIFICANCE ASSESSMENT	
Assessment Criteria	
Historical SHR Criteria (a)	This terraced house is historically important as an example of early modest residential housing built along Botany Road available to workers in the Victorian period.
Association SHR Criteria (b)	-
Aesthetic / Technical SHR Criteria (c)	As a Georgian style terraced house this cottage has aesthetic quality. Its surrounding context has been considerably altered, diminishing this appeal.
Social SHR Criteria (d)	-
Research SHR Criteria (e)	Potential relics might exist from the occupation of this residence from the late nineteenth century to the present. Levels of disturbance to subfloor deposits and the rear yard unknown. Archaeological finds from this period are common

	in the Sydney area and their excavation is well represented in the archaeological record. It is unlikely that significant and/or substantial remains will occur at this site that will contribute new information to the history of New South Wales.		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	The house is representative of the Victorian period Georgian style.		
Integrity / Intactness	The house has retained much of its original fabric. However, located at a major intersection, its surroundings have changed considerably. The house is removed from its original context and no longer holds group associations with other terraced houses		
Assessed Significance	Local	Grade	Moderate
Statement of Significance	This terraced house is important as an example of early modest residential housing built along Botany Road and indicates the type of housing available to workers in the Victorian period. While much of its original form and fabric has been retained, its surrounding context and associations have been removed. The cottage has no known association with prominent persons nor is it a rare form of architecture in the Sydney area. The extent of potential remains and their disturbance remains unknown. However, both the preservation and excavation of relics associated with the late Victorian period are well documented in the Sydney area.		
IMAGE			
Image Caption			
1289 Botany Road, Mascot. Facing east.			
Image No.			
1670			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.2.2. *House (c.1910).*

House (c.1910)				WCAP002
Name of Item	House (c.1910)			
Other Names	1291 Botany Road			
Item Type	Built			
Item Group	Residential Housing			
Item Category	House			
Owner	Private ownership	Recorded	2014	
Listings				
Register	Listing Number			
Botany Bay LEP 2013	51			
LOCATION				
Address				
Street Number	1291	Address Type	Primary	
Street Name	Botany Road, near the corner of Wentworth Avenue			
Suburb / Town	Mascot	Parish	Botany	
Local Govt. Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	The heritage curtilage of this item is defined as its allotment boundary - the whole site.			
Parcel	Lot No.	Section	Plan Code	Plan No.
	14		DP	135940
	5		DP	3280
DESCRIPTION				
Designer	-			
Maker / Builder	-			
Year Started	c.1910-1920	Year Completed	c.1910-1920	
Physical Description	<p>The residence has been built in the Queen Anne style of the Federation period. It is a striking single story weatherboard building with a steeply pitched terracotta tiled hipped roof. The building occupies the northern portion of the allotment with a driveway on its south side. This leads to a detached garage at the rear.</p> <p>The front of the main roof facing Botany Road forms a Dutch Gable with a gable vent. While the main direction of the roof follows the property layout, its central part of it runs parallel to Botany Road in north south direction and ends in a double gable facing east. Two original chimneys remain with their terracotta chimney pots. A small gable end entrance roof sits beside the main roof the southwest corner. The roof here rests on two decorative turned timber columns. It forms a part enclosed and glazed entrance porch.</p> <p>The front timber door has two sidelights and a fanlight with two side fanlights. All appear to be original. Similarly the windows consist of</p>			


	<p>double hung sash timber windows.</p> <p>Contrasting to the deep red of the terracotta roof tiles, the cladding is painted in a pale cream with all other parts such as gutters, down pipes barge boards, windows painted in off white. The front of the property is fenced by a modern decorative timber picket fence.</p>
Condition and Modification	<p>The residence is in very good condition and well maintained but has very little original fabric remaining. While the roof shape indicates the original structural frame, the original cladding has been replaced with modern terracotta roof tiles. The only untouched original parts are the chimneys with their exposed face brick and pots. The weatherboard of the house also appears to be a replacement. Disturbance to subsurface and subfloor deposits are likely to have been disturbed during episodes of repair and refurbishment.</p>
HISTORY	
Historical Notes	<p>Roy Hector McDonald Bilton, married Elsie Catherine Thoroughgood on the 6th of October 1919 at St Paul's Church of England in Chippendale. Both Roy and Elsie were born in 1900. Roy lived in Alexandria before moving to Waterloo and Elsie resided in Redfern.</p> <p>Roy was a truck driver supporting Elsie as she cared for their children. For most of his life Roy worked for the Bradshaw Trucking Company. By 1925 the couple and their children had moved back to Alexandria and by 1936 they lived in Mascot at No.1291 Botany Road. At this time their house was numbered as 319 Botany Road. This was also the year that their sixth child, son George Bilton was born at the Botany Road residence. The following year in 1937, their daughter Lorraine was born.</p> <p>Roy Bilton (senior) died in 1970 at the Prince of Wales Hospital in Randwick. For a year he had suffered with lung cancer and finally conceded to congestive cardiac failure. His wife Elis lived on for another decade. In 1980, she too died of cancer. At the time she lived in Blacktown.</p>
	
<p>Roy and Elsie Bilton, 1919. From Lorraine Dixon, <i>Bilton Genealogy</i>.</p>	
Uses	
Current Use	Residence
Former Use	Residence

SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	Historically the house is important as style of early twentieth century residential housing in Botany. It indicates increasing wealth and development within the area.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	Built in the elaborate Queen Anne style, this house has aesthetic quality.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	The early twentieth century is a well-documented period of history. Disturbance to subsurface and subfloor deposits is likely to be high due to reconstruction, restoration and repairs. Archaeological excavations at this site are unlikely to expose significant relics which provide new information about the history of New South Wales.		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	This house is representative of a Federation period Queen Anne style residence.		
Integrity / Intactness			
Assessed Significance	Local	Grade	Moderate
Statement of Significance	No.1291 Botany Road is historically important as an early twentieth century residence along a main road in the fast growing Botany area. It is a fine example of Queen Anne style architecture from the Federation period and indicates a more prosperous period in Botany's history. The residence has retained some of its original fabric and also its long physical association with the neighbouring Congregational Church and Hall. The house is not known to have social significance or an association with historically prominent persons. Its archaeological potential is considered to be low.		
IMAGE			
Image Caption			
1291 Botany Road, Mascot. Facing northeast			
Image No.			
1673			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.2.3. Beckenham Church School Hall.

Beckenham Church School Hall					WCAP003
Name of Item	Beckenham Church School Hall				
Item Type	Built				
Item Group	Education and Religion				
Item Category	School Hall				
Owner	Uniting Church	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	52				
LOCATION					
Address					
Street Number	1293	Address Type	Primary		
Street Name	Botany Road, near Wentworth Avenue				
Suburb / Town	Botany	Parish	Botany		
Local Govt. Area	Botany Bay	County	Cumberland		
Postcode	2019	State	NSW		
Property					
Curtilage Boundary	The heritage curtilage of this item is defined as its allotment boundary - the whole site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	Part Lot 8		DP	3280	
	Part Lot 9		DP	3280	
DESCRIPTION					
Designer	Congregational Church				
Maker / Builder	-				
Year Started	1914	Year Completed	1914		
Physical Description	This plain hall is a long and narrow timber frame building situated on low face brick walls. The building is asbestos cement clad and has a modern corrugated iron roof with gable ends. A small shelter is located above the entrance door. Its gable end roof rests on decorative turned timber columns on its west side. The entrance door is made of plain timber and the hall windows are made of timber with ten panes. Also, a small brick boundary wall forms the end of the property towards Botany Road.				
Condition and Modifications	The building is in good condition and well maintained. However, much original fabric no longer remains. Its roof, gutters and down pipes have been replaced, The asbestos cement sheeting of the façade appears to be an early replacement of original timber cladding. The timber may have been replaced in the 1940s when use of asbestos was popular. The dwarf brick wall, door and windows and the face brick boundary wall all appear to be original. Much disturbance to the landscape has occurred during the construction of the neighbouring Church in 1933.				

HISTORY			
Historical Notes	The Beckenham Church School Hall was built in 1914. The building may well have been a timber clad church in its early years. It later became a hall following the construction of the brick church in 1933.		
Uses			
Current Use	School Hall		
Former Use	School Hall		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	The Hall is important as an indicator of the presence of the Congregational Church in Botany by 1914.		
Association SHR Criteria (b)	Reverend Beckenham, the founder of the Church.		
Aesthetic SHR Criteria (c)	-		
Social SHR Criteria (d)	This hall is significant to the local church community.		
Research SHR Criteria (e)	Relics associated with the church school might exist in the immediate vicinity of the hall. However, they are likely to have been disturbed during subsequent landscaping and construction works. Also, the hall was built and used during a well-documented period of our history. Archaeological investigation is not likely to recover significant and/or substantial relics or new information not available from another source on the history of New South Wales.		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	-		
Integrity / Intactness	Much of the original fabric of this building appears to have been replaced.		
Assessed Significance	Local	Grade	Low
Statement of Significance	<p>The Hall is certainly a community and religious building with social and religious value. However, much of its original fabric appears to have been replaced. Further, this building has no aesthetic appeal. Its size and bulk are visually dominating obstructing views to the dynamic 1933 Church.</p> <p>Its archaeological potential and research value is considered to be low due to ground disturbance and the more recent nature of the building from a well-documented period in history.</p>		

IMAGE	
Image Caption	
Beckenham Church School Hall. Facing east.	
Image No.	
1672	
Image Date	
2014	
Photographer	
Stedinger Associates	

6.2.4. *Beckenham Memorial Church.*

Beckenham Memorial Church					WCAP004
Name of Item	Beckenham Memorial Church				
Item Type	Built				
Item Group	Religion				
Item Category	Church				
Owner	Uniting Church	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	52				
LOCATION					
Address					
Street Number	1295	Address Type	Primary		
Street Name	Botany Road, near Wentworth Ave				
Suburb / Town	Botany	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2019	State	NSW		
Property					
Curtilage Boundary	The heritage curtilage of this item is defined as its allotment boundary - the whole site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	Part Lot 6		DP	3280	
	Part Lot 7		DP	3280	
DESCRIPTION					
Designer	A. Lanyon Clark				
Maker / Builder	G.L. Taylor				
Year Started	1933	Year Completed	1933		
Physical Description	<p>This building has been constructed in the Romanesque form with Gothic characteristics. Although prominent, the building maintains a relatively large setback. It is a dark face brick building with the main roof running in an east-west direction. This concrete tiled roof is intersected midway by a second ridge line running perpendicularly in north-east direction. The building has a large decorative brick front gable with buttresses, arched windows and a rosette window in the centre. Above the roof line this gable wall forms a parapet. Two side gables, also with parapets, are located on the north and south sides of the roof. The main entrances are via two arched side doorways. Both entrance doors are made of timber with decorative hinges and handles. The windows are made of lead light.</p>				
Condition and Modifications	<p>The church building is in very good condition and well maintained. The roof appears to have been replaced with modern roof tiles. The brickwork, doors and windows appear to be original. The front property boundary face brick wall is also original.</p>				

HISTORY	
Historical Notes	<p>The original Church at this site was founded by Reverend J. Beckenham. The reverend died in 1916 aged of 70 years. Today's Beckenham Memorial Church was built in 1933, beside the Church School Hall (1914). It has been named in the memory of Reverend J Beckenham.</p> <p>The first foundation stone was laid by the Reverend R.B. Reynolds, chairman of the Congregational Union. Additional stones were also set in place by the Incumbent minister, Reverend S.S. W. Horner and Mrs J. Beckenham (<i>Sydney Morning Herald</i> 22nd May 1933).</p> <p>The inscription on a plaque reads: "In Memoriam. Erected by the members and congregation of this church as a token of love and esteem to our late pastor Rev. J. Beckenham. Founder of this Church. Died April 13th 1916. Aged 70 years. Ever ready to help the poor & needy, he rests from his labour and his works do follow him."</p>
Uses	
Current Use	Church
Former Use	Church
SIGNIFICANCE ASSESSMENT	
Assessment Criteria	
Historical SHR Criteria (a)	The Church is of historical significance for its demonstration of the presence of Congregational Church in Botany. It indicates increased wealth of the church by 1933.
Association SHR Criteria (b)	Reverend J. Beckenham.
Aesthetic SHR Criteria (c)	Its strong Romanesque form is a physical statement to the presence of the church.
Social SHR Criteria (d)	Beckenham Memorial Church is important with the local families who are members of the parish. It is an important part of the community and has spiritual significance.
Research SHR Criteria (e)	Levels of disturbance to and the potential for subsurface remains at the front of this building are unknown. It is unlikely that human remains are buried on this site, given that the Bunnerong Cemetery was in operation and under the control of the Botany Trust by 1901. Construction of the building itself will have caused substantial disturbance to the central and rear portions of this site. It does not appear likely that the site will reveal significant and/or substantial subsurface remains due to the level of disturbance at this site and the more recent nature of the church itself.
Rarity SHR Criteria (f)	Although uncommon to the immediate area, the Romanesque / Gothic style of this church is not an unusual style for churches in the Sydney and wider areas.
Representative SHR Criteria (g)	-

Integrity / Intactness			
Assessed Significance	Local	Grade	High
Statement of Significance	<p>Beckenham Memorial Church is important to the local church community. It is also a dynamic building with much aesthetic appeal. Historically it indicates the growth of the Congregational Church in popularity and financially during the 1930s. It also demonstrates the high esteem in which Reverend J. Beckenham was held by his parish community. The site is unlikely to reveal significant and/or substantial subsurface remains that may contribute new and important information to our knowledge of the history of New South Wales.</p>		

IMAGE




Image Caption	
Beckenham Memorial Church. Facing east.	
Image No.	
1672	
Image Date	
2014	
Photographer	
Stedinger Associates	

Image Caption	
Beckenham Memorial Church front boundary wall. Facing east.	
Image No.	
Google Earth	
Image Date	
2014	
Photographer	
Stedinger Associates	

6.2.5. Mascot (Botany Road) Underbridge.

Mascot (Botany Road) Underbridge					WCAP005
Name of Item	Mascot (Botany Road) Underbridge				
Item Type	Built				
Item Group	Rail Transport				
Item Category	Underbridge				
Owner	Transport for NSW	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	153				
RailCorp S170 Register	4800248 and 4801848				
LOCATION					
Address					
Street Number	Botany Line 10.535km	Address Type	Primary		
Street Name	Botany Road, near McBurney Avenue				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	The curtilage is limited to the footprint of the bridge and abutments. Specifically, this includes the brick abutments, all original steelwork, piers and reinforced concrete structures.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
DESCRIPTION					
Designer	N.S.W. Government Railway				
Maker / Builder	N.S.W. Government Railway				
Year Started	1924	Year Completed	1925		
Physical Description	The rail bridge over Botany Road is a single track riveted steel girder bridge. The 'skewed' nature of the bridge across the road is unusual. This is because it was fabricated to span the road at a right angle. However, the girder length of 75 feet (22.9 metres) was insufficient for the required extra distance. To solve this, brick arched piers were built at the roadside and short reinforced concrete slabs were added at each end between the piers and abutments.				
Condition and Modifications	The bridge is in good condition, although there are minor cracks, signage and graffiti. The railway bridge has undergone minor repairs.				
HISTORY					
Historical Notes	Having been planned in 1914 but deferred due to World War 1, in the early 1920s a goods line from Marrickville to the industrial area at Botany was set in motion. Its bridges were erected first with construction commencing at the Botany end of the line. The Botany Line was opened on the 11 th of October 1925 to serve the Cooks				

	River, Botany and Mascot Goods sidings and other industrial complexes. The line mainly carried coal, oil, grain and general cargo and, in more recent years, shipping containers. The Botany line was extended in 1927 for Bunnerong Power Station. Although built as a single line, much of the construction allowed for an additional track. Even today the bridge across Botany Road remains as a single track. However, its abutments allow for duplication.		
Uses			
Current Use	Railway bridge over Botany Road		
Former Use	Railway bridge		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	The underbridge is an integral component of the Botany Goods Line completed in 1925 and a part of the expansion of the Sydney goods railway network. This extension allowed industry and shipping at Botany to be connected into the main network.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	The underbridge has aesthetic significance as a landmark structure over Botany Road with brick arched piers, wing walls and an unusual skewed orientation.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	No archaeological occupation deposits or relics are anticipated at this site. Subsurface remains associated with the bridge may be defined as 'works'.		
Rarity SHR Criteria (f)	The bridge is unusual in its construction method, using arches, reinforced slabs and steel girders to accommodate the skew in the span across Botany Road.		
Representative SHR Criteria (g)	The Botany Road Underbridge is not a good representative example of a steel girder bridge construction, given adaptations during construction.		
Integrity / Intactness	The bridge displays a high level of integrity.		
Assessed Significance	Local	Grade	High
Statement of Significance	The Mascot (Botany Road) Underbridge is historically significant as an integral component of the separate Botany Goods Line (1925) and the major expansion of the Sydney goods railway network. The extension allowed industry and shipping at Botany to be connected into the main rail network. The underbridge has aesthetic significance as a landmark structure over Botany Road with an unusual skew, brick arched piers and wing walls demonstrating fine workmanship. It is unusual in its construction method, using arches, reinforced concrete slabs and steel girders to accommodate the span across Botany Road.		

IMAGE	
Image Caption	
Mascot (Botany Road) Underbridge. Facing southwest.	
Image No.	
1699	
Image Date	
2014	
Photographer	
Stedinger Associates	

6.2.6. Sydney (Kingsford Smith) Airport Group.

Sydney (Kingsford Smith) Airport Group					WCAP006
Name of Item	Mascot				
Item Type	Built				
Item Group	Air Transport				
Item Category	Airport Infrastructure				
Owner	Sydney Airport Corporation Limited	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	170				
Australian Heritage Database (Commonwealth List - Indicative Place)	105542 Indicative Place				
Register of the National Estate	105542 (non-statutory)				
LOCATION					
Address					
Street Number		Address Type	Primary		
Street Name	Airport Drive, Sydney Airport				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	The curtilage of Sydney (Kingsford Smith) Airport is defined in the Botany Bay LEP 2013 as extending on the south side of Joyce Drive and the west side of General Holmes Drive. No curtilage plan was found under the Australian Heritage Database listing for the site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
DESCRIPTION					
Designer	Civil Aviation Branch of Department of Defence				
Maker / Builder	Various				
Year Started	1921	Year Completed	On-going		
Physical Description	<p>Sydney (Kingsford Smith) Airport is located on the north side of Botany Bay. Its approximate 886.5 hectare site is surrounded by Botany Bay, Alexandra Canal, Cooks River and Botany Wetlands. The airport includes three runways, two domestic terminals to the northeast of the site and an International Terminal to the northwest. There are also five freight terminals.</p> <p>Of particular relevance to the WestConnex project are the Botany Water Pumping Station ruins and the Engine and Mill Ponds and Mill Stream, remnants of the original waterways. These heritage items occur alongside General Holmes Drive in the vicinity of the proposed works.</p> <p>Further from the proposed WestConnex works, the following</p>				

	<p>heritage items also occur within the boundary of the airport: Potential subsurface archaeological remains of Simeon Lord's Mills, Dams and house; Sewage Pumping Station No. 38 and an adjacent inspection hall and substation; The Alexandra Canal, constructed in the 1880s to serve the growing industries along its course; The Southern and Western Suburbs Ocean Outfall Sewers (SWSOOS) Nos. 1 and 2 built in 1916 and 1941; The former Lauriston Park subdivision is represented by Ross Smith Avenue; The Civil Aviation Terminal and Control Tower (Building 60) built in 1939-40; Various simple utilitarian light industrial buildings erected in the 1930s and 1940s; Various hangars built from in the 1940s and 1950s; Third Control Tower & Fire Station (Building 119) built in 1954; Fourth Control Tower, Operations Centre and Services Building built between 1968 and 1972; Control Tower (Building 239), completed in 1969; Sydney Airport Control Tower (Fifth Control Tower) (Building 496) completed 1994; The east-west and north-south runways; and Landscape plantings, including mature fig trees associated with the former Ascot Racecourse.</p>
Condition and Modifications	<p>The airport buildings and infrastructure appear to be in good condition. In particular major changes to the early environment include the redirection of the Cooks River (1947-1952) and the development of the parallel runways on reclaimed land within Botany Bay (1963-1968).</p> <p>Changes to Sydney (Kingsford Smith) Airport have continued from 1921 into the 21st Century. Extensive redevelopment of the Qantas and Ansett domestic terminals was undertaken in the late 1990s. The Qantas terminal is located on the site of the pre-1970 international terminal. At today's International Terminal, in 1996 a new control tower was opened and in 2000 the new Airport Rail Link was completed. Further expansion occurred to accommodate traffic for the Sydney 2000 Olympics.</p>
HISTORY	
Historical Notes	<p>In 1919, Nigel Love, Harry Broadsmith and Jack Warneford were the founding partners in the Australian Aircraft and Engineering Company and established an aerodrome on the banks of the Cooks River, near Mascot, leasing 161 acres from the Kensington Recreation Ground Company. A small canvas hangar was the first structure erected on the site and it was officially declared an aerodrome on 20 January 1920.</p> <p>In October 1921, the Civil Aviation Branch of Department of</p>

Defence purchased the site and in 1924 the canvas hangar was replaced with a more permanent government hangar. That year a regular service between Sydney, Melbourne and Adelaide began. By 1927, another three hangars, a workshop and clubhouse, offices for the Department of Civil Aviation and a residence for the groundsman had been erected.

Assuming the role of Sydney's international airport by 1930, building activity included the construction of several hangars, a refreshment kiosk, an administrative building and control tower, and public amenities. By 1931 the present access road led to the domestic terminals.

At this time, the airport was known as the Mascot Civil Aviation Aerodrome. By 1936 it was officially renamed Kingsford Smith Airport in honour of pioneer aviator Charles Kingsford Smith. Then in 1953 the airport was renamed Sydney (Kingsford Smith) Airport.

Three runways were commenced and extended prior to WWII to accommodate a large increase in both the number and size of aircraft. They were again extended in 1940. The same year a Terminal and Control Tower and an administration building were completed.

During WWII, the airport was the location for building combat aircraft and training of pilots. In 1945 a new layout of the airport involved the removal of the three existing runways and construction of a 1675 metre north-south runway parallel to the existing 168 degree runway as well as a 2400 metre east-west runway with associated taxiways, aprons and improvements to buildings. Land from Ascot Racecourse was resumed in 1947 to accommodate this extension along with much of the former waterworks and sewerage land, the Wimbles Ink Factory, the Mascot Granite Works.

Between 1947 and 1952 two thirds of the proposed east-west runway was constructed along the centre of the existing Cook's River requiring the river's diversion to the western boundary of the airport. The expansion also involved substantial filling of the Engine and Mill Ponds, the diversion of the Water Board's two main sewers, and the diversion of General Holmes Drive. The runway had a final length of 2515 metres.

The north-south runway was intended to be the main runway. However, by 1963 under new aircraft requirements, the main runway had to be longer than the east-west runway. Because the north-south runway had a length of only 1798 metres, land was reclaimed in Botany Bay for its increase to 2835 metres. The main runway was opened in 1968. It was extended to 3960 metres in 1972 to allow Concorde, DC10 and Boeing 747s to operate from the airport. A third runway was constructed on the reclaimed land and

	<p>completed in 1994.</p> <p>The presence of Sydney's International Airport in Mascot had a major impact on the industrial nature of the Botany area in the second half of the twentieth century. A new industrial base was created for the area as the storage and shipment of goods, airport servicing and hospitality became major activities. Sydney (Kingsford Smith) Airport is now Australia's busiest commercial airport. In April 2014 the selection of a site for a new major Sydney Airport was finalised and announced. The location is to be west of Sydney at Badgery's Creek.</p>
Uses	
Current Use	International and Domestic Airport
Former Use	Private aerodrome, Ascot Racecourse, industrial uses, water reserve and sewage area.
SIGNIFICANCE ASSESSMENT	
Assessment Criteria	
As a site on the Australian Heritage Database, heritage significance criteria referred to below are those used by the Department of the Environment.	
Processes Criterion (A)	<p>The Airport site is the location of former wetlands, the diverted Cook's River, and the development of Sydney's third water supply system. In particular, Mill Pond and Engine Ponds were a part of this early supply system.</p> <p>The airport itself is one of the oldest and longest operating airports in Australia. Commencing in 1919, it has over a century of continuous history expressed through surviving material culture. Its buildings, landscape and archaeological heritage provide physical evidence of its past and phases of development.</p>
Rarity Criterion (B)	<p>The Engine and Mill Pond, although substantially altered, are significant as the site of Simeon Lord's water powered flour mill and textile mill respectively. Simeon Lord's textile mill site and Mill Pond represent the first major private manufacturing enterprise in Australia. They have high rarity value.</p> <p>Various other elements have been retained as representative of significant phases in the development of the civil aviation industry in NSW. Physical evidence of the planning, layout and development of the airport have been retained. Together they are a rare resource that tells the story of Australia's aviation history from its purchase of land to the 2000 Olympic Games.</p>
Research Criterion (C)	<p>Sydney (Kingsford Smith) Airport has a long history of continuous development since 1921. It was previously a private aerodrome, the site of Sydney's historic third water supply and various early nineteenth century industrial activities, including the first manufacturing industry in Australia. Archaeological remains are likely to survive in the</p>


	<p>airport grounds which are associated with early nineteenth century industrial sites and associated residences as well as the water works. In particular, Engine and Mill Ponds have considerable research value.</p> <p>Elsewhere, along the perimeter of this site at Joyce Drive and General Holmes Drive, substantial and/or significant relics associated with occupation deposits or industrial activities are not anticipated.</p>
Characteristic Values Criterion (D)	-
Aesthetic Characteristics Criterion (E)	-
Technical Achievement Criterion (F)	<p>The construction of the east-west runway (1947-1955) requiring the diversion of the Cooks River, the SWSOOS, General Holmes Drive, and the construction of Endeavour Bridge were amongst the largest engineering works of this type carried out in Australia to that time.</p> <p>The first major extension of the north-south runway (1963-1968) and second extension (1968-1972) into Botany Bay were also major engineering achievements. The north-south runway, was extended into Botany Bay to allow Concorde, DC10 and Boeing 747s to operate.</p> <p>Ruins of the Botany Water Pumping Station and Chimney are evidence of the principal element in Sydney's third water supply system in operation 1859-1886. The scheme was one of the largest civil engineering works and was the most important single mechanical engineering project undertaken in NSW, to that date. The Engine and Boiler House, Chimney and surviving dams provide tangible physical evidence of this major mid-nineteenth century engineering work. The now disused 30 inch cast iron main is probably the oldest water main surviving in Sydney.</p>
Social Value Criterion (G)	<p>As an evolving, complex landscape, first used as a private aerodrome in 1919, it contains an array of buildings and structures used in the development of domestic Australian and International commercial aviation. The site is regarded as having a significant presence associated with the aviation industry and has become a significant point of arrival and departure in New South Wales and Australia.</p>
Significant People Criterion (H)	<p>Sydney (Kingsford Smith) Airport was named after Sir Charles Kingsford Smith in 1936. The airport is also associated with aviators Charles Ulm, Ross and Keith Smith, Jim Bennett, Wally Shiers, Amy Johnston, Jean Batten, and Nancy Bird Walton. It is also associated with the history of several significant Australian airlines including Australian National Airways, Butler Air Transport, General Aircraft</p>

	Company, Eastern Air Services, Ansett and Qantas.		
Integrity / Intactness	As an ever changing complex, many items have been constructed at the expense of others. This has become an important part of the evolution of the airport. Management Plans are in place for the conservation of significant items. The grounds have been heavily disturbed as the airport has expanded.		
Assessed Significance	Commonwealth	Grade (Elements) Mill Ponds Engine Ponds Botany Water Pumping Station and Chimney Ruins. Perimeter at General Holmes Drive and Joyce Drive	Exceptional High High Low
Statement of Significance	<p>Sydney (Kingsford Smith) Airport has a long history of continuous development since 1921. It was previously a private aerodrome, the site of Sydney’s historic third water supply and various early nineteenth century industrial activities. Despite its ongoing development, this site remains of national significance.</p> <p>Of particular relevance to the proposed WestConnex works are Mill and Engine Ponds. These sites have been graded in the Sydney Airport Heritage Management Plan as being of Exceptional and High significance respectively. Elsewhere along the immediate perimeter of the Airport property at Joyce Drive and General Holmes Drive, no sites of heritage significance have been recorded.</p>		
IMAGE			
Image Caption			
Sydney Airport from Ross Smith Drive. Facing south.			
Image No.			
2111			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.2.7. Sandstone Kerbing and Alignment Pin.

Sandstone Kerbing and Alignment Pin WCAP007				
Name of Item	Sandstone Kerbing and Alignment Pin			
Item Type	Built			
Item Group	Road Transport			
Item Category	Road Infrastructure			
Owner	Roads and Maritime Services	Recorded	2014	
Listings				
Register	Listing Number			
Not listed	-			
LOCATION				
Address				
Street Number		Address Type	Primary	
Street Name	East side of Botany Road, near McBurney Avenue			
Suburb / Town	Mascot	Parish	Botany	
Local Govt Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	Curtilage is defined as the kerb itself and any subsurface associated remains.			
Parcel	Lot No.	Section	Plan Code	Plan No.
DESCRIPTION				
Designer	Botany Road Trust			
Maker / Builder	Botany Road Trust			
Year Started	c.1882	Year Completed	c.1883	
Physical Description	A 70 metre length of sandstone kerbing survives within the study area between Bronte Avenue and the Mascot (Botany Road) Underbridge. The sandstone kerb remains on the east side of Botany Road, with one block surviving in the adjacent side of the road. Pick marks are evident in many blocks all of which are of grey or light yellow quartz-rich sandstone. The sizes of the blocks vary from 0.50m to 1.5m in length. An alignment pin is located in centre of McBurney Lane Ave at Botany Road. It has the form of a broad arrow carved into a piece of retained sandstone and a cast iron broad arrow set beside it.			
Condition and Modifications	The blocks are in fair condition, though many are worn and weathered.			
HISTORY				
Historical Notes	The present Botany Road from Mascot through Botany was surveyed in June 1863. For years afterwards the road was known as Courduroy Road. By 1875 the surface of the road had been improved and a threepence toll was levied by the Botany Road Trust to keep it in good repair. Still, its poor condition remained a subject			


	<p>of common complaint.</p> <p>In c.1882, the Trust undertook a program of pavement and kerbing construction along the route. Sandstone kerbing was once a common feature to the Botany area. Likewise alignment pins were installed by the Lands Department along Botany Road, for example, at Botany, Alexandria and Waterloo. Alignment pins along Botany Road were commonly cast iron broad arrows (100mm in length) placed on the upper kerb surface or in the footpath. They marked locations where the road alignment had changed.</p> <p>Repairs were carried out to Botany Road in the 1920s, as motor vehicles increased in popularity. The repairs were one of the first extensive uses of a reinforced concrete road surface in Australia.</p>		
Uses			
Current Use	Retained as roadside kerb.		
Former Use	Former road infrastructure along the present alignment.		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	This kerbing represents the formalisation of the road boundary of Botany Road following the opening of the Botany tramway in 1882. Local trade in Botany dictated the need for well-defined streets in the area.		
Association SHR Criteria (b)	Botany Road is associated with the Botany Road Trust.		
Aesthetic SHR Criteria (c)	This relatively long length of sandstone kerbing contributes to the amenity and character of the area by providing evidence of the road alignment and improvements following the introduction of the tramline in 1882.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	<p>Although the sandstone kerbing is in poor condition the presence of an alignment pin increases its capacity to yield information of a technical nature.</p> <p>Note: Kerbing may be defined as a 'work' rather than a 'relic'. No archaeological relics in the form of artefact bearing deposits are anticipated at this location.</p>		
Rarity SHR Criteria (f)	It is somewhat unusual to find such a length of relatively intact sandstone kerbing from the late nineteenth century with an alignment pin.		
Representative SHR Criteria (g)	-		
Integrity / Intactness	This extensive length of sandstone kerbing represents part of the original fabric and alignment of Botany Road. The presence of an alignment pin adds to the heritage value of this item.		
Assessed Significance	Local	Grade	Moderate

<p>Statement of Significance</p>	<p>The sandstone kerbing retains represents part of the original fabric and alignment of Botany Road. It contributes to the amenity and character of the area and provides evidence of improvements undertaken to the Botany Road following the opening of the Botany tramway in 1882. Sandstone kerbing was once a common feature to the Botany area. Kerbings of stone were hard wearing, firm and serviceable in all weather conditions.</p> <p>Kerbing has been gradually replaced through realignments and pavement reconstructions. While sandstone kerbing is likely to be well represented elsewhere in Botany, the length of this example and its associated alignment pin give it an element of physical rarity. Much information on the development of roads in New South Wales, post-dating the mid nineteenth century, is available from written sources. Because of its utilitarian nature, the sandstone kerbing is unlikely to hold social value. It is also not known to be associated with prominent persons.</p>
<p>IMAGE</p>	
<p>Image Caption</p>	
<p>Sandstone Kerbing Botany Road (near McBurney Avenue) Mascot. Facing west.</p>	
<p>Image No.</p>	
<p>2154</p>	
<p>Image Date</p>	
<p>2014</p>	
<p>Photographer</p>	
<p>Stedinger Associates</p>	

6.2.8. Sandstone Kerbing.

Sandstone Kerbing					WCAP008
Name of Item	Sandstone Kerbing				
Item Type	Built				
Item Group	Road Transport				
Item Category	Road Infrastructure				
Owner	Roads and Maritime Services	Recorded	2014		
Listings					
Register	Listing Number				
Not listed	-				
LOCATION					
Address					
Street Number	In front of 1289-1295	Address Type	Primary		
Street Name	East side of Botany Road, near Wentworth Road				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	Curtilage is defined as the kerb itself and any subsurface associated remains.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
DESCRIPTION					
Designer	Botany Road Trust				
Maker / Builder	Botany Road Trust				
Year Started	c.1882	Year Completed	c.1883		
Physical Description	The sandstone kerb commences in front of 1291 Botany Road and continues southwards to 1295 Botany Road for a distance of 20 metres. It is interrupted by driveways. The sandstone kerb only remains on the east side of Botany Road. Pick marks are evident in many blocks all of which are of grey or light yellow quartz-rich sandstone. The sizes of the blocks vary from 0.40m to 1.5m in length.				
Condition and Modifications	The blocks are in poor to fair condition. Many are worn, broken and weathered. They have been interrupted a few times by later driveways.				
HISTORY					
Historical Notes	The present Botany Road from Mascot through Botany was surveyed in June 1863. For years afterwards the road was known as Courduroy Road. By 1875 the surface of the road had been improved and a threepence toll was levied by the Botany Road Trust to keep it in good repair. Still, its poor condition remained a subject of common complaint.				


	<p>In c.1882, the Trust undertook a program of pavement and kerbing construction along the route. Sandstone kerbing was once a common feature to the Botany area. Repairs were carried out to Botany Road in the 1920s, as motor vehicles increased in popularity. The repairs were one of the first extensive uses of a reinforced concrete road surface in Australia.</p>		
Uses			
Current Use	Retained as roadside kerb.		
Former Use	Former road infrastructure along the present alignment.		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	This kerbing represents the formalisation of the road boundary of Botany Road following the opening of the Botany tramway in 1882. Local trade in Botany dictated the need for well-defined streets in the area.		
Association SHR Criteria (b)	Botany Road is associated with the Botany Road Trust.		
Aesthetic SHR Criteria (c)	Although only a short length of sandstone kerbing survives, it contributes to the amenity and character of the area by providing evidence of road improvements following the introduction of the tramline in 1882.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	Kerbing may be defined as a 'work' rather than a 'relic'. No archaeological relics in the form of artefact bearing deposits are anticipated at this location.		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	-		
Integrity / Intactness	The limited length, interruptions and poor condition of the sandstone kerbing has reduced its capacity to yield information of a scientific or technical nature.		
Assessed Significance	Local	Grade	Low
Statement of Significance	<p>The sandstone kerbing retains represents part of the original fabric and alignment of Botany Road. It contributes to the amenity and character of the area and provides evidence of improvements undertaken to the Botany Road following the opening of the Botany tramway in 1882. Sandstone kerbing was once a common feature to the Botany area. Kerbings of stone were hard wearing, firm and serviceable in all weather conditions.</p> <p>Kerbing has been gradually replaced through realignments and pavement reconstructions. This particular example is limited in length, has been interrupted for driveways and is in</p>		

	<p>relatively poor condition. In the study area, an example of sandstone kerbing is better represented near McBurney Avenue along Botany Road.</p> <p>This example near Wentworth Avenue is not considered to be a rare archaeological resource. Much information on the development of roads in New South Wales, post-dating the mid nineteenth century, is available from other sources. Because of its utilitarian nature, the sandstone kerbing is unlikely to hold social value. It is also not known to be associated with prominent persons.</p>
IMAGE	
Image Caption	
Sandstone Kerbing Botany Road (near Wentworth Avenue) Mascot. Facing west.	
Image No.	
2149	
Image Date	
2014	
Photographer	
Stedinger Associates	

6.2.9. Tram Tracks.

Tram Tracks					WCAP009
Name of Item	Tram Tracks				
Item Type	Built				
Item Group	Road Transport				
Item Category	Road Infrastructure				
Owner	Roads and Maritime Services	Recorded	2014		
Listings					
Register	Listing Number				
Not listed	-				
LOCATION					
Address					
Street Number		Address Type	Primary		
Street Name	Botany Road				
Suburb / Town	Botany and Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2019 and 2020	State	NSW		
Property					
Curtilage Boundary	Curtilage is defined as extending along Botany Road from the Mascot (Botany Road) Underbridge to Baxter Street (the length of the study area).				
Parcel	Lot No.	Section	Plan Code	Plan No.	
DESCRIPTION					
Designer	State Government				
Maker / Builder	-				
Year Started	1882	Year Completed	1882		
Physical Description	Observed in 2012, cracks in the bitumen had been resealed and indicated features beneath the road surface set two lanes apart. The straight lines most likely indicated the line of the tram tracks beneath the present road surface. Two sets of tram tracks occupied the inner northbound and southbound lanes within the wider four lane road.				
Condition and Modification	Bitumen has been built up over the road by about 30mm to 50mm, covering the tram tracks.				
HISTORY					
Historical Notes	<p>In the 1880s public transport was slow and coach services were few. People usually travelled to Sydney on horse-drawn coaches. Often they were two-decker vehicles drawn by four horses. Major improvements came with the arrival of the tramway.</p> <p>The Botany tramline opened on the 17th of May 1882 and became the main form of passenger travel. It extended from the Redfern Railway Terminal continuing along Devonshire, Chalmers, Castlereagh, Redfern and Regent Streets, then Botany Road to a</p>				

	Depot at the Terminus in Banksmeadow Park. From the 1 st of April 1887 half fares were offered to workers travelling by tram. Proving popular, the tramway was extended along Gardener's Road. On the 11 th of October 1925, the railway from Sydenham to Botany opened. Trams were eventually replaced by government operated diesel buses. The last tram service in Botany was on the 24 th of September 1960.		
Uses			
Current Use	Obsolete		
Former Use	Tram Tracks		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	The use of trams was an important part of Botany's transport history from 1882 to 1960. It increased the mobility of the local community and was vital for work opportunities.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	-		
Social SHR Criteria (d)	Many people have travelled along Botany Road in the days when trams were a popular form of public transport. Surviving infrastructure is likely to be of interest to many people for their memories of travel and life in the local area.		
Research SHR Criteria (e)	There is potential for archaeological evidence of the 1882 tramline to survive intact beneath the present roadway. The tramline linked Botany to Sydney in 1882. Note: The tram tracks may be defined as a 'work' rather than a 'relic'. No archaeological relics in the form of artefact bearing deposits are anticipated at this location.		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	-		
Integrity / Intactness	The tram tracks are likely to be partly intact.		
Assessed Significance	Local	Grade	Low
Statement of Significance	This location has high potential for archaeological evidence to be exposed relating to the development of transport systems and infrastructure, in particular the 1882 tramway. However, if present, the tram tracks are considered to have only low to moderate research potential. The tram tracks are likely to be well represented elsewhere in Botany. Tram tracks of a similar date (1884) were exposed along George Street in Parramatta. They are not considered to be a rare archaeological resource. Further, they may be defined as a 'work' rather than a 'relic'. While many people have travelled along Botany Road in the days when trams were a popular form of public transport, the use of tram in Botany has been well documented.		

IMAGE	
Image Caption	
Possible tram tracks along Botany Road, Mascot. Facing north.	
Image No.	
0349	
Image Date	
2012	
Photographer	
Stedinger Associates	


6.3. Inventory Sheets - Heritage in the Vicinity.

6.3.1. Botany Water Reserve.

Botany Water Reserve				WCAP010
Name of Item	Botany Water Reserve			
Other Names	Botany Swamps			
Item Type	Landscape			
Item Group	Cultural and Historic Landscape			
Item Category	Water Reserve			
Owner	Sydney Water Catchment Authority	Recorded	2014	
Listings				
Register	Listing Number			
State Heritage Register	01317			
Botany Bay LEP 2013	2			
Sydney Water s170 Register	4570025			
Register of the National Estate	17854 (non statutory)			
National Trust Register	6813 (non statutory)			
LOCATION				
Address				
Street Number	1024	Address Type	Primary	
Street Name	Botany Road. Also described as approximately 200ha between Mascot and Botany from the northern shore of Botany Bay to Gardeners Road including the Lakes and Eastlakes Golf Courses and Mill and Engine Ponds. Southern Cross Drive, Wentworth Ave and Heffron Rd.			
Suburb / Town	Botany	Parish	Botany	
Local Govt. Area	Botany Bay	County	Cumberland	
Postcode	2019	State	NSW	
Property				
Curtilage Boundary	The heritage curtilage is defined by the land that is owned by Sydney Water as shown in Chapter 2.			
Parcel	Lot No.	Section	Plan Code	Plan No.
	Lots 1 and 2		DP	1039418
	Lots 1 and 2		DP	1039419
	Lot 1		DP	241650
	Lots 2473 and 2825		DP	752015
	Lots 5 and 6		DP	780391
	Lot 1		DP	780392
	780392		DP	854374
	Lots 13 and 4		DP	87663
DESCRIPTION				
Designer	City Engineers WB Rider; Edward Bell (1856 - 1871) and Francis Bell (No relation 1871 -1878)			

Maker / Builder	Convicts for Simeon Lord (1815)		
Year Started	1815	Year Completed	1878
Physical Description	<p>The Botany Wetlands are a series of eleven interconnected open freshwater ponds, with some shallow swamp areas and adjacent lands. The site consists of about 58 ha of wetlands including Sydney Airport, the Australian Golf Course, Lakes Golf Course, Eastlakes Golf Course, Bonnie Doon Golf Course and Mutch Park. They occur in the vicinity of the study area.</p> <p>Important surviving elements of historic heritage include remnants of the water supply Engine House and chimney (late 1850s); spillway/weir, remnants of the Engine and Mill Ponds; the sequence of ponds between the Mill Pond and Gardeners Road; 1915 Sewer Pumphouse; twin sewer syphons and easements; partial evidence of old Cooks River edge; 1869 plantings of Norfolk Island Pines, Moreton Bay Fig Trees and Port Jackson Fig Trees.</p> <p>The embankment separating the Mill and New Ponds preserves part of the alignment of the old Sydney-Botany road with its tollhouse site just south of the embankment. The present Nos 1 and 2 Ponds closely reflect the earlier form of the 1869 No 1 Pond while most of the present Nos 3a, 3 and 4/5 Ponds almost exactly retain the earlier form of the 1869 Nos 2, 3, 4 and 5 Ponds respectively. The northern part of the old No 6 Pond has been filled. Generally, the present wetland layout retains a close indication of the original 1860s dam forms. Earlier pond formations existed some decades before, and were absorbed into, this system.</p>		
Condition and Modifications	Major elements of historic heritage including the sequence of ponds of Sydney's third main water supply system are substantially intact, though they have been cut by Southern Cross Drive and General Holmes Drive. Ruins and potential archaeological sites also remain in situ. Most modifications have been associated with the expansion of Sydney Airport and major roads.		
HISTORY			
Historical Notes	<p>Simeon Lord built the colony's first woollen mill in 1815 on the site that later became that of the old water works. Using convict labour, he also built dams, a residence, a flour mill and other structures. The Sydney Water Works were established in Botany in 1858 as Sydney's third main water supply on land resumed from Lord. The water works remained Sydney's main supply for 30 years ceasing most operations in 1886.</p> <p>Between 1866 and the mid-1870s six dams were constructed from the Mill Pond to Gardeners Road. In 1859 a 30" sand-cast iron main was laid between the Engine House and the Crown Street reservoir. In 1886 completion of the Upper Nepean Scheme effectively ended the general supply of Sydney's water from the Botany system.</p>		

	In less than a decade 1894 various local industrial uses including wool scourers and tanners were permitted to return to the wetland. Pollution of the area led to the implementation of Sydney's largest sewerage system was commenced. One of its first works was the new sewer mains from the City to the Botany Sewage Farm established about 1886. Another main was added in 1898 which linked various western suburbs to the Sewage Farm. The southern and western sewerage systems were amalgamated and extended, from 1909, to a new ocean outfall at Malabar. The Southern and Western Sewer Ocean Outfall System No.1 was completed in 1916. Southern and Western Sewer Ocean Outfall System No.1 was added in 1941.
Uses	
Current Use	Golf Course, Water Reserve and Wetland
Former Use	Water Supply System and Industry
SIGNIFICANCE ASSESSMENT	
Assessment Criteria	
Historical SHR Criteria (a)	The site has historical importance as an industrial area of early Sydney and as the location of Sydney's third water supply system.
Association SHR Criteria (b)	The historic heritage of the wetlands is associated with convicts and the prominent emancipist, industrialist and merchant Simeon Lord. Later structures and features are associated with city engineers WB Rider, Edward Bell, and Francis Bell.
Aesthetic SHR Criteria (c)	The site represents a substantial area with a concentration of important historic heritage ruins and archaeological features and deposits set within their original context of water, wetlands and remnant indigenous vegetation and fauna.
Social SHR Criteria (d)	The Water Reserves are valued by heritage and environmental interest groups in the community and professionally based.
Research SHR Criteria (e)	<p>The Botany Wetlands is of archaeological research value for its largely intact sites associated with the early nineteenth century use of the wetlands for industry, Sydney's third main water supply and aspects of Sydney's sewerage system.</p> <p>Archaeological sites associated with Simeon Lords early nineteenth century mills and industrial works occur outside the study area, mostly west of General Holmes Drive and to the southeast. Ruins survive of dams, a flour mill, Lord's residence, an engine house, retaining walls and other items associated with early industrial activities and water works. Remains of a tollhouse for Botany Road may also survive beneath fill south of Southern Cross Drive (outside the study area).</p>
Rarity SHR Criteria (f)	<p>As surviving elements of Sydney's third main water supply system, the site is extremely rare.</p> <p>It is also rare as an archaeological site containing ruins and subsurface remains associated with Sydney's first woollen</p>

	mill and other early nineteenth century industries.		
Representative SHR Criteria (g)	The site is representative as a modified wetland.		
Integrity / Intactness	Major elements (the sequence of ponds) of Sydney’s third main water supply system are substantially intact. Significant archaeological ruins and artefact bearing deposits survive.		
Assessed Significance	State and National	Grade	Exceptional
Statement of Significance	The historic heritage of the Botany wetlands is associated with convicts and the prominent emancipist, industrialist and merchant Simeon Lord. Later structures and features are associated with city engineers WB Rider, Edward Bell, and Francis Bell. The wetlands have immense research value and rarity because it retains substantial parts of its original water supply layout and infrastructure, primarily the dam system and pumping station. As Sydney’s third water supply it supported the expansion of the Sydney for most of the latter half of the nineteenth century. The southern end of the Botany Water Reserve also has research, rarity and aesthetic value as an archaeological site containing evidence of Sydney’s first woollen mill and other early nineteenth century industries developed by emancipist and merchant Simeon Lord. This site is of national significance.		
IMAGE			
Image Caption			
Mill Pond by Botany Road, Mascot. Facing west			
Image No.			
1710			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.3.2. Mascot (O’Riordan Street) Underbridge.


Mascot (O’Riordan Street) Underbridge WCAP011				
Name of Item	Mascot (O’Riordan Street) Underbridge			
Item Type	Built			
Item Group	Rail Transport			
Item Category	Railway Bridge			
Owner	Transport of NSW	Recorded	2014	
Listings				
Register		Listing Number		
RailCorp S170 Register		4801830		
LOCATION				
Address				
Street Number	Botany Line 12.395km	Address Type	Primary	
Street Name	O’Riordan Street, near Botany Road			
Suburb / Town	Mascot	Parish	Botany	
Local Govt. Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	The curtilage is limited to the footprint of the 1925 bridge. Specifically, this includes the north abutment and south central pier (original abutment), the wing walls and all original steelwork of the original girder bridge and all edges of the concrete girder bridge.			
Parcel	Lot No.	Section	Plan Code	Plan No.
DESCRIPTION				
Designer	John England, Way and Works Branch, New South Wales Government Railways			
Maker / Builder	NSW Government Railway			
Year Started	1924	Year Completed	1925	
Physical Description	The rail bridge over O’Riordan Street is a two span, single track, reinforced concrete girder railway bridge. It has retained its original 14.33m western span supported on a brick abutment with angled wing walls and a central brick pier, and later additional eastern span of 16.20m is supported on the central brick pier and concrete abutments with crib wing walls.			
Condition and modifications	The bridge is in good condition. However, impact damage is evident at the base of the girders. An additional span was added in 1982. At this time the original east abutment was retained as a central pier. New concrete abutment and crib walls were added and the original western span was widened to accommodate a future double track. More recently, in 2007 the southeast crib wall was replaced.			

HISTORY	
Historical Notes	<p>Having been planned in 1914 but deferred due to World War 1, in the early 1920s a goods line from Marrickville to the industrial area at Botany was set in motion. Its bridges were erected first with construction commencing at the Botany end of the line. The Botany Line was opened on the 11th of October 1925 to serve the Cooks River, Botany and Mascot Goods sidings and other industrial complexes. The line mainly carried coal, oil, grain and general cargo and, in more recent years, shipping containers. The Botany line was extended in 1927 for Bunnerong Power Station.</p> <p>The introduction of reinforced concrete bridges into railway service was a slow process. It began tentatively in 1919 with a small slab bridge over Bellevue Street, Glebe. The O’Riordan Street bridge was the second reinforced concrete structure used for railway lines but was much longer than its predecessor at Bellevue Street. Like that across Botany Road, the bridge across O’Riordan Street remains as a single track. However, its abutments allow for duplication.</p>
Uses	
Current Use	Rail Bridge carrying the double track Botany Line over O’Riordan Street.
Former Use	Rail Bridge.
SIGNIFICANCE ASSESSMENT	
Assessment Criteria	
Historical SHR Criteria (a)	The O’Riordan Street Underbridge has historical significance as part of the Botany Goods Line completed in 1925 and a part of the expansion of the Sydney goods railway network. This extension allowed industry and shipping at Botany to be connected into the main network.
Association SHR Criteria (b)	-
Aesthetic / Technical SHR Criteria (c)	The Mascot (O’Riordan Street) Underbridge is technically significant because of its 14.33m (45 feet) span. This bridge was far longer than its predecessor at Bellevue Street, Glebe. While the prominent bridge has landmark qualities, its aesthetic value has been diminished by advertising signage.
Social SHR Criteria (d)	-
Research SHR Criteria (e)	This bridge has research significance as an early and rare example of reinforced concrete girder construction. Subsurface remains associated with this item may be defined as part of the ‘work’ rather than as ‘relics’. No significant and/or substantial artefact bearing deposits (relics) are anticipated at this site.
Rarity SHR Criteria (f)	Due to the high bridge weight to load capacity ratio of conventionally reinforced concrete bridges, few were built in the NSW rail network before their abandonment. As such, the

	O’Riordan Street Underbridge is a rare example of a reinforced concrete girder railway bridge in New South Wales.		
Representative SHR Criteria (g)	-		
Integrity / Intactness	The Mascot (O’Riordan Street) Underbridge retains the majority of its original fabric and form.		
Assessed Significance	Local	Grade	High
Statement of Significance	<p>Like that across Botany Road, the Mascot (O’Riordan Street) Underbridge is historically significant as an integral part of the Botany Goods Line built in 1925 and the major expansion of the Sydney goods railway network. The extension allowed industry and shipping at Botany to be connected into the main rail network.</p> <p>Due to the high self-weight to load capacity ratio of conventionally reinforced concrete bridges, their use was abandoned in New South Wales after only a few attempts. As such, the Mascot (O’Riordan Street) Underbridge is a rare example of reinforced concrete girder railway bridge construction in New South Wales and has a significantly longer span than those of earlier examples.</p>		
IMAGE			
Image Caption			
O’Riordan Street, Mascot. Facing southwest.			
Image No.			
2101			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.3.3. *Electricity Substation 163.*


Electricity Substation 163				WCAP012
Name of Item	Electricity Substation 163			
Item Type	Built			
Item Group	Utilities - electricity			
Item Category	Electricity Transformer/Substation			
Owner	AusGrid	Recorded	2014	
Listings				
Register	Listing Number			
AusGrid S170 Register	3430416			
LOCATION				
Address				
Street Number	34	Address Type	Primary	
Street Name	Wentworth Avenue, near Merchant Street			
Suburb / Town	Mascot	Parish	Botany	
Local Govt Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	Heritage curtilage is defined by the boundary of the subject allotment - the whole site.			
Parcel	Lot No.	Section	Plan Code	Plan No.
DESCRIPTION				
Designer	Municipal Council of Sydney			
Maker / Builder	Municipal Council of Sydney			
Year Started	1924	Year Completed	1924	
Physical Description	Electricity Substation 163 is a small utilitarian building constructed in an Interwar Art Nouveau style. Its symmetrical façade includes square pediment for stylised lettering above the main entrance. The upper façade is cement rendered brickwork, while The substation has been built from load bearing face brick. Its lower portion work is tuck pointed exposed brick, while its upper portion has been cement rendered. Decorative features include a projecting entrance lintel, and soldier coursed brick banding. The entrance is flanked by small six-pane windows. Its entrance is a steel roller door and the side gates are sheet steel.			
Condition and Modifications	The building foundations have minor cracks and its exposed brickwork has been sprayed with graffiti. The roof, gutters downpipes and doors have been replaced. Its metal fences are also modern.			
HISTORY				
Historical Notes	Electricity Substation 163 was built in 1924. The structure is one of many similar substations built by the Municipal Council of Sydney in the 1920s and 1930s during the rapid expansion of the electricity network. The Minutes of the Municipal Council of Sydney Electric			

	Light Committee dated the 6 th of December 1933 recorded that the switchgear and transformer were upgraded that year. Its façade bears the relief “Electricity Substation No.163” and the logo of the Municipal Council of Sydney.		
Uses			
Current Use	Electricity Substation		
Former Use/s	Electricity Substation		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	Electricity Substation 163 is historically important as an example of substations built throughout Sydney during the rapid expansion of the electricity network in the 1920s-1930s.		
Association SHR Criteria (b)	Nil.		
Aesthetic SHR Criteria (c)	Electricity Substation 163 is an attractive structure built in the Interwar Art Nouveau style.		
Social SHR Criteria (d)	Nil.		
Research SHR Criteria (e)	Nil.		
Rarity SHR Criteria (f)	Nil.		
Representative SHR Criteria (g)	Substation 163 is typical in scale and technical design of the small substations generally built throughout the residential and industrial areas of the city.		
Integrity / Intactness	Minor modifications only - substantially intact		
Assessed Significance	Local	Grade	Moderate
Statement of Significance	Electricity Substation 163 is an attractive and representative structure built in the Interwar Art Nouveau style. It is one of a number of similar substations built by the Municipal Council of Sydney during the rapid expansion of the electricity network in the 1920s.		
IMAGE			
Image Caption			
Electricity Substation 163, Wentworth Ave. Facing southeast.			
Image No.			
2137			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.3.4. Commercial Building Group.

Commercial Building Group				WCAP013
Name of Item	Commercial Building Group			
Item Type	Built			
Item Group	Commercial			
Item Category	Commercial / Office Buildings			
Owner	Private Ownership	Recorded	2014	
Listings				
Register	Listing Number			
Botany Bay LEP 2013	46			
LOCATION				
Address				
Street Number	1209-1223	Address Type	Primary	
Street Name	Botany Road			
Suburb / Town	Mascot	Parish	Botany	
Local Govt Area	Botany Bay	County	Cumberland	
Postcode	2020	State	NSW	
Property				
Curtilage Boundary	Heritage curtilage is defined by the boundary of all the subject allotments.			
Parcel	Lot No.	Section	Plan Code	Plan No.
	A and B		DP	445050
	1 and 2		DP	204954
	1		DP	827779
	B, C and D		DP	30500
DESCRIPTION				
Designer	-			
Maker / Builder	-			
Year Started	1925-1939	Year Completed	1920-1939	
Physical Description	<p>Four terraced two storey shops extending north from Hollingshed Street into Mascot's main shopping area. Each has been built in the Art Deco style. Their ground level stores are sheltered by awnings. Offices or residential areas are typically situated upstairs.</p> <p>At No.1209 – 1211 the upper level is made of face brick with horizontal and vertical banding. This Art Deco brickwork culminates in a stepped pyramid above the parapet. At No.1213-1215, its rendered cream façade incorporates geometric and wave designs characteristic of the Art Deco style. At 1217-1219 deep brown bricks and red bricks have been laid to emphasize vertical lines. At No.1223 the rendered facade has a stepped with its highest point at the corner and a frame below bearing the name “Mascot Corner”.</p>			
Condition and	The commercial building group is generally in good condition.			


Modifications	However, some original windows have been replaced with aluminium windows at 1209-1211 and 1215.		
HISTORY			
Historical Notes	Sydney Airport commenced operations in 1921 and the railway extension opened in Botany in 1924. The 1920s and 1930s were a period of enormous industrial and commercial expansion to the area. Retail stores opened to take advantage of the growing population, activity and demand for goods. Built in the interwar period in the 1920s and 1930s, the commercial buildings at Mascots town centre are a result of successful development and flourishing bold and decorative Art Deco designs.		
Uses			
Current Use	Retail stores		
Former Use	Retail stores		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	The commercial building group is historically important as an example of early twentieth century commercial development in Mascot coinciding with a period of major industrial and commercial expansion.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	Built in the bold decorative Art Deco style, these commercial terraces have aesthetic appeal.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	-		
Rarity SHR Criteria (f)	The occurrence of four art deco buildings in a row (comprising eleven shops) is quite rare.		
Representative SHR Criteria (g)	Nos.1209-1223 Botany Road are representative of Inter-war Art Deco style commercial buildings.		
Integrity / Intactness	These buildings are in good condition, retaining much original fabric, form and design elements. Their integrity is increased by their group association.		
Assessed Significance	Local	Grade	High
Statement of Significance	The commercial building group is historically important as an example of early twentieth century commercial development in Mascot coinciding with a period of major industrial and commercial expansion. Their designs are representative of the bold and decorative Art Deco style affording the group considerable aesthetic appeal. This row of Art Deco buildings has rarity value. They have also retained a high level of design integrity.		

IMAGE	
Image Caption	
Commercial Building Group, 1209-1223 Botany Road, Mascot. Facing northeast.	
Image No.	
1650	
Image Date	
2014	
Photographer	
Stedinger Associates	

6.3.14. Single Storey Terrace Group.


Single Storey Terrace Group					WCAP014
Name of Item	Mascot				
Item Type	Built				
Item Group	Residential Housing				
Item Category	Terraced houses				
Owner	Private Ownership	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	48				
LOCATION					
Address					
Street Number	1239-1245	Address Type	Primary		
Street Name	Botany Road				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	Heritage curtilage is defined by the boundary of all the subject allotments.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	1		DP	501790	
	2		DP	501790	
	1		DP	327594	
	1		DP	911127	
DESCRIPTION					
Designer	-				
Maker / Builder	-				
Year Started	c.1887	Year Completed	c.1887		
Physical Description	<p>Item No. 1239-1245 Botany Road is a group of four Victorian single storey terraced houses built in an Italianate style. While forming separate cottages, the dividing walls do not protrude as parapets through their roofs. As such, the roof is continuous across all four cottages as one single unit.</p> <p>Small verandahs front each of the residences. Here, external dividing walls protrude through the skillion verandah roofs and form parapets that clearly separate the terraced houses. Only two chimneys remain, one at either end of the group. The two northernmost cottages have a installed brick boundary walls rather than front fences. The two southernmost cottages have a steel wire fence and a pre-cast concrete element fence respectively.</p>				
Condition and Modifications	The cottages are in good condition and retain much of their original fabric. Some of the roof sheeting has been replaced while other				

	cottages have retained their earlier iron roofs. The addition of the brick walls in front of the two northernmost cottages detracts from their appearance obscuring large portions of their facade.		
HISTORY			
Historical Notes	<p>Various residential and commercial buildings were constructed along Botany Road in late nineteenth century. This was a major period of growth. Botany experienced a land boom in the 1880s and about half the district was offered for sale for residential purposes. The largest subdivision of this period was the Sandgate Estate Subdivision in 1882. Another part of Lord's estate was subdivided in 1886. This subdivision was made by John and Roger Duvall and Arthur Smyth.</p> <p>This residential group of terraced houses most likely dates to c.1887. It is likely to be some of the earliest residential houses following the subdivision of Simeon Lord's estate in the late nineteenth century. At this time Botany Road was developing as one of Sydney's major access roads.</p>		
Uses			
Current Use	Residence		
Former Use	Residence		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	The terraced group is historically important as an example of early modest residential housing built along Botany Road.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	Built in the picturesque Italianate style, these terraced houses have aesthetic appeal.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	-		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	The terraces are representative of Victorian housing built in the Italianate style.		
Integrity / Intactness	The terraces have a high degree of integrity retaining much of their original fabric and group association.		
Assessed Significance	Local	Grade	High
Statement of Significance	No.1239-1245 Botany Road are historically important as some of the earliest houses along Botany Road following the subdivision of Lord's Estate. They are fine examples of their type having retained much of their original fabric, appearance and group context. They are not considered to have social nor are they known to be associated with a prominent person(s).		

IMAGE	
Image Caption	
Terraced Group at No.1239-1245 Botany Road. Facing east.	
Image No.	
1653	
Image Date	
2014	
Photographer	
Stedinger Associates	


6.3.15. House.

House					WCAP015
Name of Item	House, 71 Frogmore Street				
Item Type	Built				
Item Group	Residential Housing				
Item Category	House				
Owner	Private Ownership	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	103				
LOCATION					
Address					
Street Number	71	Address Type	Primary		
Street Name	Frogmore Street, north side of Wentworth Avenue				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	Heritage curtilage is defined by the boundary of the allotment - the whole site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	16	8	DP	1873	
DESCRIPTION					
Designer	-				
Maker / Builder	-				
Year Started	1901-1914	Year Completed	1901-1914		
Physical Description	No. 71 Frogmore Street is a Federation period bungalow. It is a single storey brick residence with a hipped terracotta tiled roof extending to a gable facing Frogmore Street. A verandah forms part of the main roof and has decorative timberwork and a low brick wall. The decorative face brick work is accentuated by the use of dark bricks for quoining around edges, doors and windows. A brick fence surrounds the property at its two street frontages.				
Condition and Modifications	The residence is in good condition with a high degree of original intact fabric. Its terracotta roof is a recent replacement. While the front entrance door is original, the windows have been replaced. Similarly the brick boundary fence is a more recent addition.				
HISTORY					
Historical Notes	Built in the early years of the twentieth century, this residence was constructed at the commencement of major industrial and commercial expansion in Botany and Mascot. With increased growth came the demand for more housing. Much of the land along Wentworth Street was sold for residential use. Within a few years of the construction of houses like that at 71 Frogmore Street, Sydney				

	Airport commenced operations and the Botany railway line opened to passengers.		
Uses			
Current Use	Residence		
Former Use	Residence		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	This residence dates from the Federation period, a time of expansion in Botany following the subdivision of large estates for commercial and residential development.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	The building is an attractive element along the residential streetscape of Wentworth Avenue.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	-		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	The building is a representative example of a bungalow from the Federation period.		
Integrity / Intactness	The residence is in good condition and remains in its residential context. It has retained its original fabric, features and form.		
Assessed Significance	Local	Grade	Moderate
Statement of Significance	The building dates from a key period of development for Mascot as a direct result of industrial expansion and subdivision of large estates. It is a good example of a Federation bungalow which makes a positive contribution to the streetscape. It is not known to be of social significance or associated with a historically prominent person. The bungalow does not have rarity value.		
IMAGE			
Image Caption			
71 Frogmore Street, Mascot. Facing west.			
Image No.			
2142			
Image Date			
2014			
Photographer			
Stedinger Associates			


6.3.16. House 'Verandale'.

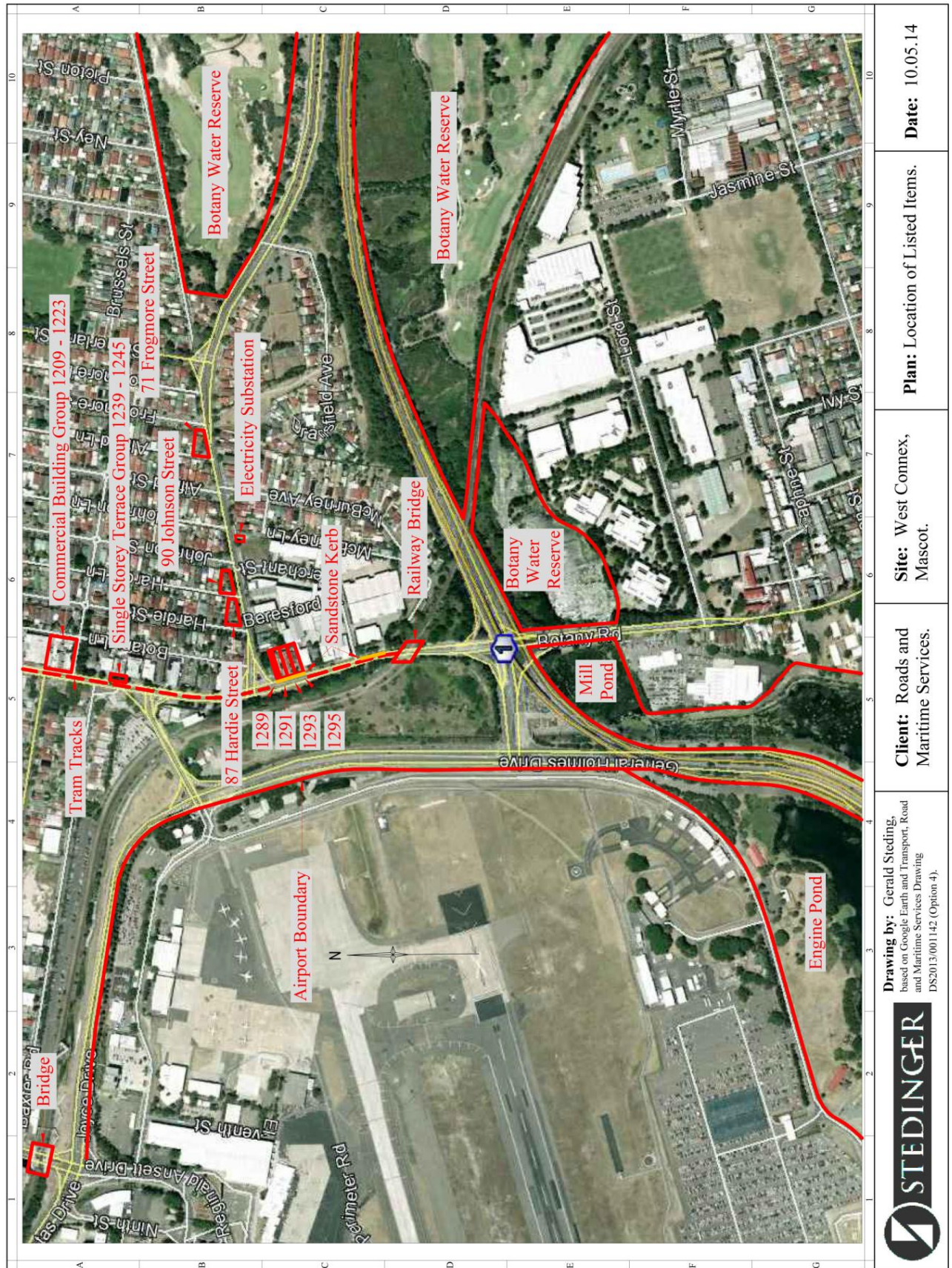
House 'Verandale'					WCAP016
Name of Item	House 'Verandale'				
Other Names	Verandale				
Item Type	Built				
Item Group	Residential Housing				
Item Category	House				
Owner	Private Ownership	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	120				
LOCATION					
Address					
Street Number	87	Address Type	Primary		
Street Name	Hardie Street north side of Wentworth Avenue				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	Heritage curtilage is defined by the boundary of the allotment - the whole site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	23	4	DP	1873	
	24			1873	
DESCRIPTION					
Designer	-				
Maker / Builder	-				
Year Started	1901-1918	Year Completed	1901-1918		
Physical Description	No.87 Hardie Street is a Federation period bungalow. It is a single storey brick residence with a hipped concrete tiled roof and four chimneys with pots. Two decorative gables face Wentworth Avenue and Hardie Street. A verandah forms part of the main roof and with decorative timber posts and a low brick wall. The property is enclosed by a low brick boundary wall.				
Condition and Modifications	The property is well maintained and much of its original fabric has been retained.				
HISTORY					
Historical Notes	Built in the early years of the twentieth century, this residence was constructed at the commencement of major industrial and commercial expansion in Botany and Mascot. With increased growth came the demand for more housing. Much of the land along Wentworth Street was sold for residential use. Within a few years of the construction of houses like that at 87 Hardie Street, Sydney				

	Airport commenced operations and the Botany railway line opened to passengers.		
Uses			
Current Use	Residence		
Former Use	Residence		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	This residence dates from the Federation period, a time of expansion in Botany following the subdivision of large estates for commercial and residential development.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	The building would be an attractive element along the residential streetscape of Wentworth Avenue, however, it has become largely obscured by a hedge.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	-		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	The building is a representative example of a bungalow from the Federation period.		
Integrity / Intactness			
Assessed Significance	Local	Grade	Moderate
Statement of Significance	The building dates from a key period of development for Mascot as a direct result of industrial expansion and subdivision of large estates. It is a good example of a Federation bungalow which makes a positive contribution to the streetscape. It is not known to be of social significance or associated with a historically prominent person. The bungalow does not have rarity value.		
IMAGE			
Image Caption			
87 Hardie Street, Mascot. Facing			
Image No.			
2134			
Image Date			
2014			
Photographer			
Stedinger Associates			

6.3.17. House 'Yarrowonga'.

House 'Yarrowonga'					WCAP017
Name of Item	House, 90 Johnson Street				
Item Type	Built				
Item Group	Residential Housing				
Item Category	House				
Owner	Private Ownership	Recorded	2014		
Listings					
Register	Listing Number				
Botany Bay LEP 2013	138				
LOCATION					
Address					
Street Number	90	Address Type	Primary		
Street Name	Johnson Street, north side of Wentworth Avenue				
Suburb / Town	Mascot	Parish	Botany		
Local Govt Area	Botany Bay	County	Cumberland		
Postcode	2020	State	NSW		
Property					
Curtilage Boundary	Heritage curtilage is defined by the boundary of the allotment - the whole site.				
Parcel	Lot No.	Section	Plan Code	Plan No.	
	25	4	DP	1873	
DESCRIPTION					
Designer	-				
Maker / Builder	-				
Year Started	1918-1939	Year Completed	1918-1939		
Physical Description	No. 90 Johnson Street is an Inter War Period Californian Bungalow Style single storey brick residence with terracotta tiled roof. Its hipped roof has two gables facing to Wentworth Avenue and Johnson Street. Three face brick chimneys are situated at its southwest corner. The verandah forms part of the main roof. Its front rests on decorative turned short double posts supported by a face brick wall with curved top. A low face brick wall is located along the Wentworth Avenue and Johnson Street boundaries.				
Condition and Modifications	The residence is in good condition and retains much of its original fabric. The front boundary wall is a later addition.				
HISTORY					
Historical Notes	This residence dates from the early twentieth century, in the years between the World Wars. This was a period when industrial, commercial and residential development in Mascot accelerated. The airport was expanding and the single rail track had been extended to Botany.				
Uses					
Current Use	Residence				

Former Use	Residence		
SIGNIFICANCE ASSESSMENT			
Assessment Criteria			
Historical SHR Criteria (a)	This residence dates from the early twentieth century, in the years between the World Wars, as industrial, commercial and residential development in Mascot accelerated.		
Association SHR Criteria (b)	-		
Aesthetic SHR Criteria (c)	The building is an attractive element along the residential streetscape of Wentworth Avenue.		
Social SHR Criteria (d)	-		
Research SHR Criteria (e)	-		
Rarity SHR Criteria (f)	-		
Representative SHR Criteria (g)	This house is representative of the Inter-War Californian Bungalow style.		
Integrity / Intactness	The residence is in good condition and remains in its residential context. It has retained its original fabric, features and form.		
Assessed Significance	Local	Grade	Moderate
Statement of Significance	The building was built in the early twentieth century as industrial, commercial and residential development in Mascot accelerated. Sydney airport and the Botany railway had opened and residential developments were expanding in surrounding areas. It is a good example of an Inter-War Californian Bungalow which makes a positive contribution to the streetscape. It is not known to be of social significance or associated with a prominent person. The bungalow does not have rarity value.		
IMAGE			
Image Caption			
90 Johnson Street, Mascot. Facing			
Image No.			
2131			
Image Date			
2014			
Photographer			
Stedinger Associates			



Date: 10.05.14

Plan: Location of Listed Items.

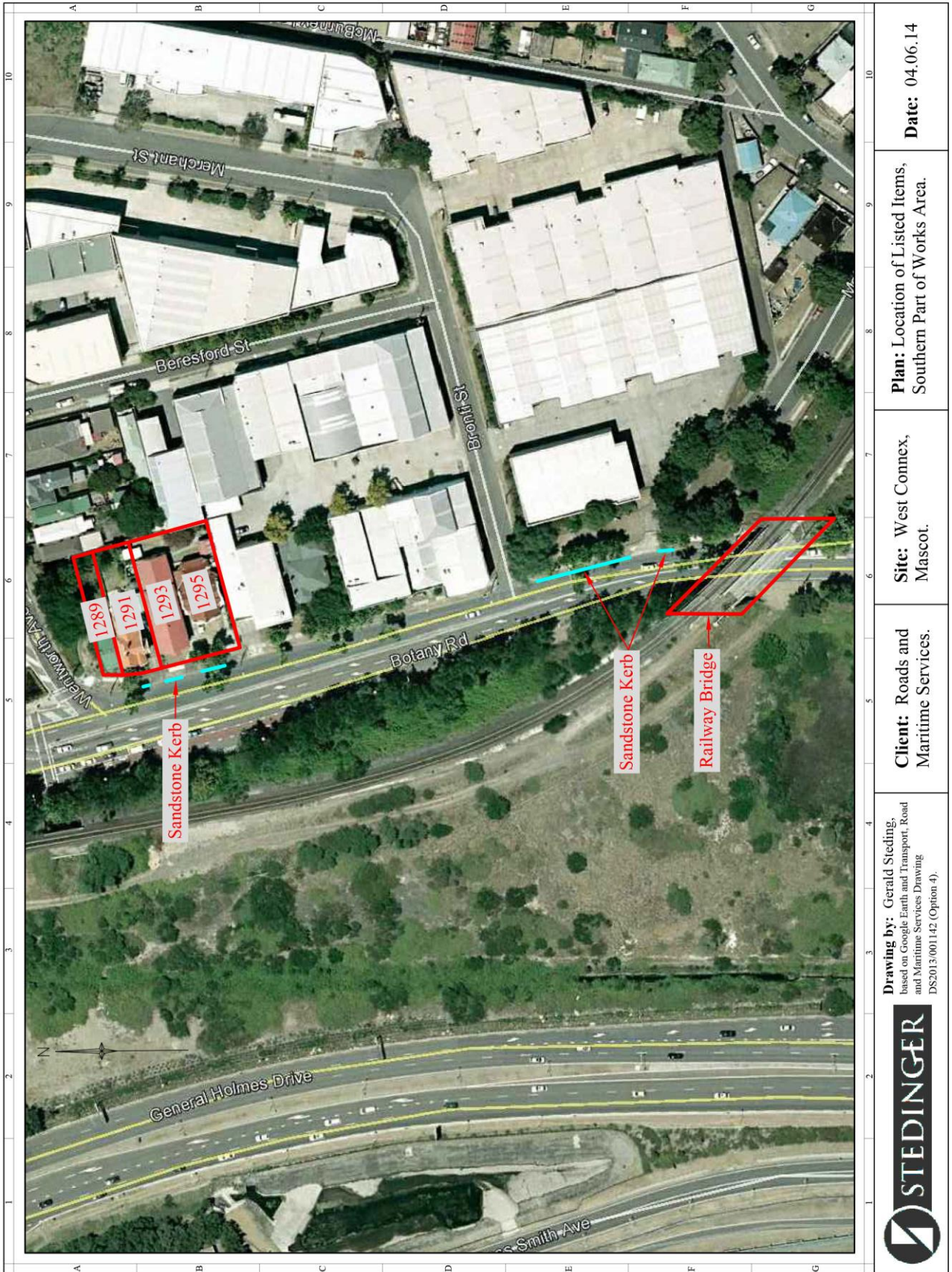
Site: West Connex, Mascot.

Client: Roads and Maritime Services.

Drawing by: Gerald Steding, based on Google Earth and Transport, Road and Maritime Services Drawing DS2013/001142 (Option 4).



Figure 6.1. Plan showing the locations of heritage sites within and in the immediate vicinity of the study area. WestConnex, Airport East Precinct. By Stedinger Associates, 2014. Same as Figure 3.6, Chapter 3.



Drawing by: Gerald Steding, based on Google Earth and Transport, Road and Maritime Services Drawing DS2013/001142 (Option 4).

Client: Roads and Maritime Services.

Site: West Connex, Mascot.

Plan: Location of Listed Items, Southern Part of Works Area.

Date: 04.06.14

Figure 6.2. Detail plan showing the locations of heritage sites to the south within and in the immediate vicinity of the study area. WestConnex, Airport East Precinct. By Stedinger Associates, 2014.



Figure 6.3. Detail plan showing the locations of heritage sites to the north within and in the immediate vicinity of the study area. WestConnex, Airport East Precinct. By Stedinger Associates, 2014.

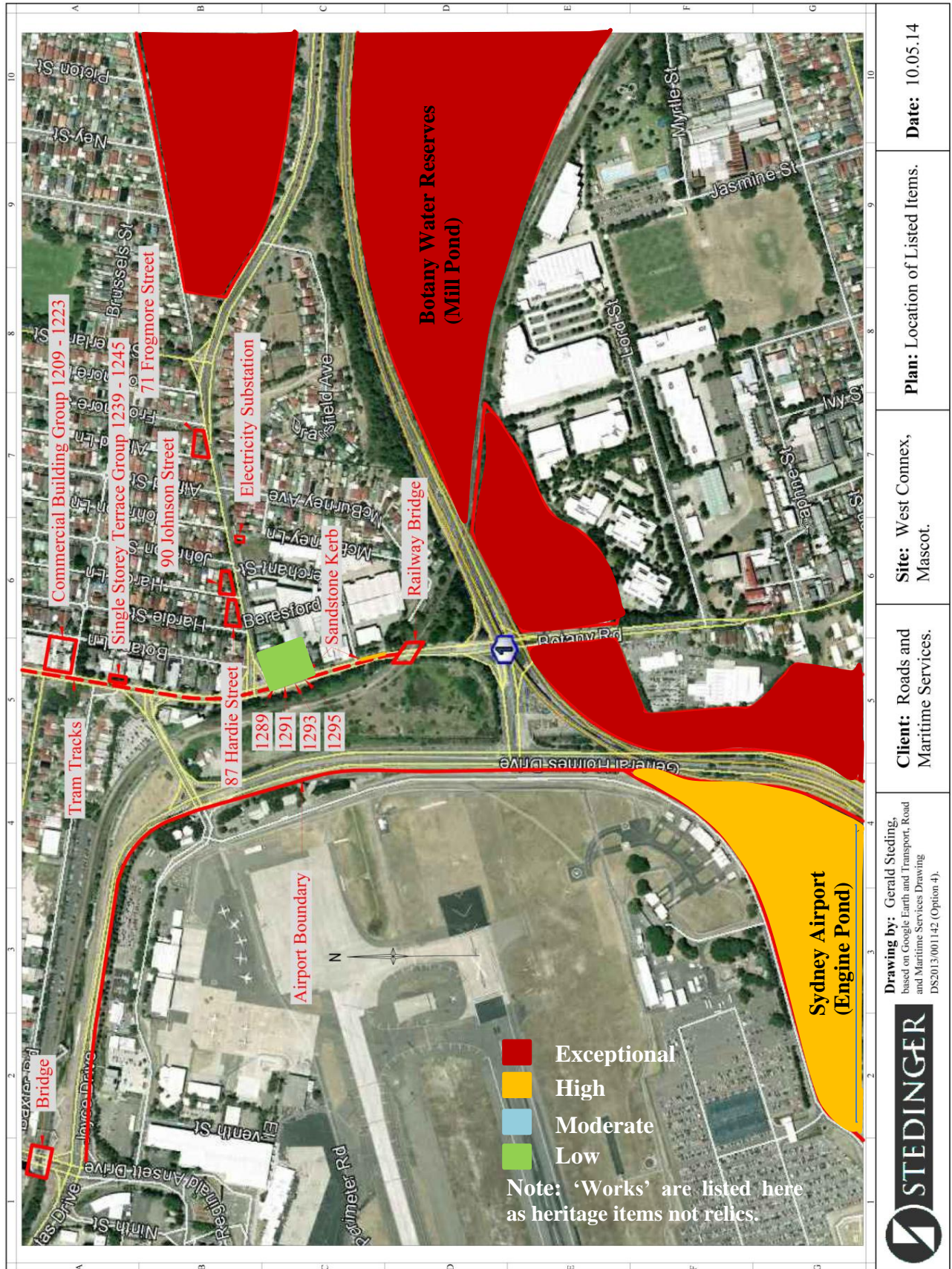


Figure 6.4. Detail plan sites with archaeological potential to the north within and in the immediate vicinity of the study area. WestConnex, Airport East Precinct. By Stedinger Associates, 2014.
Note: 'Works' are listed here as heritage items rather than relics, in accordance with response protocols.

7. HERITAGE IMPACT ASSESSMENT.

The following discussion examines the potential impacts of the proposed infrastructure works on heritage items within and in the vicinity of the subject study area at Botany and Mascot. It is preferred that heritage items remain unaltered and retained where possible. However, where this is not practical or possible then mitigating measures are proposed below appropriate to an item's level of significance with the intention of allowing the infrastructure works to proceed.

7.1. Heritage Impact - Items within the Study Area.

7.1.1. House (c.1880) (1289 Botany Road).

Road Widening	
Impact	
Positive	No known significant and /or substantial archaeological relics are likely to be disturbed during works.
Neutral	-
Negative	The residence is situated within the path of the proposed road widening. In particular, it lies at the location of proposed west bound carriageway and a shared user path. As such, the residence and associated items would need to be demolished. Demolition and construction activities are likely to disturb late nineteenth century occupation deposits at this site.
Statement of Heritage Impact	
<p>The property is located in the path of the new road layout. Moving the proposed road between Botany Road and General Holmes Drive to the north, away from the terraced house is impractical. It would result in a much steeper gradient within the intersection towards the new bridge over the rail tracks. Also, this type of house can be found in many places throughout Sydney and NSW. Significant and/or substantial archaeological relics are unlikely to be impacted.</p> <p>❖ Demolition of No.1289 Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<ol style="list-style-type: none"> 1. A thorough photographic archival recording should be made of the terraced house and its allotment at No.1289 Botany Road prior to any disturbance or demolition works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006. 2. Should significant and/or substantial subsurface remains be exposed during works then an excavation permit or exception should be applied for under Section 139 of the Heritage Act 1977. 	

7.1.2. House (c.1910) (1291 Botany Road).

Road Widening	
Impact	
Positive	No known significant and /or substantial archaeological relics are likely to be disturbed during works.
Neutral	The eastern section of the allotment may remain untouched by the proposed works.
Negative	The residence is situated within the path of the proposed road widening. In particular, it lies at the location of proposed west bound carriageway and a shared user path. As such, the residence and associated items would need to be demolished.
Statement of Heritage Impact	
<p>The property is located in the path of the new road layout. Moving the proposed road between Botany Road and General Holmes Drive to the north, away from the terraced house is impractical. It would result in a much steeper gradient within the intersection towards the new bridge over the rail tracks. Also, this type of house can be found in many places throughout Sydney and NSW. Significant and/or substantial archaeological relics are unlikely to be impacted.</p> <p>❖ Demolition of No.1291 Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<ol style="list-style-type: none"> 1. A thorough photographic archival recording should be made of the house and its allotment at No.1291 Botany Road prior to any disturbance or demolition works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006. 2. Should significant and/or substantial subsurface remains be exposed during works then an excavation permit or exception should be applied for under Section 139 of the Heritage Act 1977. 	

7.1.3. Beckenham Church School Hall.

Road Widening and Shared User Path	
Impact	
Positive	The attractive Beckenham Memorial Church would be more visually exposed. No known significant and /or substantial archaeological relics are likely to be disturbed during works.
Neutral	-
Negative	Approximately one quarter to one third of the length of the Beckenham School Hall is situated in the path of the proposed road widening and shared user path. Because of this, the hall would need to be in part or completely demolished. Demolition and construction activities may disturb artefact bearing deposits associated with earlier site use.
Statement of Heritage Impact	
<p>The property is located in the path of the new road layout. Moving the proposed road between Botany Road and General Holmes Drive to the north, away from the hall is impractical. It would result in a much steeper gradient within the intersection towards the new bridge over the rail tracks. Also, this type of hall is not uncommon in Sydney area and a considerable amount of its original fabric has been removed. Significant and/or substantial archaeological relics are unlikely to be impacted.</p> <p>❖ Demolition of the Church School Hall at No.1293 Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<ol style="list-style-type: none"> 1. A thorough photographic archival recording should be made of the Church School Hall and its allotment at No.1293 Botany Road prior to any disturbance or demolition works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006. 2. Should significant and/or substantial subsurface remains be exposed during works then an excavation permit or exception should be applied for under Section 139 of the Heritage Act 1977. 	

7.1.4. Beckenham Memorial Church.

Road Widening and Shared User Path	
Impact	
Positive	The church building itself would not be physically impacted by the proposed works. No known significant and /or substantial archaeological relics are likely to be disturbed during works.
Neutral	-
Negative	The front property boundary would be set back a short distance from its present position. At the southeast corner proposed new boundary would be set between 0.5 metres to 1.0 metre into the front yard. At the southwest corner it would be set about 3.0 metres into the front yard.
Statement of Heritage Impact	
<p>The church building itself will not be physically impacted. Only minor alteration to its front boundary is proposed to make way for the shared user path. Significant and/or substantial archaeological relics are unlikely to be impacted.</p> <p>❖ Modification of the front boundary wall of the Church at No.1295 Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<p>1. A photographic archival recording should be made of the Church frontage at No.1295 Botany Road prior to any disturbance or demolition works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006.</p> <p>2. The front boundary wall should be rebuilt in the same style using similar bricks.</p>	

7.1.5. Sydney (Kingsford Smith) Airport Group.

Road widening	
Impact	
Positive	No known heritage structures, historic plantings or archaeological deposits will be disturbed by the proposed widening of Joyce Drive and General Holmes Drive provided protective measures are taken.
Neutral	Road widening works along the south side of Joyce Drive would impact more recent plantings and car parks associated with modern food outlets and a petrol station. Those businesses are located inside the heritage curtilage of the airport between Joyce Drive and Ross Smith Avenue. Road widening works along the west side of General Holmes Drive would impact a grassed verge.
Negative	It appears from the drawing provided that the road widening works will slightly encroach inside the heritage curtilage of the Sydney (Kingsford Smith) Airport Group. The extent of this is to a depth of approximately 8 metres on the south side of Joyce Drive. Along General Holmes Drive to Mill Pond Road a section of the proposed widened road extends for approximately 2 metres into the heritage curtilage of the airport group. The Botany Water Reserve is located in the vicinity of the proposed works. There is a risk that damage may occur to Mill Pond and Engine Pond. These items are of exceptional and high heritage significance respectively. It is possible that surface water may be impacted by the proposed works given their close proximity to Engine Pond and Mill Pond. Vibration from the works may also cause damage as well as the creation of access routes and storage. Such impacts will substantially reduce the heritage significance of the wetlands should their integrity be compromised.
Statement of Heritage Impact	
<p>No known negative physical or visual impact is anticipated from the minor encroachment into the heritage curtilage of the Sydney (Kingsford Smith) Airport Group.</p> <p>However, the proposed WestConnex construction works will extend to the immediate vicinity of Engine Pond and Mill Pond. Potential impacts may occur from excessive vibration, siltation, or vehicle / machinery movements within these sites.</p> <ul style="list-style-type: none"> ❖ A minor alteration to the heritage curtilage boundary of Sydney (Kingsford Smith) Airport Group is considered to be acceptable provided the recommended mitigating measures are followed. ❖ No damage to Engine Pond or associated heritage items is acceptable. Mitigating measures presented below must be followed. 	

Mitigating Measures

1. Alteration to the heritage curtilage or boundary of the Sydney (Kingsford Smith) Airport Group should be minimised and only as required for the WestConnex proposal.
2. Although the proposed alteration to a heritage boundary is considered to be minor, Roads and Maritime Services should consult with Sydney Airport Corporation, the managers of the site.
3. Changes to the heritage curtilage along Joyce Drive and General Holmes Drive should be reflected in future plans.
4. Potential risks to the integrity of Mill Pond and Engine Pond should be considered in the Construction Heritage Management Plan to be prepared by RMS and sufficient protective measures implemented.
5. Protective measures may include siltation measures, safety fences, signage and exclusion zones
6. Specialist advice should be sought on the possible effects of the close proximity of construction activities to the surface water in Mill and Engine Ponds.
7. Vibration should be monitored and specialist advice sought on possible impacts of vibration on Mill and Engine Ponds and the associated Pumping Station and Chimney ruins.
8. No storage of materials or stockpiling of surplus materials should occur at or near the Mill or Engine Ponds or their associated ruins.

7.1.6. Mascot (Botany Road) Underpass.

Railway Duplication	
Impact	
Positive	The duplication is part of the original bridge design and planning. It would ensure the future and continued use of the bridge. No earlier bridge was located at this site, so unanticipated archaeological remains are unlikely to be exposed.
Neutral	An impact would occur at the west side of the bridge at railway level. Here, the introduction of a second track is proposed and would involve track work starting at the end point of the bridge but would also involve works directly on the bridge..
Negative	A new rail support bridge on the west side of the bridge would result in visual change to the bridge approach. Disturbance of fabric may occur to facilitate the joining of the old and new lines.
Statement of Heritage Impact	
<p>The bridge over Botany road was originally built to allow duplication of the line. To accommodate the line from the north, construction of a new rail bridge on the west side of the existing bridge would impact the west approach to the structure. However, the changes will accommodate this historic and present proposed link. The works would include the construction of a new support bridge on its west side.</p> <p>❖ Duplication of the railway line to the Mascot (Botany Road) Underpass is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
1. A photographic archival recording should be made of the bridge and its approaches prior to the commencement of site works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006.	
2. This item, including its brick abutments, original steelwork, piers and reinforced concrete structures, should be protected from potentially damaging impacts of the proposed works.	
3. During works temporarily fencing and/or signage may be appropriate at this heritage item to avoid accidental impacts or encroachments.	

7.1.7. Sandstone Kerbing along Botany Road, near McBurney Avenue.

Road Widening	
Impact	
Positive	The length of sandstone and alignment pin on the east side of Botany Road may not be impacted by the widening of Botany Road at this location provided care is taken during works.
Neutral	-
Negative	It is possible that the proposed works will damage early road fabric, like the sandstone kerb and alignment pin situated in the immediate vicinity.
Statement of Heritage Impact	
<p>The sandstone kerb and alignment pin at Botany Road near McBurney Avenue should be retained intact and in situ. It is possible that the proposed works will damage early road fabric, like the sandstone kerb and alignment pin situated in the immediate vicinity. Protective measures should be taken.</p> <p>❖ Works beside the sandstone kerb are considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
1. This item should be temporarily fenced with high visibility webbing and signposted as a heritage item during works to avoid accidental impacts or encroachments.	
2. A photographic archival recording should be made of the sandstone kerbing only if it is to be impacted by the proposed works. In this instance, it appears to be unnecessary.	

7.1.8. Sandstone Kerbing along Botany Road, near Wentworth Avenue.

Road Widening and Shared Path	
Impact	
Positive	-
Neutral	-
Negative	The sandstone kerbing along Botany Road near Wentworth Avenue is to be removed and will result in a loss of historic fabric. The kerbing extends for 20 metres and is broken at intervals
Statement of Heritage Impact	
<p>Removal of the sandstone kerbing along Botany Road near Wentworth Avenue will result in a loss of heritage fabric and physical evidence of the original road alignment. The loss of this fabric is unavoidable.</p> <p>❖ Removal of the sandstone kerb along Botany Road at Wentworth Avenue is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<p>1. A thorough photographic archival recording should be made of the sandstone kerbing at along Botany Road near Wentworth Avenue prior to any disturbance or demolition works. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006.</p>	
<p>2. Should associated subsurface guttering or road fabric be exposed during works then these additional elements should be added to the photographic archival recording.</p>	

7.1.9. Possible Tram Tracks along Botany Road.

Excavation along Roadways	
Impact	
Positive	-
Neutral	-
Negative	Excavation works may expose tram tracks potentially resulting in their disturbance, damage or displacement.
Statement of Heritage Impact	
<p>Tram tracks might exist beneath the surface of Botany Road. Excavation works for the widening of part of this road might expose tram tracks resulting in their disturbance and requiring their removal. This loss of fabric will be unavoidable.</p> <p>❖ Removal of tram tracks along Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.</p>	
Mitigating Measures	
<p>1. A photographic archival recording should be made of sections of tram tracks if exposed along Botany Road prior to their removal. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006.</p>	

7.1.10. Possible Early Road Fabric along Botany Road.

Excavation along Roadways	
Impact	
Positive	-
Neutral	-
Negative	Excavation works are likely to expose early road fabric potentially resulting in its disturbance, damage or displacement.
Statement of Heritage Impact	
Early road fabric might exist beneath the surface of Botany Road. Should be retained if possible.	
❖ Removal of tram tracks along Botany Road is considered to be acceptable provided the recommended mitigating measures are followed.	
Mitigating Measures	
1. A photographic archival recording should be made of early road fabric if exposed along Botany Road prior to its removal. It should be prepared to established guidelines of the Office of Environment and Heritage (Heritage Division) dated 2006.	

7.2. *Heritage Impact - Items in the Vicinity.*

Heritage items in the vicinity are not likely to be impacted by the proposed infrastructure works. However, due to the sensitive nature of the Botany Water Reserves and their high-exceptional heritage significance caution should be taken when working in the vicinity of these heritage items.

Heritage items in the vicinity are:

1. Botany Water Reserves;
2. Mascot (O’Riordan Street) Underbridge;
3. Electricity Substation 163, 34 Wentworth Avenue;
4. Commercial Building Group, 1209-1223 Botany Road;
5. Single Storey Terrace Group, 1239-1245 Botany Road;
6. House 71 Frogmore Street;
7. House 87 Hardie Street; and
8. House 90 Johnson Street.

Statement of Heritage Impact for Items in the Vicinity.

Road widening	
Impact	
Positive	No known heritage structures, historic plantings or archaeological deposits will be disturbed by the proposed road works provided protective measures are taken.
Neutral	-
Negative	<p>The Botany Water Reserve is located in the vicinity of the proposed works. There is a risk that damage may occur to Mill Pond and Engine Pond. These items are of exceptional and high heritage significance respectively. It is possible that surface water may be impacted by the proposed works given their close proximity to Engine Pond and Mill Pond. Vibration from the works may also cause damage as well as the creation of access routes and storage. Such impacts will substantially reduce the heritage significance of the wetlands should their integrity be compromised.</p> <p>Should adequate protective measures not be taken, other possible negative impacts which might occur generally include, for example:</p> <ol style="list-style-type: none"> 1. Use of reserve land for inappropriate purposes; 2. Damage to heritage fabric; 3. Encroachment of property boundaries; and 4. Damage to front gardens or overhead tree branches by

	machinery.
Statement of Heritage Impact	
<p>Infrastructure works close to the above listed heritage items ‘in the vicinity’ is considered to be acceptable provided the recommended mitigating measures are followed.</p> <p>No known negative physical or visual impact is anticipated from works to heritage in the vicinity. However, the proposed WestConnex construction works will extend to the immediate vicinity of Mill Pond and Engine Pond. Potential impacts may occur from excessive vibration, siltation, or vehicle / machinery movements near these sites.</p> <ul style="list-style-type: none"> ❖ Works in the vicinity of heritage are considered to be acceptable provided the recommended mitigating measures are followed. ❖ <u>Note</u>: No damage to Mill or Engine Ponds or associated heritage items is acceptable. Mitigating measures presented below must be followed. 	
Mitigating Measures	
<ol style="list-style-type: none"> 1. Inclusion of heritage in the vicinity within heritage inductions and site risk assessments. 2. Potential risks to the integrity of Mill Pond and Engine Pond should be considered in the Construction Heritage Management Plan to be prepared by RMS and sufficient protective measures implemented. 3. Protective measures may include siltation measures, safety fences, signage and exclusion zones. 4. Specialist advice should be sought on the possible effects of the close proximity of construction activities to the surface water in Mill and Engine Ponds. 5. Vibration should be monitored and specialist advice sought on possible impacts of vibration on Mill and Engine Ponds and the associated Pumping Station and Chimney ruins. 6. No storage of materials or stockpiling of surplus materials should occur at or near the Mill or Engine Ponds or their associated ruins. 	

7.3. Heritage Impact of Project.

The following discussion considers the impact of the proposed WestConnex Enabling Works in the Airport East Precinct at Mascot and Botany in accordance with specific questions presented in NSW Heritage Office (2002) *Statements of Heritage Impact*.

What aspects of the Proposal respect or enhance the heritage significance of the item/study area?

- ✚ Whilst generally the proposal does not enhance the significance of heritage in the study area it does arguably respect heritage significance by minimizing the degree of potential impact required to achieve the necessary project requirements. The

works, as proposed, successfully avoid physically impacting the majority of heritage items in the study area.

What aspects of the Proposal could have a detrimental effect on the heritage significance of the item/study area?

- ✚ The proposed road infrastructure works at the intersection of Wentworth Avenue and Botany Road would directly impact on five items requiring their demolition and removal. These items are: House (c.1880), House (c.1910), the Beckenham Memorial Church School Hall, the Beckenham Memorial Church front boundary wall and approximately 20 metres of sandstone kerbing.
- ✚ Mill Pond and Engine Pond occur in the vicinity of the proposed works. Detrimental effects might occur if adequate protective measures are not implemented.
- ✚ Unanticipated subsurface remains associated with ‘works’, such as tram tracks, early road fabric and existing bridge footings may be exposed during construction works. Their present lack of visibility leaves such items vulnerable to disturbance.

Have more sympathetic options been considered and discounted? Why?

Early in the design of the proposed WestConnex Enabling Works, various options were considered. The present Option D was, in part, selected to minimise the acquisition of private properties and negative impacts on heritage items. As discussed in Chapter 2, five studies had identified that traffic congestion, efficiency and capacity in the Sydney Airport and Port Botany precinct need improvement. A preliminary environmental investigation was carried out by Roads and Maritime Services in 2013.⁴⁹ Although the decision is detrimental to several locally listed heritage items, the decision is appropriate to the preservation of State and locally listed heritage items within the study area (refer to Chapter 6).

Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)

The proposed works will improve the general appearance of the area. They are neither sympathetic nor unsympathetic, but are required for the proposed works to proceed.

⁴⁹ Roads and Maritime Services, Environmental Services Branch. (2013). *WestConnex Enabling Works. Preliminary Environmental Investigation*. For Roads and Maritime Services. p.2.

Statement of Heritage Impact.

Sites and items that would be impacted by the proposed WestConnex Enabling Works (Airport East Precinct) are mostly considered to be of Local heritage significance. The proposed infrastructure works are considered to be appropriate to levels of significance, allowing the road upgrade to proceed. Photographic recording is a measure that would reduce the negative impacts upon heritage in the study area, providing records of our heritage for future generations. In the vicinity, protective measures will need to be implemented to ensure that Mill and Engine Ponds are not negatively impacted by the works. These particular items are of exceptional and high heritage significance.

8. *RECOMMENDATIONS.*

Heritage items should be preserved wherever possible. Where this is not feasible, practical, or may prevent the progress of the proposed infrastructure project, the following recommendations should apply.

1. A photographic archival recording should be made of the following items prior to any disturbance or demolition works. The recordings are to be in accordance with the standards published by the NSW Department of Planning (Heritage Branch) (*Photographic Recording of Heritage Items Using Film or Digital Capture 2006*).
 - House (c1880) (House and allotment at 1289 Botany Road);
 - House (c1910) (House and allotment at 1293 Botany Road);
 - Beckenham Memorial Church School Hall (1293 Botany Road);
 - Beckenham Memorial Church (Church frontage only, 1295 Botany Road);
 - Mascot (Botany Road) Underbridge (Bridge and its approaches); and
 - Sandstone kerbing along Botany Road near Wentworth Avenue.

2. A photographic archival recording should be made of possible tram tracks and additional road fabric or other unanticipated finds should they be exposed during infrastructure works, in accordance with Roads and Maritime Services (2011) *Standard Management Procedure. Unexpected Archaeological Finds*.

3. Although significant archaeological relics are not anticipated, caution should be exercised during demolition and excavation at the items:
 - No.1289 Botany Road
 - No.1291 Botany Road
 - No.1293 Botany Road (Beckenham Church School Hall)Should intact cultural deposits are found to be significant and or substantial then an excavation permit or gazetted exception will be required from the Heritage Council of NSW under Section 139 of the NSW Heritage Act 1977.

4. Where items are defined as a 'work' rather than a 'relic', such as early road fabric, kerbing or tram tracks, no excavation permit or gazetted exception will be required from the Heritage Council of NSW under section 139 of the NSW Heritage Act 1977.
5. Although minor, changes to the heritage curtilage of the Sydney (Kingsford Smith) Airport Group along Joyce Drive and General Holmes Drive should be discussed with the Sydney Airport Corporation Inc. and reflected in future plans.
6. Where practical or considered necessary the following items should be temporarily fenced with high visibility webbing and/or noted on a displayed plan as a heritage item during works to avoid accidental impacts or encroachments
 - Mascot (Botany Road) Underbridge.
 - Sandstone kerb and alignment pin at Botany Road near McBurney Avenue.
 - Botany Water Reserves;
 - Mascot (O'Riordan Street) Underbridge;
 - Electricity Substation 163, 34 Wentworth Avenue;
 - Commercial Building Group, 1209-1223 Botany Road;
 - Single Storey Terrace Group, 1239-1245 Botany Road;
 - House 71 Frogmore Street;
 - House 87 Hardie Street; and
 - House 90 Johnson Street.
7. Heritage items in the vicinity of the works should be avoided and protected during the proposed infrastructure works. Protective measures may include siltation measures, safety fences, signage and exclusion zones.
8. In particular, potential risks to the integrity of Mill Pond and Engine Pond should be considered in the Construction Heritage Management Plan to be prepared by RMS and sufficient protective measures implemented.
9. Specialist advice should be sought on the possible effects of the close proximity of construction activities to the surface water in Mill and Engine Ponds.

10. Vibration should be monitored and specialist advice sought on possible impacts of vibration on Mill and Engine Ponds and the associated Pumping Station and Chimney ruins.
11. No storage of materials or stockpiling of surplus materials should occur at or near the Mill or Engine Ponds or their associated ruins.
12. Rebuild the front boundary wall of Beckenham Church in the same style using similar bricks and reinstate garden plantings.
13. Prior to the commencement of works, all personnel participating in the works are to be briefed by the Roads & Maritime Services or a heritage consultant on the proposed measures for protecting and recording heritage items and features associated with the proposed infrastructure works.
14. Include all heritage within the study area and in the immediate vicinity within heritage inductions and site risk assessments
15. In accordance with Section 146 of the *NSW Heritage Act 1977* the accidental discovery of relics, other than those discussed in this report, must be reported immediately to the Office of Environment and Heritage (Heritage Division) (Heritage Act 1977, section 146). Should unanticipated finds be exposed during infrastructure works, procedures should also follow Roads and Maritime Services (2011) *Standard Management Procedure. Unexpected Archaeological Finds*.
16. Include the sandstone kerbing and alignment pin along Botany Road near McBurney Avenue to the RMS s170 Heritage Register.
17. Where greater than minor or inconsequential impacts on listed items may occur, please consult with Botany Bay City Council, the Uniting Church, the Sydney Airport Corporation Inc. and Transport for NSW as a matter of courtesy and in accordance with the requirements of State Environmental Planning Policy (Infrastructure) 2007.
18. Copies of this report should be forwarded to the NSW Office of Environment and Heritage (Heritage Division) and Botany Bay City Council.

Table 8.1. Summary of Requirements.

Item Name	Heritage Listing	Heritage Significance	Statutory Requirements
House c.1880 (1289 Botany Rd)	LEP 2013	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording. ❖ Excavation Permit or Exception may be required under S139 Heritage Act 1977 should significant relics be exposed. ❖ Consult with Botany Bay City Council.
House c.1910 (1291 Botany Rd)	LEP 2013	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording. ❖ Excavation Permit or Exception may be required under S139 Heritage Act 1977 should significant relics be exposed. ❖ Consult with Botany Bay Council.
Beckenham Church School Hall (1293 Botany Rd)	LEP 2013	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording. ❖ Excavation Permit or Exception may be required under S139 Heritage Act 1977 should significant relics be exposed. ❖ Consult with Botany Bay Council and the Uniting Church.
Beckenham Memorial Church (1295 Botany Rd)	LEP 2013	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording. ❖ Consult with the Uniting Church. ❖ Rebuild the front boundary wall of the church.
Sydney (Kingsford Smith) Airport Group	Commonwealth List (Indicative Place only) LEP 2013	National	<ul style="list-style-type: none"> ❖ Consult Sydney Airport Corporation Inc. ❖ Implement protective measures to ensure that Engine Pond is not impacted by the works.
Mascot (Botany Rd) Underbridge	LEP 2013 RailCorp	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording. ❖ Temporarily fence during works if considered necessary. ❖ Consult with Botany Bay Council and the Transport for NSW.
Sandstone Kerb and Alignment Pin near McBurney Ave.	Not Listed	Local	<ul style="list-style-type: none"> ❖ Conserve and include item on RMS s170 Heritage Register ❖ Temporarily fence if considered necessary.
Sandstone Kerb near Wentworth Ave	Not Listed	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording.
Possible Tram Tracks	Not Listed	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording.
Possible Early Road Fabric	Not Listed	Local	<ul style="list-style-type: none"> ❖ Photographic Archival Recording.
Heritage in the Vicinity	LEP 2013	Local State National	<ul style="list-style-type: none"> ❖ Temporarily fence and/or note on displayed plan if considered necessary. ❖ Implement protective measures to ensure that Mill Pond is not impacted by the works.

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APPENDICES. *Heritage Listings.*

A1. *State Heritage Inventory 2014.*

Search for NSW heritage

Statutory listed items

- **Section 1.** contains items listed by the **heritage council** under the NSW Heritage Act. This includes listing on the state heritage register, an interim heritage order or protected under section 136 of the NSW Heritage Act. This information is provided by the Heritage Branch.
- **Section 2.** contains items listed by **local councils & shires and state government agencies**. This section may also contain additional information on some of the items listed in the first section.

Section 1. *Items listed under the NSW Heritage Act.*

Your search returned 4 records.

<u>Item name</u>	<u>Address</u>	<u>Suburb</u>	<u>LGA</u>	<u>SHR</u>
Alexandra Canal		Alexandria	Botany Bay	01621
Botany Water Reserves	1024 Botany Road	Mascot	Botany Bay	01317
Sewage Pumping Station 38	General Holmes Drive	Mascot	Botany Bay	01344
Sir Joseph Banks Hotel (former)	23 Anniversary Street	Botany	Botany Bay	00076

Section 2. *Items listed by Local Government and State Agencies.*

Your search returned 212 records.

<u>Item name</u>	<u>Address</u>	<u>Suburb</u>	<u>LGA</u>	<u>Info source</u>
Alexandra Canal	Adjacent to Burrows Road	Alexandria, St. Peters, Mascot, Tempe	Sydney	SGOV
Alignment Pin, Botany	Botany Road, Sw Cnr Fremlin Street	Botany	Botany Bay	SGOV
Banksmeadow Public School	Brighton Street	Botany	Botany Bay	LGOV
Beckenham Memorial Church	1293-1295 Botany Road	Botany	Botany Bay	LGOV
Birds Gully Stormwater Channel No 10	Avoca Street	Randwick To Botany Wetlands, Daceyville	Randwick	SGOV
Boarding House (front buildings)	1443 Botany Road	Botany	Botany Bay	LGOV

Booralee Park		Botany	Botany Bay	LGOV
Botany Family Day Care	149 Coward Street	Mascot	Botany Bay	LGOV
Botany Fire Station	3 Banksia Street	Botany	Botany Bay	SGOV
Botany Public School (c.1869)	Botany Road	Botany	Botany Bay	LGOV
Botany Town Hall (c.1898)	Botany Road	Botany	Botany Bay	LGOV
Botany Township		Botany	Botany Bay	LGOV
Botany Uniting Church	1355 Botany Road	Botany	Botany Bay	LGOV
Botany Water Reserve	Southern Cross Drive, Wentworth Avenue and Heffron Road	Botany, Pagewood, Eastlakes and Kensington	Botany Bay	SGOV
Captain Cook Hotel	1114 Botany Road	Botany	Botany Bay	LGOV
Christian Fellowship Centre	40 King Street	Mascot	Botany Bay	LGOV
Commercial / Residential Building	1226 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building	1619 Botany Road	Botany	Botany Bay	LGOV
Commercial building Group	1193-1203 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1209-1223 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1133-1135 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	891-917 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1009-1021 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1171-1173 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1175-1177 Botany Road	Mascot	Botany Bay	LGOV
Commercial Building Group	1183-1185 Botany Road	Mascot	Botany Bay	LGOV

Commercial Building Group	1187-1189 Botany Road	Mascot	Botany Bay	LGOV
Corner Store	45 Hardie Street	Mascot	Botany Bay	LGOV
Corner Store - Alto	52 Bay Street	Botany	Botany Bay	LGOV
Coronation Hall	1007 Botany Road	Mascot	Botany Bay	LGOV
Daceyville Public School	Joffre Crescent	Mascot	Botany Bay	LGOV
Davis Gelatine Site (Former)	28 Spring Street	Botany	Botany Bay	LGOV
Electricity Substation No. 147	1001 Botany Road	Mascot	Botany Bay	SGOV
Electricity Substation No. 153	14 Byrnes Street	Botany	Botany Bay	SGOV
Electricity Substation No. 153	Byrnes Street	Botany	Botany Bay	LGOV
Electricity Substation No. 163	34 Wentworth Avenue	Mascot	Botany Bay	SGOV
Electricity Substation No. 258	40 Robey Street	Mascot	Botany Bay	SGOV
Electricity Substation No. 340	3 William Street	Botany	Botany Bay	SGOV
Electricity Substation No. 340	Swinbourne Street	Botany	Botany Bay	LGOV
Enoch Taylor & co Main Factory Building	Underwood Avenue	Botany	Botany Bay	GAZ
Federation Semi Detached Cottages	6 - 24 Baxter Street	Mascot	Botany Bay	LGOV
Finnies Buildings	1094-1098 Botany Road	Botany	Botany Bay	LGOV
Fire Station	139 Coward Street	Mascot	Botany Bay	LGOV
Fire Station (c.1923)	3 Banksia Street	Botany	Botany Bay	LGOV
Headmasters Residence (Banksmeadow Public School)	60 Brighton Street	Botany	Botany Bay	LGOV
Hippo's Friends Child Care Centre	1082 Botany Road	Botany	Botany Bay	LGOV
House	117 Coward Street	Mascot	Botany Bay	LGOV

House	119 Coward Street	Mascot	Botany Bay	LGOV
House	1563 Botany Road	Botany	Botany Bay	LGOV
House	31 Cranbrook Street	Botany	Botany Bay	LGOV
House	33 Cranbrook Street	Botany	Botany Bay	LGOV
House	35 Cranbrook Street	Botany	Botany Bay	LGOV
House	121 Coward Street	Mascot	Botany Bay	LGOV
House	37 Cranbrook Street	Botany	Botany Bay	LGOV
House	71 Frogmore Street	Mascot	Botany Bay	LGOV
House	110 Coward Street	Mascot	Botany Bay	LGOV
House	6 Banksia Street	Botany	Botany Bay	LGOV
House	7 Banksia Street	Botany	Botany Bay	LGOV
House	8 Banksia Street	Botany	Botany Bay	LGOV
House	47 Banksia Street	Botany	Botany Bay	LGOV
House	135 Bay Street	Botany	Botany Bay	LGOV
House	145 Bay Street	Botany	Botany Bay	LGOV
House	147 Bay Street	Botany	Botany Bay	LGOV
House	16 Bay Street	Botany	Botany Bay	LGOV
House	19 Bay Street	Botany	Botany Bay	LGOV
House	1075 Botany Road	Mascot	Botany Bay	LGOV
House	1289 Botany Road	Botany	Botany Bay	LGOV
House	85 Coward Street	Mascot	Botany Bay	LGOV

House	1291 Botany Road	Botany	Botany Bay	LGOV
House	23 Byrnes Street	Botany	Botany Bay	LGOV
House	1447 Botany Road	Botany	Botany Bay	LGOV
House	36 Hicks Avenue	Mascot	Botany Bay	LGOV
House	96 High Street	Mascot	Botany Bay	LGOV
House	151 King Street	Mascot	Botany Bay	LGOV
House	1365 Botany Road	Botany	Botany Bay	LGOV
House	159 King Street	Mascot	Botany Bay	LGOV
House	174 Sutherland Street	Mascot	Botany Bay	LGOV
House	1 Morgan Street	Botany	Botany Bay	LGOV
House	18 Johnson Street	Mascot	Botany Bay	LGOV
House	20 Johnson Street	Mascot	Botany Bay	LGOV
House	38 Johnson Street	Mascot	Botany Bay	LGOV
House	68 Johnson Street	Mascot	Botany Bay	LGOV
House	90 Johnson Street	Mascot	Botany Bay	LGOV
House	191 King Street	Mascot	Botany Bay	LGOV
House	10 Miles Street	Mascot	Botany Bay	LGOV
House	64-66 Wellington Street	Mascot	Botany Bay	LGOV
House	1 Walker Avenue	Mascot	Botany Bay	LGOV
House	2 Woodstock Street	Botany	Botany Bay	LGOV
House	3 Hicks Avenue	Mascot	Botany Bay	LGOV

House	16 Hicks Avenue	Mascot	Botany Bay	LGOV
House	16 Tenterden Road	Botany	Botany Bay	LGOV
House	16 Hardie Street	Mascot	Botany Bay	LGOV
House	24 Hicks Avenue	Mascot	Botany Bay	LGOV
House	50 Tenterden Road	Botany	Botany Bay	LGOV
House	54 Tenterden Road	Botany	Botany Bay	LGOV
House	84 Tenterden Road	Botany	Botany Bay	LGOV
House	30 Hardie Street	Mascot	Botany Bay	LGOV
House	27 Hicks Avenue	Mascot	Botany Bay	LGOV
House	61 Hardie Street	Mascot	Botany Bay	LGOV
House - Beverley	190 King Street	Mascot	Botany Bay	LGOV
House - Daktari	114 High Street	Mascot	Botany Bay	LGOV
House - Helena	1424 Botany Road	Botany	Botany Bay	LGOV
House - Highhurstwood	125 Coward Street	Mascot	Botany Bay	LGOV
House - Orara	123 Coward Street	Mascot	Botany Bay	LGOV
House - Verandale	87 Hardie Street	Mascot	Botany Bay	LGOV
House (The White House)	151 Bay Street	Botany	Botany Bay	LGOV
House Group	165-177 Bay Street	Botany	Botany Bay	LGOV
House Group	45-47 Bay Street	Botany	Botany Bay	LGOV
House Group	10-14 Bay Street	Botany	Botany Bay	LGOV
House Group	1-3 Flora Street	Mascot	Botany Bay	LGOV

House Group	997-999 Botany Road	Mascot	Botany Bay	LGOV
House Group	1158-1168 Botany Road	Botany	Botany Bay	LGOV
House Group	18-20 Erith Street	Botany	Botany Bay	LGOV
House Group	62-64 King Street	Mascot	Botany Bay	LGOV
House Group	144-148 King Street	Mascot	Botany Bay	LGOV
House Group	164-164A King Street	Mascot	Botany Bay	LGOV
House Group	63-65 Tenterden Road	Botany	Botany Bay	LGOV
House Group	15-17 Johnson Street	Mascot	Botany Bay	LGOV
House Group	21-23 Salisbury Street	Botany	Botany Bay	LGOV
House Group	1268-1245 Botany Road	Botany	Botany Bay	LGOV
Inter War Bungalows	2 - 16 Arthur Street	Mascot	Botany Bay	LGOV
John Brotchie Kindergarten	1361 Botany Road	Botany	Botany Bay	LGOV
M.B.W.S & S. Sewer Pumping Station 60	McFall Street	Botany	Botany Bay	LGOV
M.B.W.S. Pumping Station	153 Coward Street	Mascot	Botany Bay	LGOV
Mascot Fire Station	139 Coward Street	Mascot	Botany Bay	SGOV
Mascot Park	Coward Street	Mascot	Botany Bay	LGOV
Mascot Public School Building Group	King Street	Mascot	Botany Bay	LGOV
Mature Ficus	818 Botany Road	Mascot	Botany Bay	LGOV
Mature Ficus	112 High Street	Mascot	Botany Bay	LGOV
Mature Hoop Pine	1051 Botany Road	Mascot	Botany Bay	LGOV
Memorial Park	Botany Road	Botany	Botany Bay	LGOV

New Market Hotel	Botany Road	Botany	Botany Bay	LGOV
Police Station (c.1871)	Botany Road	Botany	Botany Bay	LGOV
Post Office (c.1923)	2 Banksia Street	Botany	Botany Bay	LGOV
Presbyterian Church of Australia	1561 Botany Road	Botany	Botany Bay	LGOV
Railway bridge over Botany Road	Near McBurney Avenue	Mascot	Botany Bay	LGOV
Residential Building	16 The Esplanade	Botany	Botany Bay	LGOV
Ricketty Street Bridge	Ricketty Street	Mascot	Botany Bay	LGOV
Ruins of the former Botany Pumping Station		Mascot	Botany Bay	LGOV
Sandstone Embankment	Alexandra Canal	Mascot	Botany Bay	LGOV
Sandstone Kerb, Botany	Botany Road, Nw & Ne Cnr Wilson Street	Botany	Botany Bay	SGOV
Sewage Pumping Station No 38 (SP0038)	Ross Smith Avenue	Mascot	Botany Bay	SGOV
Sewage Pumping Station No 53 (SP0053)	153 Coward Street	Mascot	Botany Bay	SGOV
Sewage Pumping Station No 60 (SP0060)	McFall Street	Botany	Botany Bay	SGOV
Sewer Vent	Tenderden Road	Botany	Botany Bay	SGOV
Sewer Vent - MBWSS	Tenterden Road	Botany	Botany Bay	LGOV
Shop	115 Coward Street	Mascot	Botany Bay	LGOV
Shop	95 Coward Street	Mascot	Botany Bay	LGOV
Single Storey Terrace Group	1239-1245 Botany Road	Mascot	Botany Bay	LGOV
Sir Joseph Banks Hotel (c.1920)	Botany Road	Botany	Botany Bay	LGOV
Sir Joseph Banks Park		Botany	Botany Bay	LGOV

Southern and Western Suburbs Ocean Outfall Sewer 1 (SWSOOS 1)	Marsh Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Botany Bay	SGOV
Southern and Western Suburbs Ocean Outfall Sewer 1 (SWSOOS 1)	Marsh Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Rockdale	SGOV
Southern and Western Suburbs Ocean Outfall Sewer 1 (SWSOOS 1)	Marsh Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Randwick	SGOV
Southern and Western Suburbs Ocean Outfall Sewer 2 (SWSOOS 2)	Eve Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Botany Bay	SGOV
Southern and Western Suburbs Ocean Outfall Sewer 2 (SWSOOS 2)	Eve Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Rockdale	SGOV
Southern and Western Suburbs Ocean Outfall Sewer 2 (SWSOOS 2)	Eve Street, Rockdale to Ocean Outfall, at Malabar	Rockdale To Malabar	Randwick	SGOV
St. Therese's Catholic Church Building Group	Coward Street	Mascot	Botany Bay	LGOV
Streetscape - Verge plantings of Canary Island Date Palm	Brown Street	Botany	Botany Bay	LGOV
Streetscape - Verge plantings of Canary Island Date Palm	Swinbourne Street	Botany	Botany Bay	LGOV
Streetscape - Verge plantings of Canary Island Date Palm	Brighton Street	Botany	Botany Bay	LGOV
Streetscape - Verge plantings of Canary Island Date Palm	Bay Street	Botany	Botany Bay	LGOV
Tennyson Hotel (Former)	High Street	Mascot	Botany Bay	LGOV
Terrace Group	44-54 Daphne Street	Botany	Botany Bay	LGOV
Terrace Group	150-160 King Street	Mascot	Botany Bay	LGOV
Terrace Group	192-204 King Street	Mascot	Botany Bay	LGOV
Uniting Church and Rectory	118 Coward Street	Mascot	Botany Bay	LGOV
Victorian Weatherboard Cottage	4 Alfred Street	Mascot	Botany Bay	LGOV
Water and Sewerage Pumping	Sydney Airport	Mascot	Botany Bay	LGOV

<u>Station</u>				
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There was a total of 216 records matching your search criteria.
(Items outside Mascot and Botany Bay removed by Stedinger)

Key:

LGA = Local Government Area

GAZ= NSW Government Gazette (statutory listings prior to 1997), HGA = Heritage Grant Application, HS = Heritage Study, LGOV = Local Government, SGOV = State Government Agency.

A2. Botany Bay Local Environmental Plan 2013.

Botany Bay Local Environmental Plan 2013

Current version for 10 January 2014 to date (accessed 3 June 2014 at 08:51)

Schedule 5 Environmental heritage

(Clause 5.10)

Part 1 Heritage items

Suburb	Item Name	Address	Property Description	Significance	Item no
Botany/Daceyville/Eastlakes/Mascot/Pagewood	Botany water reserves	About 200ha between Mascot and Botany extending from the northern shore of Botany Bay to Gardeners Road including the Lakes and Eastlakes Golf Courses and Mill and Engine Ponds	Lots 1 and 2, DP 1039418; Lot 1, DP 233011; Lot 1, DP 241650; Lots 2473 and 2825, DP 752015; Lots 5, 6 and 7, DP 780391; Lot 3, DP 780392; Lot 2, DP 854374; Lot 13, DP 87663 and Lot 4, DP 87663	State	I2
Botany	Booralee Park	Bounded by Sydenham Railway Line and Daniel, Bay, Lord, Myrtle and Jasmine Streets	Lot 7078, DP 1027047	Local	I61
Botany	Sir Joseph Banks Hotel (former, circa 1840)	23 Anniversary Street	Lots 1–19, SP 62214	State	I4
Botany	Fire station (circa 1906)	1–3 Banksia Street	Lot A, DP 328019	Local	I7
Botany	Post office (circa 1923)	2 Banksia Street	Lot 1, DP 208627	Local	I6
Botany	House	6 Banksia Street	Lot A, DP 332049	Local	I8
Botany	House	7 Banksia Street	Lot 7, DP 5177	Local	I9
Botany	House	8 Banksia Street	Lot B, DP 332049	Local	I10
Botany	House	47 Banksia Street	Lot B, DP 331090	Local	I11
Botany	Streetscape—verge plantings of Canary Island Date Palm (Phoenix canariensis)	Bay Street (western side of Botany Road)		Local	I12
Botany	House group	10–14 Bay Street	Lots 1, 2 and 3, DP 748509	Local	I13
Botany	House	16 Bay Street	Lot 1, DP 998741	Local	I14
Botany	House	19 Bay Street	Lot 1, DP 904269	Local	I15
Botany	House group	45–57 Bay Street	Lots A–D, DP 436271; Lots A and B, DP 439683; Lot 1, Section B, DP 3449	Local	I16
Botany	Corner store—“Alto”	50–52 Bay Street	Lot 2, DP 11383	Local	I17
Botany	House	135 Bay Street	Lot 1, DP 335932	Local	I18

Botany	House	145 Bay Street	Lot 101, DP 732151	Local	I19
Botany	House	147 Bay Street	Lot A, DP 389313	Local	I20
Botany	House—"The White House"	151 Bay Street	Lots 9 and 10, Section G, DP 1787	Local	I21
Botany	House group	165–179 Bay Street	Lots 1–4, DP 223896; Lots X and Y, DP 100856; Lots A and B, DP 443066	Local	I22
Botany	Botany Public School (circa 1869)	1076 Botany Road	Lot 1, DP 433364; Lot 1, DP 194311	Local	I23
Botany	Hippo's Friends Child Care Centre	1082 Botany Road	Lot 1, DP 112970	Local	I36
Botany	Finnies buildings	1094–1098 Botany Road	Lots 43–45, DP 856900	Local	I37
Botany	Captain Cook Hotel	1114 Botany Road	Lot 1, DP 1112025	Local	I38
Botany	House group	1158–1168 Botany Road	Lots A and B, DP 438725; Lots C–E, DP 353030; Lot A, DP 310296	Local	I40
Botany	Commercial/residential building	1226 Botany Road	Part Lot 8, Section 2, DP 773	Local	I47
Botany	House group	1268–1270 Botany Road	Lot 7, DP 657544; Lot A, DP 352054	Local	I49
Botany	St Matthew's Anglican Church (circa 1862)	1331 Botany Road (corner of Botany Road and Lord Street)	Lot 1, DP 593463; Lot 3, DP 593463	Local	I71
Botany	Botany Uniting Church	1355 Botany Road	Part Lot 4, Section B, DP 1787; Part Lot 1, DP 566495	Local	I53
Botany	John Brotchie Kindergarten (formerly Botany School of Arts hall)	1361 Botany Road	Lot 14, DP 660975	Local	I54
Botany	House	1365 Botany Road	Lot 1, DP 217275	Local	I55
Botany	Botany Town Hall (circa 1898)	1423 Botany Road (corner of Botany Road and Edward Street)	Lot 14, DP 3592; Part Lot 5, DP 5177	Local	I69
Botany	House—"Helena"	1424 Botany Road	Lot 49, DP 4747	Local	I56
Botany	Police station (circa 1871)	1441 Botany Road	Lot 100, DP 1052312	Local	I24
Botany	Boarding house (front building)	1443 Botany Road	Lot 15, Section 8, DP 773	Local	I57
Botany	House	1447 Botany Road	Lot 1, DP 1082257	Local	I58
Botany	Presbyterian Church of Australia and manse	1561–1563 Botany Road	Part Lot 111, DP 904964 and Part Lot 112, DP 918728	Local	I59
Botany	Streetscape—verge plantings of Canary Island Date Palm (<i>Phoenix canariensis</i>)	Brown Avenue		Local	I65
Botany	Electricity Substation No 153	14 Byrnes Street	Lot 1, DP 310135	Local	I67
Botany	House	31 Cranbrook Street	Lot 7, Section 9, DP 773; Lot 8, Section 9, DP 773	Local	I96

Botany	House	35 Cranbrook Street	Lot 10, Section 9, DP 773	Local	I97
Botany	House	37 Cranbrook Street	Lot 11, Section 9, DP 773	Local	I98
Botany	Terrace group	42–54 Daphne Street	Lot 100, DP 1010340; Lots 1–15, SP 62387	Local	I99
Botany	House group	18–20 Erith Street	Lot 7, Section 2, DP 889; Lot 8, DP 318902	Local	I100
Botany	Sir Joseph Banks Park	Fremlin Street	Lot 1, DP 668135	Local	I25
Botany	Sydney Water Corporation Sewage Pumping Station SP0060	Corner of McFall and Erith Streets	Lot 12, Section 2, DP 889; Lot 13, Section 2, DP 889	Local	I79
Botany	House group	21–23 Salisbury Street	Lot 1, Section 15, DP 773; Lot 2, Section 15, DP 773	Local	I156
Botany	Streetscape—verge plantings of Canary Island Date Palm (<i>Phoenix canariensis</i>)	Swinbourne Street (William to Queen Streets)		Local	I158
Botany	Sydney Water Corporation sewer vent	Tenterden Road		Local	I159
Botany	House	16 Tenterden Road	Lot 1, DP 723591	Local	I160
Botany	House	50 Tenterden Road	Lot 11 and 12, DP 455886	Local	I161
Botany	House	54 Tenterden Road	Lot 13, DP 935631	Local	I162
Botany	House group	63–65 Tenterden Road	Lot A, DP 387770; Lot B, DP 387770	Local	I163
Botany	House	84 Tenterden Road	Lot B, DP 338192	Local	I164
Botany	Residential building	16 The Esplanade	Lot B, DP 323638	Local	I165
Botany	Electricity Substation No 340	3 William Street (corner of Swinbourne and William Streets)	Lot 1, DP 669129	Local	I80
Botany	House	2 Woodstock Street	Lot 14, Section 13, DP 773	Local	I169
Mascot	Alexandra Canal (including sandstone embankment)	Alexandra Canal	Alexandra Canal	State	I1
Mascot	Ricketty Street bridge	Over Alexandra Canal		Local	I154
Mascot	Memorial Park	814 Botany Road and 149A Coward Street	Lot 1, DP 72528; Lot 2, DP 611027	Local	I68
Mascot	Mature Ficus	818 Botany Road	Lot D, DP 420209	Local	I27
Mascot	Commercial building group	891–917 Botany Road	Lot A, DP 103750; Lot B, DP 103750; Lot C, DP 103750; Lot D, DP 103750; Lot 1, DP 504610; Lot 2, DP 504610; Lot A, DP 87517; Lot B, DP 87517; Lot 1, DP 784041; Lot 1, DP 80274; Lot 2, DP 598272;	Local	I28

			Lot 3, DP 598272; Lot 4, DP 598272		
Mascot	Former Tennyson Hotel, now Mascot Inn	952 Botany Road (corner of High Street and Botany Road)	Lot 1, DP 657249	Local	I77
Mascot	House group	999 Botany Road	Part Lot 1, DP 918245	Local	I29
Mascot	Electricity Substation No 147	1001 Botany Road	Lot 1, DP 232836	Local	I30
Mascot	Former National Bank of Australasia	1005 Botany Road, corner of Botany Road and Coward Street	Lot A, DP 319304	Local	I31
Mascot	Coronation Hall	1007 Botany Road (corner of Coward and Botany Roads)	Lot 1, DP 202492	Local	I32
Mascot	Commercial building group	1009–1021 Botany Road	Lot 1, DP 213130; Lot A, DP 349471; Lot B, DP 349471; Lot A, DP 440204; Lot B, DP 440204; Lot C, DP 440204; Corner Lot D, DP 440204	Local	I33
Mascot	Mature Hoop Pine	1055 Botany Road	Lot 13, DP1035450	Local	I34
Mascot	House	1075 Botany Road	Lot 1, DP 939651; Lot 1, DP314593	Local	I35
Mascot	Commercial building group	1133–1135 Botany Road (corner of Botany Road and King Street)	Part Lot 1, DP 932383; Lot 1, DP 930137	Local	I39
Mascot	Commercial building group	1171–1173 Botany Road	Lot 11, Section 1, DP 1873	Local	I41
Mascot	Commercial building group	1175–1177 Botany Road	Lot 3, DP 617916; Lot 4, DP 617916	Local	I42
Mascot	Commercial building group	1183–1185 Botany Road	Lot C, DP 341159	Local	I43
Mascot	Commercial building group	1187–1189 Botany Road	Lot 1, DP 541076; Lot 2, DP 541076	Local	I44
Mascot	Commercial building group	1193–1203 Botany Road	Lot 12, DP 832835; Lot 1, DP 1127006; Lot D, DP 402625; Lot E, DP 402625; Lot F, DP 402625; Lot A, DP 339491	Local	I45
Mascot	Commercial building group	1209–1223 Botany Road	Lot A, DP 445050; Lot B, DP 445050; Lot 1, DP 204954; Lot 2, DP 204954; Lot 1, DP 827779; Lot B, DP 30500; Lot C, DP 30500; Lot D, DP 30500	Local	I46
Mascot	Single storey terrace group	1239–1245 Botany Road	Lot 1, DP 501790; Lot 2, DP 501790; Lot 1, DP 327594; Lot 1, DP 911127	Local	I48
Mascot	House	1289 Botany Road	Lot 13, DP 135940	Local	I50
Mascot	House	1291 Botany Road	Lot 14, DP 135940;	Local	I51

Mascot	Beckenham Memorial Church	1293–1295 Botany Road	Lot 5, DP 3280 Part Lot 6, DP 3280; Part Lot 7, DP 3280; Part Lot 8, DP 3280; Part Lot 9, DP 3280	Local	I52
Mascot	Mascot Park	Coward Street (corner of O’Riordan Street)	Lot 7073, DP 93716; Lot 1, DP 668903	Local	I82
Mascot	House	85 Coward Street	Lot 1, DP 501282	Local	I83
Mascot	Shop	95 Coward Street	Lot A, DP 502775	Local	I84
Mascot	House	110 Coward Street	Lot 1, DP 999395	Local	I85
Mascot	Shop	115 Coward Street	Lot 4, DP 115029	Local	I86
Mascot	House	117 Coward Street	Lot 3, DP 115029	Local	I87
Mascot	Uniting Church and rectory	118–122 Coward Street	Lot 2, DP 917174; Lot 1, DP 917524; Lot 1, DP 197503; Lot B, DP 155557	Local	I88
Mascot	House	119 Coward Street	Lot 34, Section 1, DP 4089	Local	I89
Mascot	House	121 Coward Street	Lot 2, DP 201169	Local	I90
Mascot	House—“Orara”	123 Coward Street	Lot 1, DP 201169	Local	I91
Mascot	House—“Highhurstwood”	125 Coward Street	Lot 38, Section 1, DP 4089; Lot 39, Section 1, DP 4089	Local	I92
Mascot	Fire station	139 Coward Street	Lot C, DP 330647; Lot 46, DP 667051	Local	I93
Mascot	Botany Family Day Care	149 Coward Street	Lot 1, DP 1136361	Local	I94
Mascot	Sydney Water Corporation Pumping Station SP0053	153 Coward Street	Lot 1, DP 303674	Local	I95
Mascot	House group	1–3 Flora Street	Lot 11, DP 15353; Lot 10, DP 15353	Local	I101
Mascot	House	71 Frogmore Street	Lot 16, Section 8, DP 1873	Local	I103
Mascot	Commonwealth Water Pumping Station and Sewage Pumping Station No 38	General Holmes Drive (west of Engine Pond, within the boundary of Sydney (Kingsford Smith) Airport)	Part Lot 8, DP 1050923	State	I3
Mascot	House	16 Hardie Street	Lot 43, Section 1, DP 1873	Local	I116
Mascot	House	30 Hardie Street	Lot 35, Section 1, DP 1873	Local	I117
Mascot	Corner store	45 Hardie Street (corner of Hardie and Hollingshed Streets)	Lot 2, DP 318467	Local	I118
Mascot	House	61 Hardie Street	Lot 9, Section 4, DP 1873; Lot 10, Section 4, DP 1873	Local	I119
Mascot	House—“Verandale”	87 Hardie Street	Lot 23, Section 4, DP 1873; Lot 24, Section 4, DP 1873	Local	I120
Mascot	House	3 Hicks Avenue	Lot 29, Section 3, DP 937	Local	I124

Mascot	House	16 Hicks Avenue	Lot 1, DP 135158; Lot 2, DP 135158	Local	I125
Mascot	House	24 Hicks Avenue	Lot 17, Section 2, DP 937	Local	I126
Mascot	House	27 Hicks Avenue	Lot B, DP 301997	Local	I127
Mascot	House	36 Hicks Avenue	Lot 19, Section 1, DP 937	Local	I128
Mascot	House	96 High Street	Lot 1, DP 615829	Local	I129
Mascot	Mature Ficus	112 High Street	Lot 2, DP 593694	Local	I130
Mascot	House—"Daktari"	114 High Street	Lot 21, DP 771708	Local	I131
Mascot	House group	15–17 Johnson Street	Lot A, DP 409409; Lot B, DP 409409	Local	I133
Mascot	House	18 Johnson Street	Lot 46, Section 3, DP 1873	Local	I134
Mascot	House	20 Johnson Street	Lot 45, Section 3, DP 1873	Local	I135
Mascot	House	38 Johnson Street	Lot 35, Section 3, DP 1873	Local	I136
Mascot	House	68 Johnson Street	Lot 36, Section 4, DP 1873	Local	I137
Mascot	House	90 Johnson Street	Lot 25, Section 4, DP 1873	Local	I138
Mascot	Mascot Public School building group	King Street	Lot 1, DP 813088	Local	I139
Mascot	Christian Fellowship Centre	40 King Street	Lot 14, Section 8, DP 937	Local	I140
Mascot	House group	62–64 King Street	Lot A, DP 304230; Lot B, DP 304230	Local	I141
Mascot	House group	144–148 King Street	Lot A, DP 404442; Lot B, DP 404442; Lot C, DP 404442	Local	I142
Mascot	Terrace group	150–160 King Street	Lot A, DP 436563; Lot B, DP 436563; Lot C, DP 436563; Lot D, DP 436563; Lot E, DP 436563; Lot F, DP 436563	Local	I143
Mascot	House	151 King Street	Lot 2, DP 576454	Local	I144
Mascot	House	159 King Street	Lot 1, Section 1, DP 977264	Local	I145
Mascot	House group	164–164A King Street	Lot A, DP 432492; Lot B, DP 432492	Local	I146
Mascot	House—"Beverley"	190 King Street	Lot 5, Section 3, DP 1873	Local	I147
Mascot	House (front dwelling)	191 King Street	Lot 2, DP 285422	Local	I148
Mascot	Terrace group	192–204 King Street	Lot X, DP 440648; Lot Y, DP 440648; Lot Z, DP 440648; Lot A, DP 440093; Lot B, DP 440093; Lot C, DP 440093; Lot D, DP 440093	Local	I149
Mascot	Railway bridge over Botany Road	Near McBurney Avenue	Over road	Local	I153
Mascot	House	10 Miles Street	Lot 1, DP 999385	Local	I152

Mascot	House	174 Sutherland Street	Lot 17, Section 10, DP 1873	Local	I157
Mascot	House	1 Walker Avenue	Lot 11, DP 18877	Local	I166
Mascot	House	64–66 Wellington Street	Lot 12, DP 615592; Lot 13, DP 615592	Local	I167
Sydney Airport	Ruins of the former Botany Pumping Station	Within the boundary of Sydney (Kingsford Smith) Airport	Part Lot 8, DP 1050923	Local	I168
Sydney Airport	Sydney (Kingsford Smith) Airport group	Airport Drive	Part Lot 8, DP 1050923	Local	I170

Part 2 Heritage conservation areas

Name of heritage conservation area	Identification on heritage map	Significance
Botany Township Heritage Conservation Area	Shown by a red outline with red hatching and labelled “C2”.	Local
Daceyville Garden Suburb Heritage Conservation Area	Shown by a red outline with red hatching and labelled “C1”.	Local

A3. Australian Heritage Lists.

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Search Results

10 results found. (Botany)

Botany Bay Foreshore Rd	Botany, NSW, Australia	(Nomination now ineligible for PPAL) National Heritage List
Botany Fire Station 3 Banksia St	Botany, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Botany Post Office 2 Banksia St	Botany, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Botany Post Office 2 Banksia St	Botany, NSW, Australia	(Listed place) Commonwealth Heritage List
Botany Swamps Southern Cross Dr	Mascot, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Sir Joseph Banks Hotel (former) 23 Anniversary Rd	Botany, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Southern & Western Suburbs Ocean Outfall Sewers Perimeter Rd	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
St Matthews Anglican Church Botany Rd	Botany, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Indicative Place) Commonwealth Heritage List

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Search Results

5 results found (Mascot).

Alexandra Canal Airport Dr	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Botany Swamps Southern Cross Dr	Mascot, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)

Mascot Fire Station 139 Coward St	Mascot, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Indicative Place) Commonwealth Heritage List

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Search Results

8 results found. (Sydney Airport)

Alexandra Canal Airport Dr	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Botany Swamps Southern Cross Dr	Mascot, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)
Botany Water Supply Scheme Remains Ross Smith Av	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Sewage Pumping Station 38, Substation and Inspection Hall Ross Smith Av	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Southern & Western Suburbs Ocean Outfall Sewers Perimeter Rd	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Interim List) Register of the National Estate (Non-statutory archive)
Sydney (Kingsford Smith) Airport Group Airport Dr	Sydney Airport, NSW, Australia	(Indicative Place) Commonwealth Heritage List
Sydney Airport Air Traffic Control Tower General Holmes Dr	Sydney Airport, NSW, Australia	(Nominated place) Commonwealth Heritage List

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