

Windsor Road Heritage Items, Baulkham Hills

Statement of Heritage Impact



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Statement of Heritage Impact

Prepared for

Leighton Contractors and the NSW Roads and Traffic Authority

Prepared by



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Executive Summary

The SOHI examines the impact of the excision of land from the front of the property and the upgrading of Windsor Road.

The construction of new west facing on and off-ramps at Windsor Road for access to the M2 is proposed to improve access to the M2 and to plan for future development in the north west region of Sydney. The works will require the excision of 11m from the south-eastern corner expanding to 14m in the north-eastern corner of 266-268 Windsor Road, the equivalent of 370m² and involved upgrades to Windsor Road at this section. Resultant noise levels associated with the construction and operation of the new ramp necessitate that noise abatement measures be taken. This SOHI has considered three options: do nothing, architectural treatments and the erection of a 2.5m high noise wall along a portion of the northern and southern boundaries of 266-268 Windsor Road and along the extent of the eastern boundary, which faces Windsor Road.

The cottage at 266-268 Windsor Road is listed on the Parramatta City Council *Local Environmental Plan (Heritage and Conservation) 1996* (LEP). The heritage significance assessment and statements associated with this listing were determined to be insufficient to undertake the current Statement of Heritage Impact (SOHI). A new assessment was therefore undertaken, which confirmed the cottage to be of historical and representative value to the local Parramatta area and expanded on the basis for identifying it as significant in the LEP listing. The primary significance of the property is identified as being demonstrative of the pattern of settlement in the local area and as representative of a typical 19th century cottage. While elements of Windsor Road are considered to have historical significance, the portion of Windsor Road to be impacted does not possess any significant heritage significance other than being part of the overarching original alignment of the road.

It determines that the excision of land itself would not impact on the significance of the cottage. The cottage's proximity to the new ramp, however, will necessitate noise abatement measures. Three options were investigated for this report. The do nothing option was not considered viable as it would leave the cottage uninhabitable. The introduction of architectural noise abatement such as double glazing and a ventilation system would have substantial impacts on the fabric of the cottage, a key element of the significance of the property. The impacts would be irreversible. The construction of a 2.5m high noise wall, while overshadowing the cottage, will be ameliorated through appropriate context-sensitive design and suitable plantings will be undertaken to screen the wall from the cottage. A list of suggested vegetation has been compiled by Potts (2009), supplied in **Appendix A**. The wall is also the preferred option as it is reversible (should a better solution become available in the future) and is thus in keeping with the Burra Charter.

Likewise the upgrades to Windsor Road are not considered to affect the heritage significance of the road. The Windsor Road alignment is noted for its overarching 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 Hawkesbury. While some sections of the road are considered to be of a level of significance to warrant listing as heritage precincts, the remainder is principally considered to be of historical importance when assessed within the context of the entire alignment of the road.

The section of Windsor Road in question for this report has previously been heavily impacted by the construction of the M2. The M2 and Windsor Road meet on a natural crest, which has been cut for the creation of the M2. Windsor Road, at this point, is formed by an overpass across the M2. 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 are sympathetic to the road, as they will not involve substantial change to the historical context of Windsor Road. The on and off-ramps to be built will be constructed using similar materials and methods to the existing road and will not significantly change the character of Windsor Road. Considered by itself, the section of Windsor Road to be impacted by the current M2 upgrades does not exhibit any exceptional significance and has previously been impacted by the construction of the overpass. The proposed upgrade will therefore have minimal impact on the heritage significance of the road.

The following recommendations are proposed in relation to 266-268 Windsor Road and Windsor Road:

- an archival recording of the relationship between the cottage and Windsor Road should be undertaken before and after the removal of the vegetation in the front yard;
- Potts' (2009) list of suggested plants should be consulted during re-vegetation (Appendix A);
- construction of a noise wall to ameliorate noise concerns. This will have the least impact on the heritage significance of the cottage;
- the noise wall should be rendered 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 will tone with the house and will 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; and

1.0 Introduction

The M2 Motorway is the principal transport link connecting Sydney's north west to the lower North Shore, North Sydney and Sydney's CBD. It is currently used for over 1 million vehicle trips per work day (AECOM 2010:11). Since the M2 opened over ten years ago population density in the catchment has increased leading to congestion. There is also the necessity to plan for future increases and changing usage patterns. In order to do this Hills M2 proposes to construct an additional eastbound lane between Windsor Road and Pennant Hills Road and new west facing on and off-ramps at Windsor Road to meet capacity, design and safety requirements. The project is being conducted under Part 3A of the *Environmental Planning and Assessment Act 1979*.

The proposed on-ramp will affect 266-268 Windsor Road, Model Farms, listed on the Parramatta City Council *Local Environment Plan (Heritage and Conservation) 1996* (LEP) as 'Farmhouse Cottage' (**Figure F1**). The proposal will require the acquisition of 11m from the south-eastern corner, expanding to 14m in the north-eastern corner on the Windsor Road boundary of the property. This is equivalent to 370m². The new property boundary will be located approximately three metres from the house and will require the removal of mature plantings along the Windsor Road frontage of the property.

The proposal will also require the construction of additional upgrades to the intersection of the M2 and Windsor Road, including on and off-ramps and the widening of Windsor Road for capacity and safety reasons. Windsor Road is recognised as being historically important as an early major road within New South Wales that opened up the Cumberland Plain to settlement. Although heritage precincts for Windsor Road have been identified along its alignment, no specific heritage issues have been previously identified for this specific section of road which will be impacted by these upgrades.

Noise modelling has determined that the construction and operation of the ramp will bring the property above acceptable levels and mitigation is required (Heggies 2010:106). The property is currently privately owned and the owners have been pro-active in suggesting preferred methods of ameliorating the noise. The owner's preference is for a noise wall to be constructed. It has been determined the height of the wall will need to be 2.5m high to bring noise within acceptable levels. The proposed wall is to be constructed of rendered concrete brick and will be located along a portion of the northern and southern boundaries and along the extent of the eastern boundary, which faces Windsor Road (**Figure F2**). This Statement of Heritage Impact (SOHI) also considers two other options of doing nothing and of undertaking architectural treatments to the cottage to manage the noise.

To address the heritage aspects of the proposal AECOM Pty Ltd (AECOM) was requested to produce this SOHI by Leighton Contractors Pty Ltd (Leighton) to aid in the design process. A SOHI considers a proposed impact to a heritage property in light of its significance, determines whether the proposal will have a negative effect upon its significance and suggest measures to avoid or ameliorate the impacts. This SOHI has subsequently been upgraded for the RTA as a supporting document to the Environmental Assessment for an application under Part 3A of the *Environmental Planning and Assessment Act 1979*.

This SOHI addresses two separate heritage issues. Firstly, the excision of land and three options for noise management as they relate to No. 266-268 Windsor Road and, secondly, the effect of upgrades to Windsor Road. The preparation of this SOHI has been guided by the Heritage Office and Department of Urban Affairs and Planning (now Department of Planning) *Statements of Heritage Impact* published in 1996 and revised 2002.

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2.0 Site Location and Description

The study site is located at No. 266-268 Windsor Road, Model Farms, near Baulkham Hills. Its cadastral description is Lot 5 DP 856623. The house is approximately 100 metres south of the junction of Windsor Road with the M2. The land between the house and the M2 has previously been acquired and the houses demolished. It is currently open space. The allotment has previously been subdivided and 264 Windsor Road sits behind the house on a battle-axe block. A series of six duplexes have been constructed at the address.

The cottage is located opposite the former Baulkham Hills Public School (**Figure F8**). The School, which was opened in 1868, closed in 1999 due to falling enrolments and concerns about safety as usage of Windsor Road increased (HBO+EMTB 2010 Appendix H-15). The school has previously been impacted by Windsor Road and is now less than three metres from the Windsor Road footpath (**Figure F9**).

2.1 Cottage Description

Unfortunately during the writing of this report it was not possible to undertake an internal inspection of the property. However, the property was inspected from the adjoining public space by AECOM archaeologist Susan Lampard on 3 May 2010. Details in the following description of the cottage have therefore been taken from the State Heritage Inventory (SHI) Form and the arborist report (Potts 2009).

The cottage fronts onto, and is orientated towards, Windsor Road and is located approximately 15 metres from the footpath. The curtilage is the allotment boundary. The cottage is of single storey brick construction, currently painted cream, with burgundy shutters (**Figure F5**). Probably originally a rectangular cottage, it has had two wings extended towards the rear of the property to form a U shaped footprint (**Figure F3**). The front door is set in the middle of the Windsor Road frontage, flanked by two sets of French-style windows. These windows open onto the verandah, which covers the Windsor Road frontage and part of the south-eastern side of the cottage. The SHI form states that the windows are overborne by narrow transom lights, however, this could not be verified due to the shutters. On the northern side of the cottage is a bay window, set approximately halfway along the length of the cottage (**Figure F6**). The verandah floor is paved with grey toned tessellated tiles one metre wide with concrete to verandah posts and slate steps. The verandah is supported by timber posts. The cottage retains the kitchen building with chimneys, which are decorated with steps and stringline. The window sills are of sandstone. The roof is hipped red corrugated iron and it appears, along with the guttering, to have been recently replaced.

The construction date of the house is unclear. The structure appears on an aerial photograph in 1930, but the style suggests it was probably constructed in the mid to late nineteenth century. The cottage is likely to post-date the granting of land to Edward Braddick in 1862. An internal inspection of the cottage has the potential to more closely date the structure, however, during the writing of this report access was not available. Without access to the property it is difficult to determine whether the structure as it stands is wholly original or incorporates later additions. It is suspected, however, that the bay window section on the northern side of the house is a later addition.

On the northern boundary of the property towards the rear of the allotment is an asbestos single car garage, which does not appear to be in good condition. A more detailed inspection of the rear yard was not able to be undertaken, but it is possible the archaeological remains of former service buildings remain in the yard. There is no evidence of any former structures in the front yard and there is unlikely to have been any. The typical layout of cottages relegated service buildings and other structures to the rear of the property and maintained the front as an area of display. It is considered unlikely that there is any archaeological potential in the front yard.

The front yard is planted with an ad hoc mixture of 14 trees plus shrubs and two fruit trees (Potts 2009:3-8 – supplied in **Appendix A**). The effect screens the cottage from Windsor Road almost completely, however it has little impact on noise from Windsor Road (**Figure F7**). The most notable of the trees are a Silky Oak (*Grevillea robusta*), Black Bean (*Castanospermum australe*), Brush Cherry (*Syzygium paniculatum*). The shrubs include Oleander (*Nerium oleander*), Camellia (*Camellia japonica*) and Hawaiian Hibiscus (*Hibiscus rosa-sinensis*). The rear of the cottage is grassed with a large oak on the southern fence and a Camphor Laurel on the northern fence.

The owners appear to currently be undertaking restoration works. Externally, the cottage appears to be in fair condition.

2.2 Windsor Road Description

Windsor Road is a main road connecting Northmead, near Parramatta, with the north west growth corridor. North of the M2 Windsor Road has been significantly upgraded in recent times and in 2006 it was termed by then Minister for Roads, Carl Scully as “the largest arterial road program undertaken by the State Government” (Leighton Holdings 2004). South of the M2, Windsor Road is a four lane road, although there is a future widening scheme along most of its length. Near the M2, the widening is proposed on its western side. The staging of widening in the overall road works plan has not been determined.

The Windsor Road alignment is noted for its overarching 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 Hawkesbury. While some sections of the road are considered to be significant enough to be listed as heritage precincts, the remainder is principally considered to be of historical importance when assessed within the context of the entire alignment of the road.

The section of Windsor Road in question for this report has previously been heavily impacted by the construction of the M2. The M2 and Windsor Road meet on a natural crest, which has been cut for the creation of the M2. Windsor Road, at this point, is formed by an overpass across the M2. 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. Considered by itself, the section of Windsor Road to be impacted by the current M2 upgrades does not exhibit any exceptional significance and has previously been impacted by the construction of the overpass.

3.0 Historical development

3.1 Windsor Road

In 1794, the first land grants in the Hawkesbury were made, necessitating a track (the future Old Windsor Road) linking the Parramatta settlement with the Green Hill/Hawkesbury area. In 1805 surveyor James Meehan surveyed what was to become the alignment of Windsor Road between Parramatta and Kellyville. In 1810, Governor Macquarie, unhappy with the state of existing road, contracted to have Meehan's alignment constructed (Clive Lucas, Stapleton and Partners 2005). Works were completed in 1813 and included 70 bridges and numerous boundary and alignment stones. Macquarie introduced a toll system in 1816, with toll booths north of Parramatta and south of Rouse Hill.

In 1833 the Road was declared a Major Road and was to be maintained at the public's expense. This was achieved via a convict gang, although lack of experience largely mitigated the time and expense spent on repairs. Minor upgrades continued throughout the rest of the century, with the next large undertaking being the cutting and filling of sections of the road by American military in the 1940s to prepare for the evacuation of Sydney. This was followed in 1948 by the widening of the shoulder to allow for anticipated increases in traffic flow.

The final major upgrade occurred in 2006 when significant works were undertaken along the length of the Road. During the course of the Roads' operation numerous smaller scale works have been undertaken, including patching bitumen, erection of signage, and insertion and upgrade of footpaths.

3.2 No. 266-268 Windsor Road

Construction of the new alignment created the opportunity for grants and land development. However, this section of Windsor Road was not granted until the 31st of December 1862, when Edward Braddick of Parramatta was provided with a Crown Grant of 40 acres known as Portion 165 in the parish of St. John, Cumberland along Windsor Road. Prior to his death in 1876, the land was conveyed to Braddick's son, Edward Braddick Junior in November 1875. The land was subsequently conveyed firstly in four parts in 1887, 3 parts in 1889 before a settlement was made as four parts in 1892 between Ellen Nash Jenner, Sylvanus Mondefiore Charles Black (Orchardist), Mary Elizabeth Jenner and Richard Yeomans (solicitor). In 1913, Charles Henry Rose Jenner (gentleman), Amy Elizabeth Jenner (spinster) and Richard Yeomans (solicitor) argued successfully that they be granted equal individual shares over the entirety of Portion 165 land which was now recorded as being 41 acres, 27 perches in area (approximately 16.3 hectares). Records indicate that in that same year, a 1 acre portion of the land fronting Windsor Road was leased for a term of five years by Charles Jenner to Jimmy Chong for the purposes of a market garden. No specific information regarding the location of this lease was provided in the Land Title document.

Between 1913 and 1915, the three land owners drew up plans to subdivide the original portion of land with the first four allotments being transferred in early 1916. One of these transfers of land was to Herbert Charles Shepherd who purchased Lot 49 and only a part of Lot 48 of the subdivision with the remainder of the title (the study area) being transferred to the control of Charles Jenner. This portion of Lot 48 remained in the Jenner family following Charles' death in 1928 until 1937 when Perpetual Trustee Company (Limited) became the registered proprietors. They subsequently sold the land (now listed as being 1 Acre, 2 roods and 17 ¼ perches) to Amy May Bain, a school teacher from Parramatta, in 1941 who further subdivided the land. The present lot was drawn up in 1959 and was now recorded as being approximately 2 rds, 17 ¼ per. in area). In 1971, the Main Roads Act placed restrictions on a section of the allotment immediately adjacent to Windsor Road. In 1975, Kenneth Bruce Walsh is listed as the Registered Proprietor before the deed was cancelled in February 1980. More recent information is not currently available. For full details of the ownership of the property refer to **Table 1**.

A search of historic maps and aerial photographs was undertaken on the Spatial Information eXchange website (<https://six.lands.nsw.gov.au/wps/portal>) and Department of Lands parish maps (http://www.lands.nsw.gov.au/survey_and_maps/maps_and_imagery/parish_maps). A 1926 parish map for St Johns shows Braddick's grant, with Woodland Street marked for future creation (<http://parishmaps.lands.nsw.gov.au/pmap.html> Parish St John Sheet 1, 4th edition). See figure **Figure F4**.

Table 1: Ownership of 266-268 Windsor Road, Model Farms

Date	Owner	Land Title Office Reference
31 Dec 1862	Crown Grant Edward Braddick	Portion 165 - Crown grant of 40/41* acres * earliest dated records are not consistent in recording the number of acres granted to Edward Braddick by the Crown. Subsequent documents refer to 41 acres, 27 perches.
30 Nov 1875	Conveyance Edward Braddick to Edward Braddick Junior	Book 155 No.141
7 May 1884	Mortgage Edward Braddick to George Wigram Allen	Book 288 No.709
28 Nov 1885	Mortgage Edward Braddick to William Charles Hill and William Clark	Book 327 No.667
1 Dec 1887	Conveyance 1 st part: Edward Braddick 2nd part: Marian Allen, George Boyce Allen, Reginald Charles Allen, Arthur Wigram Allen 3rd part: William Charles Hill, William Clark 4th part: George Kinnear Clark	Book 379 No. 863
8 Dec 1887	Mortgage George Kinnear Clark to Robert Campbell Close	Book 379 No. 863
26 Feb 1889	Statutory Declaration Edward Braddick	
27 Feb 1889	Conveyance 1 st part: George Kinnear Clark 2 nd part: Robert Campbell Close 3 rd part: Charles Henry Rose Jenner, Amy Elizabeth Jenner, Ellen Nash Jenner	Book 409 No. 659
6 Dec 1892	Settlement 1 st part: Ellen Nash Jenner (later married Sylvanius Mondefiore Charles Black) 2 nd part: Sylvanius Mondefiore Charles Black (Orchardist) 3 rd part: Mary Elizabeth Jenner 4 th part: Richard Yeomans	Book 506 No. 737
3 May 1913	Certificate of Title as individuals thirds for Portion 165 granted to Charles Henry Rose Jenner (Gentleman), Amy Elizabeth Jenner (Spinster) and Richard Yeomans (Solicitor). Land valued at £3000. Total costs for Application - £11.	Yeomans – Vol 2469 Fol 64 A. Jenner – Vol 2469 Fol 65 C. Jenner – Vol 2469 Fol 66
14 May 1913	Lease Charles Henry Rose Jenner leases 1 acre of land fronting Windsor Road for the term of five years to Jimmy Chong for the purpose of a market garden.	

Date	Owner	Land Title Office Reference
c.1914	Block subdivided by R. Yeoman, A. Jenner and C. Jenner	
9 Mar 1916	Transfer Lot 49 & part of Lot 48, DP 8256 – Herbert Charles Shepherd	Vol 2672 Fol 187
30 Jun 1916	Transfer Part of Lot 48, DP 8256 to Charles Henry Rose Jenner	Vol 2687 Fol 167
3 Jan 1929	Evelyn Jenner (widow) of Baulkham Hills recognised as proprietor of the land	
29 May 1936	Lease of land to Jimmy Chong (14 Aug 1913) is determined to have expired	
10 Feb 1937	Application By Transmission Perpetual Trustee Company (Limited) becomes the registered proprietors of the remaining land	
22 Jul 1941	Transfer Amy May Bain of Parramatta (School Teacher - Spinster) recognised as proprietor of an Estate in Fee Simple Lot B, Transfer No. G991457 (Area: 1A 2rd. 17 ¼ per.)	Vol 5249 Fol 192
8 Oct 1959	Amy May Bain of Parramatta (Spinster) recognised as proprietor of an Estate in Fee Simple Lot C, Transfer No. G991457 (Area: 2rd. 17 ¼ per.)	Vol 7777 Fol 49
22 Feb 1960 to 25 Mar 1963	Mortgage From Amy May Bain to George Edward Eldridge (Farmer)	
12 Mar 1963 to 18 Sep 1979	Mortgage Equitable Permanent Building Society	
8 Nov 1971	Restrictions imposed by Main Roads Act on land immediately adjacent to Windsor Road	
19 Sep 1975	Registered Proprietor Kenneth Bruce Walsh of Baulkham Hills (Proof Reader)	Application No. P381869
28 Feb 1980	Deed Cancelled	

The subdivision of the property and its subsequent development appears to be typical of the area, based on the parish maps (**Figure F4**). Original grants appear to be in the vicinity of 40 acres, which were over time subdivided into smaller and smaller allotments. The property is representative of this gradual intensification of settlement. The cottage itself also demonstrates the evolution of the area from rural to an urban setting, with the cottage being modified and extended and losing its farm-related outbuildings. The allotment boundary itself is not considered to be significant as previous sub-divisions have impacted on its original form and size so as to alter it beyond the threshold guidelines for inclusion. The plantings surrounding the cottage are not considered to be significant. A report by Consultant Arborist David Potts (2009:11) concluded that "None of the trees or shrubs were rare, endangered, forest remnant or in a heritage context had a direct connection to the original 1860/70s development".

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4.0 Significance assessment

In order to understand how development will impact on a heritage item it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular site is important and to enable the appropriate site management to be determined. Cultural significance is defined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the *Burra Charter*) as meaning "aesthetic, historic, scientific or social value for past, present or future generations" (Article 1.1). Cultural significance may be derived from the fabric of a place, association with a place, or the research potential of a place. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken and community tastes change.

The process of linking this assessment with a site's historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance*, part of the *NSW Heritage Manual* (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or Local historical themes. Similarly, a heritage item can be significant at a local level (ie to the people living in the vicinity of the item), at a State level (ie to all people living within New South Wales) or be significant to the country as a whole and be of National or Commonwealth significance.

The NSW Heritage significance criteria are:

Criterion (a) – 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).

The site must show evidence of significant human activity or maintains or shows the continuity of historical process or activity. An item is excluded if it has been so altered that it can no longer provide evidence of association;

Criterion (b) – 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).

The site must show evidence of significant human occupation. An item is excluded if it has been so altered that it can no longer provide evidence of association;

Criterion (c) – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

An item can be excluded on the grounds that it has lost its design or technical integrity or its landmark qualities have been more than temporarily degraded;

Criterion (d) – 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.

This criterion does not cover importance for reasons of amenity or retention in preference to proposed alternative;

Criterion (e) – an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.

Guidelines for exclusion include the information would be irrelevant or only contains information available in other sources;

Criterion (f) – an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

The site must show evidence of the element/function etc proposed to be rare;

Criterion (g) – an item is important in demonstrating the principal characteristics of a class of NSW's:

- cultural or natural places; or
- cultural or natural environments.

An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

4.1 Significance of 266-268 Windsor Road

4.1.1 Previous assessments of significance

The property has been assessed as having significance under criteria a (historical) and g (representative) on the SHI Form (http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2240640). The reasoning for this inclusion is not provided, however, it is surmised that the cottage is representative of previous land-uses, being market gardening and larger land parcels, that are now lost in the area.

HBO + EMTB in their 2010 *Non-Aboriginal Heritage Assessment* for the M2 Upgrade also ascribed the property significance under criteria b (associative), c (aesthetic and technical) and d (social). No demonstration of significance was provided. The report also raised the possibility that the mature plantings along the Windsor Road frontage were of significance. This has been addressed subsequently by a consultant arborist report.

The Statement of Significance is also brief stating "Evidence of history before suburban small lot subdivision" (SHI Form). The HBO + EMTB assessment does not expand upon the SHI form's Statement of Significance.

4.1.2 Assessment against SHR criteria

Criterion a: - historical

Identified NSW historical themes that relate to No. 266 Windsor Road are provided in **Table 2**.

Table 2: Historical themes relevant to 266-268 Windsor Road, Model Farms

National theme	State theme	Demonstrated by
Building settlements, towns and cities	Land tenure	Grant and subsequent 19 th century development pattern
Building settlements, towns and cities	Housing	Form and fabric of cottage

The presence of the cottage 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. The present allotment boundary itself is not considered to be significant as previous sub-divisions have impacted on its original form and size so as to alter it beyond the threshold guidelines for inclusion.

Advice provided to Rhys Jones of Leighton Contractors by Parramatta Heritage Advisor Zoran Popovic (pers. comm. 17 March 2010) states that the subdivision pattern is not significant in its own right.

Criterion b - associative: No. 266 Windsor Road does not meet this criterion as it has no connections with historically important people or events. Edward Braddick does not appear as a notable or consequential local personality.

Criterion c - aesthetic: No. 266 Windsor Road is still recognisable as a modest farm cottage. Although its setting has been heavily modified it still presents a pleasing rural vernacular character and retains a relationship with the original frontage to Windsor Road. The plantings hinder the public's appreciation of the cottage, although the location is not conducive to public viewing, being on a busy, sweeping, section of Windsor Road with limited opportunity to stop and view the cottage. The later modifications and additions to the cottage need to be assessed once access to the property is available to determine how these impact on this element of significance.

Criterion d - social: No. 266-268 Windsor Road does not meet this criterion as it is not associable with an identifiable group. It is also unlikely to be recognised in the community as it is not visible from the street due to the dense vegetation in the front yard.

Criterion e – research potential: No. 266 Windsor Road does not meet this criterion as it holds limited potential to provide substantial archaeological or scientific information that cannot be gained from other sources. While the land was used as a market garden at least from 1913, due to the subsequent use and subdivision of the block there is limited potential for evidence of this activity to remain intact within the area of impact. Evidence of market gardening was more likely to be preserved in the section of land excised for the creation of 264 Windsor Road, which is now dominated by six duplexes. Archaeological potential in the vicinity of the house may include evidence of waste disposal practices in the form of rubbish pit/s or an in-filled well. Given the typical layout of cottages these service buildings were located to the rear of the cottage, while the front yard was usually maintained as a display/garden area. The ability of this potential resource to add substantially to an understanding of the history of Parramatta is limited.

Criterion f - rarity: Further research needs to be undertaken to determine whether the cottage is a rare surviving example of a farm style cottage within the Parramatta LGA. At least one other, Hammer's Cottage, is currently listed. As an internal inspection was not possible, thereby making it difficult to determine a more accurate age for the cottage, it is not possible to undertake the assessment at this time as the rarity will be tied to the date of construction as well as its original function within the farm setting.

Criterion g - representative: No. 266 Windsor Road is of local representative significance as a typical cottage from the mid 19th century. The cottage has the principal characteristics of the class. It represents the presence of farms, but itself is not a good representation of a farm complex, as none of the associated outbuildings are present and its restricted curtilage has lost the ability to demonstrate the layout of a farmstead.

4.1.3 Statement of Significance

No. 266 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 3: Summary of assessment against State Heritage Register criteria

Criterion	Level of Significance	Demonstrated by
A – historical	Local	Form and fabric of cottage Position on block
B – event/persons	Does not meet threshold	
C – aesthetic	Local	Form and fabric of cottage
D – social	Does not meet threshold	
E – research potential	Does not meet threshold	
F – rarity	Does not meet threshold	
G - representative	Local	Form and fabric of cottage

The key elements that contribute to the significance of 266-268 Windsor Road are:

- original fabric of the cottage;
- position on block; and
- built form of cottage.

Elements that do not contribute to its significance are:

- current vegetation along the Windsor Road frontage (Potts 2009);
- current sub-division pattern;
- views to the cottage from Windsor Road; and
- views from the cottage towards Windsor Road.

4.2 Significance of Windsor Road Intersection with the M2

4.2.1 Previous assessments of significance

In 2005, the RTA prepared a Conservation Management Plan (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 and Partners 2005). The CMP assessed the significance of the road itself (alignment, historic associations and location within the landscape), and identified highly significant heritage items and heritage precincts along Windsor Road and Old Windsor Road including specific recommendations relevant to these items and precincts. The items and precincts of high heritage significance identified in the Windsor Road and Old Windsor Road CMP are:

- 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; and
- Meurants's Lane Alignment.

While the proposed upgrades will impact upon Windsor Road, the project is not within the immediate vicinity of any of these precincts of significance and none of these areas would be directly or indirectly affected by the project. The nearest of these precincts is the Excelsior Way Alignment Precinct, approximately 3.5km north of the M2 Motorway.

This assessment considers the section of Windsor Road directly adjacent to the M2 and no more than 100 metres each side. At the point of intersection with the M2 Windsor Road crests a natural rise and forms an 'S' shaped bend. Any modifications will not be visible beyond 100 metres. Although the section of Windsor Road to be impacted has not been assessed as of significance, given the overall significance of the road the following assessment has been undertaken. The following assessment gives the statement from the CMP for the whole of the road followed by any specific comment on the section of Windsor Road currently in question.

4.2.2 Significance Assessment

Criterion a: - historical: The re-alignment of the Windsor Road in 1812-1813 (after the foundation of the Macquarie Towns in 1810) is historically significant as a component of Governor Macquarie's vision for the orderly settlement of the colony, particularly for the Hawkesbury region and the Governor's Domain at Parramatta. The new alignment's avoidance of the hilly section of the original route provides evidence for the presence and naming of the 'Seven Hills' now known as the Hills District. The Windsor Road is part of the first turnpike system in the colony.

The section of Windsor Road to be impacted by the upgrades of the M2 is not identified as possessing unique historic values. However it is recognised as being part of the original re-alignment of Windsor Road and therefore, when considered in the context of the entire alignment, it is considered to have historical significance.

Criterion b: - associative: Windsor Road is associated with numerous persons and events of historical significance, including the Battle of Vinegar Hill, Governor Macquarie and his vision for the colony, settlers of note such as Richard Rouse, and the bushranger 'Bold' Jack Donohue. Windsor Road is associated with the significant survey work of colonial surveyors James Meehan, Charles Grimes, as well as Lands Department Surveyor Roderick Baylis Mackenzie.

Although Windsor Road is recognised as being associated with a number of historical significant persons and events, there are no records to indicate that the section of road to be impacted possesses any particular historical associations. The 2005 CMP notes that the full alignment of Windsor Road is also associated with the survey work of early colonial surveyors including James Meehan, Charles Grimes and Lands Department Surveyor Roderick Bayliss Mackenzie. Apart from this overarching reference, there are no specific observations in the CMP to historic associations for the section of road to be impacted by the M2 upgrade.

Criterion c: - aesthetic: The roads enable and are an inherent component of the aesthetic experience of the wider cultural landscape of the Cumberland plain. For example, there are strong visual connections between the road and historic homesteads such as Box Hill, Rouse Hill, Bella Vista, and Tebbutt's Observatory, as well as views of Windsor, and views of monuments, such as the Pearce family cemetery and Vinegar Hill. The road contributes to the visual understanding of the aesthetic character of the numerous individual historic places located along it (e.g. the aesthetic appreciation of a colonial-period inn or toll house in part relies upon understanding the buildings relationship to the road. Finally, original sections of the older 'country lane' parts of the roads have aesthetic value of their own as evocative reminders of the earlier rural character of the immediate area.

The section of Windsor Road to be impacted does not possess any of the aesthetic characteristics identified by the 2005 CMP apart from a visual understanding of access to the road for both the cottage (266-268 Windsor Road) and Baulkham Hills Primary School. While the road should be considered significant in this respect, it should be noted that the road was upgraded to a four lane main arterial road in 2006. Therefore any visual understanding of the relationship of historic sites to the road is based on the overall alignment of the road, rather than the road in its present form.

Criterion d: - social: The esteem with which numerous heritage and history interest groups hold the Windsor and Old Windsor Roads is evidenced by the level of interest in preserving the roads, and the heritage listings (statutory and non-statutory) which apply to the roads.

The proposed section of Windsor Road to be impacted does not meet this criterion as it is not readily associable with any identifiable group.

Criterion e: - research potential: The Windsor and Old Windsor Roads are of high significance for their research potential as the location of the only alignment and boundary stones known to exist in NSW. These stones are rare evidence of colonial road making technology, which have potential to reveal more information about their purpose and history. Numerous identified potential archaeological sites along the roadways contribute to the research significance of the roads. The fabric of the Old Windsor and Windsor Roads themselves are of technical and research significance for their ability to demonstrate the development of road-building and improvement technologies over two centuries.

The 2005 CMP notes that Old Windsor and Windsor Roads are of high significance because of their research potential for the study of alignment and boundary stones. There are no alignment or boundary stones identified as occurring within the section of Windsor Road to be impacted, and likewise there are no identified archaeological deposits. The road-building technologies are limited to the last thirty years when this section of road was upgraded as part of the construction of the M2, and it is unlikely that any prior evidence has been preserved within the modern road formation, except by chance. The proposed section of Windsor Road to be impacted does not meet this criterion.

Criterion f - rarity: The 2005 CMP does not provide an assessment under this criterion.

The proposed section of Windsor Road to be impacted does not meet this criterion as it does not possess uncommon, rare or endangered aspects of NSW's cultural or natural history.

Criterion g -representative: The 2005 CMP does not provide an assessment under this criterion.

The proposed section of Windsor Road to be impacted is typical of the many major roads in the Greater Sydney Area and thus, while demonstrating the principal characteristics of this class, is not exceptional. The section of Windsor Road to be impacted does not meet this criterion.

4.2.3 Statement of Significance

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 road are 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 upgrades does not exhibit any significance beyond its continuing representation of the original alignment.

5.0 Statement of Heritage Impact

5.1 Requirements for a Statement of Heritage Impact

The objective of a Statement of Heritage Impact (SOHI) is to evaluate and explain how the proposed development, rehabilitation or land use change will affect the value of the heritage item and/or place. A Statement of Heritage Impact should also address how the heritage value of the item/place can be conserved or maintained, or preferably enhanced by the proposed works.

This report has been prepared in accordance with the NSW Heritage Office & DUAP (1996a) *NSW Heritage Manual*, NSW Heritage Office (2002) *Statements of Heritage Impact*. The guidelines pose a series of questions as prompts to aid in the consideration of impacts due to the proposed works. In keeping with the guideline format, questions are posed and addressed.

5.2 Assessment of Impact

The following questions are applied to the proposed works in order to assess the level and nature of the impact to the significance of the cottage at 266-268 Windsor Road, Model Farms, and section of Windsor Road interfacing with the M2. The set of questions that most closely reflect the nature of the proposed works are those relating to subdivision with respect to the noise wall and the addition of access ramps connecting Windsor Road to the M2. Only those questions applicable to the proposed development are applied, and where appropriate have been modified to reflect the nature of the proposed works.

The removal of the mature plantings has not been included in this SOHI as they have been separately assessed as having limited heritage value (Potts 2009). The removal of the plantings would have a positive impact on the significance of the building by re-establishing the connection between the cottage and the road.

The following aspects have been assessed as part of this study:

- a) acquisition of a strip of between 11 and 14 metres from the Windsor Road frontage, equivalent to 370m² in which the M2 ramp will be situated;
- b) three options to manage noise at the cottage, being:
 - 1) do nothing;
 - 2) architectural treatment of the dwelling;
 - 3) construction of a 2.5m rendered concrete brick noise wall as shown in **Figure F2**;
- c) the required upgrades to Windsor Road (on/off ramps).

These impacts are assessed separately below.

5.2.1 Acquisition of Land from Windsor Road Frontage

Have other options been considered?

Yes. Other options to expand traffic capacity from Sydney's north-east to the CBD have been considered in the Environmental Assessment (EA) (AECOM 2010). The construction of an additional eastbound lane on the M2, necessitating the upgrade to the Windsor Road on ramp has been determined to be the most efficient option. Please refer to Chapter 2 of the EA for further discussion.

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. 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(eastern) side of 266-268 Windsor Road. 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 property, potentially requiring the demolition of some buildings. The option chosen to widen on the western side of Windsor Road would result in less overall heritage impacts than the only other alternative option available.

How is the proposed curtilage allowed around the heritage item appropriate?

While the reduction in curtilage and loss of vegetation around the cottage may affect the appearance of the property, it will not impact on aspects of its heritage significance, which is invested in the historical and representative values of the cottage's built fabric. The impacts to the aesthetic aspects of the cottage are discussed below. 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.

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.

Could future development that results from this subdivision compromise the significance of the heritage item?

The construction of the M2 on ramp is consistent with the current adjacent land use (road). The cottage was constructed on Windsor Road to take advantage of this transportation route and its significance is not incompatible with the Road. The significance of the cottage is not impacted by the loss of curtilage, but, potentially, by noise mitigation measures flowing from the subdivision.

Noise mitigation by erecting a noise wall has the potential to impact the aesthetic significance of the cottage. The new boundary will be located three metres from the front of the cottage and the construction of a 2.5 metre high noise wall would shorten and over-shadow views of the cottage from the north-north east, i.e. the front of the cottage that addresses Windsor Road.

Could future development that results from this subdivision affect views to, and from, the heritage item? How are negative impacts to be minimised?

The construction and operation of the proposed ramp will lead to noise above the recommended levels, One abatement option is the construction of a 2.5m high wall. This impact is addressed in **Section 5.2.3**.

Is there any potential for archaeological deposits/features to be disturbed?

There is unlikely to be any potential for archaeological deposits and other archaeological features, such as wells and rubbish dumps in the area proposed for acquisition. There are no known previous structures on the property and were they to have existed it is more probable they would have been located at the rear of the cottage rather than the front of the cottage which is the area to be effected.

5.2.2 Noise Management – Do nothing

This section considers the option of taking no action, beyond replanting, to manage the noise impacts to 266-268 Windsor Road.

What impact will the 'do nothing' option have on the significance of 266-268 Windsor Road?

Heggies (2010) have identified that noise levels associated with traffic using the on-ramp will be above acceptable levels. The do nothing option is not considered to be viable as the noise levels will potentially make the cottage unliveable. An obligation therefore exists to manage the noise. While this 'do nothing' option will have no impacts on the significance of the cottage there is the potential the noise will force the owners to vacate the cottage and, as a worst case scenario, that the cottage will become vacant or un-tenantable for extended periods and will not be maintained. The dereliction of the cottage will have significant impacts on the heritage significance of the property. It is in the best interests of the property to ensure it retains its liveability. The current owners are aware of the cottage's significance and are currently undertaking sympathetic renovations and maintenance works. It is in the best interests of the cottage's significance that the current course of works be continued.

Have other options been considered?

This SOHI considers architectural treatments (**Section 5.2.3**) and the erection of a noise wall (**Section 5.2.4**) as options to ameliorate the noise.

5.2.3 Noise Management – Architectural Treatment

This section considers noise management through architectural treatments, being the installation of double glazing and/or a ventilation system allowing for windows to be closed while retaining air circulation.

Have other options been considered?

This SOHI also considers the options of doing nothing (**Section 5.2.2**) and construction of a noise wall (**Section 5.2.4**). The noise wall option is the preferred option of the current owners as they have recently completed external restoration works that included the replacement of the windows.

What impact will the installation of double glazing and a ventilation system have on the significance of 266 Windsor Road?

The owners have recently installed new windows in keeping with the heritage significance of the property. Their replacement would not impact on the heritage significance of the cottage as invested in its original fabric subject to the double glazing being of a standard and type that is appropriate to the building's farm cottage aesthetic. The installation of a ventilation system, however, could have significant impacts on the fabric of the cottage. This option could have the greatest impact to the fabric of the cottage and therefore its heritage significance.

How is the impact of the architectural treatments on the heritage significance of the item to be minimised?

To reduce the impact to the cottage, a ventilation system would need to be designed that made minimal changes to the fabric. This may include limiting the number of openings made in ceilings and walls. The location of the services and fan boxes would also need to be carefully located to minimise their visual impact on the cottage.

5.2.4 Noise Management - Construction of a Noise Wall

This section considers noise management through the construction of a noise wall within the residual of the allotment. The wall will be 2.5 metres high and constructed of rendered concrete blocks. Its installation will require the excavation of a footing, removal of the plantings in the front of the cottage and the repositioning of vehicular access to the property. A rendered concrete wall is the preferred form of noise wall, as it is more in keeping with the heritage values of the cottage than other wall material options, such as poured concrete or Perspex.

Have other options been considered?

This SOHI also considers the options of doing nothing (**Section 5.2.2**) and undertaking architectural treatments (**Section 5.2.3**). The noise wall option is the preferred option of the current owners as they have recently completed external restoration works that included the replacement of the windows.

How is the impact of the noise wall on the heritage significance of the item to be minimised?

The cottage is significant as a demonstration of development in the area from rural small farms to an urban area and as a representative of the cottage type. Neither of these values will be impacted by the construction of the wall. Due to the current vegetation, the cottage is currently not visible from the road. The erection of the wall will have limited impact on the public's ability to appreciate the heritage significance of the cottage.

The rendered wall design and colour should be chosen to be in keeping with the general character of the area. The adjacent property has a low red brick fence and the selection of a similar colour would provide continuity along the section of road. The planting of appropriate trees and shrubs will also minimise the visual impact of the wall. Potts (2009) has provided a list of suitable plants.

Will the additions visually dominate the heritage item?

The cottage is currently dominated by the mature plantings and there is only a limited visibility to the cottage from the Windsor Road frontage and vice versa. Therefore the noise wall will not substantially change the current visibility of the heritage item. Context-sensitive landscaping of suitable species will be undertaken within the setback area to screen the wall from the cottage.

Is there any potential for archaeological deposits/features to be disturbed?

There is unlikely to be any potential for archaeological deposits in the proposed wall footprint. There are no known previous structures on the property and were they to have existed it is more probable they would have been located at the rear of the property rather than in the front garden. The same can be said for other archaeological features, such as wells and rubbish dumps.

Are the additions sympathetic to the heritage item?

The wall would sever the visual link between the house and Windsor Road. Currently mature vegetation in the front yard has the same effect but is less dominant. The construction of a noise wall is considered to be the best option available as it has the least impact on the form and fabric of the building, which are identified as the basis for its significance.

Is the wall permanent?

No. The wall can be dismantled in the future, with no lasting impact on the cottage.

5.2.5 Windsor Road – M2 Freeway Interface Upgrades

Have other options been considered?

Yes. Alternative designs for the project are documented in Chapter 3 of the EA. It was ultimately decided that the construction of new on and off-ramps at Windsor Road for access to the M2 are required in this location to improve current traffic access to/from the M2 and to plan for future increased development in the north west region.

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 will have minimal impact to the heritage significance of this portion of Windsor Road. Only approximately 2000m² of Windsor Road will be impacted, to a depth of 3m. 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 will have removed most or all of the original road fabric, and altered the appearance of cuttings and the road setting. During these upgrades, the heritage significance of the road's original alignment will 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), 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 will involve some visual changes, they will not dominate this portion of the Windsor Road/M2 overpass as it is viewed and understood in the context of its place within the wider regional 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 are sympathetic to the heritage item as they will not involve substantial change to the historical context of Windsor Road. The existing alignment of 14km will be maintained and only approximately 2000m² will be impacted. The on and off-ramps to be built will be constructed using similar materials and methods to the existing road and will not significantly change the character of Windsor Road.

5.3 Discussion and Summary

The excision of a portion of the Windsor Road frontage of No. 266-268 Windsor Road will have a minor impact on the significance of the cottage. The values of the cottage relate to its ability to demonstrate Parramatta's changing land-use history and as a representative mid 19th century cottage. Nor will the additional upgrades required for the M2's intersection with Windsor Road impact on the significance of Windsor Road as a whole.

This SOHI has examined three possible noise management measures to address elevated noise impacts on No. 266-268 Windsor Road as a result of the construction of the on ramp: the do nothing option, architectural treatments and the erection of a noise wall.

The do nothing option is not considered to be viable as noise will exceed the recommended levels, even with the screening effect of vegetation. It also presents the risk of making the cottage unliveable and subject to gradual decline.

The two remaining options are therefore to undertake architectural treatments or to erect a noise wall. Both these options will impact on elements of the significance of the cottage. The architectural treatments, through the installation of a ventilation system could potentially impact on the original fabric of the cottage, which has been assessed as a component of its significance. Any such works would not be reversible.

The other option is to erect a 2.5m high noise wall. The wall will not impact on the physical fabric of the cottage, but will overshadow the cottage and has the potential to impact the aesthetic significance of the cottage. The new boundary will be located 3 metres from the front of the cottage and the construction of a 2.5m high noise wall would shorten and over-shadow views of the cottage from the north-north east, i.e. from the front of the cottage.

On balance, the lesser impact on significance is afforded by the noise wall. While it will block the view from Windsor Road to the cottage, this is not considered a major aspect of the place's heritage significance and, as previously identified, vegetation in the front of the property currently screens the cottage from Windsor Road. It will, however, have no impact on the cottage's fabric. The wall will have no long term impacts on the cottage as it could be removed in the future if other noise abatement measures become available that do not impact the fabric of the cottage. The noise wall option is the preferred option of the current owners, and this is also considered to be a legitimate consideration in selecting between options.

The upgrades to Windsor Road are not considered to affect the heritage significance of the road. The section of Windsor Road in question has previously been heavily impacted by the construction of the M2. The upgrades required for improved access to the M2 are sympathetic to the heritage item as they will not involve substantial change to the historical context of Windsor Road. The on and off-ramps to be built will be constructed using similar materials and methods to the existing road and will not significantly change the character of Windsor Road.

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6.0 Conclusion and Recommendations

The construction of new west facing on and off-ramps at Windsor Road for access to the M2 is proposed to improve access to the M2 and to plan for future development in the north west region of Sydney. The works will require the excision of 11m from the south-eastern corner (expanding to 14m in the north-eastern corner of 266-268 Windsor Road, the equivalent of 370m² and involve upgrades to Windsor Road at this section.

As a result noise levels associated with the construction and operation of the new ramp require that noise abatement measures be considered to preserve the amenity of the occupants.. This SOHI has considered three options to deal with noise: do nothing, architectural treatments and the erection of a 2.5m high noise wall along a portion of the northern and southern boundaries and along the extent of the eastern boundary, which faces Windsor Road.

The cottage at 266-268 Windsor Road is listed on the Parramatta City Council *Local Environmental Plan (Heritage and Conservation) 1996* (LEP). The heritage significance assessment and statements associated with this listing were determined to be insufficient to undertake the current Statement of Heritage Impact (SOHI). A new assessment was therefore undertaken, which confirmed the cottage to be of historical and representative value to the local Parramatta area and expanded on the LEP listing. While elements of Windsor Road are considered to have historical significance, the portion of Windsor Road to be impacted does not possess any significant heritage issues other than being part of the overarching original alignment of the road.

The SOHI examined the impact of the excision of land from the front of the property and the required upgrades to the immediate section of Windsor Road. It determined that the excision of land itself would not impact on the significance of the cottage, the key elements being the physical form and fabric of the cottage. Likewise the upgrades to Windsor Road would not affect the historical significance of the original alignment of the road.

The resultant increase in noise would necessitate noise abatement measures that would impact on the heritage significance of the cottage. The do nothing option was not considered viable as it risks making the cottage uninhabitable and subject to gradual decline. The introduction of double glazing and a ventilation system could have substantial impacts on the fabric of the cottage, a key element of the significance of the property and installation impacts on fabric would be irreversible. The construction of a 2.5m high noise wall has been assessed as having the least impact to the heritage values of the cottage. The visual impacts can be ameliorated through the selection of suitable wall treatments and selections of plantings. The wall is also the preferred option as its design makes it reversible should a better solution become available in the future.

The upgrades to Windsor Road are not considered to affect the heritage significance of the road. The Windsor Road alignment is noted for its overarching 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 Hawkesbury. While some sections of the road are considered to be of a level of significance to warrant listing as heritage precincts, the remainder is principally considered to be of historical important when assessed within the context of the entire alignment of the road.

The section of Windsor Road in question for this report has previously been heavily impacted by the construction of the M2. The M2 and Windsor Road meet on a natural crest, which has been cut for the creation of the M2. Windsor Road, at this point, is formed by an overpass across the M2. 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 organic and sweeping, while the overpass is straight. The upgrades required for improved access to the M2 are sympathetic to the Road, as they will not involve substantial change to the historical context of Windsor Road. The on and off-ramps to be built will be constructed using similar materials and methods to the existing road and will not significantly change the character of Windsor Road. Considered by itself, the section of Windsor Road to be impacted by the current M2 upgrades does not exhibit any exceptional significance and has previously been impacted by the construction of the overpass. The proposed upgrade will therefore have minimal impact on the heritage significance of the Road.

6.1 Recommendations

The following recommendations are proposed in relation to 266-268 Windsor Road and Windsor Road:

- an archival recording of the relationship between the cottage and Windsor Road should be undertaken before and after the removal of the vegetation in the front yard;
- Potts' (2009) list of suggested plants should be consulted during re-vegetation (Appendix A);
- construction of a noise wall to ameliorate noise concerns. This will have the least impact on the heritage significance of the cottage;
- the noise wall should be rendered 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 will tone with the house and will 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; and

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