

4 APRIL 2023

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Via E: Annie.Pinnock@wsp.com

Dear Ms Pinnock,

**RE: SAFETY IMPROVEMENTS – BEULAH ROAD AND APPIN ROAD REFA
HISTORICAL ARCHAEOLOGY IMPACT ASSESSMENT**

Transport for NSW (Transport) proposes to modify the existing Appin Road Safety Improvements (between Brian Road to Gilead Review of Environmental Factors) to change the project limit of works, assess an additional construction footprint including a construction compound which was not included in the project REF and install additional safety barriers and fauna fencing (Figure 1). Key features of the proposed modification would include:

- Change of northern and southern limits of work along Appin Road.
- Additional road safety barriers and fauna fencing along Appin Road where previously not identified in the project REF.
- Adjustment to driveways and addition of koala grids at existing driveways along the proposed modification site.
- Additional site compound at 588 Appin Road.

Works for the proposed modification would be incorporated into the project construction staging to ensure minimal disruptions and cumulative impacts.

MAIN FEATURES OF THE MODIFICATION

ROAD SAFETY BARRIER AND FAUNA FENCING

New road safety barriers and fauna fencing have been proposed at the following locations:

- 720m to 1725m (both sides of Appin Road) from the Brian Road intersection.
- 2900m to 3550m (western side) from the Brian Road intersection.
- 2900m to 3705m (eastern side) from the Brian Road intersection.

Koala grids are also proposed at existing property driveways to tie in with the fauna fencing which were not included in the project REF.

This impact assessment looks at the potential of the works to disturb archaeological remains. This section of roadway was previously included in an assessment of Appin Road from 280m south of Brian Road to 360m north of Beulah Reserve, Gilead (Figure 2):

Casey & Lowe, Proposed Appin Road Safety Improvements, Non-Aboriginal Heritage Assessment, report to Advisian on behalf of Roads and Maritime Services October 2018.

The Casey & Lowe 2018 assessment report, which was preceded by *Appin Road Safety Improvements, Preliminary Environmental Investigation (PEI)*, looked at the section of Appin Road that would be affected by the proposed safety improvement work in order to determine the management of sites of historic and archaeological heritage.

In terms of historical archaeology, this impact assessment looks at the potential of the roadworks to disturb archaeological remains. The road from Liverpool had been proposed by Macquarie in 1811 and by 1815 it extended to Appin when Macquarie described it as little more than a dirt track. 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.

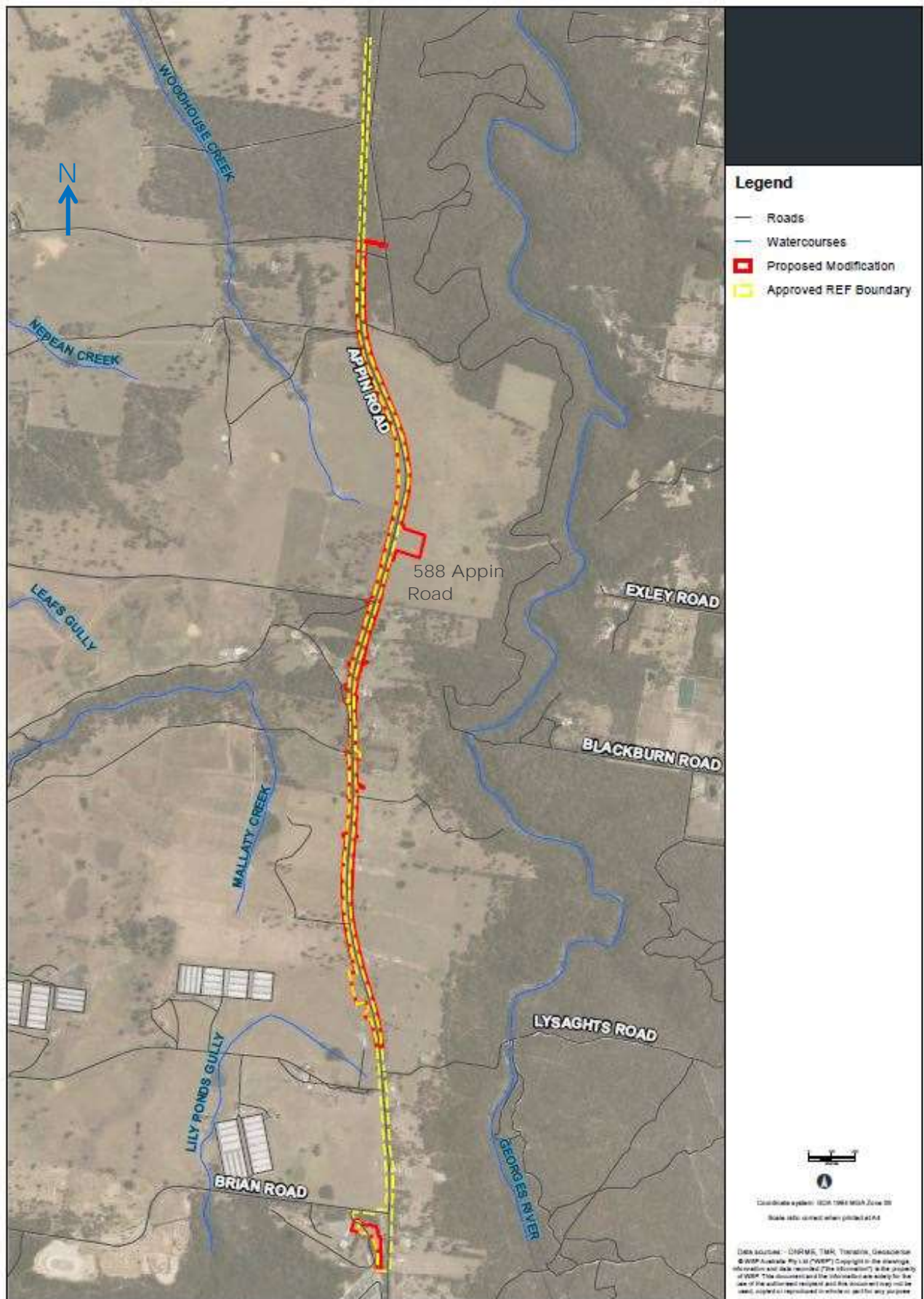


Figure 1: Overall extent of the Appin Road Safety Improvements.



Figure 2: The extent of the Beulah section of the Appin Road safety improvement roadworks. The sites of the State-significant Hume Monument and Brookdale are arrowed. The Brookdale curtilage includes outbuildings and other features associated with the main homestead building.



Figure 3: The five heritage sites identified in this review are along or adjacent to the Beulah section of the roadworks. The Brookdale site and the Hume Monument are located immediately adjacent to the roadway and the proposed works area. Beulah and Meadowvale are accessed from Appin Road. There are no identified heritage sites south of the Hume Monument.

There are five identified heritage sites (Table 1) along or in the vicinity of the proposed works along Appin Road. Two State-significant heritage sites, Brookdale and the Hume Monument, are immediately adjacent or close to the proposed road works (Figure 2, Figure 3).

| SITE ID | ITEM | ADDRESS | PROPERTY DESCRIPTION | LISTING | SIGNIFICANCE |
|---------|-----------------|------------------------|--|-----------------------------|--------------|
| I54 | Brookdale Site | 612 Appin Road, Gilead | Lot 7001, DP 1055415 | Campbelltown LEP | State |
| I56 | Hume Monument | Appin Road, Gilead | Road Reserve, adjacent to Lot 2, DP 547457 | Campbelltown LEP | State |
| I53 | Humewood Forest | 767 Appin Road, Gilead | Lot 1, DP 1132464 | Campbelltown LEP | Local |
| I00368 | Beulah | 767 Appin Road, Gilead | Portion 78 Parish of Menangle | Campbelltown LEP, SHR 00368 | State |
| | Meadowvale | 715 Appin Road, Gilead | Part Lots 1, 2, 3, DP 1218887 | Not listed | State |

Table 1: Five heritage items are identified along the section of Appin Road north of Appin considered in this review. The Brookdale site and the Hume Monument (highlighted in green) are located immediately adjacent to the roadway and the proposed roadworks area. The other sites are outside the works area although Beulah and Meadowvale are accessed from Appin Road.

HISTORICAL BACKGROUND

BROOKDALE SITE, 612 APPIN ROAD, GILEAD

Brookdale (Lot 7001, DP 1055415) is the site of the early explorer Hamilton Hume's c.1820 homestead, built on his 300-acre (121 ha) grant. It is known as the starting point for his and William Hovell's 1824 expedition to Port Phillip. Historic plans show the layout of the homestead and adjacent farm buildings which were connected to the road by a driveway (Figure 4). The plans indicate the spatial relationship between the homestead site and Appin Road, as well as the Hume Monument adjacent to the roadway.

Brookdale was open to auction in 1858.¹ The land was resumed for the construction of the Hume Monument in 1920s,² although the property was abandoned well before this, and is marked as 'ruin' on an earlier 1917 topographic map.³

¹ *Sydney Gazette* 3 March 1858.

² 5 July 1924 Licensed Surveyor T W Waldron, Ms.6096.3000, Crown Plan.

³ 'Commonwealth Section, Imperial General Staff, Map of the Liverpool – Menangle Manoeuvre Area', Sept 1917. Map G8971 R1 1917.

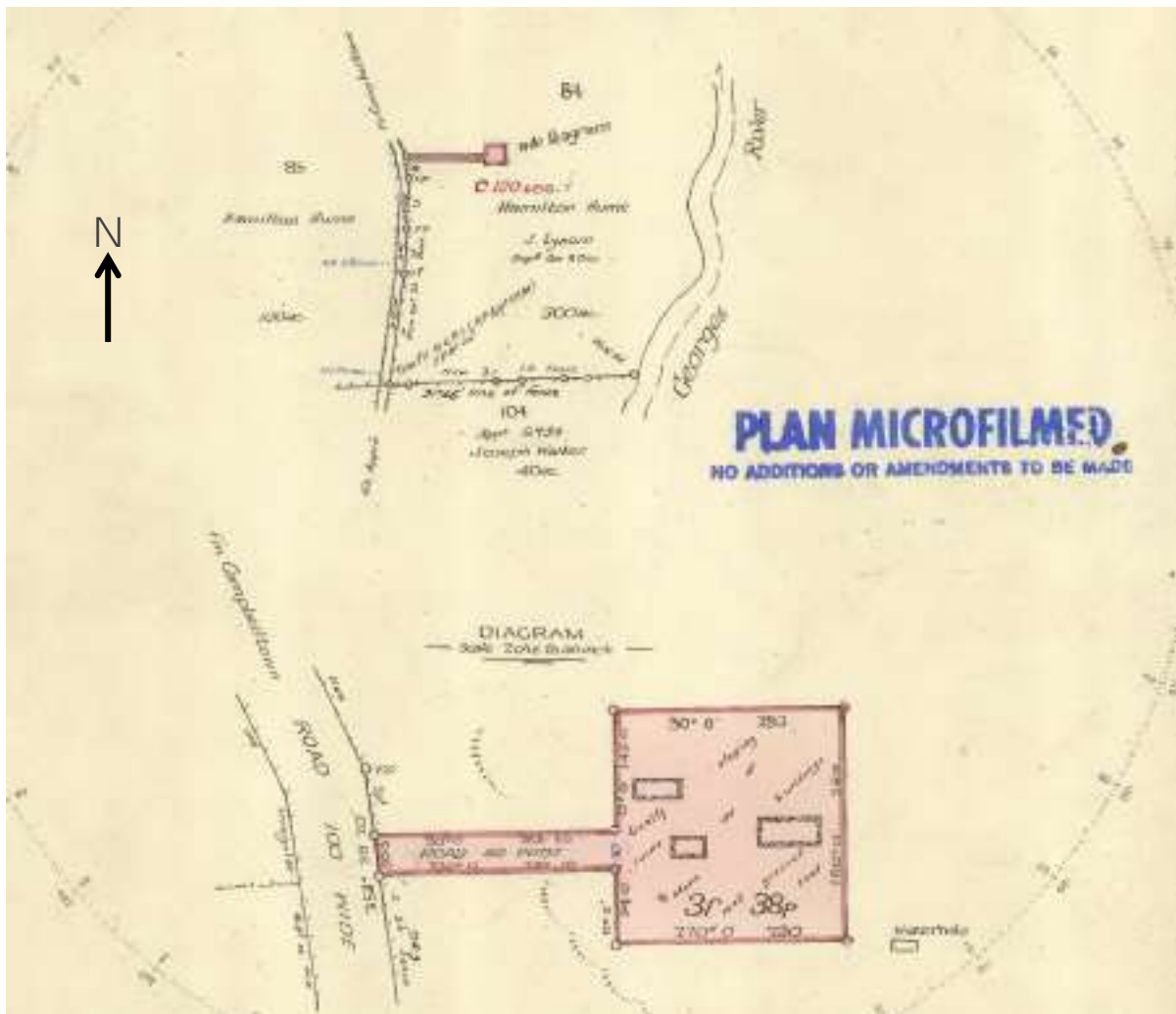


Figure 4: Plan showing "Area to be Resumed under the Public Works Act 1912 for Memorial Site". This plan clearly shows the layout of Hume's homestead group of buildings, their distance from Appin Road and the driveway accessing Appin Road. Crown Plan 6096-3000.

The number of buildings indicated on the plan showing the area that was to be resumed for the Hume memorial (Figure 4) illustrates that the site has extensive archaeological potential. This archaeological potential would include remains of the main homestead building and its outbuildings, evidence for their occupation, evidence for yard areas, accommodation for workers, water management (wells and cisterns), fencing, rubbish pits and other features. Some of these remains may be able to be directly attributable to Hamilton Hume and his family. The archaeological remains within this site, because of their early nineteenth-century date and their connection to the Hume family, are likely to be of State heritage significance.

While stone foundations have previously been noted in the area, the site is presently overgrown with no visible remains (Figure 5). As well as the archaeological remains of the buildings within the homestead area shown in Figure 4, there is potential for the sites of other outbuildings and features outside this area. The 1984 topographic plan (Figure 8) shows three buildings to the north of the homestead site, although these may be modern structures as they are not shown on other plans. There is, nevertheless, potential for additional Hume family-related archaeological remains in the area adjacent to the Brookdale site area.



Figure 5: The Brookdale site with the Hume Monument at left. Looking north. Casey & Lowe 20/9/22.

HUME MONUMENT

The Hume Monument (Figure 5, Figure 6), Appin Road Reserve, adjacent to Lot 2 DP 547457, was erected in 1924 by the Royal Australian Historical Society (RAHS) and marks the general site of Hamilton Hume's house Brookdale, the starting point of his and William Hovell's 1824 expedition to Port Phillip. The monument is close to the road easement (Figure 7 - Figure 9). No historic archaeological potential has been identified in the immediate vicinity of the Hume Monument.



Figure 6: Hume Monument and surrounding area in 2018. Casey & Lowe 11/6/18.



Figure 7: Hume Monument showing its proximity to roadway. Casey & Lowe 20/9/22.

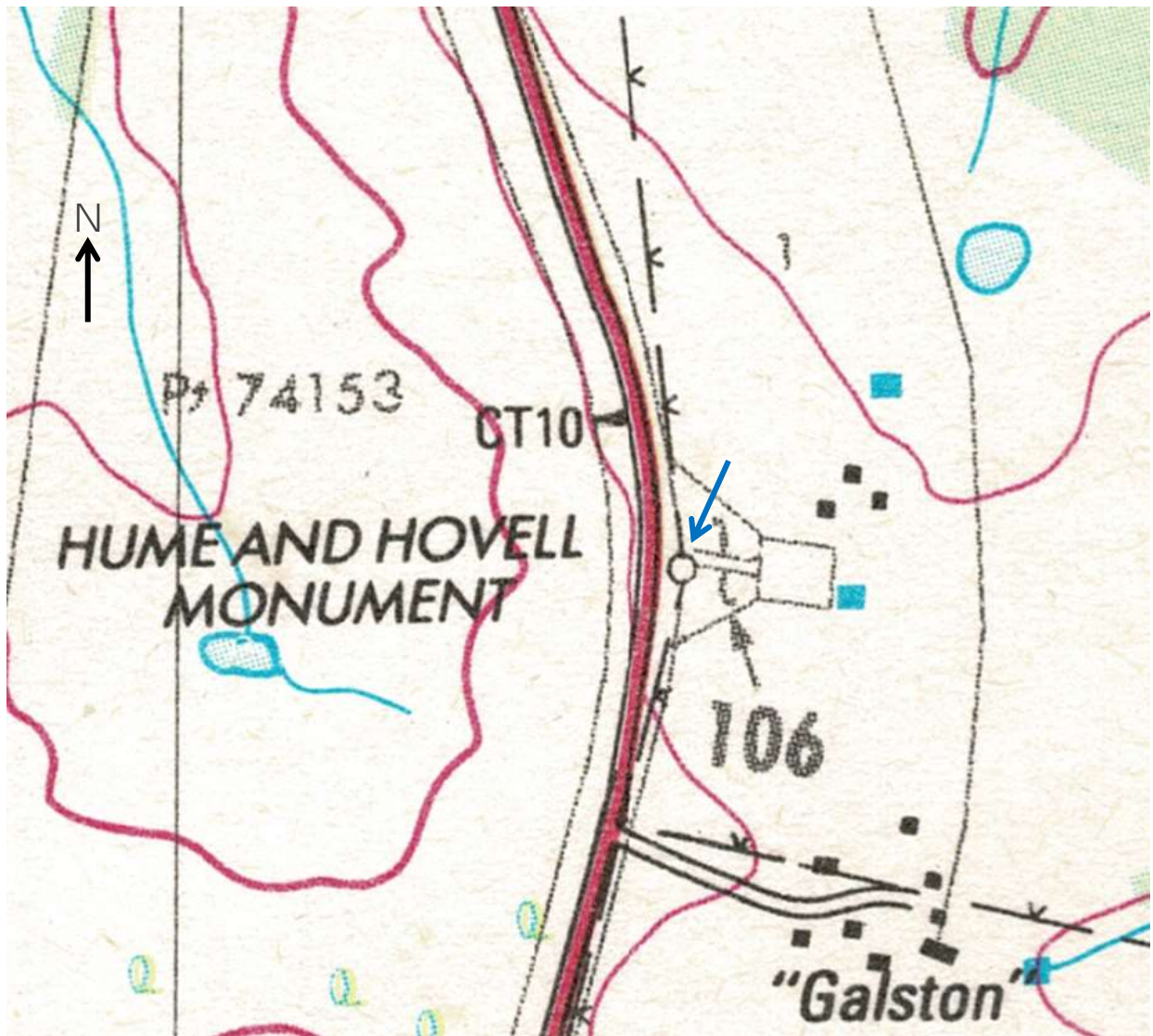


Figure 8: Plan showing the location of the Hume Monument (arrowed) in relation to the curtilage of the Brookdale site (rectangle) and the road easement. Appin Topo 2nd ed 1984. The nature of the three buildings to the north of the Brookdale site is unknown but they do not appear on the 1912 Resumption plan or the 1923 topo plan.



Figure 9: Aerial photograph showing location of the Hume Monument in relation to Appin Road.
Source: Google.

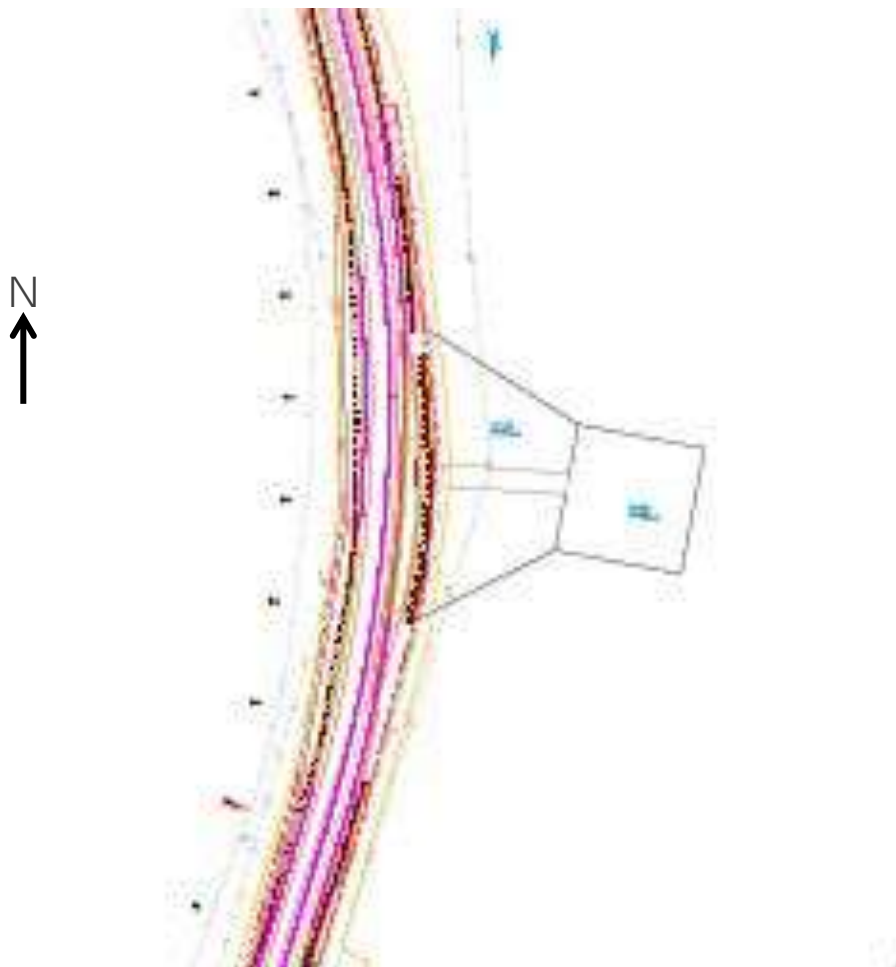


Figure 10: General location of the Brookdale homestead site in relation to the proposed roadworks. Cf Figure 8. Source: AREF Boundary.

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).

The Hume Monument and the site of Hume's 1820s house Brookdale are connected to an early British explorer and settler who is well-known both to the local area and state-wide. On this basis the site is of State significance.

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).

The monument has a degree of aesthetic significance due to its location adjacent to the road and absence of other features. It is likely to be of Local significance under this criterion.

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

- Archaeological Research Potential (NSW Heritage Criterion E).

Remains connected to Hume's homestead Brookdale would have a high level of archaeological research ability, due to their likelihood to provide information about the layout of the property, construction details of the homestead and its ancillary buildings, evidence for the standards of living of Hume and the convicts that were allocated to him. Any archaeological remains are likely to have a State level of significance under this criterion.

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 which were later replaced by concrete culverts. Any archaeological remains are likely to have no significance under this criterion.

Archaeological remains connected to Hume's Brookdale homestead would be of State significance.

UNEXPECTED FINDS PROTOCOL

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.⁴ This will be especially applicable to the establishment of the temporary site compound which will require land clearing and some 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.

⁴ <http://www.rms.nsw.gov.au/documents/about/environment/protecting-heritage/managing-development/unexpected-heritage-items-procedure.pdf>

- 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 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.

RESULTS AND RECOMMENDATIONS

The site of Hamilton Hume's Brookdale homestead and the Hume Monument are immediately adjacent to the roadworks. These sites and their remains are of State heritage significance. During the proposed works, the location of the homestead and the sites of its surrounding buildings must be fenced off to prevent them being impacted by vehicles and machinery, and the area being used for parking and equipment storage. The placement of the fencing around the site of the homestead and adjacent buildings has to be reviewed by the nominated archaeologist. All vehicle and machinery movements in this area must be restricted to the current road alignment. The Hume Monument must be fenced off to prevent damage.

The Unexpected Finds Protocol must be implemented during the general roadworks so that the nominated archaeologist is contacted to inspect any potential archaeological remains. Significant features will need to be reported to Heritage NSW as well as RMS.

Yours sincerely,



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