Transport
for NSW

Brian Road Intersection Upgrade

Review of Environmental Factors

January 2023

NSW GOVERNMENT

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Appendix I – Non-Aboriginal Heritage Impact Assessment

CASEY & LOWE
ARCHAEOLOGY & HERITAGE

8 NOVEMBER 2022

Annie Pinnock
Environmental Consultant
WSP Australia Pty Ltd
680 George Street
Sydney NSW 2000

Via E: Annie Pinnock@wsp.com

Dear Ms Pinnock,

RE: HISTORICAL ARCHAEOLOGY IMPACT ASSESSMENT
BRIAN ROAD INTERSECTION UPGRADE

Please find our review of the proposed roadworks either side of the intersection of Appin Road and Brian Road as part of the Brian Road Intersection upgrade. The assessment analyses the implications for potential historical archaeological remains by the upgrade of Appin Road from 240m south of Brian Road to 370m north of Lysaghts Road (Figure 1). The proposed Brian Road intersection upgrade includes a single roundabout. The key features of the proposed works are:

- A new single lane roundabout at the intersection of Appin Road and Brian Road.
- A fauna underpass on Appin Road approximately 35m south of the new roundabout, comprising a new 2.4m diameter reinforced concrete pipe.
- Refuge poles and tree logs at the fauna underpass entrances.
- A new vegetated fauna path to the new fauna underpass.
- Road and embankment widening, and a new safety barrier and fauna fencing on roadside locations.
- Installation of utility relocations, drainage, roadside furniture, pavement markings, street lighting and signage.
- Reinstatement of vegetation.
- Establishment of a temporary road for diversion of Appin Road, ancillary facilities and lay down locations.
- Introduction of street lights at the roundabout, Brian/Appin Road intersection.

In terms of historical archaeology, this impact assessment looks at the potential of the works to disturb archaeological remains. The road from Liverpool had been proposed by Governor Macquarie in 1811 and by 1815 it extended to Appin when Macquarie described it as little more than a dirt track.[1] The Appin Road was completed by 1823, with the roadway and bridges along the route constructed and maintained by convict road gangs from 1826 to 1858. This indicates that potential archaeological remains along the roadway could date to the early nineteenth century and be associated with its construction by convicts.

The main area of disturbance in this section of the proposed upgrade works is at the intersection of Brian and Appin Roads, where the roundabout and fauna underpass are to be installed (Figure 2, Figure 3). The underpass particularly will involve extensive excavation (Figure 3).

[1] *Sydney Gazette* 12 August 1815; 28 October 1815.

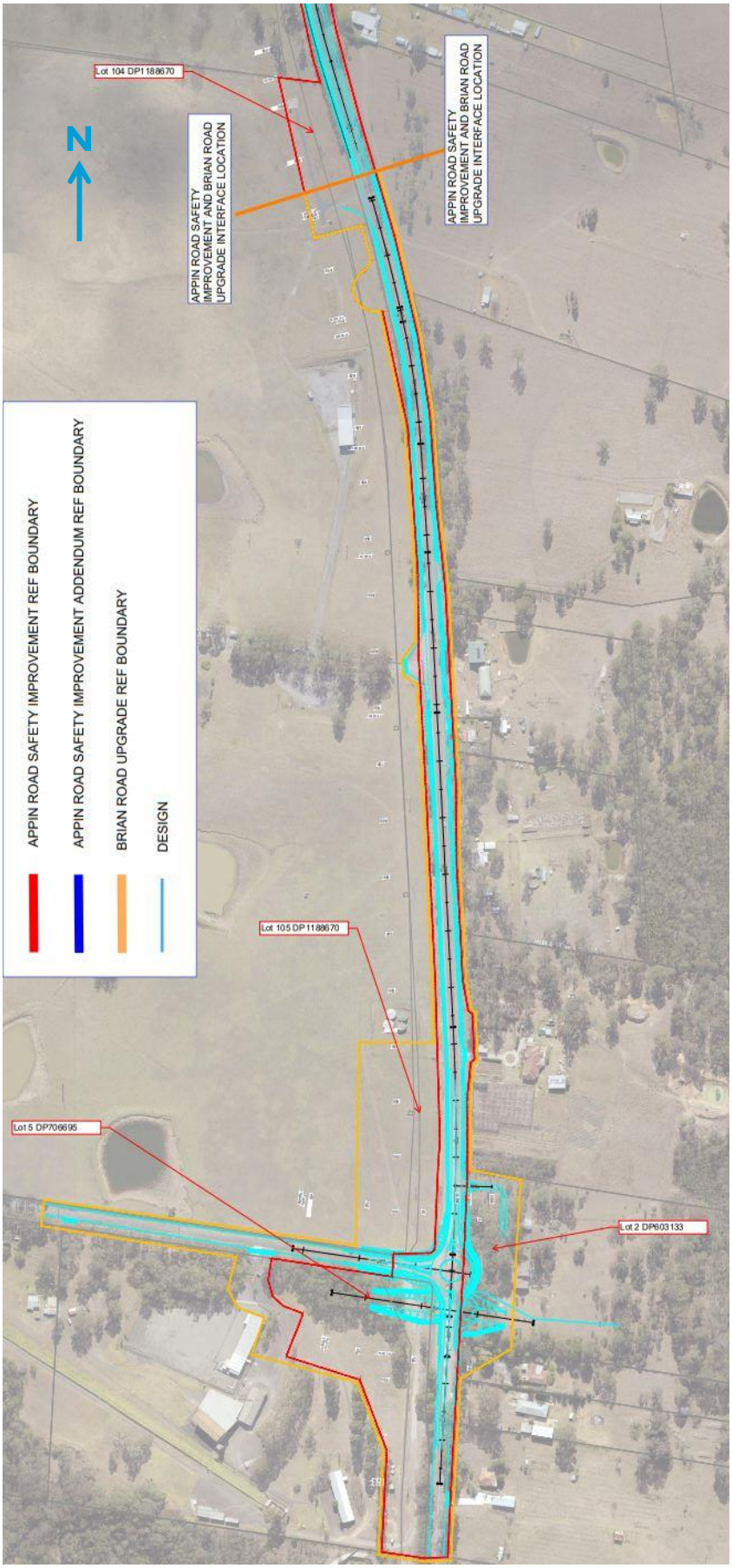

Figure 1: Extent of roadworks along Appin Road either side of the Brian Road intersection that are part of this review.

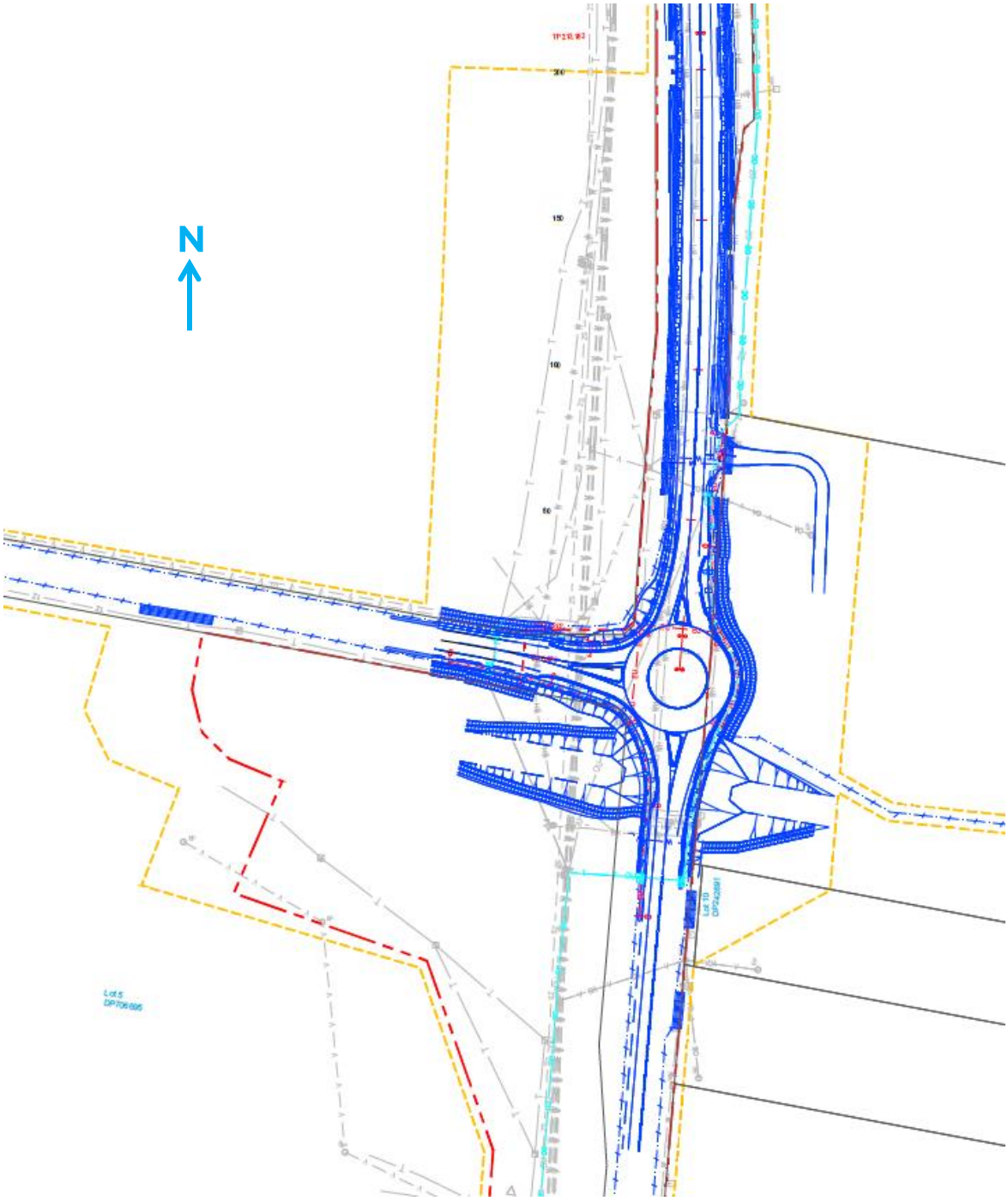

Figure 2: Detail of the Brian Road intersection upgrade roadworks. The enclosed areas to the north and south of the Brian Road intersection and the fauna underpass will be used to store soil and machinery.

Figure 3: The location of the underpass at the intersection of Appin and Brian Roads, looking north. 20/9/2.

The historian Dr Terry Kass was asked to review historic plans associated with this section of Appin Road and determined that there is no evidence for nineteenth-century land-use apart from several properties further north along the roadway which include the Hume and Hovell memorial site. In conclusion the works either side of the Brian Road and Appin Road intersection (Figure 1) are in areas which have no identified historical archaeological or heritage remains.

HERITAGE SIGNIFICANCE OF POTENTIAL REMAINS

The Heritage Significance of potential archaeological remains is determined using the following criteria:

- *Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D).*

While the roadway alignment is associated with Governor Macquarie and early convict roadbuilding in NSW, any remains associated with its original or later maintenance such as gravel road metalling (if able to be recognised as such) or evidence of a stone culvert which was replaced by a later concrete structure, would not be able to exhibit this connection. Any archaeological remains would have **no** significance under this criterion.

- *Aesthetic or technical significance (NSW Heritage Criterion C).*

This section of flat roadway is unlikely to have had any structure that required technical ability. Evidence for structures such as stone culverts, that were later replaced by concrete culverts are likely to have **no** aesthetic or technical significance.

- *Archaeological Research Potential (NSW Heritage Criterion E).*

It is expected that any features connected to the construction of the road and its maintenance would have little research potential due to their likely poor state of preservation and the type of features that might have survived, which would likely be limited to evidence of drains. Any archaeological remains are likely to have **no** significance under this criterion.

Archaeological remains of Local or State significance are unlikely to be present along the line of road that is subject of this assessment.

UNEXPECTED FINDS PROCEDURE

Considering however the road's early nineteenth-century date and convict construction, as with all works which affect Appin Road these works should proceed under the RMS Unexpected Finds procedure.[2] This will be especially applicable to the fauna underpass which will require a large amount of excavation, and the establishment of the temporary site compound which will require land clearing and earthworks.

'Unexpected Finds' can be defined as any unanticipated archaeological discovery. The range of potential unexpected archaeological finds along Appin Road can include:

- Structural remains such as evidence for stone culverts later replaced by concrete culverts.
- Evidence for sections of early road pavement using stone rubble (Telford roadbase).
- Rubbish pits or dumps.
- Artefact scatters or isolated finds.
- Other types of archaeological deposits and features.

Contractors are to be briefed on what might constitute earlier road elements, and be required to report any such features. The archaeologist should inspect any potential archaeological features or relics and carry out appropriate recording. Significant features will need to be reported to Heritage NSW as well as RMS.

Yours sincerely,

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[2] http://www.rms.nsw.gov.au/documents/about/environment/protecting-heritage/managing-development/unexpected-heritage-items-procedure.pdf