



CULTURAL
HERITAGE
MANAGEMENT
AUSTRALIA

Foxground and Berry Bypass

Non-Aboriginal Heritage Impact Assessment

Proposed Driveway Construction within site G2B H25
(Sedgeford Homestead)

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Executive Summary

CHMA has been engaged by the Foxground and Berry Bypass project to assess the potential impacts of the construction of a private property access at A495 Princes Highway approximately 60 metres at the closest point to the Federation period homestead named “Sedgeford”, otherwise referred to as G2B (H25).

The heritage impacts attributable to the concept design were considered during the 2012 Environment Assessment with the summary stating “the bypass would substantially impact upon the contextual values of the homestead”. The assessment classified indirect impacts as ‘visual’ only but did not assess the impact of the private property access modifications that were yet to be agreed with the landowners.

The new private property access was developed during the detailed design phase in consultation with the landowner following a redesign of the Austral Park interchange and results in a ‘direct’ impact to land within the modern cadastral boundary of the site, but is located outside of the original homestead and garden curtilage. The design enables the existing driveway entering the G2B H25 property to be left free of modification, whilst the new access point provides road safety improvements for the residents and public motorists.

The current proposal would result in direct impacts to the protected boundaries of a site of identified local significance. However, the site is not listed on any heritage registers and the boundary of the site has been loosely determined by the modern cadastral parcel rather than by the historic structures and plantings of the property.

The proposed driveway would occur at the rear of the original property, in an area previously known to have been farmed. No historic plantings would be impacted and none of the heritage values identified for the site would be compromised by the driveway. It is therefore assessed that the current proposal would not adversely impact upon the heritage values identified for G2B H25.

1.0 Introduction

Roads and Maritime Services (RMS) are upgrading 11.6 kilometers of the Princes Highway between Toolijooa Road north of Foxground and Mullers Lane south of Berry, in New South Wales (the project), to achieve a four lane divided highway (two lanes in each direction) with median separation.

The project includes bypasses of Foxground and Berry and generally comprises the following key features:

- Construction of around 6.6 kilometres of new highway where the project deviates from the existing highway alignment at Toolijooa Ridge, the Foxground bends and Berry township.
- Grade-separated interchanges at: Toolijooa Road; Austral Park Road; Tindalls Lane; East of Berry at the existing Princes Highway (northern interchange) and west of Berry at Kangaroo Valley Road (southern interchange).
- A major cutting at Toolijooa Ridge (around 900 metres long and up to 26 metres deep).
- Six lanes (two lanes plus a climbing lane in each direction) through the cutting at Toolijooa Ridge for a distance of 1.5 kilometres.
- Six new highway bridges and three highway overbridges:
- Eight underpasses including roads, drainage structures and fauna underpasses.
- Modifications to local roads, including Toolijooa Road, Austral Park Road, Gembrook Lane, Tindalls Lane, North Street, Queen Street, Kangaroo Valley Road, Hitchcocks Lane and Schofields Lane.
- Modification to about 47 existing property accesses

Sedgeford Homestead is located at A495 Princes Highway and is named G2B H25 as an identified non-Aboriginal heritage site assessed as having local heritage significance. It is one of the private holdings along the existing Princes Highway alignment that requires changes to the location of their private access driveways, with one driveway having been severed by the highway design.

A heritage assessment was carried out for the project in 2012 by Navin Officer Heritage Consultants (NOHC) based on the concept design. The assessment identified indirect visual impacts to G2B H25, however this predated the detailed design phase and did not assess the impact of the private property access modifications that were later included to satisfy the land owners requirements and ensure road safety design outcomes were achieved due to realignment of the (former) Princes Highway, now known as Donovan Road.

Development of the detailed design has required close stakeholder liaison to develop property accesses that meet the land owner's requirements. In regard to the location the new domestic driveway, discussions with the owners of Sedgeford have focused on making use of natural topographic contours and minimising the extent of arable land loss, whilst respecting the curtilage of the original homestead.

The final design satisfies the landowner's requirements who signed off on the design in 2015. The completed detailed design has been publicly available at the Community Display Centre and via the project website since April 2015.

2.0 Conservation Status of G2B H25

The G2B H25 site is not listed on any heritage registers, however the Foxground and Berry bypass Environmental Assessment: Non-Aboriginal (historic) assessment (NOHC 2012), describes the site as a non-Aboriginal heritage site of local significance. The boundary of the site as defined in the EA comprises the entire cadastral parcel for the site.

The EA included the following mitigation measure: “Install temporary fencing or other measures as appropriate to the location for items... G2B H25... These would be used to delineate “no go” heritage areas.”

Subsequently, management recommendations for the site were included in the Ministers Conditions of Approval (MCOA's) for the project. MCOA Condition C16 states: “The proponent shall not destroy, modify or otherwise physically affect... non-Aboriginal sites H25...”.

Accordingly mitigation measure CHMM21 of the approved Contractor's Environmental Management Plan, Appendix B5 – Construction Heritage Management Sub-plan commits the following: “To ensure non-Aboriginal sites are not destroyed, modified or otherwise physically affected, erect exclusion fencing between the zone of construction activity and any adjacent non-Aboriginal sites. This would apply to sites: G2B H25....”

3.0 Background and Previous Assessments of G2B H25

The non-Aboriginal (historic) assessment (NOHC 2012) describes G2B H25 as a non-Aboriginal heritage site of local significance which would not be directly impacted upon by the project. The site was determined to have local significance against Criterion (b) and Criterion (g) as indicated in Tables 1 and 2.

Table 1. Analysis against significance criteria (NOHC 2012)

Criterion (a): important in the course, or pattern, or cultural history	The Sedgeford homestead and gardens were not notable in the course or pattern of local cultural history. This item is not assessed as having significance against this criteria.
Criterion (b): strong or special association with the life or works of a person, or persons	The Sedgeford homestead and gardens were established by Thomas Binks and Mary Hetherington. The Binks family were a large family who made a lasting contribution to the local and wider community through the dairy industry. All of their daughters were married in the front room of the homestead. This item is assessed as having local significance against criterion b.
Criterion (c): important in demonstrating aesthetic characteristics and /or a high degree of technological or creative achievement.	The Sedgeford homestead and gardens are not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is not assessed as having significance against this criteria.
Criterion (d): strong or special association with a particular community or cultural group	There are no known strong or special associations for the Sedgeford homestead and gardens. This item is not assessed as having significance against this criteria.
Criterion (e): potential to yield information that would contribute to an understanding of cultural history	The Sedgeford homestead and gardens do not have the potential to yield information that is not readily accessible from other sources. This item is not assessed as having significance against this criteria.
Criterion (f): possesses uncommon, rare or endangered aspects of cultural history	The Sedgeford homestead and gardens form a relatively common site type. There are numerous examples of Federation period farms. This item is not assessed as having significance against this criteria.
Criterion (g): important in demonstrating the principal characteristics of a class of cultural place	While the Sedgeford homestead and gardens are not a rare site type, G2B H25 is representative of an early twentieth century dairy farm in association with a disused highway alignment; it retains well preserved examples of the Federation period homestead and the associated gardens. G2B H25 is assessed as having local significance against criterion g.

Table 2. Summary description and significance assessment of Site G2B H25 (modified from NOHC 2012)

Site	Description	Context of Significance	Significance Criteria Met	Statement of Significance	Management Requirements
G2B H25 Sedgeford Homestead (A495 Princes Highway Broughton Village)	Federation weatherboard homestead and gardens dating to 1902	LOCAL	Thresholds met for Criteria (b) and (g)	<p>The Sedgeford homestead and gardens have a strong and special association with the Binks Family, a well-known local family</p> <p>G2B H25 is representative of an early twentieth century dairy farm in association with a disused highway alignment – it retains well preserved examples of the Federation period homestead and the associated gardens</p>	Not to be impacted, with temporary fencing and other measures as appropriate used to delineate 'no go' heritage area

The NOHC 2012 statement of heritage impact details the spatial relationship between the Sedgeford homestead, its grounds, the current and former highway alignment (H26) as valuable components of the interpretive heritage values of the Bink's Corner grouping of heritage items (G2B H25, H26, H27 and H52). The assessment states "the bypass design respects this relationship by allowing for the continued vehicle use of the existing highway as a service road and avoiding direct impacts on the eastern and northern side of the existing highway. The construction of the bypass in relative proximity of the Bink's Corner grouping of heritage items enhances the interpretive value of road remnants by providing a twenty first century example of highway construction for contrast and comparison" with the remnant portion of 19th century road (G2B H26) example.

The original EA concept design proposal as assessed by NOHC in 2012 was specifically designed to avoid impacts to Sedgeford Homestead but NOHC could not have known or assessed the private property adjustment later required at this location due to several changes to the alignment which were included in the approved updated concept design in December 2014.

The NOHC 2012 Statement of Heritage Impact determined that *"the following aspects of the proposal would detrimentally impact on heritage significance:*

Visual Impact: There would be considerable impact to local landscape context values to the south of the Sedgeford grounds (boundary runs adjacent to the existing highway), where substantial cutting and downslope embankment would be constructed. The main carriageway would be situated approximately 90m to the south of the homestead, and the off-ramp, approximately 70m. Existing tree plantings would provide a visual buffer and barrier between the homestead, its grounds and the highway easement.

Impact on existing structures: The bypass would not impact existing structures relating to this item.

Impact on relics: Based on the local level of assessed significance for this item (criteria b & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary: The bypass would substantially impact upon the contextual values of the homestead.

4.0 Proposed Driveway Alignment and Impacts

Figure 1 shows the proposed alignment for the new driveway. The alignment traverses the cadastral parcel identified as the grounds of Sedgford Homestead (G2B H25).

The domestic driveway would measure approximately 430m in length and 3m in width, however allowing for construction, the overall impact area would be up to 10m in width. The alignment would be graded and then covered with imported road base gravels, before being sealed with bitumen. Impacts within the heritage area would comprise a section of 130m long or a maximum of 1300m² extending northwest from the highway alignment across the western portion of the cadastral parcel, south of the homestead. No historic or mature trees would be removed as a result of the proposed works.

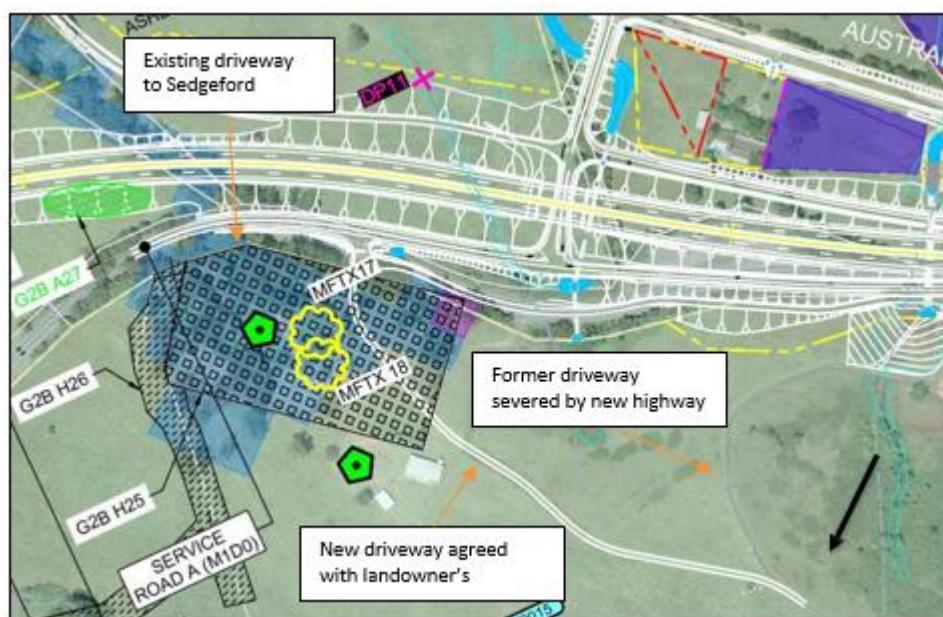


Figure 1. Proposed alignment of new domestic driveway through G2B H25

5.0 Potential Impacts of Driveway on Heritage Significance

The proposed driveway would have a direct impact upon the ground to the south of the Sedgford Homestead. However, the impacts upon the heritage values of the site itself would be minimal for the reasons discussed below.

As is commonly the case in the registration of historic sites, the entire cadastral parcel has been identified as the heritage site. However, the cadastral parcel is a modern construct and not reflective of the historic structures and plantings of at site. Until c2000 the entire property remained under ownership by the Binks family, at which point the family subdivided the current house block away from the significant landholdings. The current boundary of the homestead block there for dates to c2000 and is not a historic property boundary. Conifers were then planted around the new boundary as a privacy screen (see Figure 2).

The historic boundary of the property, as delineated by historic plantings (see Figure 3) occurs much further to the east than the current cadastral parcel, beyond some of the newer structures on the property. Figure 2 dating to 1958 confirms this, showing agricultural lands to the west of the homestead and no plantings at all along the western side of the block. This makes sense considering the original entrance to the property was

along the eastern edge, extending off the old highway alignment to the east.

In reality, the historic plantings and structures identified as significant in NOHC's original assessment (2012) occur well to the east of the driveway alignment currently proposed. The area of the proposed new driveway was in fact the rear of the block and used for agricultural purposes.

Table 3 below lists the features of the Sedgeford property identified as retaining local significance and the likely effects of the proposed driveway on these heritage values.

Table 3. Impacts of the proposed driveway on identified heritage values at G2B H25

Aspect of Significance	Identified Impacts of Driveway
A strong and special association with the Binks Family	None
A representative example of an early 20 th century dairy farm	None
Well preserved examples of the Federation period homestead and associated gardens	None
Association with a disused highway alignment (G2B H26)	None

Given that neither the buildings themselves nor the historic plantings within the cadastral parcel would be impacted by the proposed driveway, it is determined that this proposal would not have any adverse impacts on the heritage significance of the site as listed by NOHC (2012).

The proposed driveway would have a direct impact upon the ground surrounding G2B H25. However, the impacts on the above mentioned heritage values of the site itself would be minimal and are restricted to former grazing land. The proposed driveway is sited away from the north and east of the property such that it does not adversely impact the grouping of Bink's Corner heritage items.

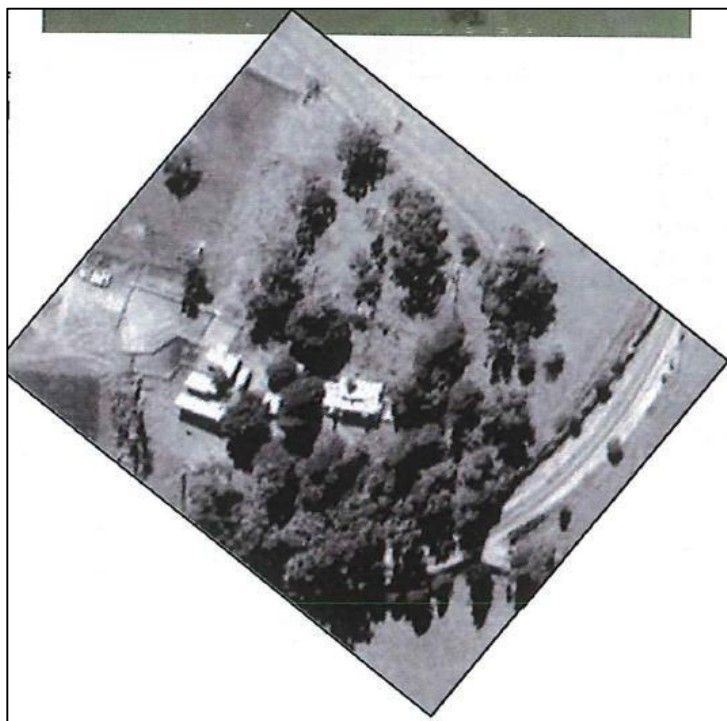


Figure 3. Aerial image of Sedgeford and associated plantings in 1958, taken from NOHC 2012:81)

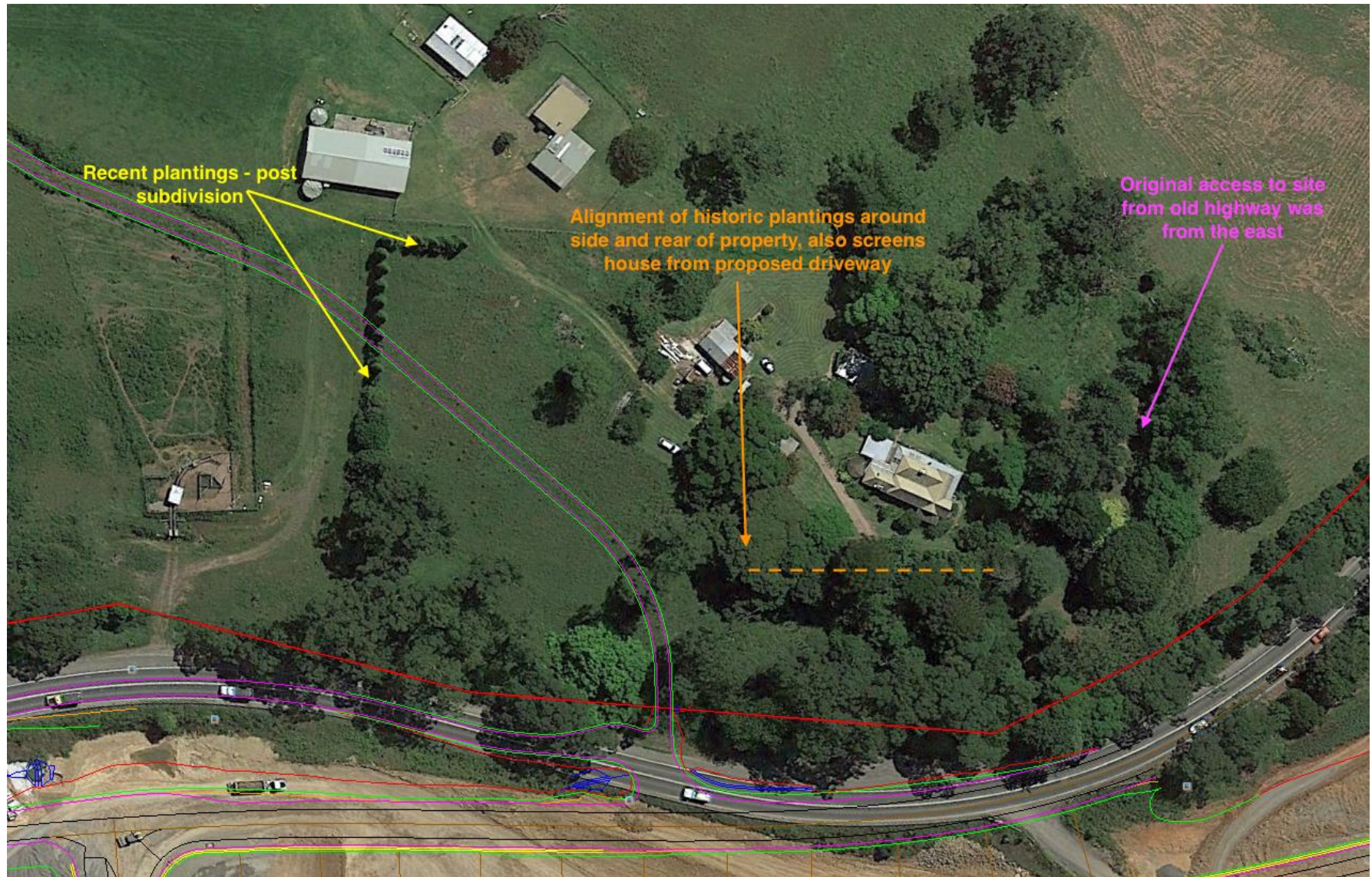


Figure 2. Shows proposed driveway location relative to existing cadastral parcel, historic homestead and plantings and original driveway entrance.

6.0 Statement of Heritage Impacts

The proposed domestic driveway would result in direct impacts to the cadastral parcel of land on which is located Sedgeford Homestead and gardens, a site identified as meeting threshold values of local heritage significance and marked for conservation under the current project (NOHC 2012).

The current assessment shows that the cadastral boundaries for the existing site are a modern construct (c2000) and are not reflective of the historic boundaries of the site (see Figures 2 and 3). The original access to the homestead was from the east, making the area of the proposed driveway the back of the property. Historic tree plantings are clear along the southern edge of the homestead, shielding the house from the existing highway alignment and to the east along the original entrance to the property. Historic imagery (see Figure 2) shows the western portion of the site, where the proposed driveway is to be established, as under agriculture in 1958, and not part of the homestead itself.

It is therefore assessed that the proposed driveway would not impact upon the identified heritage values of site G2B H25.

The visual impacts that would occur to the site through the creation of a new driveway, are also minimised to some extent by the existing vegetation which shields much of the western portion of the block from the homestead (see Figure 3 and Plates 1 -3 below).



Plate 1. Looking southwest to proposed impact area from homestead (trees obscure area of proposed alignment)



Plate 2. Looking to homestead from proposed alignment (trees obscure house)



Plate 3. Looking west from existing driveway to proposed new alignment in area with less screening present.

7.0 Conclusions

The following aspects of the proposal would impact on heritage significance:

Visual Impact: The proposed driveway would have some impact on the local landscape context of the property, however to some extent these would be shielded by the existing vegetation on the property which acts to screen this portion of the property from the homestead itself.

Impact on Existing Structures: The proposed driveway would not impact existing structures or historic plantings at the site

Impact on Relics: Given the local level of significance identified for the homestead and grounds, any above ground structures or archaeological deposits associated with this site are classified as 'relics'. Given the proximity of the proposed driveway from the homestead and the evidence of its use for agricultural purposes up to the 1950s it is unlikely, but possible, that domestic relics may occur within the impact area. In the unlikely event that relics are discovered during the construction process, the RMS Standard Management Procedure for 'Unexpected Heritage Items' (Appendix A of Heritage Management Plan) (2013) is to be implemented.

Summary: The proposed driveway would directly impact upon the cadastral boundary of the historic property. The proposed driveway would have a visual impact on the property through the creation of a new structure within the historic grounds however the driveway would not impact upon significant heritage features or structures at the site.

Will any known or potentially significant archaeological deposits be impacted by the driveway? There are no known archaeological deposits located within this area. The potential always exists for unknown finds to occur, however the location of the site at the rear of the property and evidence of its historic use in grazing suggests archaeological debris would be minimal. Any material that may have been present would have been disturbed by agricultural practices with a resultant diminishment in heritage values.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

Three alignments have been considered and discussed with the land owner. Due to the topographical constraints, the preferred option is the design that has been detailed within this report. The two alternatives assessed were:

1. Retain an existing asphalt driveway further to the south, however the height difference to the main alignment and open drainage system prevent access at this location. RMS deemed it not permissible to retain access in this location;
2. Upgrade and add onto an existing informal farm access track that is presently used to access the stockyards. The topography steepens significantly beyond the stockyards and construction of a driveway of acceptable grade would require significant excavation and the scale earthworks would require a much more substantial impact on the landscape. This option was unpalatable to the landowner as it would mean the loss of grazing land and potential impacts to the operation of the farm.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

The current assessment constitutes the advice sought and accepted from a heritage specialist (Cultural Heritage Management Australia Pty Ltd), to the proponent (Fulton Hogan). A visual inspection of the heritage site and proposed alignment was undertaken by Dr Sophie Collins (CHMA Senior Archaeologist) on Wednesday 3rd January 2017. CHMA's advice is incorporated as the management recommendations in the following section of this report.

How is it proposed that development impact be avoided, minimised or mitigated? To ensure there is no incidental damage to the historic site itself or any of the historic plantings, works would only be undertaken within the 10m wide corridor as described above. Exclusion fencing would be erected along the boundary limit of works designating the 'no-go heritage areas'. Machinery used would be the smallest able to complete the job to avoid inadvertent impacts or soil disturbance during construction. Visual impacts of a new driveway within the historic precinct are currently screened to some extent by existing plantings. The area would be rehabilitated at the conclusion of works, so that of the possible 10m wide impact area, only the 3m of sealed bitumen would be visible.

The current proposal would result in direct impacts upon the setting and local landscape within the boundaries of a site of identified local significance (G2B H25). However, the site is not listed on any heritage registers and the boundary of the site has been loosely determined by the cadastral parcel rather than by the historic structures and plantings of the property.

The proposed driveway would occur at the rear of the original property, in an area previously known to have been farmed. No historic plantings would be impacted and none of the heritage values identified for the site would be compromised by the driveway. It is therefore assessed that the current proposal would not adversely impact upon the heritage values identified for this site.

The final visible footprint of the alignment would be the 3m wide bitumen driveway, with grounds either side suitably rehabilitated to minimise the appearance of disturbance.

8.0 Management Recommendations

Heritage exclusion fencing would be installed along the limit of works to delineate 'no-go' heritage areas and ensure there is no incidental damage to the homestead, historic plantings, or other mature trees during construction works.

A commitment must be made by the proponent to minimise impacts to the property wherever possible during construction. This should include the use of the smallest machinery able to complete the job to avoid inadvertent impacts outside the alignment itself and the minimisation of the footprint of disturbance to the minimum possible.

The final visible footprint of the alignment would be the 3m wide bitumen driveway, with grounds either side suitably rehabilitated to minimise the appearance of disturbance. Additional screening on the homestead side of the alignment, sympathetic to the period of the homestead would also be prudent to minimise the visual impact of the driveway on the heritage precinct.

In the unlikely event that historic relics are identified during construction works, the RMS Standard Management Procedure for 'Unexpected Heritage Items' (Appendix A of Construction Heritage Management Sub Plan) (2013) is to be implemented.

9.0 References Cited

Navin Officer Heritage Consultants 2012 (NOHC), In AECOM Australia Pty Ltd. 2012 *Princes Highway upgrade – Foxground and Berry Bypass; Environmental Assessment*. A Report to Roads and Maritime Services.

Appendix A - Images of Proposed Impact Area

Taken During Field Visit by Dr Sophie Collins 3rd January 2017



Plate 1. View of new boundary plantings from west of the cadastral parcel on which G2B H25 is located



Plate 2. View of new boundary plantings looking west from impact area



Plate 3. View east to homestead from northwestern most point of study area



Plate 4. View southeast across proposed alignment to bypass



Plate 5. View from study area point where driveway would merge with bypass



Plate 6. Looking northeast to homestead from study area



Plate 7. View east from study area to plantings lining existing driveway for homestead



Plate 8. View north from bypass at access point to proposed new driveway
