

9.9 Non-Aboriginal heritage

A *Non-Aboriginal Heritage Assessment for M2 Upgrade project* report was undertaken by HBO+EMTB (2010). The report identified three items of heritage significance with the potential to be impacted by the proposed works. A Statement of Heritage Impact (SOHI) has been prepared to assess the impacts associated with the Windsor Road heritage items. These impacts are considered in more detail in Technical Paper 7 (7a and 7b).

Director-General's Requirements	Where addressed
<i>No specific requirement in respect of non-Aboriginal Heritage is specified within the DGRs. Notwithstanding this, the Department of Planning has determined that, for the purposes of this environmental assessment, the potential impacts of the proposal on non-Aboriginal heritage should be assessed as a key issue.</i>	Section 9.9, Technical Paper 7

The assessment was undertaken in accordance with the principles of the Australia ICOMOS Burra Charter, the *NSW Heritage Act 1977*, the *National Parks and Wildlife Act 1974* and RTA statutory obligations under these Acts. The assessment has also been prepared in accordance with the NSW Heritage Office and DUAP (1996) *NSW Heritage Manual* and NSW Heritage Office (2002) *Statements of Heritage Impact*.

The assessment considers the non-Aboriginal heritage assessment prepared by Conybeare Morrison and Partners in April 1992 for the original construction of the M2 Motorway construction, the *Windsor Road and Old Windsor Road Conservation Management Plan (CMP)* prepared by Clive Lucas Stapleton + Partners (2005), local historical consultation, a field survey and a review of the following registers and schedules:

- NSW Roads and Traffic Authority – Section 170 Heritage and Conservation Register
- State Rail Authority (Rail Heritage Unit) – Section 170 Heritage and Conservation Register
- NSW Heritage Office – The State Heritage Register
- NSW Heritage Office – The State Heritage Inventory
- Parramatta City Council – Local Environmental Plan (Heritage and Conservation) 1996
- Parramatta City Council – Parramatta Local Environmental Plan 2001
- Baulkham Hills City Council – Baulkham Hills Local Environmental Plan 2005
- Ryde City Council – Ryde Local Environmental Plan, Gazetted 4 August, 2006
- Hornsby Shire Council - Hornsby Local Environmental Plan 1994
- The Register of the National Estate
- The Commonwealth Heritage List
- The National Heritage list.

The objectives of the non-Aboriginal assessment are to:

- Identify heritage items and values in the vicinity of the proposed upgrade works.
- Establish their current level of significance.
- Identify potential impacts to the heritage items due to the proposed work.
- Identify appropriate mitigations measures and strategies to minimise the potential for adverse impact to those items.

9.9.1 Existing environment

Literature research, local historical consultation and a field survey of the M2 Motorway identified 16 sites of non-Aboriginal heritage significance in the vicinity of the M2 Motorway. These sites included several historic residences, a rare stone causeway, a former school and several historic gardens and plantings. Technical paper 7b describes these items in more detail. None of the identified items are listed on State or Commonwealth heritage registers.

Table 98 Sites of non-Aboriginal heritage

Item	Identified item	Statutory listing
H-01	Northern Suburbs Cemetery	Ryde LEP 2008. LEP No. 105. Locally listed heritage item.
H-02	Lane Cove National Park, Marsfield	Ryde LEP 2008. LEP No. 105. Locally listed heritage item.
H-03	Christie Park	Not listed as a heritage item. Located within Ryde City Council.
H-04	266-268 Windsor Road, Model Farms	Parramatta LEP 1996 (Heritage and Conservation) Locally listed item
H-05	Epping Park, North Epping	Hornsby LEP 1994. Locally listed heritage item.
H-06	No. 57 Norfolk Road, North Epping Residence	Hornsby LEP 1994. Locally listed heritage item.
H-07	61 Norfolk Road, North Epping Residence	Hornsby LEP 1994. Locally listed heritage item.
H-08	Garden – The Poplars, 64-66 Norfolk Road, North Epping	Hornsby LEP 1994. Locally listed heritage item.
H-09	No. 70 Norfolk Road, North Epping Residence	Hornsby LEP 1994. Locally listed heritage item.
H-10	Beecroft / Cheltenham Conservation area	Hornsby LEP 1994. Locally listed heritage item.
H-11	Chilworth Recreation Reserve	Hornsby LEP 1994. Locally listed heritage item.
H-12	Devlin Creek, Epping Stone Causeway	Hornsby LEP 1994. Locally listed heritage item.
H-13	Pennant Hills Golf Course	Hornsby LEP 1994. Locally listed heritage item.
H-14	Road Reserve – Street Trees (south end) Sutherland Road, Epping	Hornsby LEP 1994. Locally listed heritage item.
H-15	Former Baulkham Hills Public School	Baulkham Hills LEP 2005, Locally listed heritage item
H-16	Old Windsor Road and Windsor Road Heritage Precincts	RTA Section 170 Register

The following specific sections of Windsor Road and Old Windsor Road are listed on the RTA's Section 170 Register:

- McGraths Hill Archaeology Site and Cemetery.
- Old Hawkesbury Road.
- Vineyard Alignment.
- First Ponds Creek Alignment.
- Box Hill Vergescape.
- Rouse Hill Road Cutting.
- Caddies Creek Alignment.
- Strangers Creek Alignment.
- Excelsior Way Alignment.
- Stanhope Farm Alignment.
- Meurants's Lane Alignment.

While the CMP for Windsor Road / Old Windsor Road identifies the earliest alignments as being of state historical significance, statutory listing was restricted to sections that had been bypassed or retained elements of their original roadside setting. None of the listed sections are close to the M2 Motorway intersection.

9.9.2 Impact assessment

Of the 16 sites of non-Aboriginal heritage significance in the vicinity of the M2 Motorway, nine sites have been assessed as having the potential to be impacted by the project, which are:

- H-04 266-268 Windsor Road, Model Farms.
- H-06 No. 57 Norfolk Road, North Epping Residence.
- H-07 61 Norfolk Road, North Epping Residence.
- H-09 No. 70 Norfolk Road, North Epping Residence.
- H-10 Beecroft/Cheltenham Conservation Area.
- H-11 Chilworth Recreation Reserve.
- H-12 Devlin Creek, Epping Stone Causeway.
- H-15 Baulkham Hills Public School (Former).
- H-16 Old Windsor Road and Windsor Road Heritage Precincts.

Items H-06, H-07 and H-09

Three of the nine items, H-06, H-07 and H-09, are Local Environmental Plan (LEP) listed heritage houses located in the vicinity of the Norfolk Tunnel. No direct impacts to these houses are anticipated. However, vibrations associated with proposed tunnel widening and associated works may be perceptible at these locations.

Potential vibration issues associated with the proposed tunnel widening have been considered in the noise and vibration impact assessment (Technical Paper 2). Based on this assessment, the vibration levels would be expected to be below the level at which structural damage would occur, largely due to vertical and horizontal distances of the houses from the vibration source. However, the closest properties H-06 and H-07 may experience ground-borne (regenerated) noise associated with the vibration from the proposed tunnelling. Whilst the ground-borne noise may be perceptible at these residences, the associated vibrations are not expected to impact on the structural integrity or heritage significance of these heritage items.

Item H-10 and H-11

The M2 Motorway runs along the boundary of H-10 (Beecroft Conservation Area) and H-11 (Chilworth Reserve). The heritage significance of the Beecroft Conservation Area is its distinct visual identity as a federation garden suburb, whereas the heritage significance of Chilworth Reserve is the indigenous bushland. The M2 Upgrade project would result in the introduction of an additional lane to the roadway in these areas, requiring additional supporting structures to the road. Although this would result in a change to the visual appearance of the M2 Motorway, the change would only result in a slight alteration to the motorway footprint and would not impact upon the aspects of heritage significance associated with these two items. Such impacts can be adequately managed through appropriate landscaping and revegetation measures.

Item H-15

Site H-15 (Former Baulkham Hills Public School) is adjacent to the intersection with Windsor Road and the M2 Motorway. However, works are not proposed in the immediate vicinity of this item and no impacts to the heritage significance of this item are anticipated.

The visual link between the school site and the Windsor Road alignment is not adversely impacted.

Item H-12

The rare sandstone causeway over Devlins Creek (H-12) is located directly beneath the existing bus ramp between the M2 Motorway and Beecroft Road. The item has been substantially impacted by previous service crossings (sewer and water mains) cut into the bedrock of the creek and is likely to have been impacted by creek flooding. Despite these characteristics, the item retains heritage significance and is listed on the Hornsby LEP 1994. The project would result in the bus ramp, approximately 10-12 metres above the causeway, being removed. With appropriate management measures being developed and refined during the construction planning phase the risk of any permanent physical impacts to this item is considered to be minimal.

A Statement of Heritage Impact (SOHI) is provided in support of the above statement. The SOHI is consistent with the Heritage Office *Statements of Heritage Impact Guidelines* (2000). Specific questions have been posed to identify how heritage impacts upon the item have been considered. Further archaeological survey and recording would take place, in conjunction with removal of vegetation and other recent material covering the causeway remains, prior to the demolition of the bus ramp. Measures for undertaking demolition works to avoid impacts to the causeway may include identifying access areas, exclusion zones, protective coverings over the causeway and careful selection of equipment required for the bus ramp demolition.

Statement of Heritage Significance (Item H-12)

The sandstone causeway over Devlins Creek is of local significance for its historical, archaeological and rarity values. The causeway was constructed circa 1831 by convict labour as part of the New Line Road, a shorter route to the Blue Mountains and beyond, developed by Surveyor General Thomas Mitchell. It is a significant remnant of the Great North Road, which opened the local area for settlement. The causeway is rare as one of the few remnants left within the metropolitan area.

Table 99 Statement of Heritage Impact for Item H-12

SOHI question	SOHI response
<p>Will the proposed action [removal of the bus ramp] be sympathetic to the heritage significance of the item?</p>	<p>Yes. The demolition of the bus ramp would remove an earlier intrusive and unsympathetic service from the setting of the causeway, and reduce the risk of damage from falling objects. The removal of the bus ramp would enhance the ability to read the plan and layout of the Causeway and to understand its significance and would have a positive impact on the item. It is noted that the demolition of the bus ramp involves removal of the bridge deck only, and does not include removal of the reinforced earth abutment.</p>
<p>Will the Causeway be affected by the demolition of the bus ramp?</p>	<p>It is possible that the Causeway would be affected during the removal of the bus ramp if adequate measures are not taken to protect it. The following measures are proposed:</p> <ul style="list-style-type: none"> • Supplement existing recordings of the causeway with an archaeological survey prior to commencement of work, identifying visible fabric relating to the causeway, illustrating the relationship with Devlin Creek and local tributaries, the rail embankment, existing access ways and the bus ramp structure that would be removed, and earlier road alignments. • Develop and implement appropriate physical and procedural measures to protect the causeway and its curtilage from damage caused by the removal of the bus ramp. • Prepare an access plan to control access and movement of vehicles in the vicinity of the causeway. The plan would be implemented restricting the use of heavy demolition equipment to within three metres of the set boundary. • Mitigate impacts from demolition by providing protective barriers around the causeway, utilising the existing service road to demolish the structure, utilise heavy lifting equipment when removing ramps in segments and heavy equipment to remain minimum three metres away from the causeway, where practicable. • Develop and implement a site-specific erosion and sediment control plan to reduce potential negative impact from the works to the physical features of the causeway. <p>In the long term the removal of the bus ramp would have a positive impact on the significance of the Causeway by removing an intrusive and unsympathetic service from the vicinity of the heritage item.</p>

In summary, the demolition of the bus ramp would have a positive impact on the significance of the Causeway by removing an unsympathetic service from its vicinity. Adequate care needs to be taken during the demolition process to ensure the Causeway is not impacted. A series of measures (Table 99) have been developed to minimise this risk.

Item H-16

In 2005 the RTA prepared a CMP for Windsor Road and Old Windsor Road to manage heritage precincts and items identified on the RTA's Section 170 Register (Clive Lucas Stapleton + Partners 2005). The CMP identified that Windsor and Old Windsor Roads, as first laid out in 1794 and realigned in 1812-13, are of state and national significance (CLSP 2005: 57). However, it was recognised that later use of the road had resulted in the loss of physical evidence, which reflected this earliest phase. Specific sections of the alignment that were more intact and contained older buildings relating to historical use of the road were identified and included in the RTA Section 170 Heritage and Conservation Register. None of these sections are close to the intersection with the M2 Motorway, or are likely to be affected by the development, the nearest being Excelsior Way Alignment Precinct, approximately 3.5 kilometres north of the M2 Motorway.

While the project is not within the immediate vicinity of any of the identified precincts and none of these areas would be directly or indirectly affected by the project, it was deemed necessary to consider the cumulative impact the proposed works would have on Windsor Road. A SOHI is included in Technical Paper 7b and is summarised below.

Statement of Significance (Item H-16)

The Windsor Road alignment is noted for its historical significance as one of Greater Sydney's early examples of a major road and for its contribution to the development of the settlement of the Hawkesbury farming lands. While some sections of the Road is considered to retain sufficient fabric and setting to be listed as state-significant heritage precincts, the remainder is principally considered to be historical important when assessed within the context of the entire alignment of the road.

Considered by itself, the section of Windsor Road to be impacted by the M2 Upgrade project does not exhibit any significance beyond the road continuing to represent the general location of the original alignment.

Table 100 Statement of Heritage Impact Item H-16

SOHI question	SOHI response
Have other options been considered?	Yes. Alternatives for the project are documented in Chapter 3 of the environmental assessment. Construction of new on- and off-ramps at Windsor Road for access to the M2 Motorway are required in this location to improve current traffic access to/from the M2 Motorway and to plan for future increased development in Sydney's north west.
How is the impact of the upgrades on the heritage significance of the item to be minimised?	The construction of the required access ramps to the M2 Motorway would have minimal impact to the heritage significance of this portion of Windsor Road. Only approximately 2,000 square metres of Windsor Road will be impacted, to a depth of three metres. It should be noted that the road has been upgraded many times over the course of its establishment, most recently in 2006 as part of a four lane upgrade of the arterial road). During these upgrades, the original alignment of the road has remained the same although the width has greatly expanded, which has removed most or all of the original road fabric, and altered the appearance of cuttings and the road setting. During the M2 Upgrade project, the heritage significance of the road's original alignment would not be substantially impacted any further and the visual appreciation of the road's relationship to identified roadside heritage items - the cottage (266-268 Windsor Road) and Baulkham Hills Primary School - and the greater Cumberland Plain will not be affected.
Will the additions visually dominate the heritage item?	While the Windsor Road upgrades would involve some visual changes, they would not dominate this portion of the Windsor Road/M2Motorway overpass as it is understood in the greater context of its place within the Cumberland Plain road network.
Is there any potential for archaeological deposits/features to be disturbed?	There is negligible potential for archaeological deposits/features to be disturbed. No archaeological features were identified during inspection of the area and the assessment of the entire length of Old Windsor and Windsor Road by the RTA did not identify this portion of the road as containing any areas of archaeological significance.
Are the additions sympathetic to the heritage item?	The upgrades required for improved access to the M2 Motorway are sympathetic to the heritage item as they would not involve substantial change to the historical context of Windsor Road. The existing alignment of 14 kilometres would be maintained and only approximately 2,000 square metres would be impacted. The on- and off-ramps to be built would be constructed using similar materials and methods to the existing road and would not significantly change the character of Windsor Road.

The portion of Windsor Road directly adjacent to the M2 Motorway intersection has previously been heavily impacted by the construction of the M2 Motorway. The M2 Motorway and Windsor Road meet on a natural crest, which has been cut for the creation of the M2 Motorway. Windsor Road, at this point, is formed by an overpass across the M2 Motorway. Substantial works have been undertaken in the area during construction of the overpass and the alignment appears to have been altered at that time as sections on either side of the overpass are reasonably sinuous, while the overpass is straight. The upgrades required for improved access to the M2 Motorway are sympathetic to the Road, as they would not involve substantial change to the historical context of Windsor Road. The on and off-ramps to be built would be constructed using similar materials and methods to the existing road and would not significantly change the character of Windsor Road. The section of Windsor Road that may be impacted by the M2 Upgrade project does not exhibit any exceptional significance and has previously been impacted by the construction of the overpass. The proposed upgrade would therefore have minimal impact on the heritage significance of the Road.

In addition to identifying elements of the road that have heritage significance, the CMP identifies a number of items that have heritage significance along Windsor Road. Specific management actions are identified for these items and a range of conservation policies are suggested for consideration if these items are affected.

One of the properties identified in the CMP as an item of heritage significance is 266-268 Windsor Road, Model Farms. The treatment of the property, as proposed, is consistent with the identified significance and policy recommendations in the CMP (2005: 90), which makes a single specific recommendation that it *"feature in published information as a place of interest along the Windsor Road route"*. The revision of the Windsor Road CMP and preparation of an associated interpretation plan is scheduled for 2010. It is appropriate to review this recommendation and general conservation policies for managing the Road's significance as part of the CMP review, and consider a range of options for interpretation of the Road's heritage that may apply to 266-268 Windsor Road. These would supplement any specific recommendations in the SOHI for the property and applicable general policies.

Item H-04

Item H-04 at 266-268 Windsor Road, Model Farms, is identified in the Windsor and Old Windsor Roads CMP as a heritage item, and separately as a heritage item in Parramatta LEP 1996. Number 266-268 is privately owned, and is located directly adjacent to the proposed west-bound M2 Motorway on-ramp. The heritage significance of this item derives from its demonstration of the pattern of development in the rural margins of the Cumberland Plain. The house is a remnant of a period when the area was a series of small scale farms and market gardens with modest farmhouse / cottages. The relative viability of smaller farms here was made possible by the access to markets along Windsor Road.

The land on which this item is situated was originally granted in 1862. The date of construction for the cottage is unknown, but is thought to have been built between 1862 and 1918. From 1913 onwards, the property was used for market gardening. The property is in good condition and is undergoing renovations by the current owners,

Given the proximity of the residence to Windsor Road, there is potential for the residence to be subject to vibration levels associated with road construction and increased noise levels during operation of the new M2 Motorway on-ramp. The potential for noise and vibration impacts to this property has been considered in Technical Paper 2 undertaken for this environmental assessment. Technical Paper 2 indicated that while vibrations associated with plant may be perceptible at the residence, the levels are generally expected to lie below structural damage criteria and safeguards such as the judicious selection of construction plant to minimise risk of impact would be required. The realignment of Windsor Road to feed into the proposed M2 Motorway on-ramp would result in traffic being in closer proximity to the residence. The property is identified in Technical Paper 2 for further noise mitigation consideration as

part of the noise and vibration impact assessment due to the realignment. Consideration of any noise mitigation measures for this property would be in consultation with the property's owners and take into consideration the heritage values of this residence.

While the residence itself would not be directly impacted by the project, it is proposed to resume approximately 370 square metres of the property adjoining Windsor Road for the creation of a new west M2 Motorway on-ramp. Existing garden plantings between the residence and Windsor Road would also be removed. An assessment of this impact in accordance with the NSW Heritage Office and DUAP (1996) *NSW Heritage Manual*, and NSW Heritage Office 2002 *Statements of Heritage Impact* has been undertaken to assess the level and nature of the impact to 266-268 Windsor Road, Model Farms. The assessment uses a series of questions considered most appropriate to the proposed works are those relating to the subdivision. The following Statement of Heritage Impact is summarised from Technical Paper 7.

The following SOHI has been based on the Statement of Significance provided below and meets the requirements of Policy 6.6 in the CMP for Windsor Road and Old Windsor Road.

Statement of Heritage Impact (Item H-04)

No. 266-268 Windsor Road is of local heritage significance as it demonstrates the pattern of development in the area during the mid-19th century. It reflects the pattern of land occupancy in the mid-19th century, when the area was a series of small scale farms and market gardens with modest farmhouse/cottages. The modifications and extensions to the cottage are representative of the evolution of the area from rural to urban setting. It is a typical cottage from the mid 19th century and representative of its type. The cottage is of local aesthetic significance for its historical appeal and as an exemplar of the farm cottage style within the Parramatta LGA.

Table 101 Statement of Heritage Impact for Item H-04

SOHI question	SOHI response
How is the proposed curtilage allowed around the heritage item appropriate?	<p>During the design phase minimising the impact to the cottage's curtilage was a design objective. The excision of 370m² from the frontage represents the minimum requirements to create an on ramp that complies with safety guidelines and allows for future increases in usage.</p> <p>The project would affect part of the curtilage and result in the loss of shrubs and trees around the residence. However, the relationship between the property frontage and the road would be truncated, the relationship would be maintained.</p> <p>While the reduction in curtilage and loss of vegetation around the cottage may affect the appearance of the property, it would not impact on aspects of its heritage significance, which is invested in the historical and representative values of the cottage's built fabric. The current lot on which the dwelling sits has been assessed as being not significant as it has been substantially modified and reduced through previous subdivision, impacting on its heritage significance.</p>
Could future development that results from this subdivision compromise the significance of the heritage item?	<p>The construction of the M2 Motorway westbound onramp maintains the current and historical land use. The residence was constructed on Windsor Road to take advantage of this transportation route and its relationship with the road would be preserved. There are unlikely to be future developments resulting from the additions of the onramp, therefore the residence's significance would not be further compromised.</p>
Could future development that results from this subdivision affect views to, and from, the heritage item? How are negative impacts to be minimised?	<p>Construction and operation of the proposed M2 Motorway on ramp would result in the loss of vegetation from the front of the property. Mature plantings along the front boundary of the property currently screen views of the residence from Windsor Road. Suitable landscape plantings in the property would be reinstated to establish a suitable setting for the building on that side of the property. Suitable species would be selected in consultation with a heritage landscape specialist to be appropriate for a house of the late 19th century period.</p> <p>Noise management is being investigated through a separate SOHI (see Technical Paper</p>

SOHI question	SOHI response
	<p>7b) that is investigated several options, including 'do nothing', architectural treatments and erection of a 2.5 metre noise wall. The Technical Paper recommends the latter option be adopted, as it would have the least impact on the heritage significance. It is also fully reversible, which is in keeping with the Burra Charter, unlike architectural treatments. If a noise wall is considered to provide the most acceptable heritage solution, in consultation with the property owners, it is to be designed to minimise its visual impact to and from the property as much as possible, consistent with achieving its design purpose. Refer to Sections 9.3 and 9.4. It is noted that noise wall construction is likely to be the preferred option over architectural options.</p>
<p>Have other options been considered?</p>	<p>Yes. Other options to expand traffic capacity from Sydney's north-east to the CBD have been considered within this document. The construction of an additional eastbound lane on the M2 Motorway, necessitating the upgrade to the Windsor Road on-ramp has been determined to be the most efficient option. Refer to Chapter 2 for further discussion.</p> <p>Options to avoid and minimise impacts to 266-268 Windsor Road were considered during the design phase of the project. However the construction a new M2 Motorway on-ramp necessitates the widening of Windsor Road immediately south of the motorway intersection.</p> <p>The only other possible option for providing access to the new M2 Motorway on ramp at this location was to widen Windsor Road on the opposite side (eastern) of 266-268 Windsor Road.</p> <p>Widening on the eastern side of Windsor Road to allow for the M2 Motorway on-ramp would have resulted in direct impacts to the former Baulkham Hills Public School buildings, potentially requiring their demolition. The option chosen to widen on the western side of Windsor Road would result in less heritage impacts than the only other alternative option available.</p>

In conclusion, although the project would require resuming approximately 370 square metres of land from the frontage of the 266-268 Windsor Road, Model Farms, it is not considered that this would impact on the significance of the property. The heritage significance of this item is associated with the property demonstrating Parramatta's changing land-use history and as a representative of a mid 19th century cottage. While the project would affect the curtilage and result in the loss of tree around the residence, it would not affect the heritage significance of the item, which is invested in its historical and representative values.

9.9.3 Mitigation measures

Measures to be implemented to minimise risk of impacts to the causeway (Item H-12) include, but are not limited to:

- Supplement existing recordings of the causeway with an archival survey prior to commencement of work, illustrating the relationship with Devlin Creek and local tributaries, the rail embankment, existing access ways and the bus ramp structure that would be removed.
- Develop and implement appropriate physical and procedural measures to protect the causeway and its curtilage from damage caused by the demolition of M2 Motorway bus ramp.
- Prepare an access plan to identify the location of the causeway. The plan would be implemented restricting the use of heavy demolition equipment to within three metres of the set boundary.
- Mitigate impacts from demolition by providing protective barriers around the causeway, utilising the existing service road to demolish the structure, utilise heavy lifting equipment when removing ramps in segments and heavy equipment to remain minimum three metres away from the causeway where practicable.
- Develop and implement a site-specific erosion and sediment control plan to reduce potential negative impact from the works to the physical features of the causeway.

Item H-04 is a residence of heritage significance that is located at 266-268 Windsor Road, Model Farms. Mitigation measures to be implemented to minimise impacts to this property include, but are not limited to:

- Use of heavy equipment and vibration equipment would not be permitted within three metres of the Farmhouse's front veranda.
- A detailed dilapidation (condition) survey would be undertaken of the building prior to the commencement of work at this location.
- Suitable landscape plantings in the property would be reinstated to establish a suitable setting for the building on that side of the property. Suitable species would be selected in consultation with a heritage landscape specialist to be appropriate for a house of the late 19th century period.
- Suitable vehicular and pedestrian access would be provided during construction and in the final design.
- It is advised that archival recording be undertaken of the relationship between the cottage and Windsor Road be undertaken before and after the removal of the vegetation in the front yard.
- It is recommended that the construction of a noise wall to ameliorate noise concerns would have the least impact on the heritage significance of the cottage. If architectural treatment is required then double glazing should be of a standard and type that is appropriate to the building's farm cottage aesthetic, and any ventilation system should be carefully located so as to minimise the visual impact of these services on the cottage.
- It is recommended the noise wall be rendered and finished in an appropriate colour. It is suggested that a cream colour similar to the house be used on the interior of the wall, as this would tone with the house and would not add to the darkening of the area. It is suggested that the exterior section of wall, that which faces Windsor Road, be rendered in a colour in keeping with the surrounds – either brick red, green or two toned brick red and green to blend with the adjacent property.

Item H-16 is Windsor Road, sections of which have been accessed as having National and State level significance. However, the section of Windsor Road that intersects with the M2 Motorway is not ascribed significance except within the context of the broader road alignment.

The M2 Upgrade project, including works to the interface between Windsor Road and the M2 Motorway, would not impact on the heritage significance of Windsor Road.