

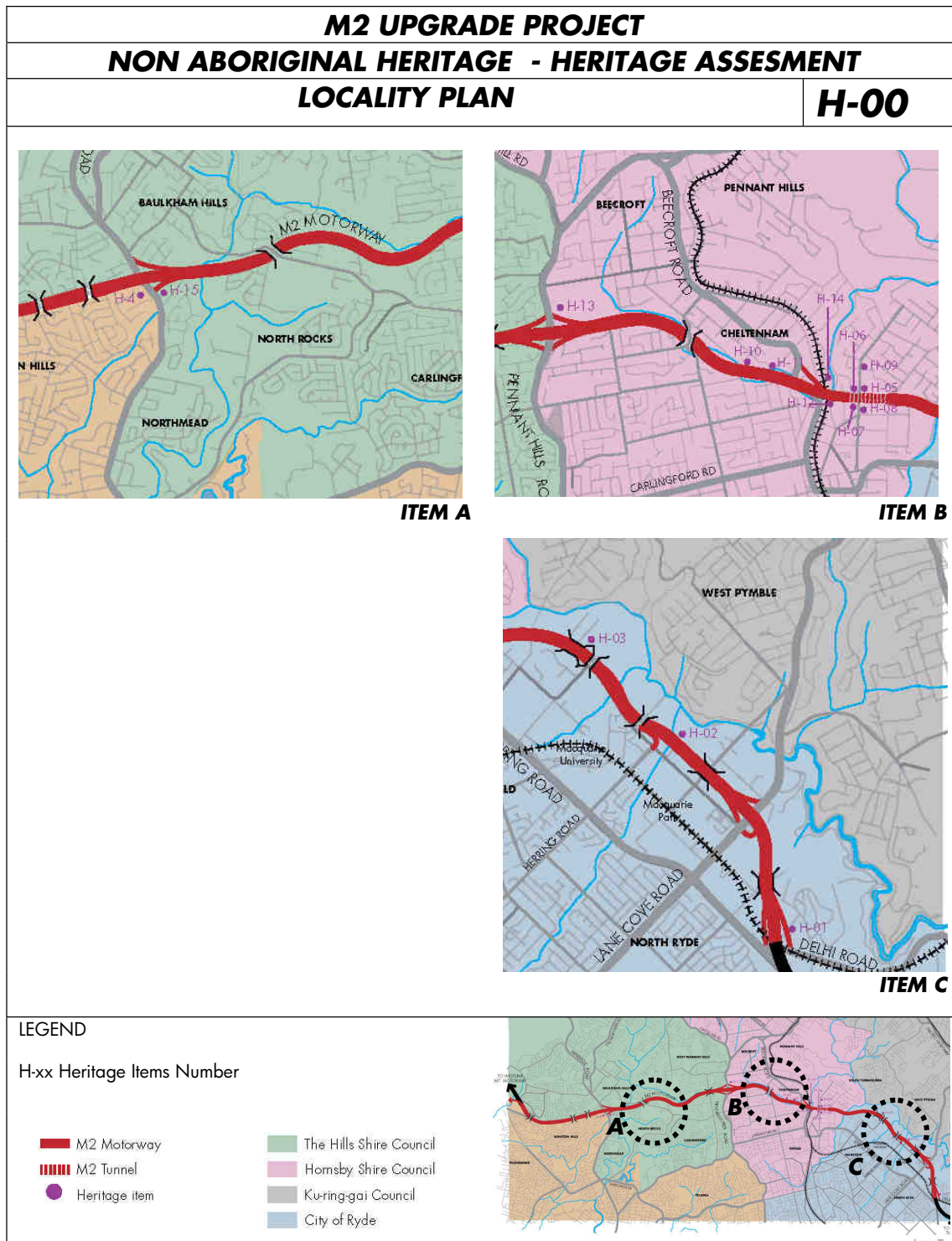
## 6 **Appendices**


The following information is presented in the appendices to this report:

- Data Sheets for Listed Items
- Landscape design plan – carried out by Tract Consultants, Matthew Easton - Principal
- Arborist Report – carried out by David Potts

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<b>M2 UPGRADE PROJECT</b>		
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>		
<b>Northern Suburbs Cemetery 12 Delhi Road, Macquarie Park</b>		<b>H-01</b>
		
Photograph taken on :20 March 2009 by Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.		
<b>LOCATION:</b> The Northern Suburbs Cemetery is located at 12 Delhi Road, North Ryde.		
<b>CURTILAGE:</b> The site curtilage is defined by the site boundary and the bounding roads. The site is bordered to the east by Plassey Road, to the north by Wicks Road, to the west by the M2 Motorway, and south by Delhi Road.		
<b>OWNERSHIP:</b> The Northern Suburbs Cemetery is owned by the NSW Government and operated under the Trusteeship of Honorary Trust Board members.	<b>LOCAL GOVERNMENT AREA:</b> Ryde City	
	<b>LISTING</b>	
	<b>Statutory</b> Ryde Local Environment Plan 2008.  LEP No. 105 (Locally listed heritage item)	<b>Non Statutory</b> <b>N/A</b>

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## PHYSICAL DESCRIPTION:

Large cemetery established in the Federation period, on gently sloping land, surrounded by open forest, in an industrial area adjoining the Lane Cove River. The cemetery is accessed via dressed stone entry gates on Delhi Road. The gatehouse is of the Inter-war style with hipped tiled roof and face brick and roughcast walls with a dark brick contrast. The building features a central loggia and arched head windows. The site is divided by a series of avenues, the primary one lined with Brush box. Extensive lawns with large plantings of Canary Island palms, Melaleucas, Eucalypts and Angophoras give the site an open parkland character. Recent roadworks have resulted in the closure of the Delhi Road entrance.<sup>1</sup>

## HISTORICAL DOCUMENTATION:

In 1902, the NSW Government allocated 65 hectares of Crown land, to be called the Northern Suburban Cemetery. A Board of Trustees was appointed in 1920 and the first burial took place in April 1922. In 2000 the trustees of Macquarie Park established a modern Crematorium and three chapels.<sup>2</sup>

## ASSESSMENT CRITERIA:

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criterias.

✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
✓	B. ASSOCIATIONAL SIGNIFICANCE	✓	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> n/a <b>Not included</b>

## SUMMARY STATEMENT OF SIGNIFICANCE:

The Northern Suburbs Cemetery is a listed heritage item in the local area. The item has heritage significance due to its historical, social, aesthetic and technical attributes as a result of the NSW Government's recognition in 1902 for the need of a local cemetery, its continuous use since 1922, and growth of Interwar infrastructure within the cemetery.

## PROPOSED WORK:

Proposed M2 Motorway upgrades are confined to the corridor widening at selected locations along the length of the Motorway, extending from Epping through to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road.

Works will be carried out along the boundary of the Cemetery and the M2. The works will be contained within the current established M2 site boundaries and occur at different ground level to the Cemetery.

## IMPACTS:

Physical: No physical impacts to the cemetery as a result of the M2 Motorway road widening.

Visual: No visual impacts to the cemetery as the works will occur at different ground level.

## MITIGATE/MANAGEMENT RECOMMENDATIONS:

No mitigation measures and/or recommendations required.

## CONCLUSIONS:

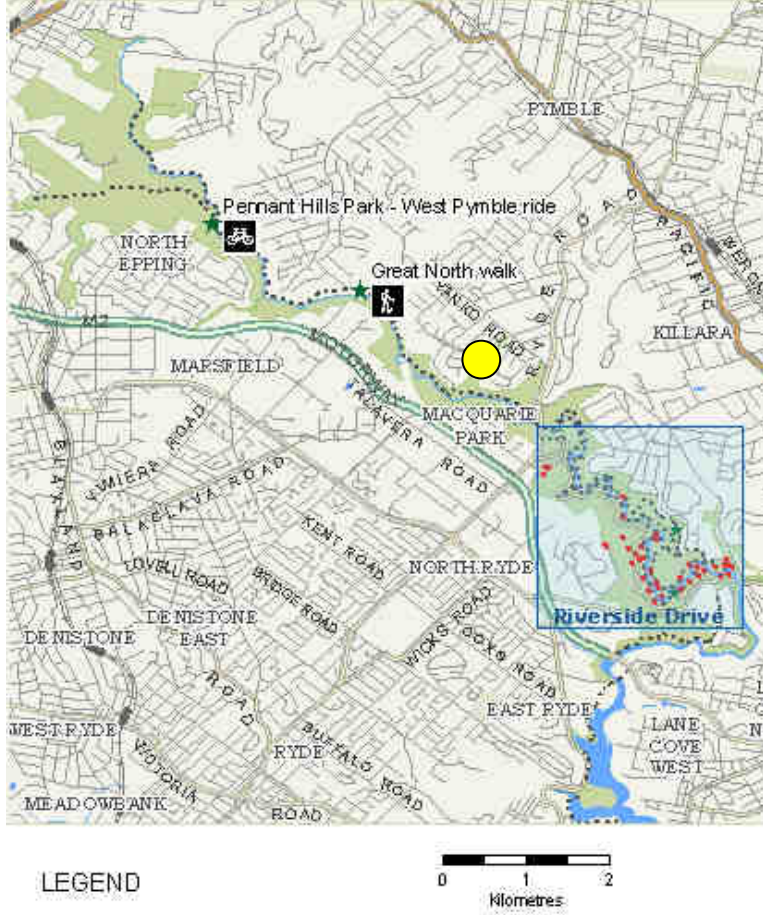


**The Northern Suburbs Cemetery is an item of local significance which will not be affected by the proposed M2 Motorway Upgrade.**

## REFERENCES:

Heritage Office, New South Wales, Inventory No. 2340201, accessed 09/04/09  
Northern Suburbs Cemetery website. www.maccem.com.au, accessed 09/04/09.

<sup>1</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=2340201](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2340201), accessed 19/03/09

<sup>2</sup> <http://www.maccem.com.au/>, accessed 09/04/09.

<b>M2 UPGRADE PROJECT</b>				
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>				
<b>Open Space</b> <b>Lane Cove National Park, Marsfield</b>	<b>H-02</b>			
 <p><b>LEGEND</b></p> <p>0 1 2 Kilometres</p>	 <p><b>LOCATION PLAN</b> Item Location</p> 			
Figure extracted from <a href="http://www.environment.nsw.gov.au/NationalParks/parkHome.aspx?ID=N0083">www.environment.nsw.gov.au/NationalParks/parkHome.aspx?ID=N0083</a> , accessed 09/04/2009.				
<b>LOCATION:</b> The Lane Cove National Park runs through from Lane Cove/East Ryde to Wahroonga/Pennant Hills, following the Lane Cove River.				
<b>CURTILAGE:</b> The park curtilage is defined to the north by urban development and Lady Game Drive to the east by urban areas of Chatswood, to the south partially by the M2 Motorway and otherwise by urban developments				
<b>OWNERSHIP:</b> The Lane Cove National Park is owned by the Crown, and managed by the National Parks and Wildlife Service, Department of Environment, Climate Change and Water.	<b>LOCAL GOVERNMENT AREA:</b> Ryde City			
	<b>LISTING</b>			
	<table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Ryde City Council Local Environment Plan LEP No.105 (Locally listed heritage item)</td><td>N/A</td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Ryde City Council Local Environment Plan LEP No.105 (Locally listed heritage item)
<b>Statutory</b>	<b>Non Statutory</b>			
Ryde City Council Local Environment Plan LEP No.105 (Locally listed heritage item)	N/A			



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## PHYSICAL DESCRIPTION:

The Lane Cove National Park is a national park located in the northern suburbs of Sydney, containing native flora and fauna.

## HISTORICAL DOCUMENTATION:

In 1938 the Lane Cove National Park a 125 hectare area was officially opened. In 1967 an Act of Parliament changed the park's name to Lane Cover River Park, and in 1976 it was proclaimed a State Recreation Area. In 1992 the Park regained the title of national park, now with over 300 hectares of land, including Sugarloaf and parts of Pennant Hills.

*Lane Cove National Park was first explored in 1788 when Governor Phillip lead an expedition into the Lane Cove River Valley. Then in 1805 botanist George Caley set out from Macarthur's farm at Pennant Hills and found Blackbutt and Blue gums at Gordon and Pymble. Many timber getters were attracted to the area and began illegal operations. In 1821 logging in the area became legal following Joseph Fidden's declaration of a mandate to establish a reserve where by no timber could be cut out, allowing the preservation of Blackbutt which still remains today. Once the sawyers left, the orchardists moved in <sup>1</sup>*

## ASSESSMENT CRITERIA:

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criterias.

✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
✓	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> n/a <b>Not included</b>

## SUMMARY STATEMENT OF SIGNIFICANCE:

Lane Cove National Park is a listed heritage item in the local area. The item has heritage significance due to its historical, social, and aesthetic attributes as a result of its early associations with George Caley and acknowledged by the community the importance of retaining native bushland. The park has been identified and used as a national park continuously since 1938.

## PROPOSED WORKS:

Proposed M2 Motorway upgrades are confined to the corridor widening at selected locations along the length of the Motorway, extending from Epping through to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road.

New works are proposed along the boundary of the Lane Cove National Park and the M2 Motorway. The works will be contained with the M2 site boundaries and occur at lower ground level to the National Park.

## IMPACTS:

Physical: No physical impacts to the Lane Cove National Park as works contained within site boundary of M2 Motorway.

Visual: No visual impact as the M2 works will occur at a lower ground level.

## MITIGATE/MANAGEMENT RECOMMENDATIONS:

No mitigation measures and/or recommendations required.

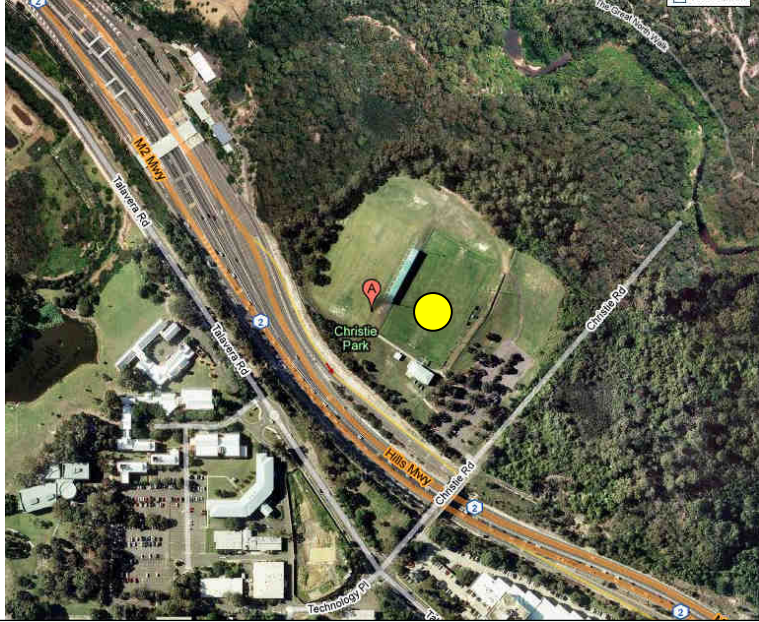


## CONCLUSIONS:

**The Lane Cove National Park is an item of local significance which will not be affected by the proposed M2 Motorway Upgrade.**

## REFERENCES:

[http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=2340183](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2340183), accessed 29/10/09

<sup>1</sup> <http://www.environment.nsw.gov.au/NationalParks/parkHeritage.aspx?id=N0083>, accessed 01/04 2009.

<b>M2 UPGRADE PROJECT</b>					
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>					
<b>Christie Park, 1 Christie Road, Macquarie Park</b>	<b>H-03</b>				
					
Image extracted from www.maps.google.com.au. - accessed 2009	<b>LOCATION PLAN</b>   Item Location				
<b>LOCATION:</b> Christie Park is located at 1 Christie Road, Macquarie Park.					
<b>CURTILAGE:</b> The Park's site curtilage is contained by bushland to the north, and Christie Road to the east, M2 Motorway to the south and west.					
<b>OWNERSHIP:</b> The Park is owned by the Gladesville - Hornsby Football Association (GHFA).	<b>LOCAL GOVERNMENT AREA:</b> Ryde City				
	<b>LISTING</b> <table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Ryde City Council (Not listed heritage item)</td><td><b>na</b></td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Ryde City Council (Not listed heritage item)	<b>na</b>
<b>Statutory</b>	<b>Non Statutory</b>				
Ryde City Council (Not listed heritage item)	<b>na</b>				
<b>PHYSICAL DESCRIPTION:</b> Christie Park is a sports ground located in the Northern Suburbs of Sydney. The grounds are open grassed sports fields.					
<b>HISTORICAL DOCUMENTATION:</b> The park was once the home of the now defunct Northern Spirit FC.					

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<b>ASSESSMENT CRITERIA</b>						
<b>na</b>	A. EVOLUTIONAL SIGNIFICANCE	<b>na</b>	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL			
<b>na</b>	B. ASSOCIATIONAL SIGNIFICANCE	<b>na</b>	F. COMPARATIVE PLACES - RARITY/UNCOMMON			
<b>na</b>	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	<b>na</b>	G. COMPARATIVE PLACES - REPRESENTATIVE			
<b>na</b>	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	<b>✓</b>	<b>Included</b>	<b>na</b>	<b>Not include</b>
<b>SUMMARY STATEMENT OF SIGNIFICANCE</b>						
Christie Park is not an item of heritage significance, however the park is an important recreational space for the local community.						
<b>PROPOSED WORKS:</b> M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the freeway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road.						
<b>IMPACTS:</b> Physical: No physical impacts.  Visual: No visual impacts.						
<b>MITIGATE/MANAGEMENT RECOMMENDATIONS:</b> No mitigated measures and/or recommendations required.						
<b>CONCLUSIONS:</b> <i>The site of Christie Park is not an item of local heritage significance.</i>  <i>The impact of the new work from the M2 Motorway does not affect the Park.</i>						
<b>REFERENCES:</b> Ryde City Council						



<b>M2 UPGRADE PROJECT</b>		
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>		
<b>266-268 Windsor Road, Model Farms Lot 5/ DP 856623</b>		<b>H-04</b>
		
Photograph taken on :1 April 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.		
<b>LOCATION:</b> The subject address is 266-268 Windsor Road, Baulkham Hills.		
<b>CURTILAGE:</b> The site curtilage is defined by the site boundary allotment. The site is bordered to the east by Windsor Road, to the south and west by 264 Windsor Road and the north by 270 Windsor Road.		
The M2 Motorway is located to the north.		
<b>OWNERSHIP:</b> No. 266-268 Windsor Road is currently privately owned.	<b>LOCAL GOVERNMENT AREA:</b> Parramatta City Council.	
	<b>LISTING</b>	
	<b>Statutory</b> Parramatta Local Environmental Plan 1996 (Heritage and Conservation) (Locally listed heritage item)	<b>Non Statutory</b> na

**PHYSICAL DESCRIPTION:** Single storey brick cottage, with corrugated clad iron hipped roof. Front verandah roofed with corrugated iron. French doors open onto verandah. Retains kitchen building with chimneys. Mature garden suggest early pathway and driveway<sup>1</sup>. Roof Construction: Steep hip with several small attached hip roof buildings at rear. Chimneys: Tall speckled brick chimneys with steps and stringline. Verandah: Across front and return to north side, aluminium ribbed slight skillion roof. Verandah Floor: One metre wide grey tonings in tessellated tiles along front of cottage with concrete to verandah posts and slate steps. Verandah Supports: Timber posts. Verandah Decoration: Side verandahs have been badly enclosed with casement windows on fibro walls. Window Sill: Sandstone. Exterior Doors: Narrow transom lights over French doors with bolection mould panels below and glazed panels above flank front door. Garden: Heavily shrubbed front yard. Huge Camphor Laurel in back yard. Additions: Side verandahs have been badly enclosed with casement windows on fibro walls. Archit Style: Victorian Vernacular single-storey cottage. Front Door: Transom light above Victorian timber four panel door. Awning: Curved arches.<sup>2</sup>

**HISTORICAL DOCUMENTATION:**  
Farmhouse probably built in late nineteenth century on land granted to Edward Braddock. In May 1913 land leased to Jimmy Chong as a market garden for 5 years. Visible in aerial photo of 1930.<sup>3</sup>

**ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
✓	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
✓	D. SOCIAL SIGNIFICANCE	LEGEND	✓ Included n/a Not included

**SUMMARY STATEMENT OF SIGNIFICANCE:**

Evidence of early history before subdivision of small suburban allotments.<sup>4</sup>

**PROPOSED WORK:**

Proposed M2 Motorway upgrade is confined to the corridor widening at selected locations along the length of the freeway, extending from Epping through to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road. A ramp onto the M2 heading west is proposed to begin on the eastern boundary of 266 Windsor Road, Model Farms and head north and left onto the motorway.

**IMPACTS:**

No evidence has been sighted during database searches and literature reviews to indicate that there are specific relics present in the portion of the property that will be resumed/affected by the proposed works.

Physical: Negative physical impact as a result of works. Will reduce site curtilage, site allotment, and removal of existing mature plantings along eastern site boundaries. Work may also create structural damage due to vibration during works.

Visual: Negative visual impact due to introduction of new on ramp of M2 Motorway.

**MITIGATE/MANAGEMENT RECOMMENDATIONS:**

Physical impacts: Reduction of site curtilage to be minimised -reduce width of ramp. - During the design stage an alternative solution was developed and implemented into proposal. (minimising impact of curtilage). Prior to works commencing consult with a noise and vibration specialist, limit use of heavy equipment within 3 metres of Farmhouse building footprint to ensuring the significant fabric is protected.

Visual impacts: During the design stage, carry out an Arborist's assessment and report to assess extent of significant plantings, including illustrative survey of their location. The report is to include; key objectives, methodology, observations, observation, photographic catalogue keyed to survey location, rating of significance and plan of management for the remaining and new plantings. Results from the report to be implemented into proposed landscape plan for the site.

During the design stage obtain specialist advice on the type of retaining wall materials to be utilised in the proposed widening area in front of the farm house. Carry out a photographic and illustrated dilapidation survey of the residence, including the external footprint of the residence, outlining the current condition of the remaining significant fabric. Prepare Landscape Plan of Management for the site, to management pedestrian and vehicular access to public spaces on and from the site, and new and existing plantings between public land on Windsor Road and the residence. Prepare Interpretative Strategy, design and install along Farmhouse entrance.

<sup>1</sup> 1943 Sydney Suburb - Ausimage - Department of Lands - Spatial Information Exchange  
(<http://imagery.maps.nsw.gov.au/> accessed 14/01/2010)

<sup>2</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=2240640](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2240640), accessed 19/03/09

<sup>3</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=2240640](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2240640), accessed 19/03/09

<sup>4</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=2240640](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2240640), accessed 19/03/09

**CONCLUSIONS:**


***The subject site, as one of the early farms in the area has historic and representative local significance .***

***The work for the M2 Motorway will negatively impact the heritage significance of this item, further compromising the significance of the site that has resulted of earlier subdivisions.***

***Recommendations should be carried out prior to the works commencing on site.***

**REFERENCES:**

Heritage Branch, New South Wales, Land Title Office, New South Wales, Mitchell Library.

<b>M2 UPGRADE PROJECT</b>		
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>		
<b>EPPING PARK</b> <b>66X Norfolk Road, Epping<sup>1</sup></b> <b>Lots 11 &amp; 12, DP 842167, Lots 439 and 440, DP 752028</b>		<b>H-05</b>
		
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.		
<b>LOCATION:</b> Epping Park is located at 66X Norfolk Road, Epping.		
<b>CURTILAGE:</b> The site curtilage is defined by the site allotment and by the trees along its boundary. The park is contained to the north by No. 68 Norfolk Road, Norfolk Road to the east, and Somerset Street to the south.		
The M2 Motorway is located immediately under and along the southern edge of the park.		
<b>OWNERSHIP:</b> Epping Park is owned by the Hornsby Shire (Local Government).	<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire	
	<b>LISTING</b>	
	<b>Statutory</b> Hornsby LEP (Locally listed heritage item)	<b>Non Statutory</b> <b>n/a</b>
<b>PHYSICAL DESCRIPTION:</b> Epping Park contains an oval (with turf wicket) and dressing pavilion with mature trees and indigenous plantings.		
<i>Park is notable for some cultural planting particularly mature trees in south west corner including Radiata Pines (4) to 20m high (in apparent good condition) from c1920 along with fine dark Cypress from same era also mature Camphor laurels to 16m from c1930/40s. A row of New England Peppermints along west boundary (north end) to 12m high are characteristic selections from c1960/70s park. Also conserves an area of indigenous vegetation or remnant bushland on eastern side of oval though it is contaminated by considerable weed. The indigenous species include</i>		

<sup>1</sup> Address 66X Norfolk Road, North Epping - identified as noted in Hornsby Shire LEP.

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Smooth Bark Angophora to 18m Stringybark and Black Casuarina to 15m as well as Pittosporum and patches of small native plants. Including Lomandra Lomatia, Acacia Kunzea, Smoke bush, Dianella Dillwynia and some native grasses. Weed includes Lantana Privet Camphor laurels etc). Tracks through bushland generally overgrown. <sup>2</sup>					
<b>HISTORICAL DOCUMENTATION:</b> Epping Park is part of the original Field of Mars reserved from subdivision c1900. Many of the cultural planting date from c1901, with dressing pavilion dating from c1930's. <sup>3</sup>					
<b>ASSESSMENT CRITERIA:</b> An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.					
✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL		
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON		
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE		
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓	<b>Included</b>	<b>n/a</b> <b>Not included</b>
<b>SUMMARY STATEMENT OF SIGNIFICANCE:</b> Park dedicated c1900 with period trees from c1910 set around recreational oval and conserving area of remnant bushland. Period trees notable in streetscape. Of local significance. <sup>4</sup>					
<b>PROPOSED WORKS:</b> M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the Motorway, from the eastern entrance at Epping to Windsor Road, and the addition of a third lane between Pennant Hills Road and Windsor Road. The M2 motorway tunnel located at the southern fringes of the Park is immediately below and is proposed to be widened along both northern and southern edges.					
<b>IMPACTS:</b> Physical: No physical impacts. Visual: No visual impacts.					
<b>MITIGATE/MANAGEMENT RECOMMENDATIONS:</b> No mitigation measures and/or recommendations required.					
<b>CONCLUSIONS:</b> <b>Epping Park, No. 66X Norfolk Road, Epping is an item of local heritage significance.</b>  <b>The impact of the new work from the M2 Motorway does not affect the assessed significance of the Park.</b>					
<b>REFERENCES:</b> New South Wales Heritage Branch Inventory, accessed 19/03/2009.					

<sup>2</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780756](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780756), accessed 19/03/09

<sup>3</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780756](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780756), accessed 19/03/09

<sup>4</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780756](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780756), accessed 19/03/09



<b>M2 UPGRADE PROJECT</b>							
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>							
<b>No. 57 Norfolk Road, North Epping Lot 7/DP1046298</b>	<b>H-06</b>						
							
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.							
<b>LOCATION:</b> The subject site is No. 57 Norfolk Road, North Epping.							
<b>CURTILAGE:</b> The site curtilage is defined by the site boundary allotment. The site is bound by No 59 Norfolk Road to the north, No. 29 Somerset Street to the west, Norfolk Road to the east, and Somerset Street to the south.							
The M2 Motorway is located to the north and below No 55 Norfolk Road.							
<b>OWNERSHIP:</b> No. 57 Norfolk Road, North Epping is privately owned.	<table border="1"> <tr> <td colspan="2"><b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire</td> </tr> <tr> <td colspan="2" style="text-align: center;"><b>LISTING</b></td> </tr> <tr> <td><b>Statutory</b> Hornsby Shire LEP (Locally listed as heritage item)</td> <td><b>Non Statutory</b> <b>NA</b></td> </tr> </table>	<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire		<b>LISTING</b>		<b>Statutory</b> Hornsby Shire LEP (Locally listed as heritage item)	<b>Non Statutory</b> <b>NA</b>
<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire							
<b>LISTING</b>							
<b>Statutory</b> Hornsby Shire LEP (Locally listed as heritage item)	<b>Non Statutory</b> <b>NA</b>						
<b>PHYSICAL DESCRIPTION:</b> No. 57 Norfolk Road is a single storey federation brick residence with face brick chimneys and terracotta tile roof. The residence is located on a corner block, contained behind a timber fence. The residence is set back with a manicured front garden with a dense low hedge along its boundary. The residence's principal entrance addresses the street, located centrally with windows to either side. The structure has a street facing timber framed verandah which wraps around to face Somerset Street. The residence has a room protruding to the south with a brick gable end and a number of later additions attached to the west.							



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## **HISTORICAL DOCUMENTATION:**

Given the recognised heritage status of the item it is not considered necessary to undertake historical research for the purposes of this report. The impact assessment is therefore based on an examination of the physical evidence of the building and its setting and the available secondary documentary evidence.

## **ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
na	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> n/a <b>Not included</b>

**SUMMARY STATEMENT OF SIGNIFICANCE:** No 57 Norfolk Road, Epping has local significance as it contributes to the cultural landscape of Norfolk Street and the heritage items in the vicinity.

**PROPOSED WORK:** M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the Motorway, from the eastern entrance at Epping to Windsor Road, and an additional third lane between Pennant Hills Road and Windsor Road. The works will widen the M2 tunnel located to the north and below No 55 Norfolk Road and Epping Park.

## **IMPACTS:**

Physical: No direct physical impacts. However, this item may be subject to vibration associated with tunnel widening. Further assessment by a specialist is required

Visual: No visual impact as the M2 Motorway is located below ground.

## **MITIGATE/MANAGEMENT RECOMMENDATIONS:**

To reduce the negative impacts that might occur to the significant fabric the following recommendations should be adopted:

Physical impacts: Carryout a photographic and illustrated dilapidation survey of the residence outlining the current condition of the remaining significant fabric. Establish a service emergency contact number for occupants to manage and address complaints if impacts might occur from vibration works.


## **CONCLUSIONS:**

**No. 57 Norfolk road is an item of local heritage significance in the local area.**

**The impact of the new work from the M2 Motorway does not impact directly alter the assessed significance of the residence and its setting, however the vibration mitigation recommendations should be carried out prior to the works commencing.**

## **REFERENCES:**

New South Wales Heritage Branch Inventory accessed 01/11/2009.

<b>M2 UPGRADE PROJECT</b>											
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>											
<b>No. 61 Norfolk Road, North Epping Lot 4/DP1046298</b>	<b>H-07</b>										
											
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.											
<b>LOCATION:</b> The subject site is No 61 Norfolk Road, North Epping.											
<b>CURTILAGE:</b> The site curtilage for No. 61 Norfolk Road, North Epping is confined to the site allotment identified as Lot 4, DP1046298. The site is located on the south west corner of Norfolk Road and Callistemon Close, with Norfolk Road to the east, Callistemon Close to the north, No. 4 Callistemon Close to the west, and No. 59 Norfolk Road to the south.  The M2 Motorway is located immediately north and below No. 55 Norfolk Road.											
<b>OWNERSHIP:</b> No. 61 Norfolk Road, North Epping is privately owned.	<table border="1"> <tr> <th colspan="2"><b>LOCAL GOVERNMENT AREA:</b></th> </tr> <tr> <td colspan="2">Hornsby Shire</td> </tr> <tr> <th colspan="2"><b>LISTING</b></th> </tr> <tr> <th><b>Statutory</b></th> <th><b>Non Statutory</b></th> </tr> <tr> <td>Local - Hornsby Shire LEP (Locally listed heritage item)</td> <td>na</td> </tr> </table>	<b>LOCAL GOVERNMENT AREA:</b>		Hornsby Shire		<b>LISTING</b>		<b>Statutory</b>	<b>Non Statutory</b>	Local - Hornsby Shire LEP (Locally listed heritage item)	na
<b>LOCAL GOVERNMENT AREA:</b>											
Hornsby Shire											
<b>LISTING</b>											
<b>Statutory</b>	<b>Non Statutory</b>										
Local - Hornsby Shire LEP (Locally listed heritage item)	na										
<b>PHYSICAL DESCRIPTION:</b> No. 61 Norfolk Road is a single storey Federation period brick residence with a slate roof with terracotta ridge capping and rough cast chimneys. The structure is set back from the street with a manicured garden defined at the boundary by a timber picket fence with hedging immediately behind. The structure addresses the street with a principal entrance addressing the street and windows to either side. The structure has a street facing timber framed verandah with a small gable defining the entrance with timber posts resting on low brick piers. To the north and south, rooms protrude with a gable end roof to the north and a hip roof to the south. The structure has a number of additions to the rear facing west.											

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## **HISTORICAL DOCUMENTATION:**

Given the recognised heritage status of the item it is not considered necessary to undertake further historical research for the purposes of this report. The impact assessment is therefore based on an examination of the physical evidence of the building and its setting and the available secondary documentary evidence.

## **ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
na	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> n/a <b>Not included</b>

**SUMMARY STATEMENT OF SIGNIFICANCE:** Well preserved Federation period house with original detail of interest including tile ridge capping casement windows and verandah. Little altered.<sup>1</sup>

**PROPOSED WORK:** M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the Motorway, from the eastern entrance at Epping to Windsor Road, and an additional third lane between Pennant Hills Road and Windsor Road. The works will widen the M2 tunnel located to the north and below No 55 Norfolk Road and Epping Park.

## **IMPACTS:**

Physical: No direct physical impacts. However, this item may be subject to vibration associated with tunnel widening. Further assessment by a specialist is required

Visual: No visual impact as the M2 Motorway is located below ground.

## **MITIGATE/MANAGEMENT RECOMMENDATIONS:**

To reduce the negative impacts that might occur to the significant fabric the following recommendations should be adopted:

Physical impacts: Carryout a photographic and illustrated dilapidation survey of the residence outlining the current condition of the remaining significant fabric. Establish a service emergency contact number for occupants to manage and address complaints if impacts might occur from vibration works.

## **CONCLUSIONS:**


**No. 61 Norfolk Road is an item of local heritage significance in the local area.**

**The impact of the new work from the M2 Motorway does not impact directly alter the assessed significance of the residence and its setting, however the vibration mitigation recommendations should be carried out prior to the works commencing.**

## **REFERENCES:**

New South Wales Heritage Branch Inventory, accessed 1/04/2009

<sup>1</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780118](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780118), accessed 01/04/2009.

<b>M2 UPGRADE PROJECT</b>							
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>							
<b>Garden - The Poplars</b> <b>64- 66 Norfolk Road, Epping</b> <b>Lot 3/DP 828636</b>	<b>H-08</b>						
							
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.							
<b>LOCATION:</b> The subject site is located at No. 64-66 Norfolk Road, Epping.							
<b>CURTILAGE:</b> The curtilage for No. 64-66 Norfolk Road, is confined by the site allotment identified as Lot 3/DP 828636.  No. 64-66 Norfolk Road, Epping is located on the south east junction of Norfolk Road and Somerset Street, with Somerset Street to the north, Norfolk Road to the east, No. 20 Somerset Street to the west, and No. 62 Norfolk Road to the south.  The M2 Motorway is located immediately to the north of Somerset Street below Epping Park.							
<b>OWNERSHIP:</b> The subject site is privately owned	<table border="1"> <tr> <td colspan="2"><b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire</td> </tr> <tr> <td colspan="2"><b>LISTING</b></td> </tr> <tr> <td><b>Statutory</b> Hornsby LEP (Locally listed heritage item)</td> <td><b>Non Statutory</b> <i>na</i></td> </tr> </table>	<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire		<b>LISTING</b>		<b>Statutory</b> Hornsby LEP (Locally listed heritage item)	<b>Non Statutory</b> <i>na</i>
<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire							
<b>LISTING</b>							
<b>Statutory</b> Hornsby LEP (Locally listed heritage item)	<b>Non Statutory</b> <i>na</i>						
<b>PHYSICAL DESCRIPTION:</b> The site is comprised of buildings formerly occupied by <i>The Poplars Private Hospital</i> . The buildings include:  <b>Kirkwood House:</b> <i>The single storey building has frontage to Norfolk Road and is set back approximately 22 metres from the street. The building includes a portico serviced by a circular driveway and presents as the main entrance to the hospital site. Part of this wing contains wards, the Diagnostic Unit and various utilities. The diagnostic unit, which includes a separate admission room, procedures room and recovery room, was built in 1991.</i>							

**Somerset House (1951)** This is a single storey brick and tile building built in 1951 and set back approximately 6 metres from the Somerset Road street frontage. The ground floor level of the existing building is raised above the street level.

**Gordon Young Wing (circa 1980)** Built in approximately 1980, the Gordon Young Wing is a part single storey and a part two-storey building sited to the rear of Kirkwood House. The building is sited with its long axis oriented to the north and appears as a continuation of Kirkwood House. The building accommodates wards with direct access to the Donald M. Tulloch building located at its rear, and stores surgical utilities and medical records on the lower level.

**Donald M Tulloch Wing (1993)** The newest building on the site built in 1993 is sited at the rear of the property on the Somerset Street frontage. The building is of concrete slab construction and includes an open lower ground floor parking level beneath the operating theatres, pathology unit and recovery room.

Vehicular access to the site is at two locations from Somerset Street and at one point on Norfolk Road. A driveway provides access to the existing car park beneath the Donald M. Tulloch building at the north-eastern corner and a secondary driveway access located midway on the Somerset Street frontage. A shared driveway (ROC) provides access from the Norfolk Road frontage at the location of the common boundary between the subject site and the adjoining property at No. 62 Norfolk Road.

Parking for the existing hospital is provided by means of hard paved areas located on the southern and western portions of the site and beneath the Donald M Tulloch Wing.<sup>1</sup>

The Norfolk Road and Somerset Street frontages are densely vegetated with large Camphor Laurel and Lombardy 'Poplar' trees. The trees form part of the garden which is a listed heritage item of local significance in Hornsby Shire's Local Environmental Plan 1994. The plantings are dominated by Camphor laurels to 15m high (approx 12 trees) and Lombardy Poplars to 25m from c1940/50's prominent in streetscape of Norfolk Road.<sup>2</sup>

## **HISTORICAL DOCUMENTATION:**

The site was acquired in the 1920s for use as a hospital which has operated continuously until its closure on 22 April 2008.

## **ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
na	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> na <b>Not included</b>

## **SUMMARY STATEMENT OF SIGNIFICANCE:**

The site of the former Poplars Private Hospital has local significance due particularly due to the cultural plantings from c1940 period that have matured and have become very prominent in the streetscape now a major thoroughfare.<sup>3</sup>

## **PROPOSED WORK:**

M2 Motorway is proposed to be upgraded. The works are contained to the corridor widening at selected locations along the length of the freeway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road. The works will widen the M2 tunnel located to the north of the site, formerly Poplars Private Hospital.

## **IMPACTS:**

Physical: No physical impacts.

Visual: No visual impacts.

## **MITIGATE/MANAGEMENT RECOMMENDATIONS:**

No mitigation measures and/or recommendations required.

## **CONCLUSIONS:**

**The site of the No. 64-66 Norfolk Road is an item of local heritage significance.**

**The impact of the new work from the M2 Motorway do not affect the assessed significance of the residence.**

## **REFERENCES:**


New South Wales Heritage Inventory.

<sup>1</sup> <http://www2.hornsby.nsw.gov.au/ebp/ebp2003.nsf/bb43e613b7cc52adca256cbc0011e27b/6641267054014cb3ca256d3c000f403e?OpenDocument>, accessed 09/11/09

<sup>2</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780757](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780757), accessed 19/03/09

<sup>3</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780757](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780757), accessed 1 April 2009



<b>M2 UPGRADE PROJECT</b>					
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>					
<b>No. 70 Norfolk Road, North Epping Lot 1, DP540890</b>	<b>H-09</b>				
					
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.					
<b>LOCATION:</b> The site is located at No. 70 Norfolk Road, North Epping.					
<b>CURTILAGE:</b> The site curtilage for No. 70 Norfolk Road, North Epping is confined to the site allotment identified as Lot 1/DP540890. The site is contained by No 72 Norfolk Road to the north, Norfolk Road to the west, vehicle access for No. 68A and 68 Norfolk Road to the south, Epping Park beyond) and No. 68A Norfolk Road to the east.					
The M2 Motorway is located immediately under and at the southern edge of Epping park.					
<b>OWNERSHIP:</b> No 70 Norfolk Road is privately owned.	<b>LOCAL GOVERNMENT AREA:</b> <b>Hornsby Shire</b> <table border="1"> <tr> <th colspan="2"><b>LISTING</b></th> </tr> <tr> <td><b>Statutory</b> <b>Hornsby Shire LEP</b> (Locally listed heritage item)</td> <td><b>Non Statutory</b> <b>na</b></td> </tr> </table>	<b>LISTING</b>		<b>Statutory</b> <b>Hornsby Shire LEP</b> (Locally listed heritage item)	<b>Non Statutory</b> <b>na</b>
<b>LISTING</b>					
<b>Statutory</b> <b>Hornsby Shire LEP</b> (Locally listed heritage item)	<b>Non Statutory</b> <b>na</b>				
<b>PHYSICAL DESCRIPTION:</b> <i>Fine Federation period house set in large well planted grounds. Symmetrical design. Polychrome face brick with dominant low eaves terracotta tiled roof slightly bellcast over verandah. Ventilated gablet at peak. Exposed rafters Verandah returns to sides. Turned timber posts with carved brackets. Double-hung windows with small upper panes. Shutters.<sup>1</sup></i>					
<b>HISTORICAL DOCUMENTATION:</b> Given the recognised heritage status of the item it is not considered necessary to undertake further research for the purposes of this report. The impact assessment is therefore based on an examination of the physical evidence of the					

<sup>1</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780119](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780119), accessed 1 April 2009.

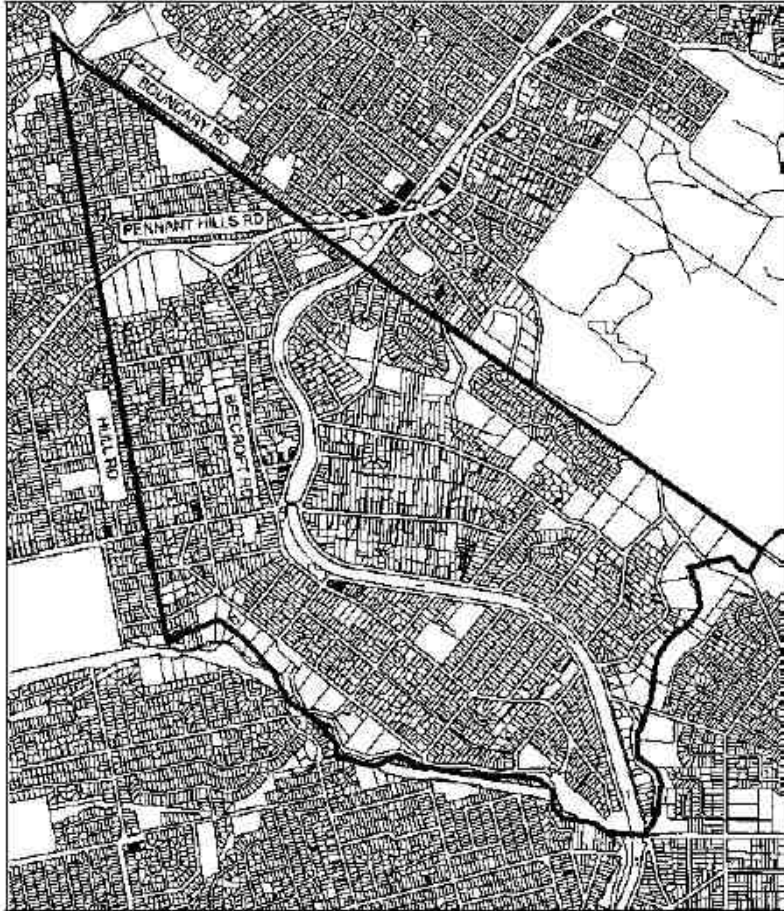



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building and its setting and the available secondary documentary evidence.					
<b>ASSESSMENT CRITERIA:</b>					
An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.					
✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL		
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON		
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE		
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓	<b>Included</b>	<b>n/a Not included</b>
<b>SUMMARY STATEMENT OF SIGNIFICANCE:</b>					
<i>Federation period house in good condition and with much distinctive detail including turned timber verandah posts and fretwork brackets. Little altered.<sup>2</sup></i>					
<b>PROPOSED WORK:</b>					
M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the freeway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road. The works will widen the M2 tunnel located to the south of the property running along and below the southern boundary of Epping Park.					
<b>IMPACTS:</b>					
Physical: No direct physical impacts. However, this item may be subject to vibration associated with tunnel widening. Further assessment by a specialist is required					
Visual: No visual impact as the M2 Motorway is located below ground.					
<b>MITIGATE/MANAGEMENT RECOMMENDATIONS:</b>					
To reduce the negative impacts that might occur to the significant fabric the following recommendations should be adopted:					
Physical impacts: Carryout a photographic and illustrated dilapidation survey of the residence outlining the current condition of the remaining significant fabric. Establish a service emergency contact number for occupants to manage and address complaints if impacts might occur from vibration works.					
<b>CONCLUSIONS:</b>					
<b>No. 70 Norfolk Road is an identified item of local heritage significance.</b>					
<b>The impact of the new work from the M2 Motorway does not directly affect the assessed significance of the residence, however the recommendations for vibration monitoring should be carried out prior to the works commencing.</b>					
<b>REFERENCES:</b>					
New South Wales Heritage branch, Inventory accessed 1/04/2009					

<sup>2</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780119](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780119), accessed 1 April 2009.

M2 UPGRADE PROJECT		
NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT		
Beecroft/Cheltenham Conservation Area	H-10	
		
Figure extracted from Hornsby Shire LEP		
<b>LOCATION:</b> The Beecroft/Cheltenham Conservation Area is located within the Hornsby Shire Local Government Area. The area is contained by Boundary Road to the north, Hull Road to the west, M2 Motorway to the south and Pennant Hills Park to the east.		
<b>CURTILAGE:</b> The sites curtilage is contained by the site boundaries of the conservation area defined by Boundary Road to the north, Hull Road to the west, M2 Motorway to the south and Pennant Hills Park to the east.		
<b>OWNERSHIP:</b> The area is predominantly owned by private individuals, however there are a number of State and Federal owned infrastructure items including parklands.	<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire	
	<b>LISTING</b>	
	<b>Statutory</b> Local - Hornsby Shire LEP (Locally listed heritage area)	<b>Non Statutory</b>
<b>PHYSICAL DESCRIPTION:</b> The conservation area is located in the suburbs of Beecroft and Cheltenham, 22 kilometres north-west of Sydney. The area has a number of areas of native bushland and numerous early residences set within garden settings.  The M2 motorway runs near the southern fringes of Beecroft Conservation Area and through the Chilworth reserve. The motorway is elevated and supported on large circular columns located within native vegetation and a heavily treed reserve.		

**HISTORICAL DOCUMENTATION:**

The area developed as early as 1799 following a number of land grants. However the suburb grew rapidly shortly after 1886 following the construction of the railway from Hornsby to Strathfield and the subdivision of the area for residential development. The suburb was named Beecroft by Sir Henry Copeland, the Minister of Lands at the time, after the maiden name of his wives, Hannah and Mary (two sisters whom he married in succession). The suburb of Cheltenham was named by William Chorley, a Sydney tailor and men's outfitter, who acquired the land when it was released from the Field of Mars Reserve. He named the house after his birthplace of Cheltenham, Gloucestershire, England. Chorley is known to have asked the government to build a station and asked to name it after his property when it opened in 1898. Sutherland Road was named for John Sutherland, Minister for Public Works 1887-1889

In the 1890s part of the area was further subdivided with lush with gardens. Today Beecroft retains its residential character, although modern shopping arcades and boutiques have been built.<sup>1</sup>

**ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria

✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
✓	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
na	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> na <b>Not included</b>

**SUMMARY STATEMENT OF SIGNIFICANCE:**

The Beecroft/Cheltenham Heritage Conservation Area has local significance due to its distinct visual identity as a Federation garden suburb, and is based on the historical boundaries of the Field of Mars Common.<sup>2</sup>

**PROPOSED WORK:**

M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the freeway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road which will run along the southern boundary of the Beecroft/Cheltenham Conservation Area. The works will require alterations and additions to an existing overhead structure within the native reserve of the Chilworth reserve located in Beecroft/Cheltenham Conservation Area.

**IMPACTS:**

Physical: Negative impact. Physically the works will modify the existing footprint of the overhead lanes introducing additional supporting structure.

Visual: Negative impact. The new structural columns will add bulk and scale to the existing structure.

**MITIGATE/MANAGEMENT RECOMMENDATIONS:**

Physical impacts: will occur as a result of the M2 road widening. Mitigation measures should be undertaken as suggested by the Flora and Fauna report as set out in the overall Environmental Assessment Report. The overall setting of Beecroft Cheltenham Conservation Area will remain intact with the exception of a few less trees when seen when hiking through the bush. Where the M2 transverses the conservation area, dense native vegetation screens the elevated motorway reducing the impact from a distance.

Visual impacts: An Arborist report is required prior to works commencing.

**CONCLUSIONS:**

**The Beecroft/Cheltenham Conservation Area is an item of local heritage significance.**

**The impact of the new work from the M2 Motorway will marginally increase the existing negative affect on the area.**


**REFERENCES:**

New South Wales Heritage Branch Inventory, accessed 9/11/09

<sup>1</sup> [http://en.wikipedia.org/wiki/Beecroft,\\_New\\_South\\_Wales#Location](http://en.wikipedia.org/wiki/Beecroft,_New_South_Wales#Location), accessed 09/11/10

<sup>2</sup> <http://www.hornsby.nsw.gov.au/environment/index.cfm?NAVIGATIONID=919&print=1>, accessed 9/11/09



<b>M2 UPGRADE PROJECT</b>		
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>		
<b>Chilworth Recreation Reserve 11-14X Mary Street, Beecroft.</b>		<b>H-11</b>
		
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.		
<b>LOCATION:</b> Chilworth Recreational Reserve is located within the Hornsby Local Government Area.		
<b>CURTILAGE:</b> Chilworth Recreational Reserve has a site curtilage defined by the site allotment. The site is contained to the east by Castle Howard Road, Austral Avenue to the north, Burns Road to the west and M2 motorway to the south.		
<b>OWNERSHIP:</b> The Reserve is owned by the crown and managed by Hornsby Shire Council.	<b>LOCAL GOVERNMENT AREA:</b> <b>Hornsby Shire</b>	
	<b>LISTING</b>	
	<b>Statutory</b> Hornsby Shire LEP (Locally listed heritage item)	<b>Non Statutory</b> <b>na</b>
<b>PHYSICAL DESCRIPTION:</b> <i>Reserve conserving mature remnant Bluegum and Blackbutt forest to 28m high with Turpentine, Smooth Bark Angophora, Forest Sheoak, Pittosporum, Blueberry Ash and ground cover of soft local ferns and indigenous shrubs. Area being restored by local bush regeneration effort.<sup>1</sup></i>		
<b>HISTORICAL DOCUMENTATION:</b> Given the recognised heritage status of the item it is not considered necessary to undertake further documentary research for the purposes of this report. The impact assessment is therefore based on an examination of the physical evidence of setting and the available secondary documentary evidence.		


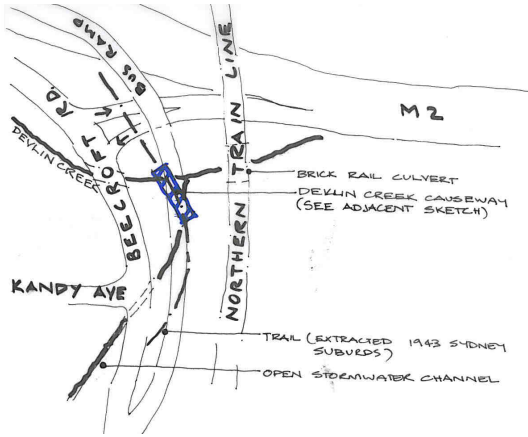
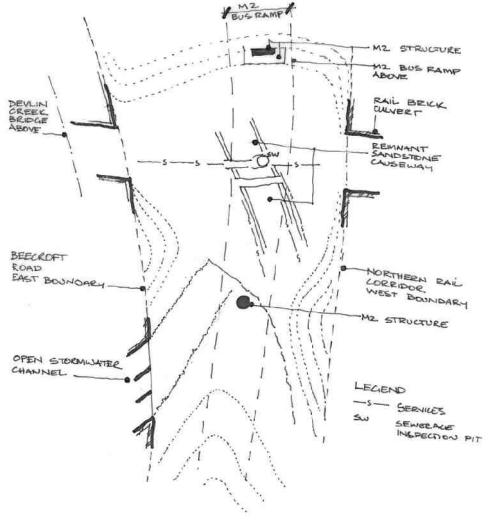
<sup>1</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780968](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780968), access 01 April 2009.

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<b>ASSESSMENT CRITERIA:</b>						
An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.						
<b>ASSESSMENT CRITERIA</b>						
✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL			
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F COMPARATIVE PLACES - RARITY/UNCOMMON			
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE			
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓	<b>Included</b>	<b>na</b>	<b>Not included</b>
<b>SUMMARY STATEMENT OF SIGNIFICANCE</b>						
Reserve conserving indigenous bushland giving local Australian identity to landscape and notable as streetscape element. Of high local significance. <sup>2</sup>						
<b>PROPOSED WORKS:</b>						
M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the Motorway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road which runs along the southern boundary of Chilworth Recreational Reserve. The works will require additional overhead lanes with support structure located within the recreational reserve.						
<b>IMPACTS:</b>						
Physical: Negative impact. Physically the works will modify the existing footprint of the overhead lanes introducing additional supporting structure.						
Visual: Negative impact. The new structural columns will add bulk and scale to the existing structure.						
<b>MITIGATE/MANAGEMENT RECOMMENDATIONS:</b>						
Physical impacts: will occur as a result of the M2 road widening. Mitigation measures shall be undertaken as suggested by the Flora and Fauna report as set out in the overall Environmental Assessment Report. The overall setting of Chilworth Recreational Reserve will remain intact with the exception of a few less trees when seen when hiking through the bush. Where the M2 transverses the conservation area, dense native vegetation screens the elevated motorway reducing the impact from a distance.						
Visual impacts: Arborist to assess the visual impacts prior to works commencing.						
<b>CONCLUSIONS:</b>						
The impact of the new work from the M2 widening will only marginally increase the negative affect on the assessed significance.						
<b>REFERENCES:</b>						
NSW Heritage Branch Inventory, accessed 1 /04/2009						

<sup>2</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780968](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780968), access on April 2009.

<b>M2 UPGRADE PROJECT</b>				
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>				
<b>Stone Causeway over Devlin Creek, Epping</b>	<b>H-12</b>			
				
<p>Photograph taken on: 13 January 2010 by: Rosemarie Canales of HBO+EMTB Heritage Pty Ltd.</p>				
				
<b>Location Plan: Devlin Creek Causeway</b>	<b>Key Plan: Devlin Creek Causeway</b>			
<p><b>LOCATION:</b> The Devlin Creek Causeway is located in the reserve immediately to the east of Beecroft Road at the junction with Kandy Avenue, Epping. The site is bound to the east by the Northern Rail Line, west by Beecroft Road and north by the M2.</p>				
<p><b>CURTILAGE:</b> The Devlin Creek Causeway curtilage is defined the Devlin Creek Bridge to the north west, M2 to the north, Northern rail line and brick culvert to the east, access trail to the south and Beecroft Road and open brick storm water channel to the east.</p>				
<p><b>OWNERSHIP:</b> The Devlin Creek Causeway is owned by Hornsby Shire Council.</p>	<p><b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire</p>			
	<p><b>LISTING</b></p>			
	<table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Hornsby Shire LEP (Locally listed heritage item)</td><td>NSW National Trust.</td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Hornsby Shire LEP (Locally listed heritage item)
<b>Statutory</b>	<b>Non Statutory</b>			
Hornsby Shire LEP (Locally listed heritage item)	NSW National Trust.			



**PHYSICAL DESCRIPTION:**

The Devlin Creek Causeway is approximately 3m wide spanning over 20m, transverse by Devlin Creek proper and disappearing at either end beneath introduced fill. The causeway runs north south, constructed from ashlar sandstone blocks with a sandstone edging. The causeway is substantially degraded, altered unsympathetically as a result of number of services cut through and located within the footprint of the causeway. The causeway is intersected by a sewerage inspection pit with the pipe running east west covered with a concrete aggregate topping, and a number of cast iron pipes running north south, one along the upstream and one to either side of the downstream exterior edge with sections with concrete aggregate partially concealing the pipes.

**HISTORICAL DOCUMENTATION:**

The Devlin Creek Causeway is part of the "New Line Road Way" constructed in c1832 by the Road Gang. The New Line Road formed part of the shorter route developed by Surveyor General Major Sir Thomas Mitchell. The Great Northern Road branched off Parramatta Road at Five Dock crossing the Parramatta River at Abbotsford to Bedlam Point, continuing to Ryde, through to Epping, Beecroft, Pennant Hills, Cherrybrook, and then Dural. The works were completed in 1831. Following the construction of the Northern Railway line the New Line Road was interrupted and redirected over Devlin Creek.<sup>1</sup>

**ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	✓	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
✓	B. ASSOCIATIONAL SIGNIFICANCE	✓	F COMPARATIVE PLACES - RARITY/UNCOMMON
na	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	na	G. COMPARATIVE PLACES - REPRESENTATIVE
na	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> na <b>Not included</b>

**SUMMARY STATEMENT OF SIGNIFICANCE:**

The Devlin Creek Causeway c1831 is an item of cultural heritage significance in the local area associated with historical and technical development of the colony, through the exploration and subsequent expansion of the settlement north lead by the growth of the road infrastructure utilising convict labour.

*A significant remnant of the Great North Road which the area to the north of Sydney to settlement and development. This is one of the few remnants left within the Metropolitan area.*<sup>2</sup>

**PROPOSED WORK:**

M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the motorway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road. The existing M2 Bus ramp at Beecroft is proposed to be demolished and the area returned to a nature reserve.

**IMPACTS:**

Physical impacts: Removal of the M2 bus ramp structure proper will not physically impact the existing causeway, however care should be taken with the process and equipment used which may damage the remnant sandstone causeway located immediately below and the surrounding open stormwater brick channel and brick rail culverts.

Visual impacts: No visual impacts will occur. Removal of bus ramp will create a positive visual impact to the immediate area.

**MITIGATE/MANAGEMENT RECOMMENDATIONS:**

Physical impacts:

Carryout a site survey, recording the extend of the Devlin Street Causeway prior to commencement of work, illustrating the relationship with Devlin Creek, rail brick culvert and open brick stormwater channel.

Protect Devlin Creek Causeway and its curtilage from damage caused from the demolition of M2 bus ramp. Construct and or cover extent of sandstone Causeway during demolition of M2 bus ramp.

Prepare an access plan to identify the location of the rare causeway. The plan shall be implemented restricting the use of heavy equipment to within 3 metres of the set boundary.

Minimise access to heavy equipment on the Causeway during demolition, which may dislodge remnant sandstone.

Prepare and implement Soil and sediment control plan carried out and implemented, to minimise to reduce negative impact from the works to the physical features of the causeway.

<sup>1</sup> Conybeare Morrison & Partners - North West Transport Links- East Environmental Impact Statement 1992.

<sup>2</sup> Conybeare Morrison & Partners - North West Transport Links- East Environmental Impact Statement 1992.

Mitigation measures shall be undertaken as suggested by the Flora and Fauna report as set out in the overall Environmental Assessment Report.

**CONCLUSIONS:**

***The Devlin Creek Causeway has local significance as is a rare item within the local cultural landscape.***

***The removal of the bus ramp in the immediate vicinity will aid to reinstate the area back to its natural environs.***


**REFERENCES:**

Bronze interpretative plaque located at the junction of Kandy Avenue and Beecroft Road, east side, at the entrance to the nature reserve.

Northwest Transport Links East, Environmental Impact Statement, European Heritage Survey, Conneybeare Morrison and Partners, 1992.

Heritage Branch, Heritage Inventory number 1780075, Heritage Inventory, accessed 13/01/2010.

1943 Sydney Suburb - Ausimage - Department of Lands - Spatial Information Exchange  
(<http://imagery.maps.nsw.gov.au/> accessed 14/01/2010)

<b>M2 UPGRADE PROJECT</b>				
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>				
<b>Pennant Hills Golf Course</b>	<b>H-13</b>			
				
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.				
<b>LOCATION:</b> Pennant Hills Golf Course is located within the Hornsby Local Government Area				
<b>CURTILAGE:</b> The Pennant Hills Golf Course curtilage is defined by Copeland Road to the north, Burns Road to the East, Cumberland Highway (Pennant Hills Road) to the west and M2 Motorway to the south.				
<b>OWNERSHIP:</b> The Pennant Hills Golf Club Limited	<b>LOCAL GOVERNMENT AREA:</b> <b>Hornsby Shire</b>			
	<b>LISTING</b>			
	<table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Hornsby Shire LEP (Locally listed heritage item)</td><td><b>na</b></td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Hornsby Shire LEP (Locally listed heritage item)
<b>Statutory</b>	<b>Non Statutory</b>			
Hornsby Shire LEP (Locally listed heritage item)	<b>na</b>			
<b>PHYSICAL DESCRIPTION:</b> Golf course sited on undulating topography above Devlin's Creek which runs through site. Conserving large stands of mature indigenous Eucalypts particularly Blackbutts Bluegums and Stringybarks (to 30 metres) between fairways. Also indigenous trees around boundary and on nature strips including Blackbutt, Smoothbark, Angophora Stringybarks and Turpentines to 25m high. Clubhouse and entry area developed c1950/60. Entry stonework of yellow sandstone in rough-face and capped style intact from this period including Pencil and Golden Cyresses in car park zone with characteristic low plants such as Fish Fern Strelitzias and Annuals as border plants and extending to edge of course. More recently a line of Brush Box Trees to 14m on north boundary exists from c1960. Additional ornamental tree planting has been added to fairways since c1960s. Course is generally well maintained but parking could be controlled along eastern nature strip to protect indigenous trees. Weed in bushland zones not assessed but probably require regeneration by qualified workers. Landscape on course could be simplified and enhanced if more emphasis was placed on indigenous Eucalypt forest and its regeneration and replanting rather than on additional introduction of				

exotic species. However the exotic planting around the parking area has significance as an important period landscape.<sup>1</sup>

#### **HISTORICAL DOCUMENTATION:**

The area of land currently occupied by the Pennant Hills Golf Course was once part of a 100 acre land grant issued by Governor John Hunter to Rowland Hassall in 1799. Rowland, a carpenter by trade and lay preacher, arrived from England in 1798. In 1861 the land was sold to James Smith and then to his son Edwin who then subsequently sold the land known as Smith Bush in 1906 to a group of five businessmen.

The Beecroft Golf Club was officially formed in May 1906 with the first official competition held in October 1906 on a nine hole course along the north-eastern corner of the site known as Smith Bush.

The area used originally for farming and cattle grazing. However shortly after the land owners withdrew the Club's permissive occupancy of the land. After the Club attempted to re-establish on another site they totally disbanded before 1914. In 1922 the idea of re-establishing a golf club in the area was initiated by Dr Holt who formed a committee with Dr Lidwill and Robert Vicars. A section of land that was originally part of the Hassall Grant became available in 1922 and was purchased and was part of the original Beecroft Club founded in 1906. The layout of the course was initially a nine hole, later designed by Tom E. Howard as a 18 hole course opening up in 1924.

#### **ASSESSMENT CRITERIA:**

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F. COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> na <b>Not Included</b>

#### **SUMMARY STATEMENT OF SIGNIFICANCE:**

The Pennant Hills Golf Course is of local cultural significance as one of the earliest established golf courses with much of the early landscape elements and plantings intact.

#### **PROPOSED WORK:**

M2 Motorway is proposed to be upgraded. The works are contained to the corridor widening at selected locations along the length of the motorway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road is clear of the Golf Course southern boundary.

#### **IMPACTS:**

Physical impacts : No physical impact

Visual impacts: No visual impact.

#### **MITIGATE/MANAGEMENT RECOMMENDATIONS:**

No mitigation measures and/or recommendations required.

#### **CONCLUSIONS:**


**The Pennant Hills Golf Course is an identified item of local heritage significance.**

**The M2 Motorway works will not alter the assessed significance of the site.**

#### **REFERENCES:**

Pennant Hills Golf Course web page accessed 1/04/2009  
NSW Heritage Branch Inventory, accessed 1/04/2009

<sup>1</sup> [http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1780736](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1780736), accessed 1 April 2009, accessed 1 April 2009.


<b>M2 UPGRADE PROJECT</b>				
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>				
<b>Road Reserve - Street Trees(south end) Sutherland Road, Epping</b>	<b>H-14</b>			
				
Photograph illustrated from www.maps.google.com.au, accessed 10/11/09				
<b>LOCATION:</b> The street trees are located at the southern end of Sutherland Road, Epping.				
<b>CURTILAGE:</b> The street trees are located in the Road reserve along the southern end of Sutherland Road.				
<b>OWNERSHIP:</b> Hornsby Shire Council	<b>LOCAL GOVERNMENT AREA:</b> Hornsby Shire			
	<b>LISTING</b>			
	<table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Hornsby Shire LEP (Locally listed heritage item)</td><td><b>na</b></td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Hornsby Shire LEP (Locally listed heritage item)
<b>Statutory</b>	<b>Non Statutory</b>			
Hornsby Shire LEP (Locally listed heritage item)	<b>na</b>			
<b>PHYSICAL DESCRIPTION:</b> Native bushland on Road Reserve.				
<b>HISTORICAL DOCUMENTATION:</b> <p>Given the recognised heritage status of the item it is not considered necessary to undertake further documentary research for the purposes of this report. The impact assessment is therefore based on an examination of the physical evidence of the building and its setting and the available secondary documentary evidence.</p>				

# HBO + EMTB

Architecture | Interior Design | Urban & Landscape Design | **Heritage Conservation** | Facility Management | Project Coordination | Consulting

<b>ASSESSMENT CRITERIA:</b>					
An item will be considered to be of State or Local heritage significance if it meets one or more of the following					
<b>ASSESSMENT CRITERIA</b>					
<b>na</b>	A. EVOLUTIONAL SIGNIFICANCE	<b>na</b>	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL		
<b>na</b>	B. ASSOCIATIONAL SIGNIFICANCE	<b>na</b>	F COMPARATIVE PLACES - RARITY/UNCOMMON		
<b>✓</b>	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	<b>na</b>	G. COMPARATIVE PLACES - REPRESENTATIVE		
<b>na</b>	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	<b>✓</b>	<b>Included</b>	<b>na</b> <b>Not included</b>
<b>SUMMARY STATEMENT OF SIGNIFICANCE:</b>					
The trees in the road reserve have local significance.					
<b>PROPOSED WORK:</b>					
M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the motorway, from the eastern entrance at Epping to Windsor Road, and an addition of a third lane between Pennant Hills Road and Windsor Road.					
<b>IMPACTS:</b>					
Physical: No physical impacts					
Visual: No visual impacts					
<b>MITIGATE/MANAGEMENT RECOMMENDATIONS:</b>					
No mitigated measures and/or recommendations required.					
<b>CONCLUSIONS:</b>					
The street trees are identified items of local heritage significance.					
The M2 Motorway works will not alter the assessed significance of the site or item.					
<b>REFERENCES:</b>					
NSW Heritage Branch Inventory.					



<b>M2 UPGRADE PROJECT</b>				
<b>NON ABORIGINAL HERITAGE - HERITAGE ASSESMENT</b>				
<b>Former Baulkham Hills Public School</b> 5-13 Russell Street, Baulkham Hills, NSW 2153 Lot 1-5/DP201089, Lot 17-22/DP201089, Lot 27/DP201089.	<b>H-15</b>			
				
Photograph taken on: 20 March 2009 by: Christopher Roehrig of HBO+EMTB Heritage Pty Ltd.				
<b>LOCATION:</b> The site has a street address of 5-13 Russell Street Baulkham Hills.				
<b>CURTILAGE:</b> The site curtilage for former Baulkham Hills Public School is defined by the site allotments Lot 1-5/DP201089, Lot 17-22/DP201089, Lot 27/DP201089. The site is bounded by Russell Street to the south, the M2 Motorway to the north and Windsor Road to the west.				
<b>OWNERSHIP:</b> Previously owned by the crown and managed by the NSW Department of Education. The site was disposed of in 1998.	<b>LOCAL GOVERNMENT AREA:</b> <b>Baulkham Hills</b>			
	<b>LISTING</b>			
	<table> <tr> <th><b>Statutory</b></th><th><b>Non Statutory</b></th></tr> <tr> <td>Baulkham Hills LEP 2005 schedule 1 (Locally listed heritage item)</td><td>na</td></tr> </table>	<b>Statutory</b>	<b>Non Statutory</b>	Baulkham Hills LEP 2005 schedule 1 (Locally listed heritage item)
<b>Statutory</b>	<b>Non Statutory</b>			
Baulkham Hills LEP 2005 schedule 1 (Locally listed heritage item)	na			
<b>PHYSICAL DESCRIPTION:</b> The site is occupied by a number of single storey brick structures with gable roofs clad with corrugated metal sheeting.				
<b>HISTORICAL DOCUMENTATION:</b> The school opened in 1868 and closed in 1999. A number of proposals have been submitted to council; however at the time of this report the site remains vacant. The school was closed due to falling enrolments and concerns for safety due to the increasing traffic congestion as a result of the M2 Motorway immediately to the north.				

# HBO + EMTB

Architecture | Interior Design | Urban & Landscape Design | **Heritage Conservation** | Facility Management | Project Coordination | Consulting

## ASSESSMENT CRITERIA:

An item will be considered to be of State or Local heritage significance if it meets one or more of the following criteria.

✓	A. EVOLUTIONAL SIGNIFICANCE	na	E. ARCHAEOLOGICAL/ RESEARCH POTENTIAL
na	B. ASSOCIATIONAL SIGNIFICANCE	na	F COMPARATIVE PLACES - RARITY/UNCOMMON
✓	C. AESTHETIC AND TECHNICAL SIGNIFICANCE	✓	G. COMPARATIVE PLACES - REPRESENTATIVE
✓	D. SOCIAL SIGNIFICANCE	<b>LEGEND</b>	✓ <b>Included</b> n/a <b>Not included</b>

## SUMMARY STATEMENT OF SIGNIFICANCE:

The site and buildings of the former Baulkham Hills Public School has local significance due to the relatively intact collection of early school structures ranging from the mid 1868.

**PROPOSED WORK:** M2 Motorway is proposed to be upgraded. The works are confined to the corridor widening at selected locations along the length of the Motorway, from the eastern entrance at Epping to Windsor Road, and an additional third lane constructed immediately in front of the former Baulkham Hills Public School along Windsor Road heading north.

## IMPACT:

Physical impacts: No physical impacts will occur to the former Baulkham Hills Public School.

Visual impacts: Marginal negative visual impact to the site of the former Baulkham Hills Public School due to the close proximity of the new on-ramp to the M2 Motorway.

## MITIGATE/MANAGEMENT RECOMMENDATIONS:

The impact is marginal and will not detract from the overall setting of the place physically and/or visually. For this reason no mitigation is required.

## CONCLUSIONS:

The site of the former Baulkham Hills Public School is an identified item of local heritage significance.

The M2 Motorway works will not alter the assessed significance of the site nor structures.

## REFERENCES:

Websites:

[http://www.heritage.nsw.gov.au/07\\_subnav\\_01\\_2.cfm?itemid=1090076](http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=1090076), accessed (18/03/09)