



Sydney International Speedway

Environmental Impact Statement

Technical Paper 6

Non-Aboriginal Heritage

Sydney International Speedway

Non-Aboriginal Heritage Impact
Assessment

Final

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EXECUTIVE SUMMARY

The NSW Government has committed to relocating speedway racing to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the NSW motorsport racing community. The new speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

The Western Sydney Parklands Trust, in association with the NSW Office of Sport, is leading a masterplanning process for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, with opportunities to share infrastructure and coordinate events across the three venues. This masterplan sets the context for the planning of the new Sydney International Speedway, which is the subject of this Technical Paper.

As part of delivering Sydney Metro West - the city's next big underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility. The project is planned to be constructed and operational prior to the closure of the current speedway.

Section 5.12(4) of the EP&A Act provides for the declaration of specified development on specified land as State significant infrastructure. A declaration is being sought for the Sydney International Speedway as State significant infrastructure under Sections 5.12(4) of the EP&A Act. Schedule 4 of *State Environmental Planning Policy (State and Regional Development) 2011* will be amended to include Sydney International Speedway.

Overview of findings

There are no items of non-Aboriginal heritage significance, or significant non-Aboriginal archaeological remains identified within the project site. As such, there would be no direct impacts to items of historic including heritage as a result of the construction and/ or operation of the project.

There is one State heritage listed heritage item located within 40 metres of the project site:

- Prospect Reservoir and surrounding area

Low hills situated between the Prospect Reservoir and the project site would largely screen views of the project from within the curtilage of the heritage item. The Speedway structures, including the grandstand would not be easily visible from the heritage item. The project would therefore result in negligible visual impacts to Prospect Reservoir and surrounding area SHR item.

Recommendations

Mitigation measures for the project are provided below:

ID	Mitigation measure
NAH1	<ul style="list-style-type: none">During detailed design, landscaping should endeavour to ensure the final elevation of structures is lower than existing topography to the west of the study area, and should include screening vegetation along the eastern embankment of the trackway, to conceal the Speedway from the “Prospect Reservoir and surrounding area” heritage item.
NAH2	<ul style="list-style-type: none">The Sydney Metro Authority Unexpected Finds Procedure would be used for the project and should be included in the construction heritage management plan.

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1.0 INTRODUCTION

1.1 Project background

The NSW Government has committed to relocating speedway racing to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the NSW motorsport racing community. The new speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

The Western Sydney Parklands Trust, in association with the NSW Office of Sport, is leading a masterplanning process for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, with opportunities to share infrastructure and coordinate events across the three venues. This masterplan sets the context for the planning of the new Sydney International Speedway, which is the subject of this Technical Paper.

As part of delivering Sydney Metro West - the city's next big underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility. The project is planned to be constructed and operational prior to the closure of the current speedway.

The project site is located on land owned and managed by Western Sydney Parklands Trust. Sydney Metro is proposing to build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

Section 5.12(4) of the EP&A Act provides for the declaration of specified development on specified land as State significant infrastructure. A declaration is being sought for the Sydney International Speedway as State significant infrastructure under Sections 5.12(4) of the EP&A Act. Schedule 4 of *State Environmental Planning Policy (State and Regional Development) 2011* will be amended to include Sydney International Speedway.

Artefact Heritage has been engaged to prepare a non-Aboriginal heritage assessment for inclusion in the Environmental Impact Statement. This technical paper considers the impacts on listed heritage items and potential archaeological resources within the project site and includes:

- Identification of items and areas of heritage significance that would be materially affected by the project, involving field survey and research of the project site and including an assessment of significance of any buildings, works, relics, views, or places of heritage significance
- Consideration of the potential impacts on the values, settings and integrity of heritage areas and items and archaeological resources located within the project site, including items both above and below ground and, where such potential exists, the likely significance of those impacts
- Outlining the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures).

1.2 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) were issued for the project on 19 May 2020. The requirements specific to non-Aboriginal heritage, and where these requirements are addressed in this technical paper, are outlined in Table 1 below.

Table 1 Secretary's Environmental Assessment Requirements

Secretary's Environmental Assessment Requirements	Where addressed
5.1 The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of:	Chapter 6.0 Chapter 7.0
(c) environmental heritage, as defined under the Heritage Act 1977; and	Chapter 6.0 Chapter 7.0
(d) items listed on the State, National and World Heritage lists;	Chapter 6.0 Chapter 7.0
(e) heritage items and conservation areas identified in environmental planning instruments applicable to the project area.	Chapter 6.0 Chapter 7.0
5.2 Where impacts to State or locally significant heritage items are identified, the assessment must:	Chapter 7.0
(a) include a significance assessment, a statement of heritage impact for all heritage items and a historical archaeological assessment;	Chapter 9.0
(b) consider the conservation policies of any relevant conservation management plan;	Chapter 7.0 Chapter 8.0 Chapter 9.0
(c) consider impacts to the item caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant)	Chapter 8.0 Chapter 9.0
(d) outline measures to avoid and minimise those impacts during construction and operation in accordance with the current guidelines; and	Chapter 10.0
(e) be undertaken by a suitably qualified heritage consultant(s) and/or historical archaeologist (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	Section 1.6

1.3 Project location

The project would be located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports which sits within the Blacktown Local Government Area (LGA) in the Central River City sub-region of Greater Sydney, about six kilometres south-west of the Blacktown City Centre, and 32 kilometres west of the Sydney Central Business District. The location of the project is shown on Figure 1.

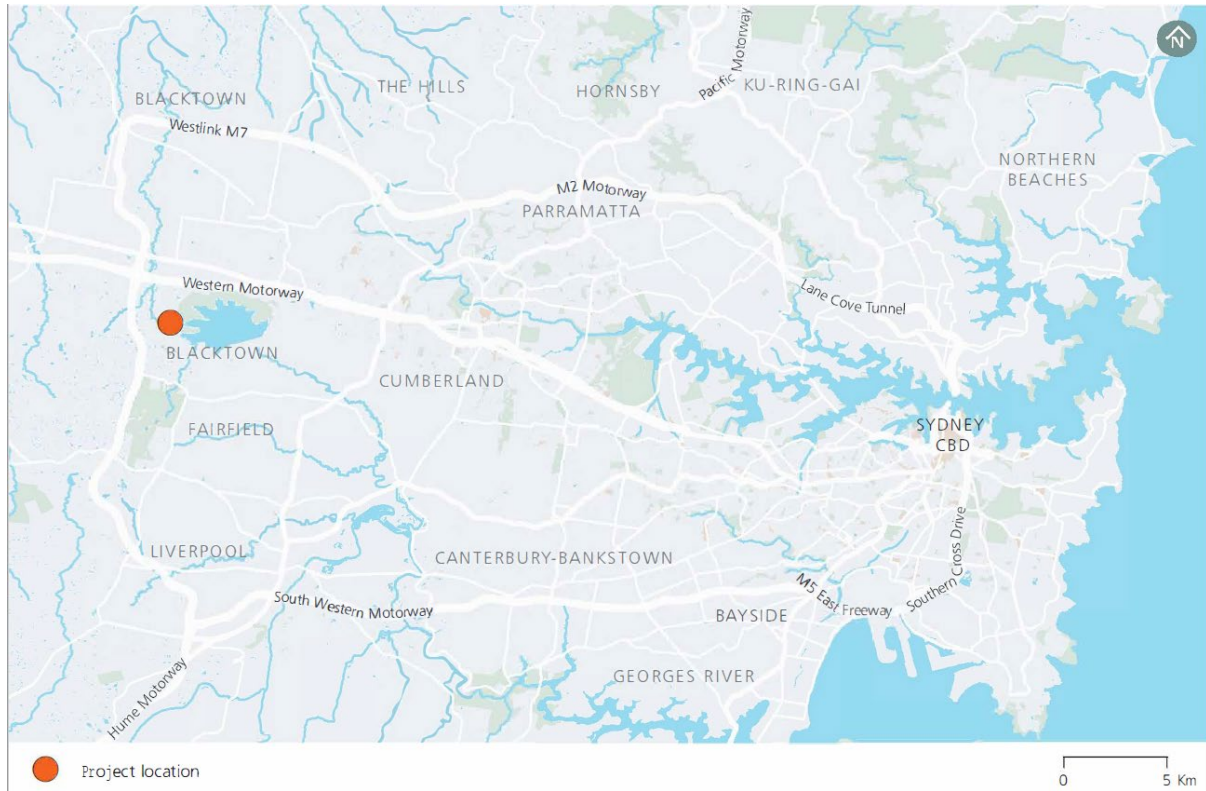


Figure 1 Location of the project

1.4 Local context of the project

The footprint of the project site is about 21 hectares. The Western Motorway (M4 Motorway) is about 1.4 kilometres north, and the Westlink M7 is about 1.2 kilometres west of the project. Industrial and commercial developments are located to the north and west of these major roads. The Prospect Nature Reserve, which contains the Prospect Reservoir, is about 150 metres east of the project. The local context of the project is shown on Figure 2.

Sixteen precincts have been identified within the Western Sydney Parklands, each with its own character and land uses, infrastructure, issues and opportunities. The project would be situated within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. The project is bounded by Ferrers Road to the north-west, Ferrers Road and vegetation as part of Western Sydney Parklands in the west, the Warragamba Pipeline to the south and the Austral Bricks Horsley Park Brickworks located further south. Other motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports include the Sydney Dragway immediately to the north and east and Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north. A full list of stakeholders is provided in Chapter 4 (Stakeholder and community engagement).

Other businesses in the vicinity include:

- The SUEZ Eastern Creek Resource Recovery Park, about 1.1 kilometres west of the project
- Global Renewables waste processing facility, about 650 metres west of the project.

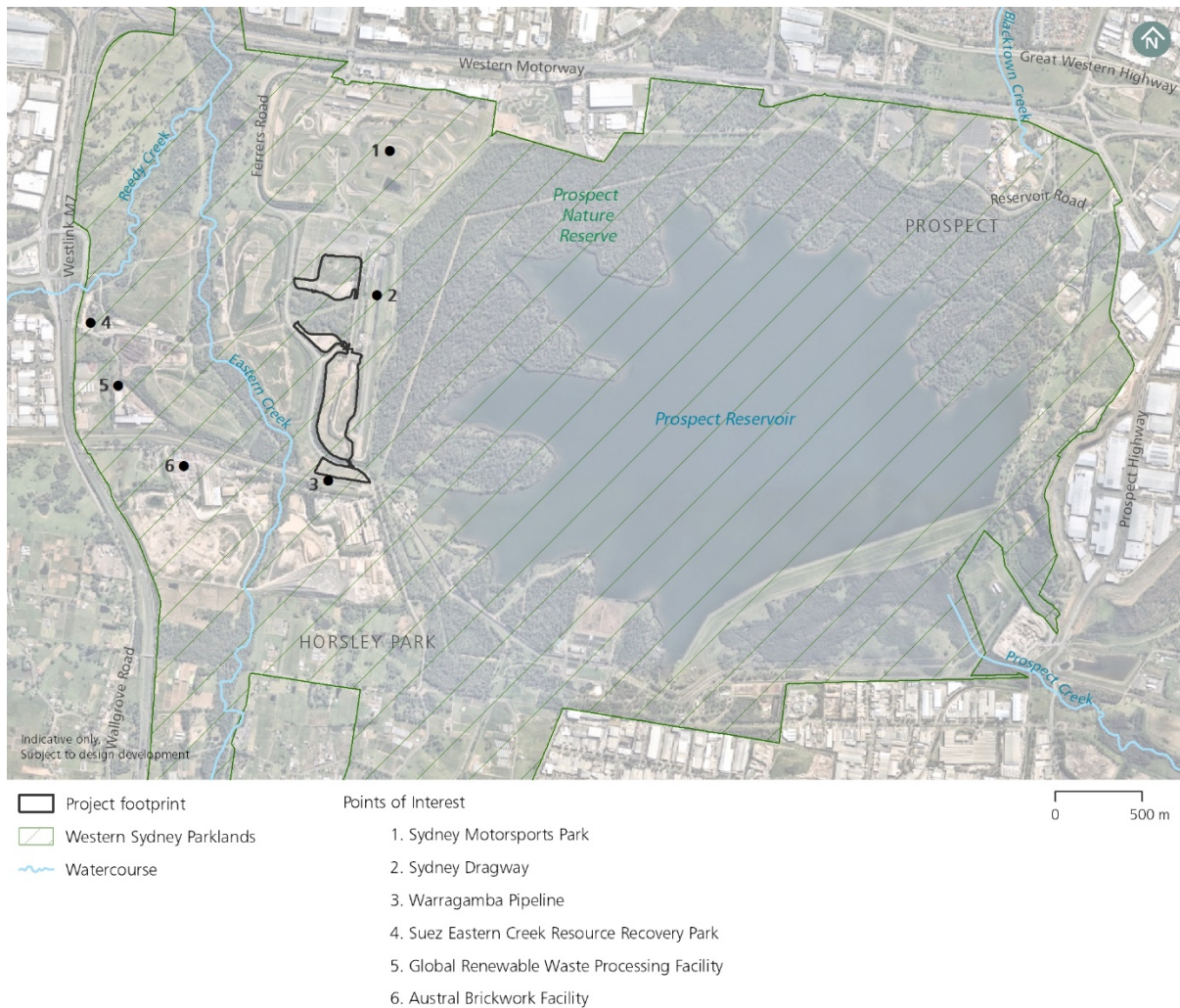


Figure 2 Local context of the project

1.5 Overview of the project

The key features of the project are provided in detail in Chapter 4.0 of this technical paper. The key Project stages would include:

- Construction, including enabling and temporary works, earthworks and land forming activities, construction of project infrastructure, environmental management measures, utilities connections, landscaping and finishing works
- Operation of the Sydney International Speedway. This would include racing infrastructure, event support infrastructure and operational support infrastructure, and ongoing maintenance activities.

An overview of the project is shown on Figure 3.

1.6 Authorship

This report was prepared by Jessica Horton (Heritage Consultant). Management input and review was provided by Duncan Jones (Principal) and Sandra Wallace (Director).

2.0 LEGISLATIVE CONTEXT

2.1 Introduction

There are several items of legislation that are relevant to non-Aboriginal heritage. This chapter provides a summary of these and identifies relevant legislation with potential implications for the project.

2.2 The World Heritage Convention

The *Convention Concerning the Protection of World Cultural and National Heritage* (the World Heritage Convention) was adopted by the General Conference of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 16 November 1972, and came into force on 17 December 1975. The World Heritage Convention aims to promote international cooperation to protect heritage that is of such outstanding universal value that its conservation is important for current and future generations. It sets out the criteria that a site must meet to be inscribed on the World Heritage List (WHL) and the role of State Parties in the protection and preservation of world and their own national heritage.

2.2.1 World Heritage List

The World Heritage List contains sites that have been listed by UNESCO as being of special cultural or physical significance.

There are no items on the World Heritage List within or near the project, and as such no impacts to World Heritage would occur as a result of the project. No further consideration of world heritage has been included in this assessment.

2.3 *Environmental Protection and Biodiversity Conservation Act 1999*

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Department of the Environment and Minister for the Environment (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity”. The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be carried out in accordance with an accredited management plan, approval is not needed, and the matter would not be referred to the Minister.

There would be no direct impacts within heritage items listed in the World Heritage List or National Heritage List as a result of the project. Therefore, there would be no significant heritage impacts as defined under the EPBC Act. The project would therefore not require referral for heritage values under the EPBC Act.

2.3.1 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

There are no items listed on the Commonwealth Heritage List located within or near the project site.

2.3.2 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

There are no items listed on the National Heritage List located within or near the project site.

2.4 New South Wales Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the state are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

Although the requirements for permits under the Heritage Act are not required for an approved State significant infrastructure project, the Heritage Act is relevant in that it guides assessment and defines statutory listed items.

2.4.1 State Heritage Register

The State Heritage Register was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The State Heritage Register is administered by the Heritage Division of the Department of Premier and Cabinet and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

One State Heritage Register listed item, The Prospect Reservoir and Surrounding Area, is located 40 metres east of the project site at its closest point.

2.4.2 Section 170 registers

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 (s170) requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

One Section 170 listed item, Sydney Water Listing No. 4575804 (Prospect Reservoir Operational Land) is located 40 metres east of the project site.

2.4.3 Archaeological relics and works

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

"...any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance"*

Sections 139 to 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or under Section 60 for impacts within SHR curtilages. An application for an excavation permit must be supported by an Archaeological Research Design (ARD) and Archaeological Assessment prepared in accordance with the NSW Heritage Division archaeological guidelines. Minor works that would have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act. However, the project is subject to Part 5.2 (State significant infrastructure) provisions of the EP&A Act, and therefore excavation permits, or exceptions would not be required.

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to past evidence of infrastructure. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not trigger reporting obligations under the Act. The following examples are commonly considered to be 'works': Former road surfaces or pavement, kerbing, evidence of former infrastructure (such as drains or drainage pits where there are no relics in association), tram and train tracks and ballast and evidence of former rail platforms and bridges.

2.5 Environmental Planning and Assessment Act 1979

The EP&A Act establishes the framework for cultural heritage values to be formally assessed in the land use planning, development consent and environmental impact assessment processes. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

Section 5.22 of the EP&A Act provides that environmental planning instruments (such as local environmental plans and SEPPs) do not, with some exceptions, apply to State significant infrastructure projects. Notwithstanding, the environmental planning instruments that are relevant to the project have been considered for consistency, as described below.

The project site falls within the Blacktown Local Government Area (LGA) and Western Sydney Parklands. Although the project is located within the Blacktown LGA, the project site is located on land subject to *State Environment Planning Policy (Western Sydney Parklands) 2009* (Western Sydney Parklands SEPP) (refer to Section 2.5.1). By virtue of the project site being located within the Western Sydney Parklands, the application of the *Blacktown Local Environmental Plan 2015* does not apply to this project.

2.5.1 State Environment Planning Policy (Western Sydney Parklands) 2009

The project is located within the Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, and as such the provisions of the *State Environment Planning Policy (Western Sydney Parklands) 2009* have been considered for consistency (although they do not apply to this project). The Western Sydney Parklands SEPP aims to put in place planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi use urban parkland for the region of western Sydney, including protecting and enhancing the cultural and historical heritage of the Western Parklands.

The Prospect Reservoir and surrounding area (SEPP Western Sydney Parklands 2009 Item No. 4) is listed as an item of heritage significance, and is located 40 metres east of the project (refer to Figure 30).

3.0 ASSESSMENT METHODOLOGY

3.1 The project site

The project site encompasses the main Sydney Speedway site (location on NSW Government owned land), the area south of Ferres Road and the three parking areas, referred to collectively as the 'project site.' A buffer zone of 50 metres has been established to identify heritage listed items in or within proximity to the project site. This is shown in Figure 30.

3.2 Identification of heritage listed items

A heritage register search was carried out on 26 February 2020. Heritage items in or within the vicinity of the project site were identified through a search of relevant State and Commonwealth statutory registers, including:

- World Heritage List
- Commonwealth Heritage List
- National Heritage List
- State Heritage Register
- Blacktown LEP 2015
- Holroyd LEP 2013
- Section 170 Heritage and Conservation Registers for Sydney Water, Roads and Maritime, RailCorp, Department of Health, NSW Police Service
- NSW State Heritage Inventory database

Items listed on these registers have been previously assessed against the NSW Heritage Assessment guidelines. Statements of heritage significance, based on the NSW Heritage Assessment guidelines, as they appear in relevant heritage inventory sheets and documents, are provided throughout this assessment.

A search of nominated heritage places for the World Heritage List, National Heritage List and Commonwealth Heritage List was carried out on 26 February 2020. No nominated heritage places or items are located within the project site.

Where relevant Conservation Management Plans and other heritage management documents and guidelines have been used to provide additional information regarding heritage significance. Where used, these have been cited.

3.3 Site inspection

An inspection of the project site was carried out by Jessica Horton (Heritage Consultant, Artefact Heritage) and Duncan Jones (Principal, Artefact Heritage) on 17 February 2020. The inspection was carried out on foot, using physical maps and GPS. Photographs were taken to record different aspects of the project site including vegetation, levels of disturbance and any areas of archaeological sensitivity, in addition to heritage items within the vicinity of the project site.

3.4 Significance assessments

3.4.1 NSW heritage assessment criteria

Cultural significance is defined in Article 1.2 of the Burra Charter: The Australian ICOMOS *Charter for Places of Cultural Significance 2013* (the Burra Charter, ICOMOS (Australia), 2013) as meaning “aesthetic, historic, scientific, social or spiritual value for past, present or future generations”. Cultural significance may be derived from a place’s fabric, association with a person or event, or for its research potential. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar sites are located, more historical research is carried out, and community tastes change.

Determining the significance of heritage items or a potential archaeological resource is carried by utilising a system of assessment centred on *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter) by the International Council on Monuments and Sites (ICOMOS). The principles of the Burra Charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines* (NSW Heritage Office and NSW Department of Urban Affairs and Planning 1996).¹

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the Heritage Act.

‘*State heritage significance*’, in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

‘*Local heritage significance*’, in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.²

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment would result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.

Understanding heritage significance is key to assessing the impacts of a proposal on heritage items.

Each listed or unlisted potential heritage item, or potential archaeological remain is assessed against the seven criteria outlined in Table 2.

¹ Heritage Office and Department of Urban Affairs and Planning 1996. *NSW Heritage Manual*; 25-27

² This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

Table 2 NSW heritage assessment criteria

Criteria	Description
A – Historical significance	An item is important in the course or pattern of the local area or states cultural or natural history.
B – Associative significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's or State's cultural or natural history.
C – Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area or state.
D – Social significance	An item has strong or special association with a particular community or cultural group in the local area or state for social, cultural or spiritual reasons.
E – Research potential	An item has potential to yield information that will contribute to an understanding of the local area's or State's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's or State's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area or state).

3.5 Heritage impact assessment

This heritage impact assessment has been prepared using the *Statement of Heritage Impact* (NSW Heritage Office 2002) guideline, contained within the *NSW Heritage Manual*.

Impacts on heritage are identified as either:

- Direct (physical) impacts, resulting in the demolition or alteration to places including their curtilage of heritage significance or significant archaeological remains
- Indirect (visual) impacts, resulting in changes to significant heritage settings, views or view corridors.

Once the impacts on heritage significance are assessed, an overall level of impact to the heritage item can be determined. Where impacts to heritage significance are assessed as major, discussion is provided on whether the item would continue to meet the threshold of significance necessary for heritage listing.

Specific terminology and corresponding definitions are used in this assessment to consistently identify the magnitude of the project's direct, indirect or potentially direct impacts on heritage items or archaeological remains. The terminology and definitions are based on those contained in guidelines produced by the ICOMOS³ and are shown in Table 3.

³ Including the document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011.

Table 3 Terminology for assessing the magnitude of heritage impact

Magnitude	Definition
Major	Actions that would have a long term and substantial impact on the significance of a heritage item. Actions that would remove significant historic building elements, views, landscape features, or archaeological materials, thereby resulting in irreversible change. These actions cannot be fully mitigated.
Moderate	This would include actions involving the modification of a heritage item, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures. The impacts arising from such actions may be able to be partially mitigated.
Minor	Actions that would result in the slight alteration of heritage buildings, views, settings, archaeological resources, or the setting of an historical item. The impacts arising from such actions can usually be mitigated.
Negligible	Actions that would result in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

3.5.1 Assessment of visual impacts

Heritage items that fall in or within 50 metres of the project site have been assessed for potential visual impacts. In order to assess visual impact on heritage significance, sightlines from the heritage item to the project have been established. Both the views *towards* the heritage item (whether the project would impair views of the item's significant visual characteristics) and views *away* from the item (whether the project would impair views of the heritage significant surroundings or character of the item) would be assessed.

3.6 Non-Aboriginal archaeological assessment

A high-level approach to the identification of potential archaeological resources has been adopted in this heritage impact assessment. Historical archaeological potential is defined as the potential of a site to contain significant archaeological remains, including works or relics as identified in the *Heritage Act 1977*. The assessment of historical archaeological potential is based on the identification of former land uses and evaluating whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses. Knowledge of previous archaeological investigations, understanding of the types of archaeological remains likely to be associated with various land uses, and the results of site inspection are also taken into consideration when evaluating the potential of an area to contain archaeological remains.

3.6.1 Assessment of archaeological potential

The potential for the survival of archaeological relics in a particular place is significantly affected by activities which may have caused ground disturbance. These processes include the physical development of the project site (for example, phases of building construction) and the activities that occurred there. The likelihood for the survival of these relics (i.e. their archaeological potential) is distinct from the archaeological/heritage significance of these remains, should any exist. For example, there may be 'low potential' for certain relics to survive, but if they do, they may be assessed as being of State significance.

Identification of the potential historical archaeological resource of the project site is based on the review and understanding of its land use and development (site formation processes) through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence of former land use phases.

Table 4 Grades of archaeological potential

Grading	Justification
Nil	No evidence of historical development or use, or where previous impacts such as deep basement structures would have removed all archaeological potential
Low	Research indicates little or low intensity historical development, or where there have been substantial previous impacts, disturbance and truncation in locations where some archaeological remains such as deep subsurface features may survive
Moderate	Analysis demonstrates known historical development and some previous impacts, but it is likely that archaeological remains survive with some localised truncation and disturbance
High	Evidence of multiple phases of historical development and structures with minimal or localised twentieth century development impacts, and it is likely the archaeological resource would be largely intact.

3.6.2 Research potential and archaeological significance

Assessments of significance are preliminary in nature and where possible significance has been assessed against the NSW Heritage Assessment Criteria. The assessment is based on the NSW Heritage Division's *Assessing Significance for Historical Archaeological Sites and Relics* (NSW Heritage Division 2009)

Assessing significance for archaeological sites can be difficult, in that the extent and nature of the remains is generally unknown and value judgements based on potential or expected attributes need to be made. Heritage significance in NSW is assessed using the Heritage Council of NSW's seven specific criteria based on the principles of the *Burra Charter*. How these apply to archaeological heritage assessment is further explained in '*Assessing Significance for Historical Archaeological Sites and Relics*' guidelines from the NSW Heritage Manual (2009). Consideration of the research potential of an archaeological resource is necessary in determining archaeological significance. In addition, the expected intactness or integrity of an archaeological resource influences the evaluation of research potential and significance.

In 1984, Bickford and Sullivan examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:
 - General questions about human history?
 - Other substantive questions relating to Australian history?
 - Other major research questions?

In the 2009 guidelines *Assessing Significance for Historical Archaeological Sites and 'Relics'*, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site's intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes.⁴

⁴ NSW Heritage Branch 2009

4.0 PROJECT DESCRIPTION

4.1 Overview of the project

Once complete, the project would include world class racing infrastructure in the form of a clay based racetrack benchmarked to national and international best practice for both speedway vehicles and motorcycles. To facilitate the use of the speedway racetrack, the following ancillary racing infrastructure would be constructed:

- New vehicle access to the raceway area, including a gated access via an intersection off Ferrers Road
- A racing competitor's pit area in Carpark B, comprising around 150 parking bays for race vehicles and their tenders, including 20 bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews
- Workshops/garages and track-side operational support areas to be used by pit crews.

High quality event support infrastructure provided to maximise the spectator experience at speedway events would comprise:

- A grandstand with the capacity to seat around 3750 spectators
- Ticketing and entryway structures
- Spectator facilities, including terraced seating for up to around 7000 spectators, public amenities, corporate boxes, provision for food and beverage operators together with merchandise outlets
- Dedicated parking provided for spectators, visitors and users of the Sydney International Speedway in Carpark A, available for use by other motorsport operators by agreement
- Dedicated parking for Sydney Dragway to replace the existing spectator parking areas which would form part of the Sydney International Speedway project site. The New Dragway Parking in Carparks C and D would be available for use by other motorsport operators by agreement

Operational support infrastructure would be provided to enable the operation of the Sydney International Speedway. Such infrastructure would include:

- Public safety including fencing and fire safety systems
- Communications including a fiber optic network (to suit internet broadcasting bandwidth and PA/AV provisions), signage and large broadcasting screens
- Services including the provision of stormwater, drainage and flooding, utilities and lighting.

The operational site layout is shown on Figure 3. Operation would also include maintenance activities required to support the project.

Further detail on the project is provided in Chapter 5 (Project description) of the Sydney International Speedway Environmental Impact Statement.

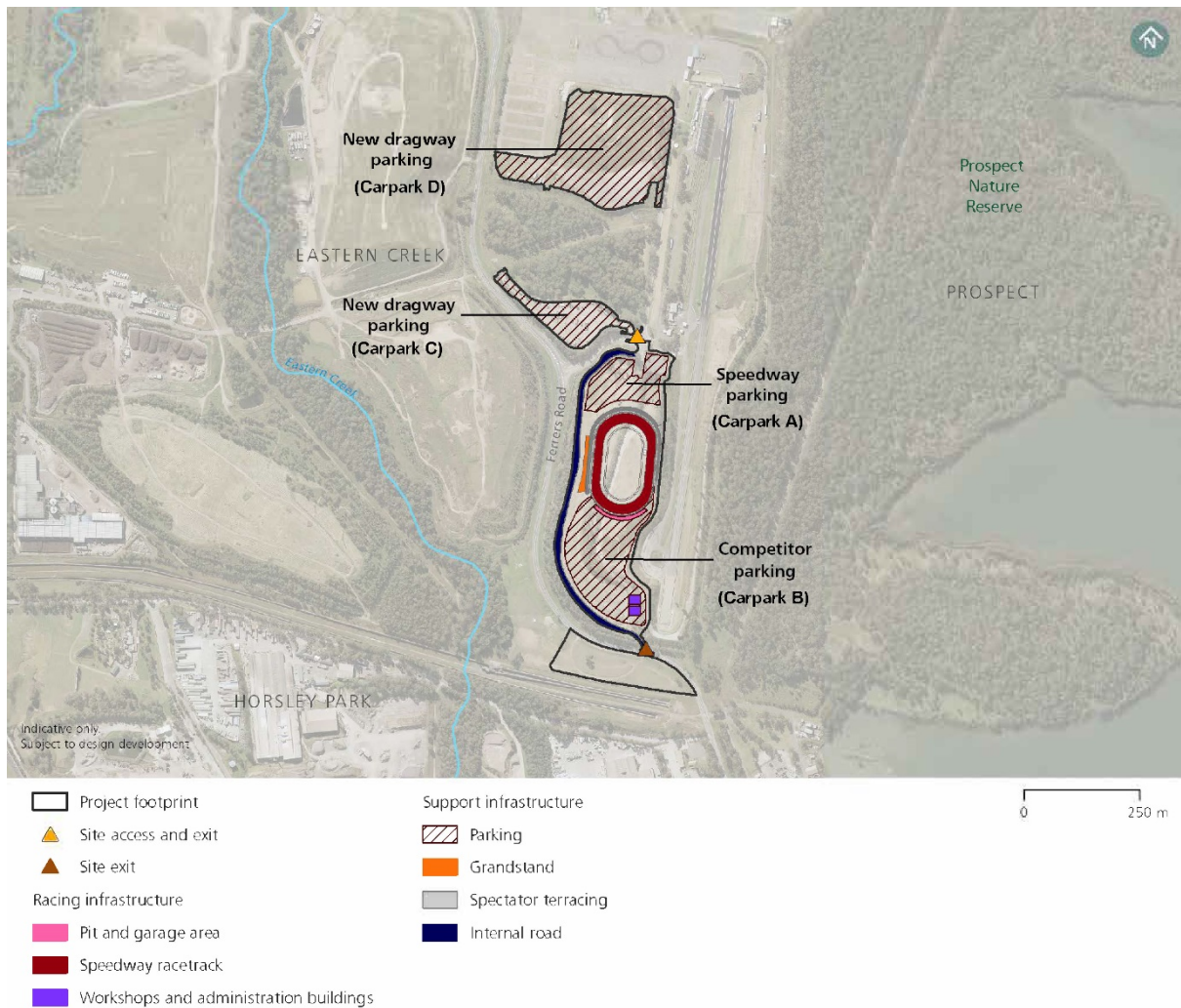


Figure 3 Project overview

4.2 Overview of construction activities

Construction of the project is expected to take about 13 months. Key construction activities include site establishment, site clearance, earthworks and site levelling, construction of racing and support infrastructure, utilities connections, landscaping and finishing works.

4.2.1 Bulk earthworks

Construction would involve earthworks for levelling and land forming activities across most of the project site. Currently, the project site consists of artificial terraced hills with a maximum elevation of 90 metres Above Sea Level (ASL) in the north and 77 metres ASL in the south. Project works would result in modifications to the majority of the artificial land forms within the project site and final elevation levels would be determined during detailed design.

Carpark D would require the most earthworks and site levelling activities. This car park is currently located on a rocky outcrop, which would need to be reduced to allow for the establishment of car parking facilities. In addition, earthworks activities would be required to establish the racetrack profile to meet the national and international racing standards. Earthworks within the carpark areas and the main operational site would generate excess cut material, which would be temporarily stored as

stockpiles across the project site, including the area south of Ferrers Road. Any excess material remaining at the end of construction would then be formed into a permanent landscaped mound in the area south of Ferrers Road, with the implementation of appropriate drainage, erosion and sedimentation controls to ensure no impact to areas adjacent to the landscaped mound. The landscaped mound would fill the majority of the southern area of the project site.

The project site would be cleared of vegetation and topsoil would be stripped before earthworks are carried out. Topsoil would be stored in temporary stockpiles up to four metres high across the project site before being transported to its final location.

4.2.2 Speedway track, buildings and infrastructure

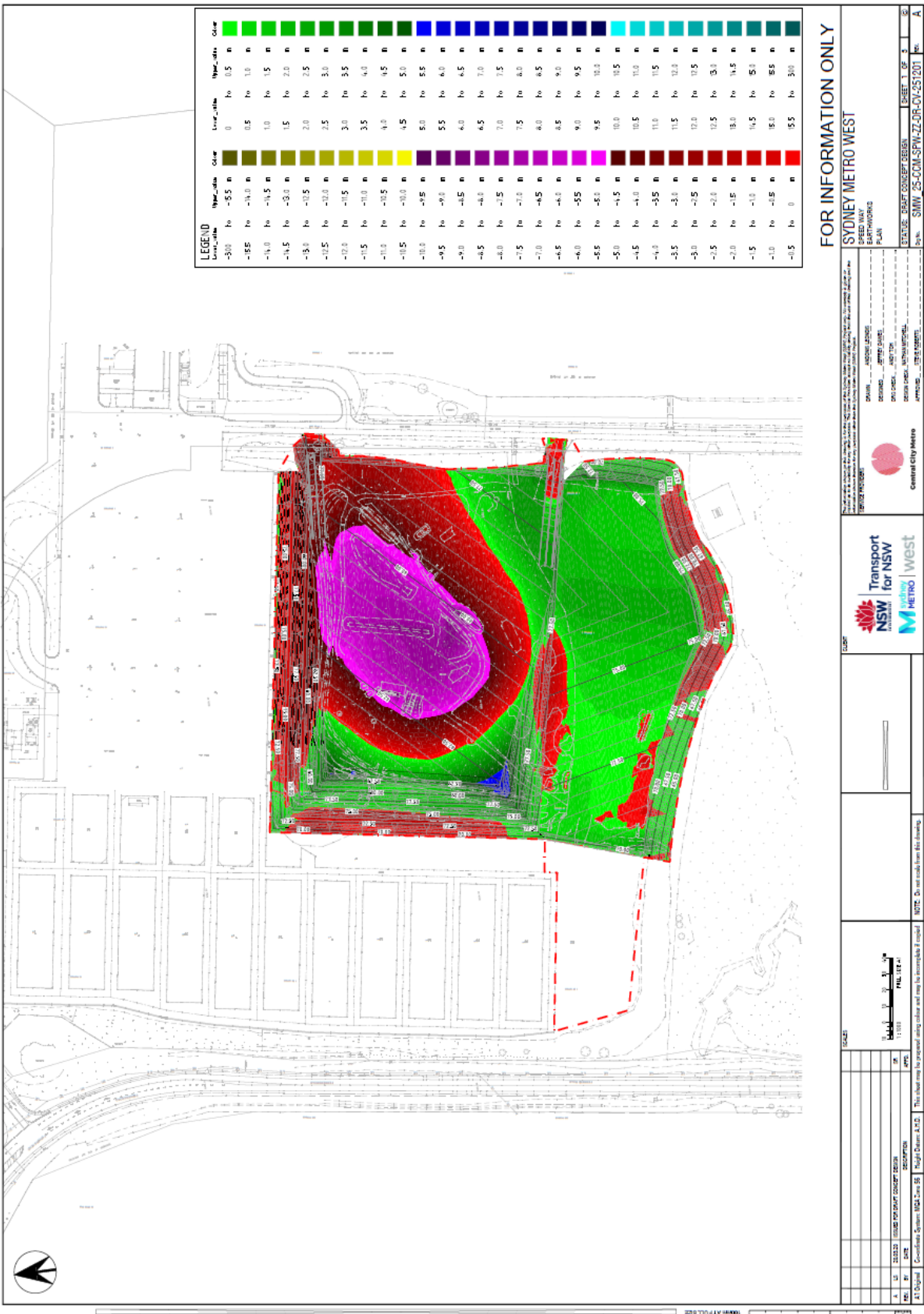
The racetrack would be located centrally within the main operational site and would be formed using about 8200 cubic metres of Sydney clay, which would be imported to the project site. This material would be imported to construct the racetrack so that it is similar in composition to the existing Sydney Speedway, and to meet the national and international racing standards.

The grandstand would be constructed on a fill embankment overlooking the racetrack. The racing and event support infrastructure are anticipated to be reinforced pre-cast concrete structures with steel elements and modular prefabrications. The prefabricated elements would be constructed offsite, delivered via heavy vehicle and installed using cranes and other lifting equipment. The terraced seating would be comprised of concrete and turf.

Construction of these structures on the project site would likely include the following activities:

- Piling
- Earthworks (excavation of foundations and creation of embankments)
- Concrete pouring
- Brickwork/masonry
- Installation of modular prefabricated elements
- Internal fit out
- Landscaping.

Utilities connections (including a new electrical substation, new potable water connection, wastewater and communications) would be required as part of the construction of the project.



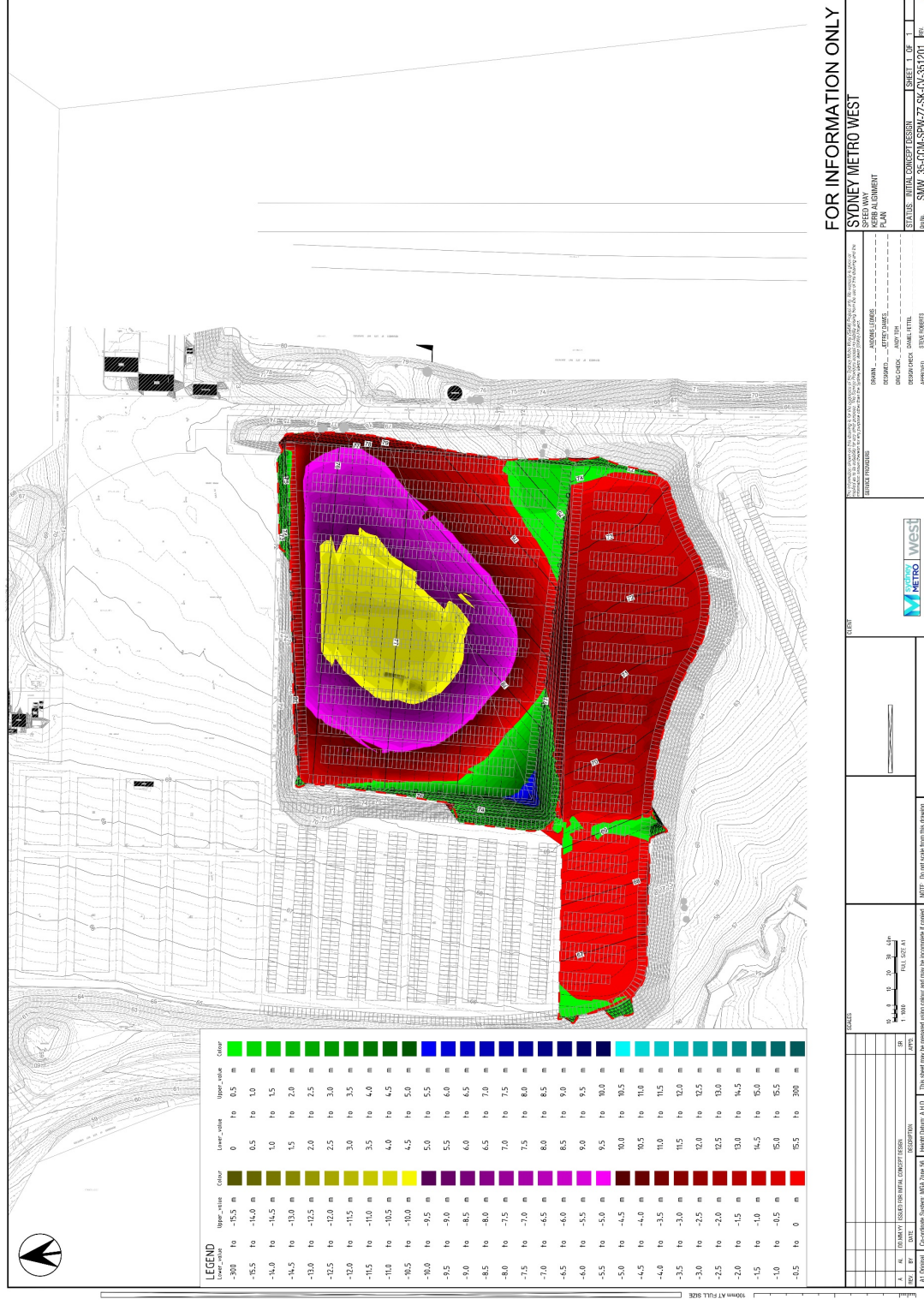
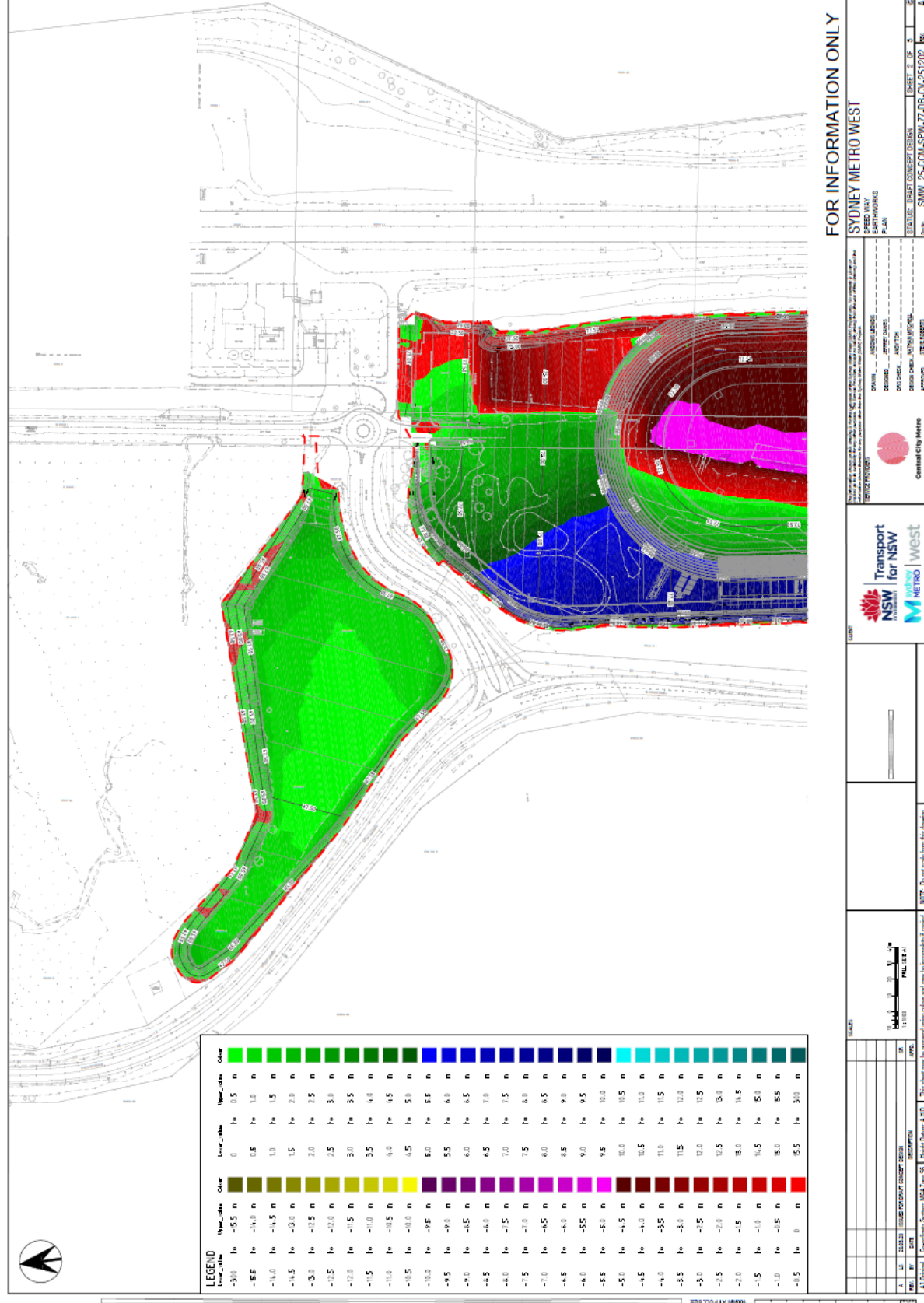


Figure 4 Cut and fill diagram for the north carpark area for Speedway (15 April 2020 concept design)



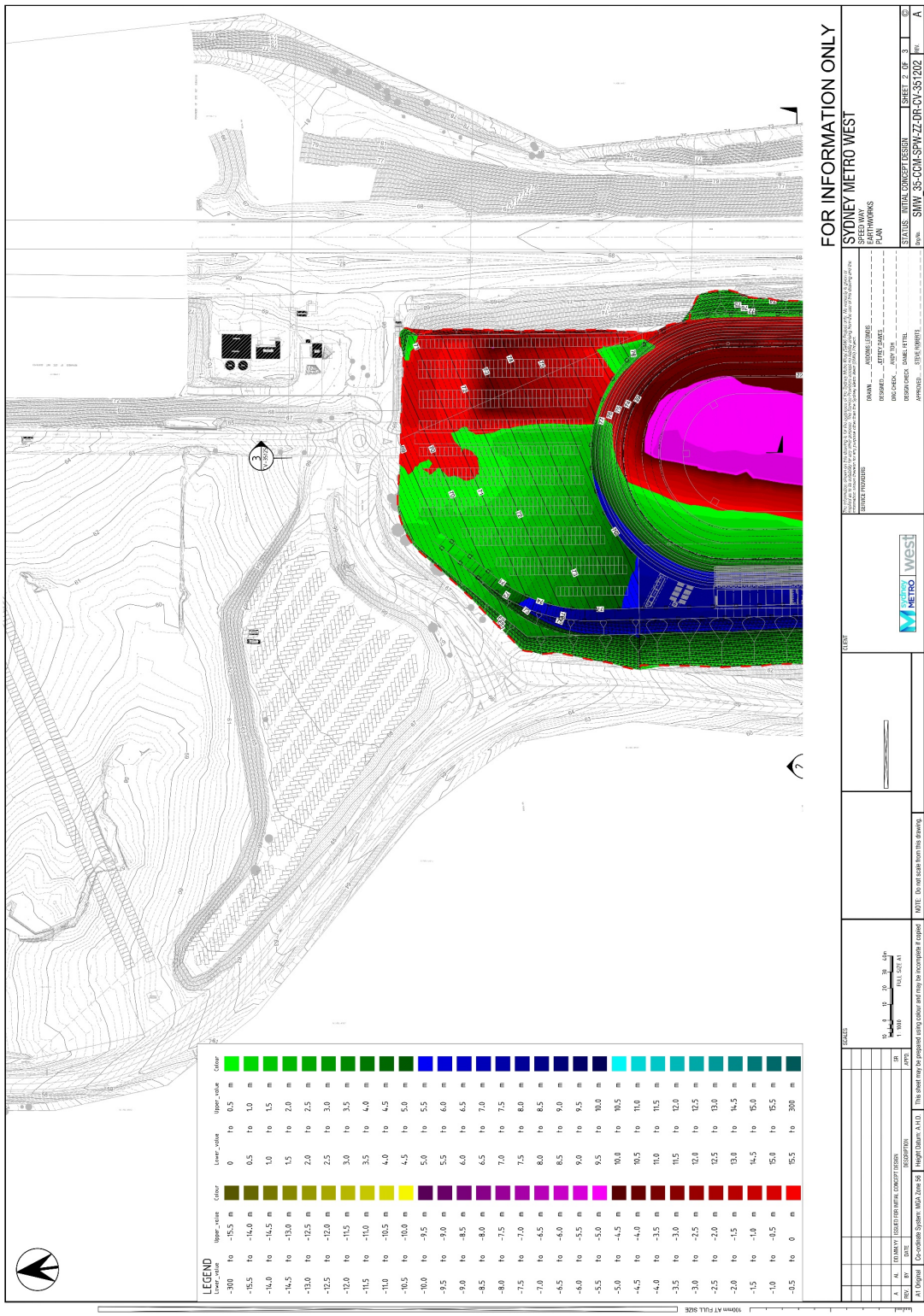
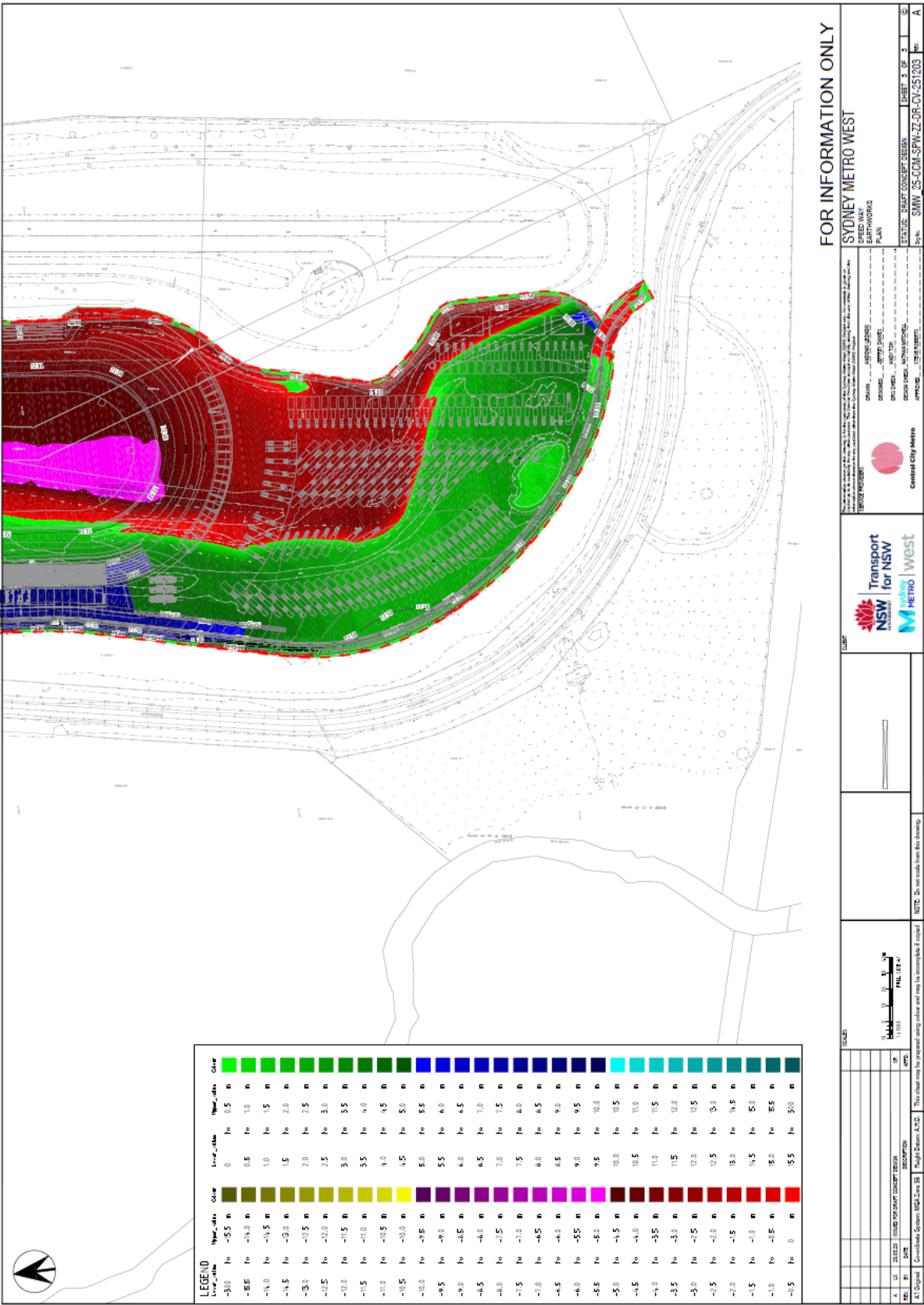


Figure 5 Cut and fill diagram for Speedway complex (north) (15 April 2020 concept design)



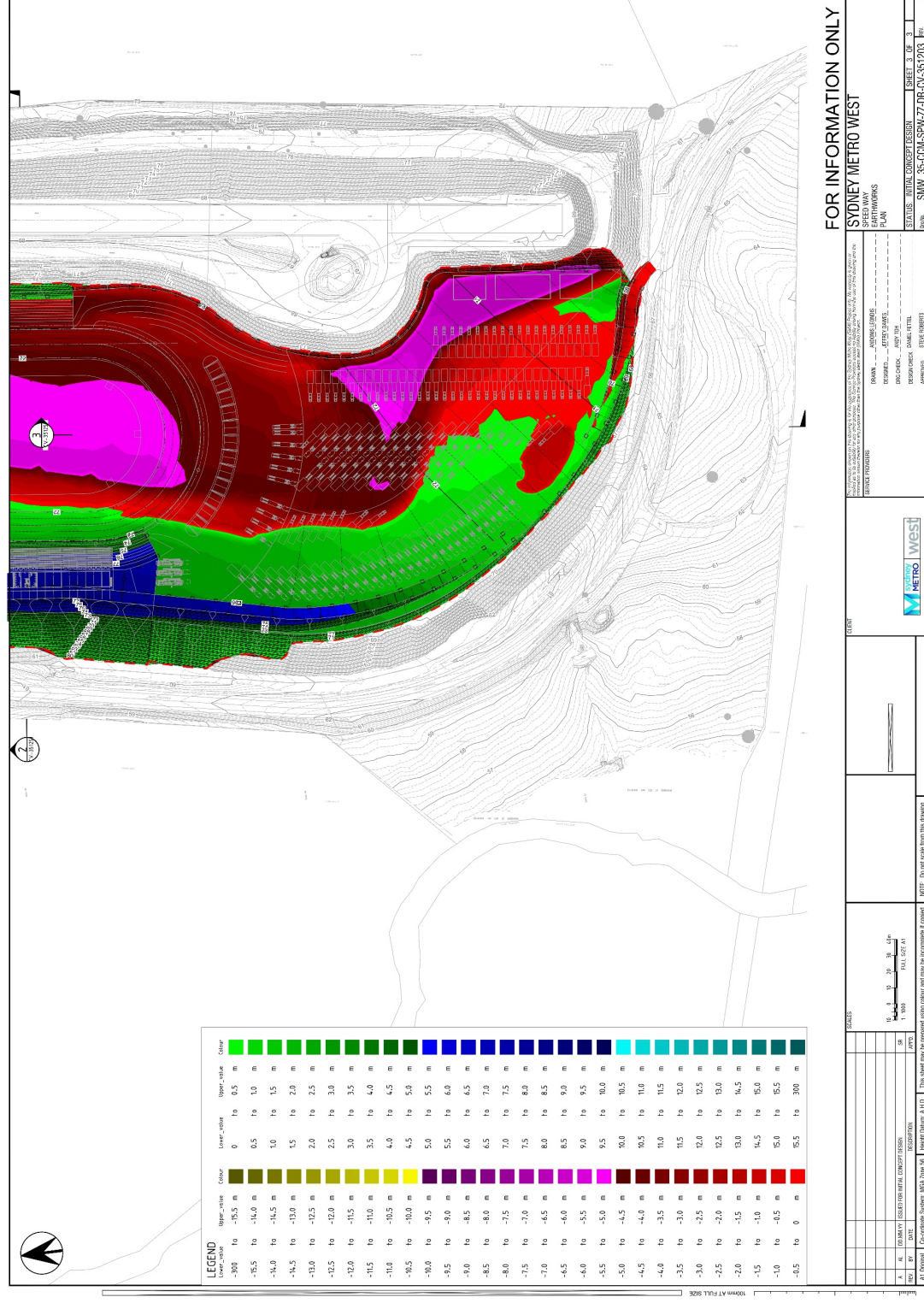


Figure 6 Cut and fill diagram for Speedway complex (south) (15 April 2020 concept design)

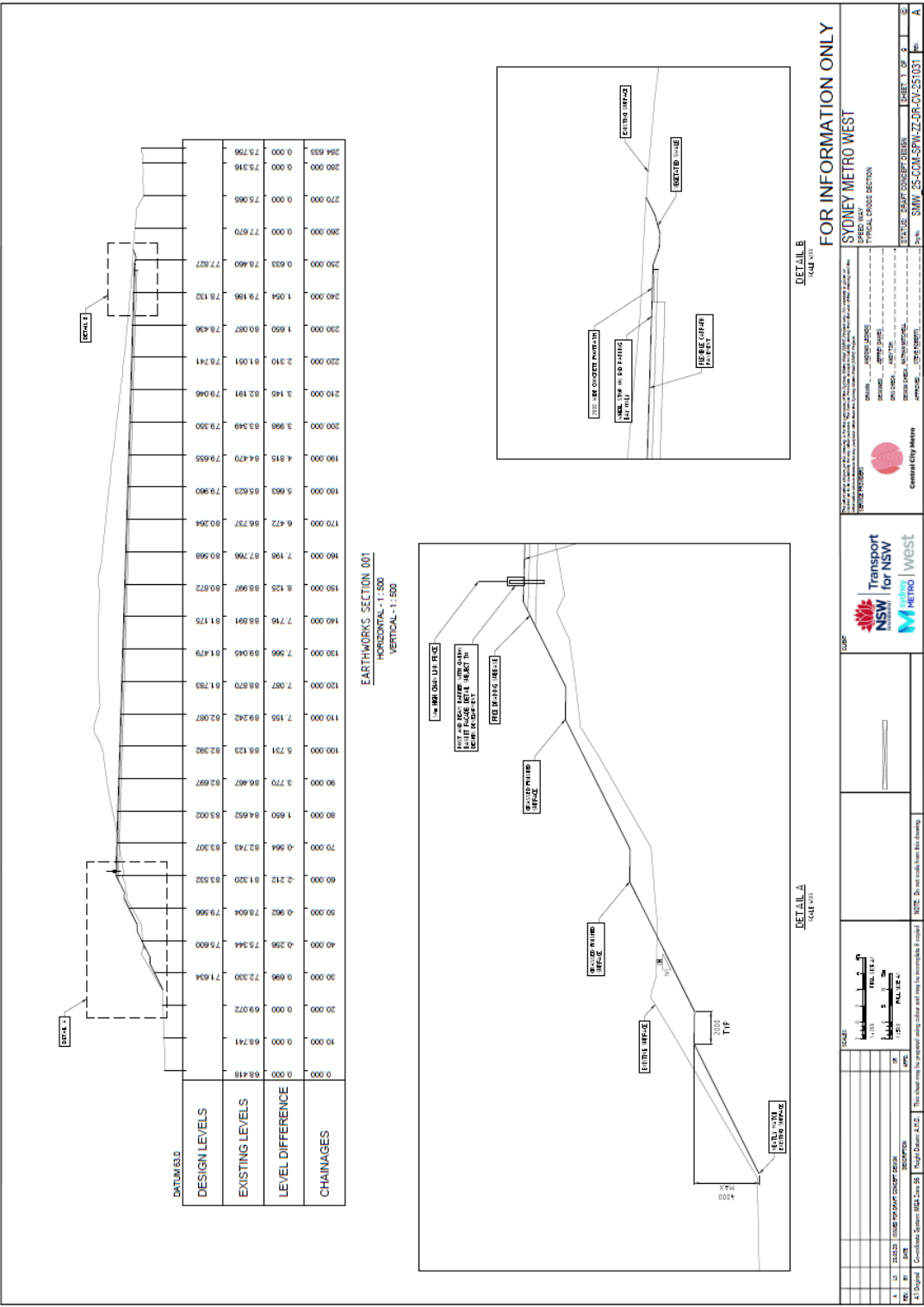


Figure 7 Project elevation diagram – Carpark D (east-west) (15 April 2020 concept design)

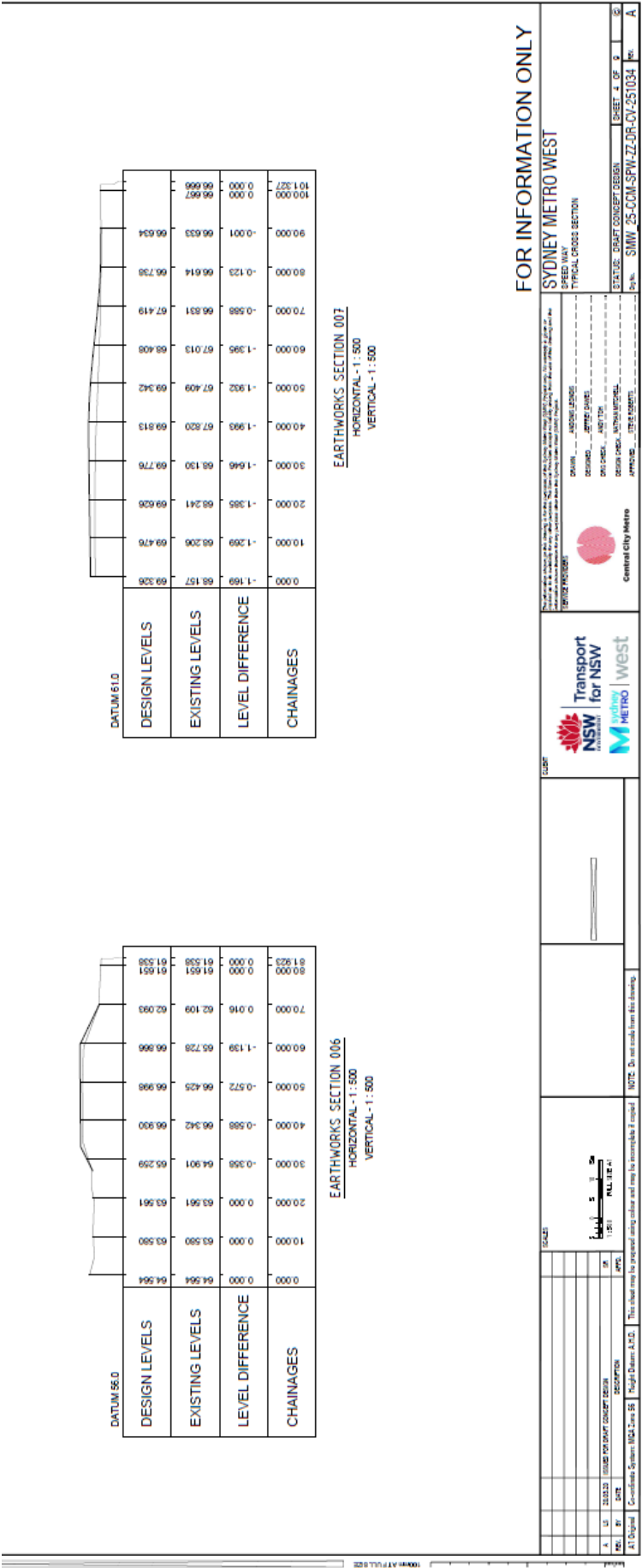
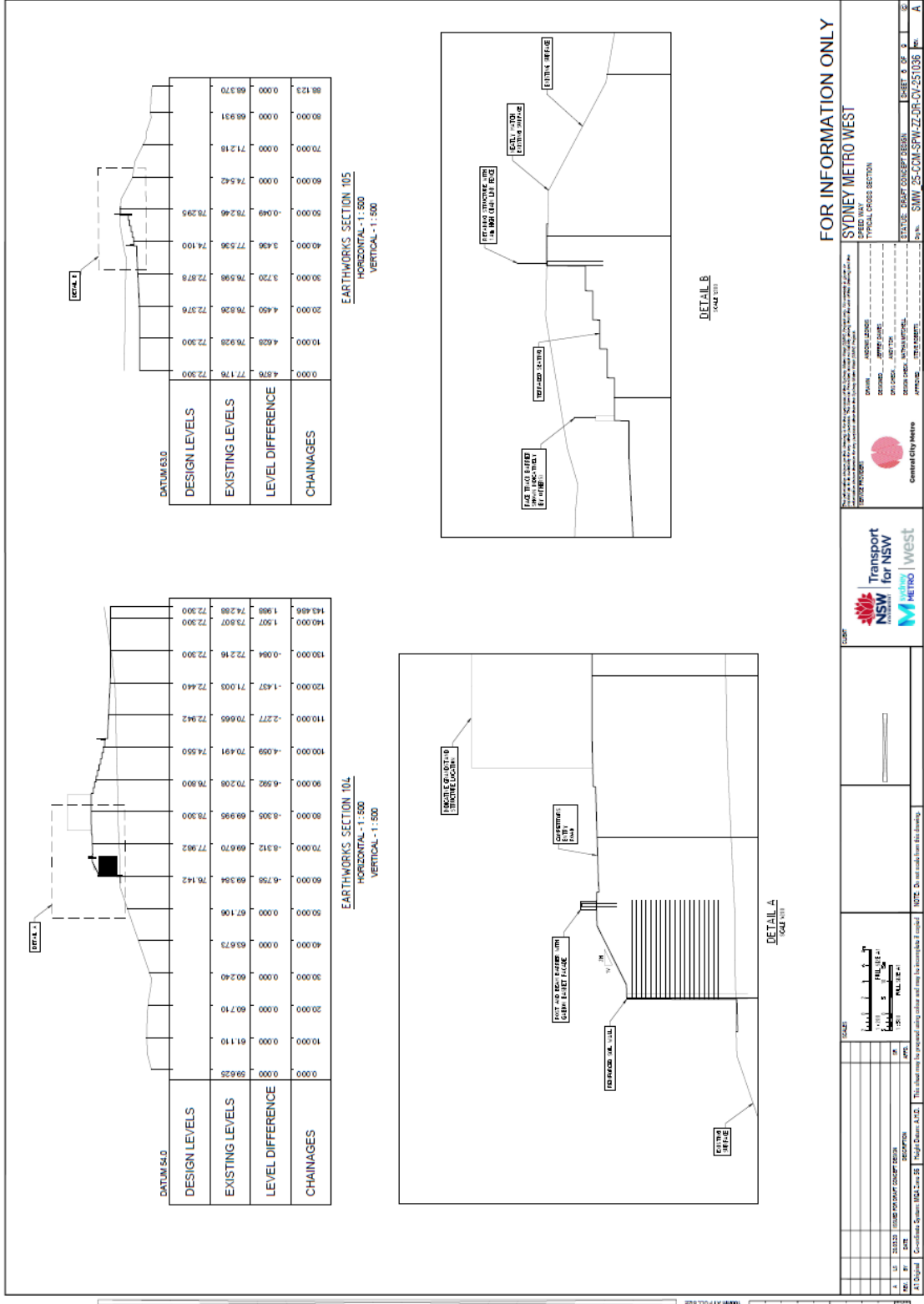


Figure 8 Project elevation diagram – Carpark C (Section 006 running north-east to south-west, and section 007 running east-west) (15 April 2020 concept design)





27 – PB Sydney Speedway

08.12 3D Perspective

COX

Figure 10 Visual render of Speedway facility, north-west aspect. (Source: Cox Architects) (15 April 2020 Concept Design)

5.0 HISTORICAL CONTEXT

5.1 Aboriginal occupation and early European contact

Prior to the European settlement of the Prospect and greater Blacktown region, the area formed part of the traditional lands of the Darug nation. Several Aboriginal groups of the Darug nation are believed to have inhabited the area, in particular, the Warmuli.⁵ Prospect Hill was referred to as 'Marrong' and has high cultural significance as an Aboriginal meeting place. Aboriginal population remained dense within the area during the first years of European settlement and contact with the settlers was often acrimonious. Notably, Pemulway and his son Tedbury led various resistance raids against the colonists from during the late eighteenth and early nineteenth centuries.⁶

The official settlement by Europeans at Prospect Hill promoted the first organised Aboriginal resistance in the region. As aforementioned, Pemulwuy and his Bidjigal clan played a pivotal role in this resistance. The Government response to this resistance was drastic. On May 1801, Governor King issued a public order to Aboriginal people gathering around Parramatta, Georges River and Prospect Hill "to be driven back from the settler's habitation by firing at them."⁷ With the death of Pemulwuy in 1802, came a significant reduction in Aboriginal resistance and in 1805, Reverend Marsden organised a conference between Aboriginal groups and European settlers near Prospect Hill to discuss ways of ending the restrictions and indiscriminate reprisals inflicted on them.⁸

5.2 Early European exploration and land grants

European exploration within Prospect began within the first year of settlement. On 26 April 1788, Governor Arthur Phillip led an expedition party west from Sydney Cove, climbing what would later be known as Prospect Hill (about four kilometres east of the project site).⁹ From here, Phillip stated that he was able to view 'for the first time since we landed, Carmarthen Hills'¹⁰, later known as the Blue Mountains. At this time, Phillip named the hill 'Bellevue'. The hill was an exceptional vantage point, used by expedition parties as a reference point.

In 1789, Captain Watkin Tench made an official journey west, using Prospect Hill as a reference. He was taken by the beauty of the rugged Blue Mountains to such a degree that the hill became known as Tench's Prospect Hill, later shortened to Prospect.¹¹

Following the agricultural success at James Ruse and Rose Hill within the early years of settlement, Phillip placed a farming settlement of at least twelve families encircling Prospect Hill in 1791.¹² The grants were mostly 30 acres each and settlers included William Butler, James Castle, Samuel Griffiths, John Herbert, George Lisk, Joseph Morely, John Nicols, William Parish and Edward Pugh (Figure 11).

⁵ Office of Environment and Heritage (OEH), 2012. 'Former Great Western Road, Prospect'. Accessed 27 February 2020: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5061510>

⁶ OEH, 2018. 'Great Western Road'.

⁷ Australian Museum, 2016. 'Indigenous Australia Timeline – 1500 to 1900'. Accessed 27 February 2020: <https://australianmuseum.net.au/indigenous-australia-timeline-1500-to-1900>

⁸ OEH, 2001. 'Prospect Hill'. Access online 27 February 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051526>

⁹ OEH, 2001. 'Prospect Reservoir and surrounding area'. Accessed online 27 February 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045336>

¹⁰ Governor Arthur Phillip 'Sydney Cove New South Wales', Letter to Lord Sydney, 15 May 1788.

¹¹ Frances Pollon, 1991. *The Sydney Book of Suburbs*. NSW: Collins Angus & Robertson Publishers Australia, p. 210.

¹² Pollon, 1991. *The Sydney Book of Suburbs*, p. 210.

Land parcels within in the project site were also granted during this time. Notable grants included 300 acres made to emancipist John Jaques on 17 August 1812.¹³ Additional grants within the project site included 50 acres to Joseph Kearns, George Smith, Pearce Collets, Thomas Howard and John Watts; and 60 acres to Richard Partridge (Figure 11 to Figure 12). By 1820, much of the land within the area had been cleared, and a number of further land grants made.



Figure 11 Prospect parish map, undated. Showing land grants within the project site (indicative location circled in red) and those at Prospect Hill.¹⁴

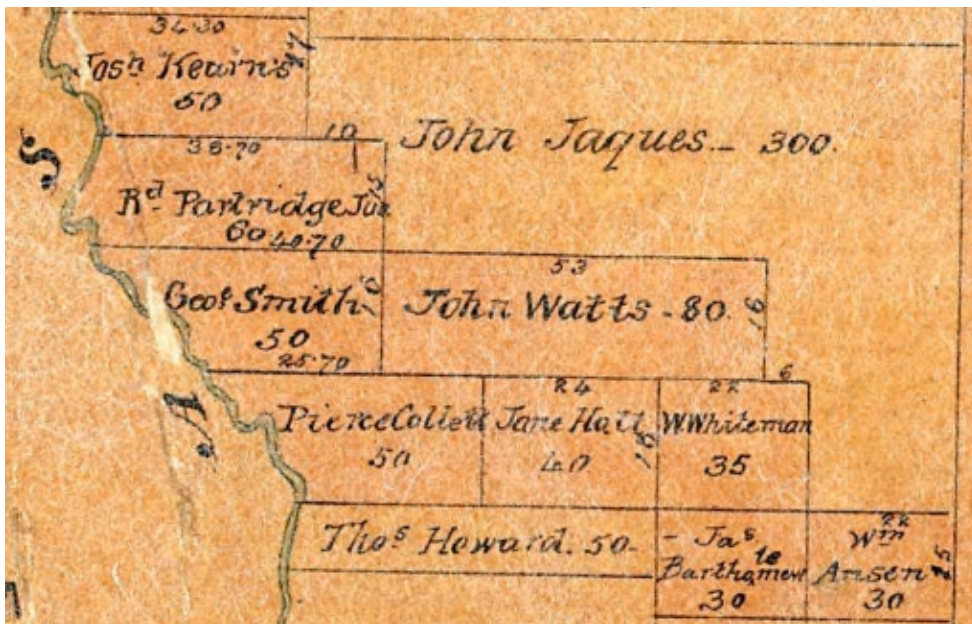


Figure 12 Detail of Prospect parish map, undated. Showing land grants within the project site to John Jaques, Joseph Kearns, George Smith, Pearce Collets, Thomas Howards, John Watts and Richard Partridge.¹⁵

¹³ Early Hawkesbury Records, June 1897, p. 11.

¹⁴ Land Registry Services, n.d. *Prospect Parish Map*. Accessed online, <https://hlrv.nswlrs.com.au/>

¹⁵ Land Registry Services, n.d. *Prospect Parish Map*. Accessed online, <https://hlrv.nswlrs.com.au/>

With the development of farms and estates, a number of residences were constructed throughout the Prospect area. In his 1923 book *'A Delectable Parish: Prospect and Seven Hills'*, William Freame describes these residences:

*'There are Veteran Hall, picturesque old Horsley, King's Langley, Bella Vista, Doonside, Greystanes, Bungarabee and the old home of the Lalor family, all types of old colonial homesteads around which cluster many old associations and to these may be added scores of less imposing homes...'*¹⁶

Although these homesteads were not located directly within the project site, they provide an insight into the scale, architectural detail and indicative layout associated with former structures within the project site. For example, 'Bungarabee Homestead', built in c1820s for John Campbell, was located about three kilometres north of the project site. The homestead, which was constructed in the 'Cottage Orne' style, featured an extensive complex of outbuildings including: brick convict barracks, brick barn, a number of stables, blacksmith's shop, and carpenters' shop.¹⁷ The house was deliberately left to decay and was demolished in 1857.



Figure 13 Bungarabee, Eastern Creek, c1900-1939.¹⁸

¹⁶ William Freame, 1923. *A Delectable Parish: Prospect and Seven Hills*. Parramatta: The Cumberland Argus Ltd. p. 30.

¹⁷ 'Office of Environment and Heritage, 2009. 'Bungarabee Homestead Complex – Archaeological Site'. Accessed online 5 March 2020,

<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051257>

¹⁸ State Library NSW, c1900-1939. 'Bungarabee, Eastern Creek'. Accessed online 5 March 2020, http://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?embedded=true&toolbar=false&dps_pid=IE1642144&_ga=2.59440173.1619812030.1583102176-1933558246.1581983658



Figure 14 Farm buildings at Bungaribee, Eastern Creek, 1954.¹⁹

The early land grants at Prospect were extremely successful, and led to an influx of free settlers living in the area. Infrastructure and transport were developed, particularly following the establishment of a route over the Blue Mountains to the Western Plains.²⁰ A coach service crossing the Blue Mountains, passing through Prospect was established in 1832, shortly followed by the railway in 1860. In addition, St Bartholomew's Anglican Church was consecrated in 1841 and several inns began to appear along the newly established roadways.²¹

Following the collapse of the cereal grain industry during the 1870s, Prospect shifted from crop growing industry to livestock rearing. Many of the earliest structures made by the first settlers had been demolished by this point and land at Prospect continued to be used for agricultural purposes up until the construction of the Prospect Reservoir.

5.3 Prospect Reservoir

Plans for the reservoir had begun in 1867, with the recommendation of the construction of the Upper Nepean Scheme. Designed and constructed by the Public Works Department of NSW, Prospect Reservoir was completed in 1888 (Figure 17 – Figure 16).²² Water was conveyed by gravity flow 57 kilometres by tunnels and open canals from the Upper Nepean and Cataract Rivers along the Upper Canal to be stored at Prospect Reservoir.²³

¹⁹ Barry Wollaston, 1954. 'Farm buildings at Bungaribee, Eastern Creek'. Accessed online 5 March 2020, <http://collection.hht.net.au/firsthhtpictures/picturerecord.jsp?recno=37280>

²⁰ Morrison, 2005. *CMP*. p. 52.

²¹ Morrison, 2005. *CMP*. p. 53.

²² OEH, 2001. 'Prospect Hill'. Access online 27 February 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051526>

²³ Alan Sharpe, 2000. *Pictorial History Blacktown and District*. NSW: Kingsclear Books Pty Ltd., pp. 77-78.

Prospect Reservoir served as a storage facility for the waters of the Nepean River. It was an engineering feat that employed the use of over 700 men, with the aid of 1000 horses and 5000 sheep for the compaction of the soil within the dam base.²⁴ Initially, water flowed freely to Botany, however, following a major drought during 1902 where water levels dropped by 15 feet, a pumping station was commissioned. Major drought between 1934 and 1942 also caused concern. As such, work began on Warragamba Dam immediately following the conclusion of World War II. In 1938, the subsidiary Prospect Hill Reservoir was built, and the Prospect Elevated Reservoir was established in 1957, both fed by the main reservoir.²⁵



Figure 15 'Prospect Reservoir, water supply for Sydney', c1888.²⁶

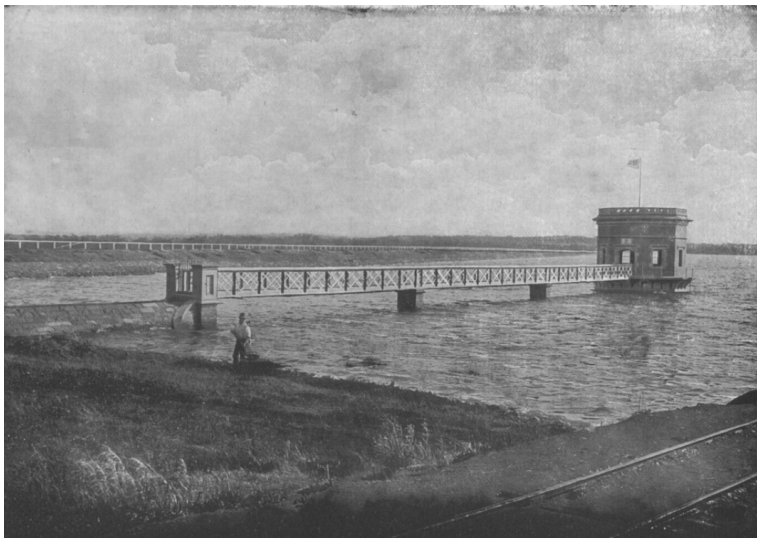


Figure 16 'Sydney's water supply – Prospect Reservoir', c1900.²⁷

²⁴ Morrison, 2005. *CMP*. p. 54.

²⁵ Morrison, 2005. *CMP*. p. 54.

²⁶ State Library NSW, c1888. 'Prospect Reservoir, water supply for Sydney'. Accessed online 4 March 2020, https://search.slnsw.gov.au/primo-explore/fulldisplay?docid=ADLIB110306649&context=L&vid=SLNSW&search_scope=MOH&tab=default_tab&lang=en_US

²⁷ City of Sydney Archives, c1900. *Sydney's water supply – Prospect Reservoir*. Accessed online 27 February 2020, <https://archives.cityofsydney.nsw.gov.au/nodes/view/577760>

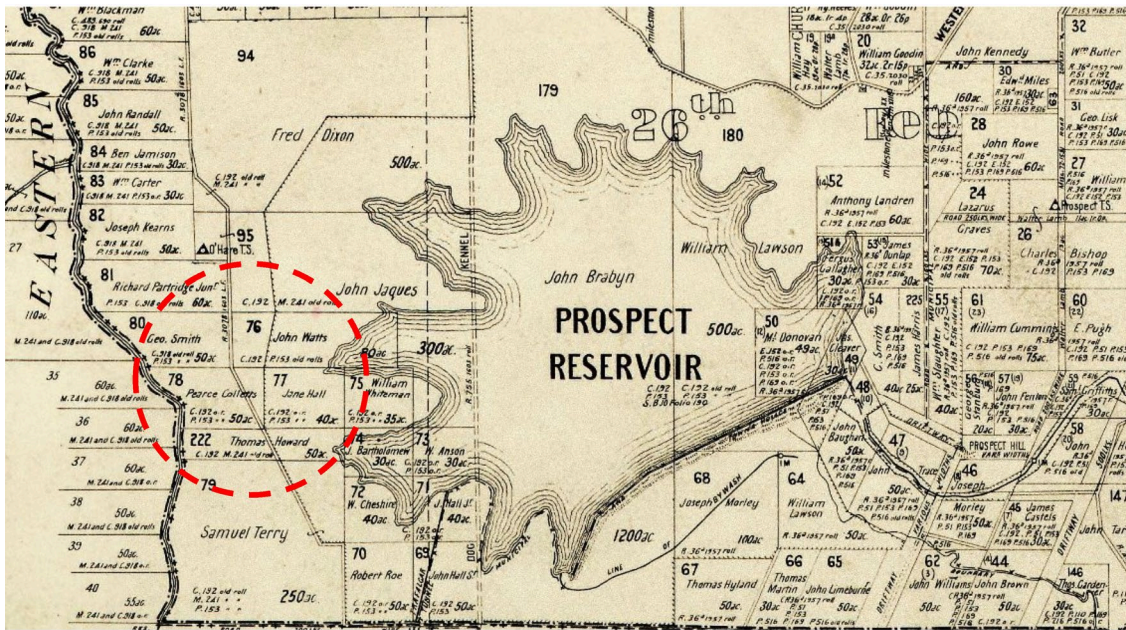


Figure 17 Prospect Parish map, 1894. Showing Prospect Reservoir, land grants at the project site (indicative location circled in red) and Ferrers Road.²⁸

5.4 Continued development

Land within the project site, and around Prospect continued to be utilised for agricultural purposes throughout the remainder of the nineteenth and into the twentieth century. William Freame, in his 1923 book *'A Delectable Parish: Prospect and Seven Hills'*, described the area as:

*'largely a land of rural homes...they are gregarious at respectable distances, with garden and orchard plots intervening. They appreciate the personal importance which comes from the private ownership of the land they occupy...cultivated fields and green meadows [are] bisected by long winding red roads.'*²⁹

Aerial imagery from the c1960s (Figure 21) indicates that this description of Prospect remained accurate. Near the project site, development along Ferrers Road was limited to a number of rural residences and associated outbuildings, large barn structures, open paddocks and crop fields. In addition, this aerial photography (Figure 21) and historic mapping (Figure 19 - Figure 20) indicates that Ferrers Road, formerly known as Horsley Road, had been formally developed by the late nineteenth - early twentieth century.

5.5 Sydney Motorsport Park (operated by the Australian Racing Drivers' Club)

The Western Sydney Parklands including Eastern Creek, Prospect, Horsley Park and Hoxton Park were first identified as open and special space corridors in the 1968 Sydney Region Outline Plan. The plan outlined that a major program of land acquisitions was required to satisfy the demand for regional open space.³⁰

²⁸ Land Registry Services, 1894, *Prospect Parish Map*. Accessed online, <https://hlrv.nswlrs.com.au/>

²⁹ Freame, 1923. *A Delectable Parish*, p. 29.

³⁰ Western Sydney Parklands, 2011. 'Western Sydney Parklands: History'. Accessed online 2 March 2020, <https://web.archive.org/web/20111008232622/http://www.westernsydeyparklands.com.au/page/about-us/history/>

In 1974, open and special space corridors boundaries were confirmed at Eastern Creek and entered into local planning schemes. Active periods of acquisitions saw 70 per cent of identified Western Sydney open and special space corridors in public ownership by 1978. In 1989, Eastern Creek was gazetted under 'SEPP No 29 – Western Sydney Recreation Area' which saw approvals for the development of a raceway.³¹

The Premier of NSW Nick Greiner announced the development of Eastern Creek Raceway (Sydney Motorsport Park (operated by the Australian Racing Drivers' Club)) in September 1989, including a four-kilometre motor racing track. Construction was delayed by poor weather conditions and issues concerning acquisition of land.³² Portions of land had been held by local residents for up to 30 years who were resistant to move, some properties were yet to be acquired and some land had been zoned for Open Corridor for many years. Despite this, the first test race took place in July 1990 and the Australian Grand Prix was held in April 1991.³³

In 2006, it was suggested by A1 Grand Prix circuit designer Ron Dickson, that the Sydney Motorsport Park (operated by the Australian Racing Drivers' Club) was in need of upgrade to meet modern standards. In 2011, the circuit received funding from the NSW State Government and the Australian Racing Driver's Club for the upgrade which reconfigured the site layout, provided an additional pit lane, new race control tower and new amenity buildings.³⁴

In 2012, following the 2011 upgrades, the Eastern Creek Raceway was rebranded as the Sydney Motorsport Park (operated by the Australian Racing Drivers' Club).³⁵

³¹ Western Sydney Parklands, 2011. 'Western Sydney Parklands: History'.

³² Sharpe, 2000. *Pictorial History Blacktown and District*, p. 34.

³³ Sharpe, 2000. *Pictorial History Blacktown and District*, p. 34.

³⁴ Sydney Motor Sport Park, 2012. 'Track History: Circuit Listings'. Accessed online 2 March 2020, <https://web.archive.org/web/20130409174611/http://www.sydnemotorsportpark.com.au/about-the-park>

³⁵ Speedcafe, 2012. 'Eastern Creek renamed Sydney Motorsport Park'. Accessed online, 2 March 2020, <https://www.speedcafe.com/2012/05/21/eastern-creek-renamed-sydney-motorsport-park/>

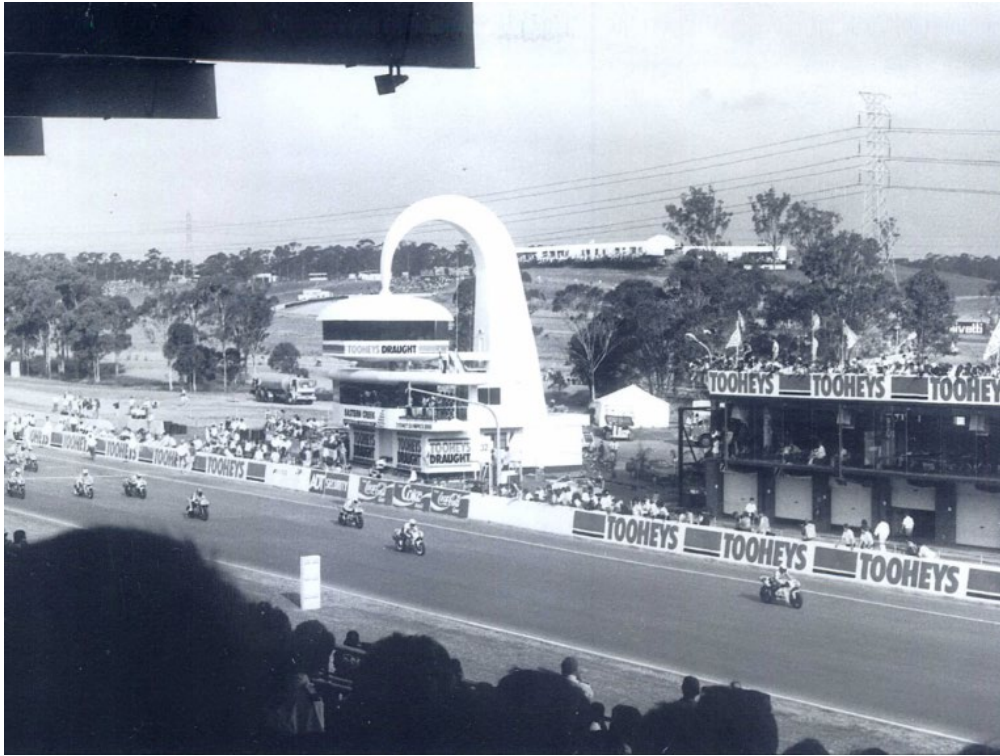


Figure 18 The Superbike event at Eastern Creek, July 1990.³⁶

5.6 Sydney Dragway

Drag racing first commenced in Sydney at the Castlereagh Airstrip. The airstrip had been used as an emergency landing strip during World War II. The track had been in operation since 1947, however the Australian Racing Drivers Club officially took over in 1959, and drag racing began.³⁷

A number of organisations took over the running of the airstrip including the Manly-Warringah Sporting Club from 1962 to 1965 and the NSW Hot Rod Association from 1965. Sprint meetings and go kart racing were common events; however, drag racing was the dominant sport in addition to 'grudge racing' which involved members of the public racing each other in their own cars fitted with roll bars.³⁸ The airstrip was renamed the Castlereagh International Dragway in 1971, with local, national and international racing taking place at the venue until 1984 at which point the club was closed. The NSW Hot Rod Association briefly moved events to Oran Park, however, this venue was not a fully specified dragstrip and difficulties were encountered when staging events.³⁹

As such, the Association moved to the Sydney Motorsports Park (operated by the Australian Racing Drivers' Club). However, a campaign was soon put together to provide a dedicated venue for Sydney drag racing. The Sydney Dragway was opened at the project site in 2004 and continues to hold drag racing events today.⁴⁰

³⁶ Blacktown City Council Library, 1990 in Sharpe, 2000. *Pictorial History Blacktown and District*, p. 35.

³⁷ Penrith City Council, 2012. 'Penrith City Sporting Heritage: Drag Racing'. Accessed online 2 March 2020, <https://web.archive.org/web/20120323204228/http://www.penrithcity.nsw.gov.au/index.asp?id=1801>

³⁸ Penrith City Council, 2012. 'Penrith City Sporting Heritage: Drag Racing'.

³⁹ Penrith City Council, 2012. 'Penrith City Sporting Heritage: Drag Racing'.

⁴⁰ Sydney Dragway, 2013. 'About Our Venue'. Accessed online 2 March 2020, <http://www.sydneydragway.com.au/about-our-venue/>

5.7 Project site

The project site falls within the Parish of Prospect, directly east of Eastern Creek and west of Prospect Reservoir. Land grants were made at the project site during the first years of the nineteenth century. Notable grants included 300 acres made to emancipist John Jaques on 17 August 1812.⁴¹ Additional grants within the project site included 50 acres to Joseph Kearns, George Smith, Pearce Collets, Thomas Howard and John Watts; and 60 acres to Richard Partridge (Figure 19 - Figure 20).

Land within project site was largely maintained for agricultural purposes throughout the remainder of the nineteenth and into the twentieth century. Aerial imagery from c1960 indicates that much of the project site remained undeveloped, with the exception of a few rural residences and associated outbuildings (i.e. sheds) (Figure 21). During this period, Ferrers Road was named Horsley Road.

Today, the project site is defined by the Sydney Dragway, constructed in 2004 and associated carparking facilities. The development of the Sydney Dragway significantly altered the existing landscape, with extensive excavation and building of embankments.

⁴¹ Early Hawkesbury Records, June 1897, p. 11.

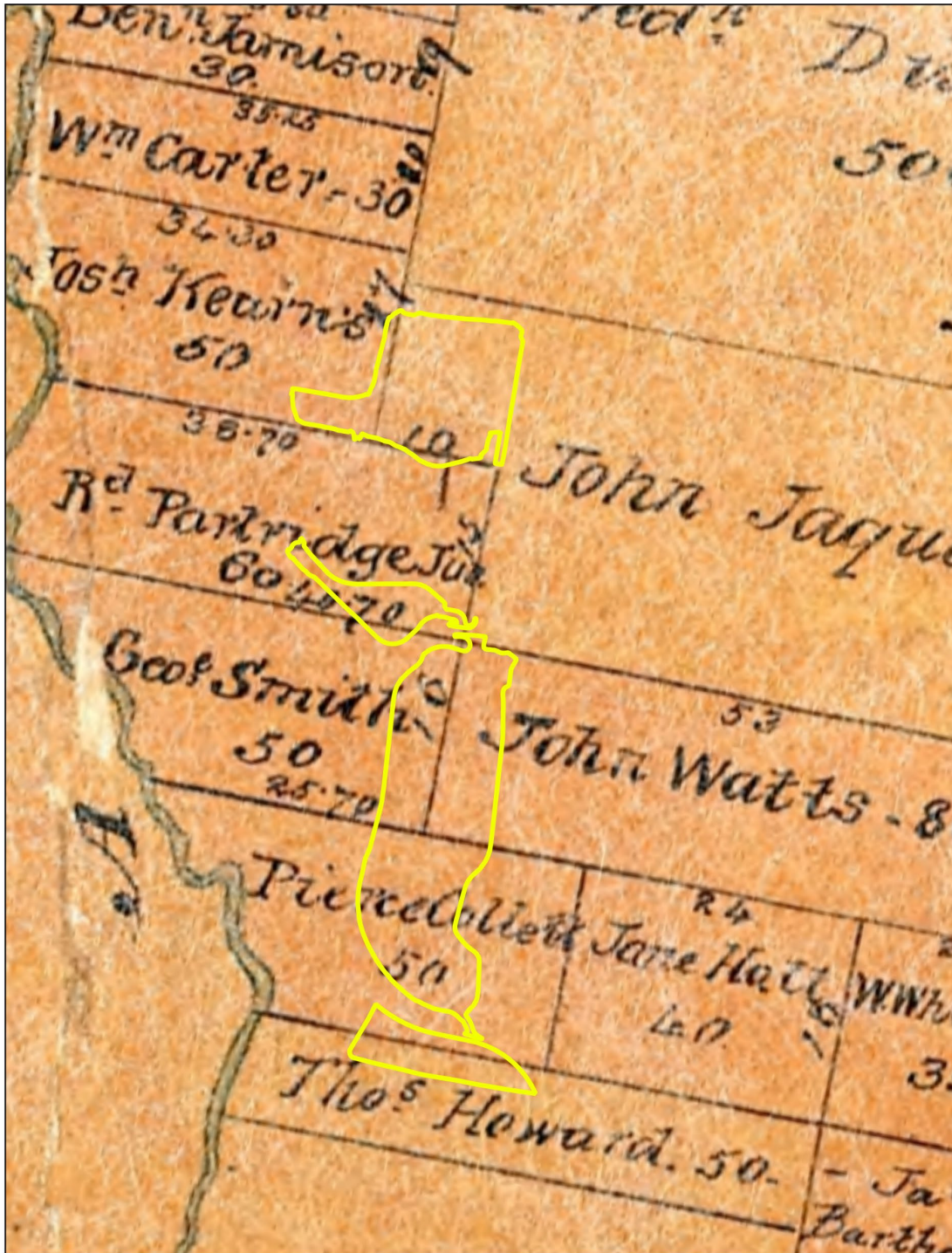


Figure 19 Undated Prospect Parish map showing land grants within the project site. ⁴²

⁴² Land Registry Services, n.d. *Prospect Parish Map*. Accessed online, <https://hlrv.nswlrs.com.au/>

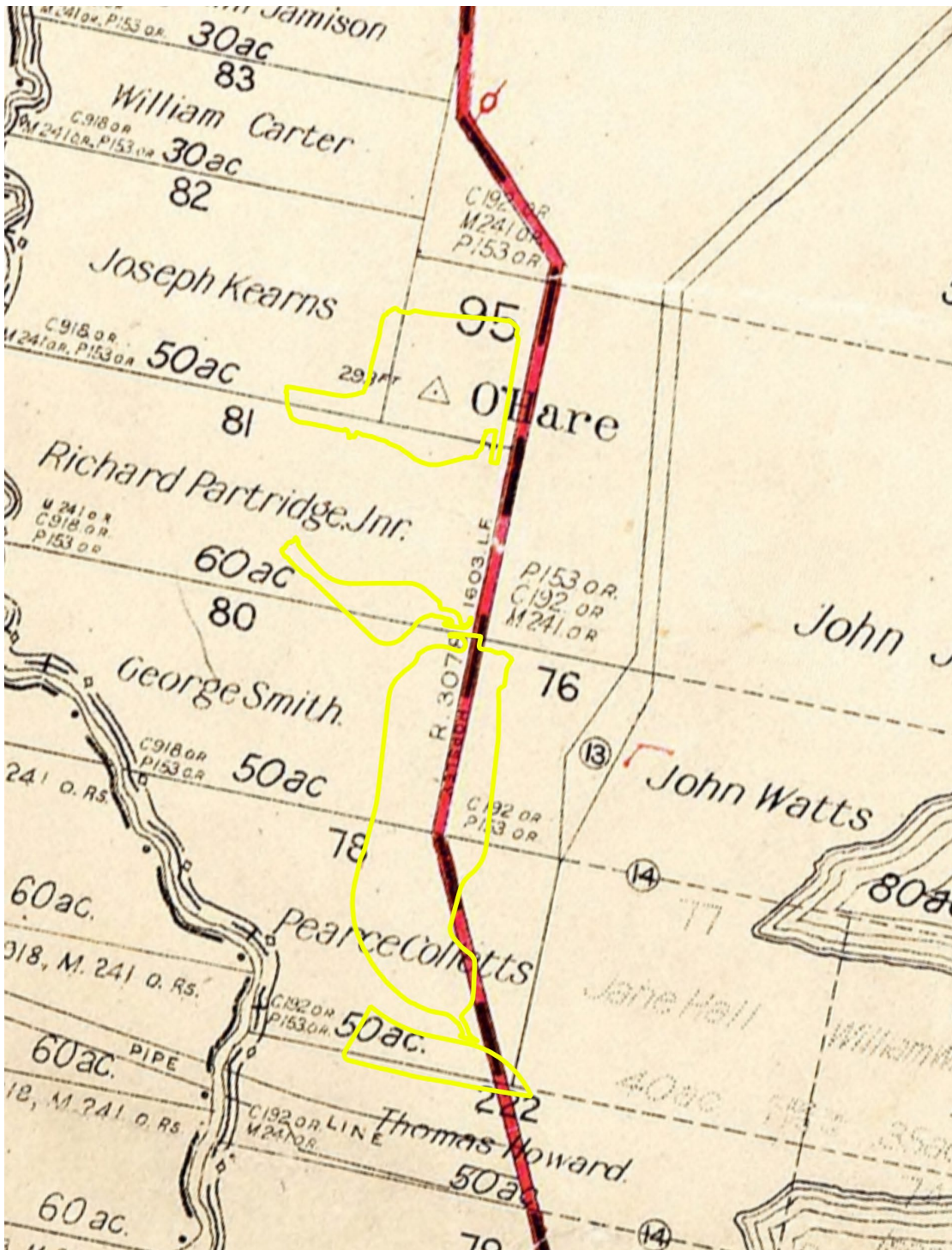


Figure 20 1894 Prospect Parish map showing land grants within the project site.⁴³

⁴³ Land Registry Services, 1894, *Prospect Parish Map*. Accessed online, <https://hlrv.nswlrs.com.au/>

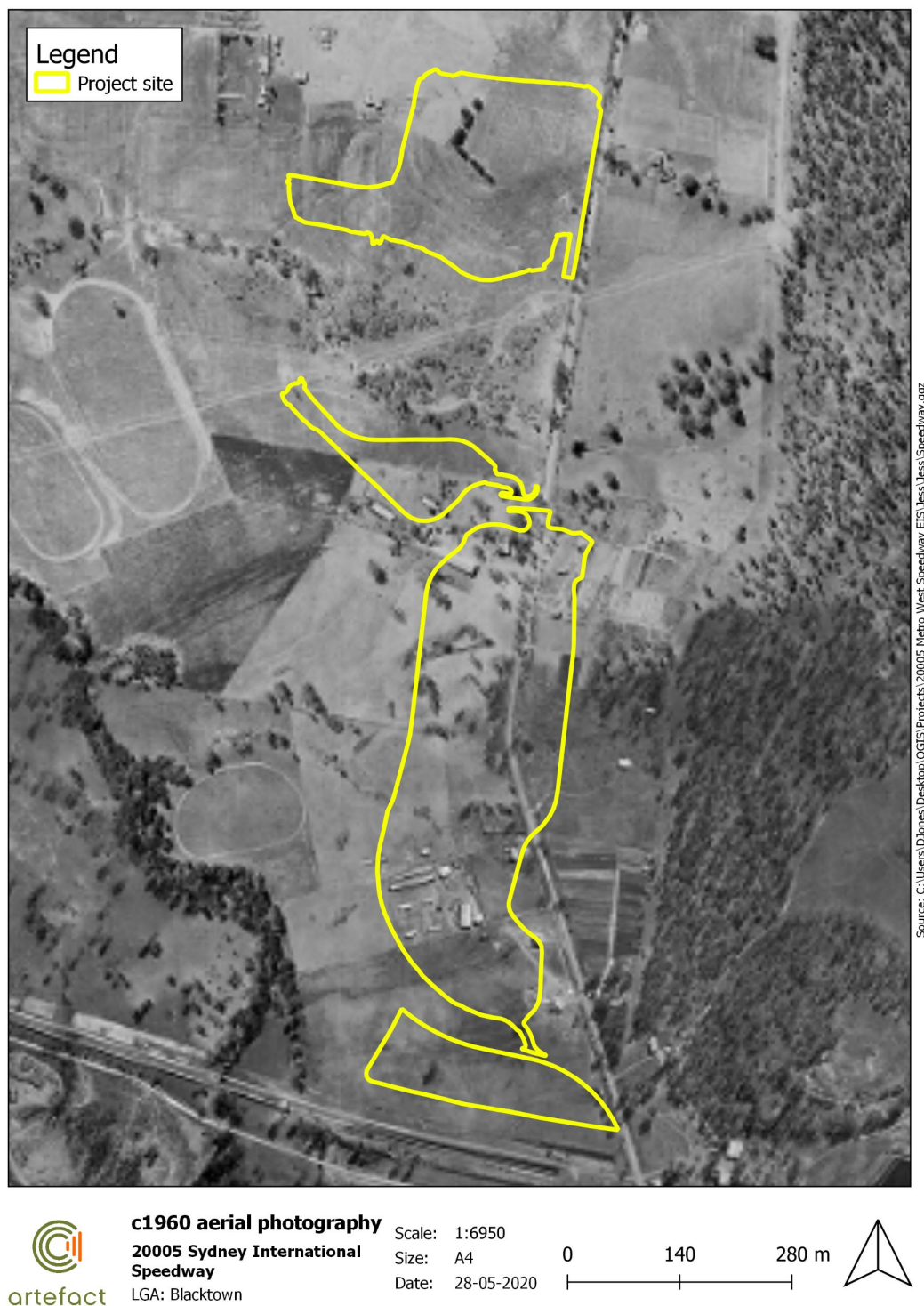


Figure 21 c1960 aerial photography showing minor development within the project site.⁴⁴

⁴⁴ NSW Government, c1960. 'Historical Imagery Spatial Portal'. Accessed online 2 March 2020, <https://portal.spatial.nsw.gov.au/portal/apps/webappviewer/index.html?id=483caac110ed49e4877ce5a4a62971c6#>

6.0 EXISTING ENVIRONMENT

6.1 Sydney International Speedway site

The footprint of the project site is 21 hectares. The Western Motorway (M4 Motorway) is about 1.4 kilometres north, and the Westlink M7 is about 1.2 kilometres west of the project. Industrial and commercial developments are located to the north and west of these major roads. The Prospect Nature Reserve, which contains the Prospect Reservoir, is about 150 metres east of the project.

The project site is defined by industrial and commercial development including the Sydney Dragway immediately to the east and the Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north. Other businesses within the area include the SUEZ Eastern Creek Resource Recovery Park and Global Renewables Eastern Creek Waste Management Facility to the west, and Austral Bricks brickworks facility to the south. The Prospect Nature Reserve, which contains the State heritage listed "Prospect Reservoir and surrounding area" is 50 metres east of the project site.

The project site consists of three parking areas and the main speedway site. The northernmost parking area is about seven hectares of heavily modified landscape, with levelled roadway and built up area used for four-wheel driving training. This area also includes a number of temporary structures, including shipping containers.

The central parking area, which is about two hectares in size, is bounded by Ferrers Road to the west and currently comprises a levelled gravel parking area surrounded by vegetation and roadways.

The speedway site comprises about 10.8 hectares of built up landscape comprising a small parking and storage facility to the north and levelled open land throughout. The area also features a number of tracks and pathways.

The southernmost parking area comprises about 3.5 hectares of open grassland, bounded by the Warragamba pipeline to the south.

The Sydney Dragway is located directly east of the project site and between the project and the Prospect Reservoir. The landscape within the Sydney Dragway site has been significantly altered, including cutting and levelling of the original landform, while building up embankments on either side. Views east towards Prospect Reservoir are entirely shielded by expansive and high lying forest/woodland to the west of the reservoir. This vegetated area, which is included within the State Heritage Register listing for the Prospect Reservoir and surrounding area (Figure 21), extends roughly between 0.4 – 1.2 kilometres wide.

The site inspection identified that the landscape within the project site had been largely modified with significant introduction of imported fill with the construction of the Sydney Dragway. Large portions of the landscape had been built up by as much as 15 metres above the surrounding ground level, roads and associated Dragway infrastructure installed, vegetation cleared, and various landscaping elements introduced.



Figure 22 View east from within main Sydney Speedway project site towards Prospect Reservoir



Figure 23 View northeast within main Sydney Speedway project site showing Sydney Dragway infrastructure



Figure 24 Southwest view within southernmost parking area towards Warragamba Pipeline



Figure 25 View east within northernmost parking area showing levelled road area towards four-wheel driving course



Figure 26 View southeast within northernmost parking area showing levelled road surface and grassed areas



Figure 27 View within main Sydney Speedway project site showing built up landscape



Figure 28 View south within central parking area showing levelled gravel parking surface



Figure 29 View east within central parking area showing levelled asphalt and gravel parking surface

6.2 Summary of heritage listed items

One listed item of non-Aboriginal heritage; the 'Prospect Reservoir and surrounding area' is located 40 metres east of the project boundary at its closest point. This heritage item is listed on four statutory heritage registers. A summary of the listing of this item on the various registers is provided in Table 5 below. The location of the Prospect Reservoir and surrounding area heritage item relative to the project site is shown in Figure 30.

The local heritage listing of the Prospect Reservoir and surrounding area under the Holroyd LEP 2013 (refer to Table 5 below) covers only the portion of the Prospect Reservoir which is located within the Cumberland local government area and is located 4.4 kilometres from the project (refer to Figure 30). The remainder of the Prospect Reservoir and surrounding area listing, which is located 40 metres east of the project, is located within the Blacktown local government area on land that is subject to the State Environmental Planning Policy (Western Sydney Parklands) 2009 (Western Sydney Parklands SEPP). The Western Sydney Parklands SEPP prescribes that the provisions of the *Blacktown Local Environmental Plan 2015* do not apply to land within the Western Sydney Parklands. Heritage items relevant to the project under the Western Sydney Parklands SEPP are discussed in Section 2.5.1.

Table 5: Summary of listings for heritage items in or near the project site

Item	Heritage Register	Level of significance	Address	Distance from project
Prospect Reservoir and surrounding area	<ul style="list-style-type: none"> State Heritage Register Listing No. 01370 	State	Reservoir Road, Prospect, NSW 2148	40 metres east
	<ul style="list-style-type: none"> Holroyd LEP 2013 Item No. I01370 & A8 			
	<ul style="list-style-type: none"> <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> – Item No. 4 			
	<ul style="list-style-type: none"> Sydney Water s170 Listing No. 4575804* 			

*The Prospect Reservoir and surrounding area under the Sydney Water s170 register is listed as 'Prospect Reservoir Operational Land'

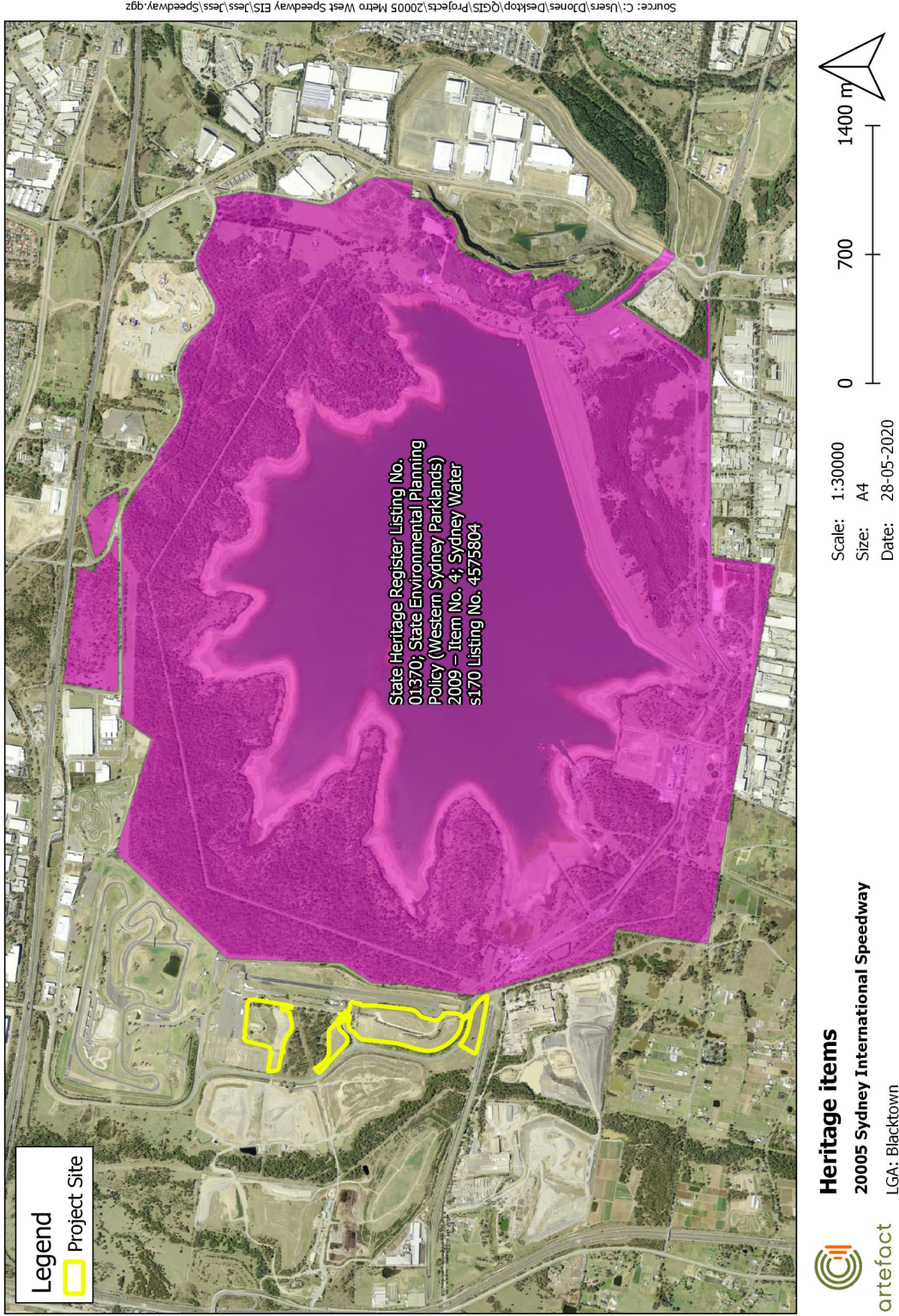


Figure 30 Heritage items map

7.0 ASSESSMENT OF SIGNIFICANCE

This chapter assesses the value and importance (significance) of the heritage items within the vicinity of the project site.

There is one item of heritage significance within proximity to the project site for which an assessment of significance has been completed: The Prospect Reservoir and surrounding area. A summary of the heritage listing of this item is provided in Section 7.1.

7.1 Prospect Reservoir

7.1.1 Description

Prospect Reservoir is situated within the northeast portion of the Cumberland Plain in the Western Sydney suburb of Prospect and comprises a total area of over 1230 hectares. The site consists of 504 hectares covered by stored water when at its full storage capacity of 50 million litres, with an approximate length of three kilometres. The heritage item comprises 365 hectares of remnant woodland/forest landscape, below the dam wall and to the east of the reservoir. The Prospect Reservoir is part of an area of open space and the public have access to the eastern part of the site for passive recreation. Areas within the site have been developed for public recreation and include extensive areas of picnic and barbecue facilities with children's playgrounds. All significant site elements are contained within the heritage listed site, due to the shape and elevations of the landscape. These significant elements are not identifiable when viewed from areas outside Sydney Water and WaterNSW owned land.

Prospect Reservoir is part of the Upper Nepean Scheme. The Upper Nepean Scheme includes the Upper Canal, Prospect Reservoir, the Lower Canal, Pipehead and Potts Hill sites. The area originally formed part of the 'Veteran Hall' property of explorer William Lawson. The area includes remains from this early period and a large number of items associated with the various phases of development of the water supply for Sydney around Prospect Reservoir. Although many activities and developments took place in the late nineteenth and early twentieth century, some activities have not left any surviving physical evidence. An example is the extensive trout hatchery developed at the base of the dam wall from 1895. This area now comprises extensive gardens and a car park area. The cottage for the controller of valves located near the Lower Valve House has also vanished.

The site contains numerous built components and facilities including: Transfer system of the Warragamba Dam water supply and Upper Canal water supply from southern dams, six water pumping stations with associated filtration screens and other facilities, three service reservoirs, chemical dosing water treatment plants, former staff residences, various control valves, pipelines and other water supply installations (Figure 31), public recreation areas, a helicopter landing pad, Elcom high voltage electrical transmissions lines and local electrical supply network overhead lines.



Figure 31 Outlet Tower at Prospect Reservoir.⁴⁵

⁴⁵ Kevin Wilson, 2009. 'Prospect Reservoir'. Accessed online 3 March 2020, <https://www.flickr.com/>

7.1.2 Assessment of significance

The following provides a significance assessment for the 'Prospect Reservoir (operational land)', which has been adapted from the Sydney Water s170 entry for the item⁴⁶:

Table 6 Significance assessment for 'Prospect Reservoir and surrounding area'

Item	Description
A - Historic	Prospect Reservoir site is significant for its role in the history of water supply in Sydney, where it was one of the key components of the system from 1888. It remains an important element in operational use today, generally retaining its original function, albeit in a considerable altered context.
	The site and its tangible historical components present evidence of former work practices on a scale that is rare for its type of operation in Sydney and NSW. Most important elements, contributing to this State level of significance, include: Upper Canal, Screening Chamber for 72 inch Main, Prospect Dam and Reservoir, Upper Valve House, Lower Value House, Receiving Basin and Initial Section of Lower Canal, and directly associated minor elements.
	Prospect Reservoir has strong associations with the historical development of Sydney Water as one of the largest and dictated that material found in this site could be original from Kurnell. Such material could have reached Prospect via trade or frequent visits from Kurnell people. This deems the area to be of high significance due to the oral traditional that surround the locale. Prospect Reservoir site meets this criterion at the State level.
B – Associative	Prospect Reservoir site is, in addition to its association with Sydney Water, associated with the Public Works Department who constructed the dam and established the site and operated it in the 1880s. The association particularly applies to Edward Orpen Moriarty, who was the head of the Harbours and River Branch of the PWD in the 1880s, and who had a decisive influence on the site selection and dam design. Prospect Reservoir meets this Criterion at the local level.
C – Aesthetic	Prospect Reservoir site features the Prospect Dam, which is notable in the State context for its design and technology of construction. The associated minor and auxiliary items associated with the dam contribute to this significance. Prospect Reservoir site features elements notable in the local and organisational context for this design, technological qualities and construction, including: Upper Canal (sections within the site), Screening Chamber for 72 inch Main, Upper Valve House, Lower Valve House, Receiving Basin and Initial Section of Lower Canal, Prospect Hill Reservoirs and Pumping House No. 24 Group. Prospect Reservoir site meets this criterion at the State level.
D – Social	Since 1888, Prospect Reservoir site has been a public utility site used for water storage and does not demonstrate a special association with a particular community or cultural group for social, cultural or spiritual reasons. The Prospect Reservoir site was a place of employment for different generations of Sydney Water staff and a place of residence for some, however any connections between former employees and the site are largely confined to those that apply to any work or employment location. Prospect Reservoir meets this Criterion at the local level.

⁴⁶ Sydney Water, 2016. 'Prospect Reservoir (operational land)'. Accessed online 4 March 2020, <https://www.sydneywater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4575804&FromPage=searchresults>

Item	Description
E – Research potential	The Prospect Reservoir site contains several structures and areas of potential for further understanding of the cultural history of the water industry and specific technological processes in the Sydney area and NSW. These include: the segments of the Upper Canal within the site, the Screening Chamber for 72 inch Main, Prospect Dam and Reservoir, Upper Valve House, and Receiving Basin and initial section of Lower Canal.
	Prospect Reservoir site contains several structures and areas of potential for further understanding of the cultural history of the water industry, and specific technological processes in the Sydney area. These include: Prospect Hill Reservoirs and Pumping House no. 24 group.
	Prospect Reservoir site contains numerous areas of potential for further understanding of the Aboriginal history of the Sydney area and NSW. Prospect Reservoir site contains several structures and areas of potential for further understanding of the European cultural history of the Sydney area. These include: Veteran Hall site; and areas earlier associated with the residences on the Main Entry Avenue to Prospect Reservoir and Training Centre – Former Residence.
	Prospect Reservoir site meets this criterion at the State level.
F – Rarity	Prospect Reservoir site contains Prospect Dam, which is a unique element within the State, and representative of the class of large earthen embankment dams in NSW. Prospect Reservoir site features elements that provide evidence of former work practices on a scale that is rare for its type of operation in the Sydney Water system. The site contains artefacts from past uses that contribute to understanding of the site's development. These artefacts include disused remnant segments of water supply mains from the late nineteenth century and early-mid twentieth century.
	Prospect Reservoir site meets this criterion at the State level.
G – Representativeness	The site contains elements that are representative of this class or type in Sydney's water supply system, and of their time of construction including Prospect Dam and Reservoir and segments of the water mains within the site.
	Prospect Reservoir meets this Criterion at the local level.

7.1.3 Statement of significance

The NSW State Heritage Inventory (SHI) entry for 'Prospect Reservoir and surrounding area' contains the following statement of significance⁴⁷:

Prospect Reservoir is historically significant at the State level as it is a central element of the Sydney water supply system. As a part of the Upper Nepean Scheme, the Reservoir has continued to supply water to Sydney for over 120 years, and generally still operates in the same way as it was originally constructed. That it has continued to be used since its construction reflects the inventive and progressive way in which the reservoir was designed and built, and this contributes to its significance greatly.

The Reservoir reflects three significant changes in municipal life during the late nineteenth century; the development of water and general public utility services; the importance of ensuring an adequate and dependable centralised water supply; and the collective bureaucratic response to the delivery of capital works of this nature.

Built between 1882 and 1888, it was an outstanding achievement in civil engineering technology at the time, using innovative design and construction methods. It has a high level of historical engineering significance.

⁴⁷ OEH, 2001. 'Prospect Reservoir and surrounding area'. Accessed online 27 February 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045336>

Prospect Reservoir is strongly associated with the Harbours and Rivers Branch of the NSW Public Works Department, particularly Orpen Moriarty, Head of the branch at the time of the Reservoir's construction, and later with the Board of Water Supply and Sewerage (later the Metropolitan Water and Sewerage Board) and most recently, with the Sydney Catchment Authority.

The Reservoir area is aesthetically significant, as a picturesque site with a large expanse of water, parklands, landscaping and bush. The place is valuable for its recreational amenity for passive recreation, punctuating the monotony of the surrounding urban landscape. It was been used for recreation by the community for generations.

It continues to regulate the release of water from Prospect Reservoir to the Lower Canal and the Sydney Distribution system.

The place also contains examples of functional colonial architecture.

The listing includes Prospect Reservoir, landscape elements and all associated structures, including pumping stations, to the property boundary. The environs of the reservoir and hence this listing also include a wide range of items, which relate to later amplification of water supply. These include examples of 1920s and 30s pumping stations, a residence, and the 72" (1800mm) main, constructed between the Upper Canal and Pipe Head in 1937. Later items associated with the Warragamba Supply Scheme and more modern developments include several more recent pumping stations, screening and boosting plants on the eastern and southern sides of the Reservoir, and the 84" (2100mm) water main from Prospect, to Pipe Head, completed in 1958.

7.1.4 Prospect Reservoir components

Based on historical research and information provided on the state heritage inventory Table 7 summarises the heritage significance of the components of Prospect Reservoir. The approximate locations of these components are shown in Figure 32.

Table 7 Grades of significance for components of Prospect Reservoir.

Element	Description	Grading
1. Prospect Dam	<ul style="list-style-type: none"> Prospect Dam and Reservoir Lake Training Centre (former residence) Water body Jetty remnants Pumping station intake remnants 	Exceptional
2. Inlet (Upper Canal)	<ul style="list-style-type: none"> Upper Canal – Masonry Lined, Initial Segment Avenue of Pines, Trafalgar Tunnel Canal – the Flume Waste (overflow) Weir Sluice Gates Measuring Gauge and Weir Concrete Footbridge, Metre House and Minor Associated Elements Screening Chamber for 72 inch Main Canal Open Race Concrete Culvert Upper Canal – Masonry Lined, Final Segment Reservoir Inlet Plantings 	Exceptional

Element	Description	Grading
3. Spillway	<ul style="list-style-type: none"> • Weir • Crest • Stone retaining wall • Cobble stone floor • Stone pitching • Rip rap • Stone drain • Stone embankment • Concrete flood • Road bridge • Culvert • Stone curb • Concrete pipe saddles 	Moderate – Exceptional
4. Valve Houses and Outlets	<ul style="list-style-type: none"> • Outlet Tower (Upper Valve House) • Valves Operating Mechanisms and capstans (Outlet Tower) • Outlet/Scour Tunnel • Lower Valve House • 1910 Commemorative Plaque (in Lower Valve House) • Venturi Flow Metres (in Lower Valve House) • Valves Operating Mechanisms • Receiving Basin and Initial Section of Lower Canal • Moveable heritage in Lower Valve House • Moveable heritage in Upper Valve House 	Moderate – Exceptional
5. Chlorination Building and weather station	<ul style="list-style-type: none"> • Chlorination building • Weather station 	Low – high
6. Prospect Hill Reservoirs Group	<ul style="list-style-type: none"> • Prospect Hill Elevated Reservoir • Prospect Hill Low Level Reservoir and Prospect Elevated Reservoir • Former Prospect Pumping Station Building 	Exceptional
7. Veteran Hall	<ul style="list-style-type: none"> • Veteran Hall site • Commemorative Elements on the Veteran Hall Site 	Exceptional

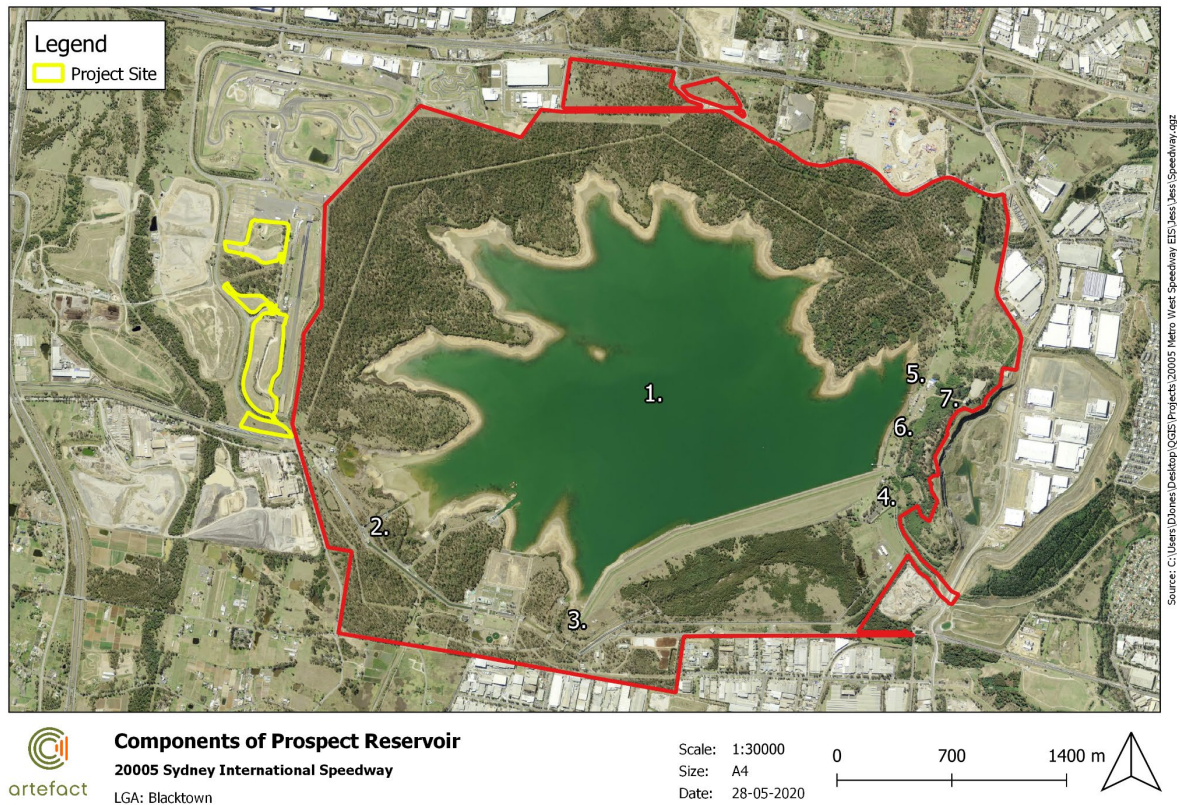


Figure 32 Components of Prospect Reservoir with respect to the project site.

8.0 ARCHAEOLOGICAL ASSESSMENT

8.1 Introduction

Non- Aboriginal archaeological potential is defined as the potential of a site to contain historical archaeological relics, as classified under the Heritage Act. Non-Aboriginal archaeological potential is assessed by identifying former land uses and associated features through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses. The following section constitutes a preliminary archaeological assessment within the project modification site, where ground disturbing activities are anticipated.

For the purposes of this assessment, the potential archaeology of the project site has been divided into the following phases, based on the historical context of the project site and surrounds:

- Phase one – early land use and grants (c1810-c1900)
- Phase two – agricultural and industrial development (c1900-2004)
- Phase three – Sydney Dragway (2004-present)

8.1.1 Assessment of historical archaeological potential

8.1.1.1 Phase one: c1810-c1900

There are no records of any significant developments taking place within the project site during Phase one. This phase was characterised by early land grants, with potential for some grazing activity and land clearance.

The removal of vegetation, and preparation of the land for agricultural use, would have been the earliest land use. Potential archaeological remains typically associated with nineteenth century clearing and agricultural use are ephemeral in nature. Activities such as tree clearance, fence construction, the development of unsealed roads and agricultural planting leave little material evidence and are not likely to be identified. There is no evidence of any structures being located within the project site.

Although there are no records of any significant developments taking place within the project site during this phase, there is evidence of the construction of a number of nineteenth century residences within the wider area of Prospect. As such, there is potential for evidence of undocumented structures to have been present within the project site. Such remains of undocumented structures may have included building foundations, demolition fills and artefact assemblages; in addition to undocumented subsurface features including basements, cesspits, cisterns and wells.

However, development of the project site during subsequent phases, including the development of the Sydney Dragway, is likely to have disturbed any potential archaeological remains.

There is nil potential for archaeological remains associated with Phase one to be present within the project site.

8.1.1.2 Phase two: c1900-2004

Phase two archaeological deposits may contain archaeological evidence of twentieth century development of the land within the project site. Archaeological evidence from this phase could include former access ways, roads, fence lines, and evidence of farming practices.

Historical aerial imagery from c1960 (Figure 33 - Figure 36), show that by this time Ferrers Road had been formalised, along with a number of property accessways. In addition, a number of rural residences with associated outbuildings, including barns and stables, were present. The project site was agricultural in nature with sparse vegetation, cleared land, open paddocks and crop fields. Imagery shows that the northernmost parking area contained a residence with associated outbuildings, open paddocks and cropland and sparse vegetation (Figure 33). A residence with associated outbuildings is visible within the central parking area (Figure 34). A number of residences with associated outbuildings and agricultural structures to the north and south are visible within the speedway site along with the former alignment of Ferrers Road (Figure 35). The southernmost parking area was open agricultural land with no development present during Phase 2 (Figure 36).

Archaeological remains may include building foundations from residences, storehouses, outhouses, barns and stables, demolition fills, artefact assemblages; in addition to undocumented subsurface features including basements, cesspits, cisterns and wells.

Development of the project site during subsequent phases, including the development of the Sydney Dragway, is likely to have disturbed any potential archaeological remains.

There is nil potential for archaeological remains associated with Phase two development to be present within the project site.



Figure 33 Detail of c1960 aerial imagery within the northern most parking area. Showing a rural residence and cleared agricultural land.

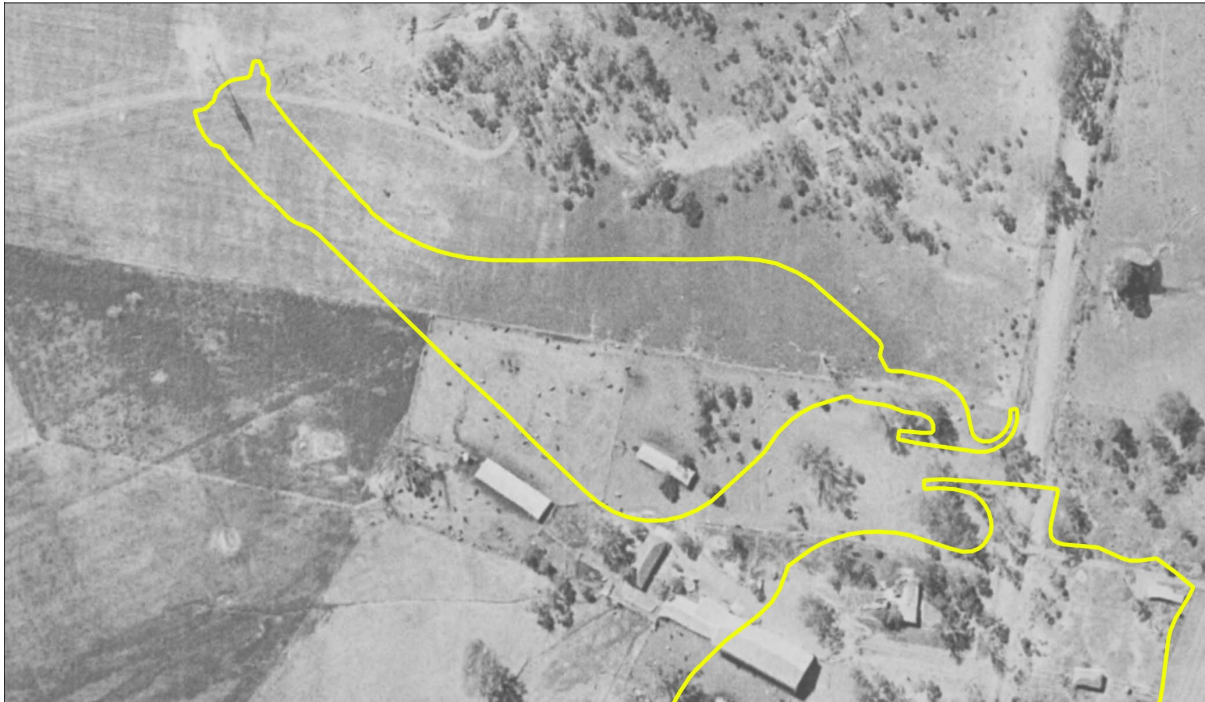


Figure 34 Detail of c1960 aerial imagery within the central parking area. Showing a rural residence with associated outbuildings, cleared agricultural land, sparse vegetation and livestock.

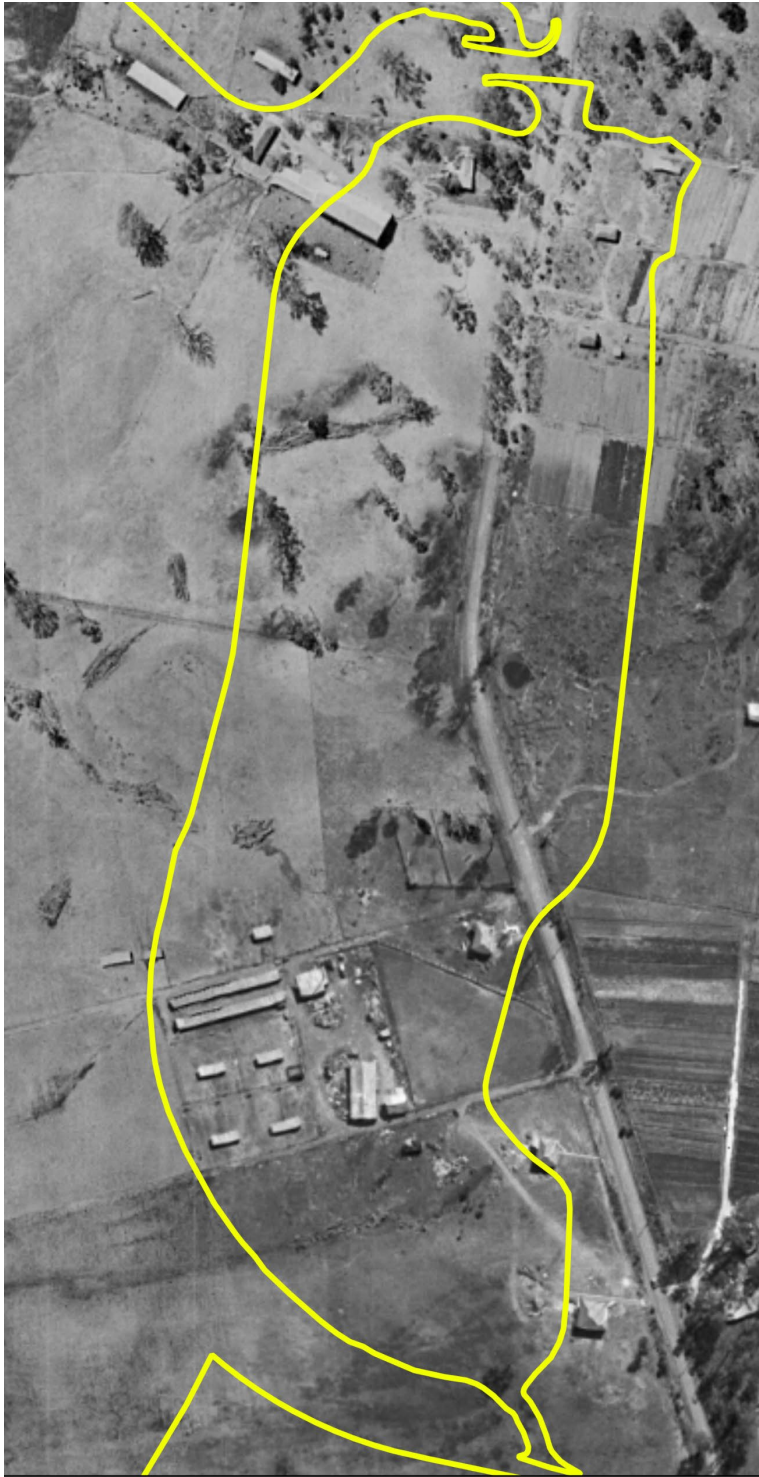


Figure 35 Detail of c1960 aerial imagery within project site. Showing rural residences and agricultural outbuildings to the north and south; and cleared agricultural land, the former alignment of Ferrers Road, and sparse vegetation throughout.

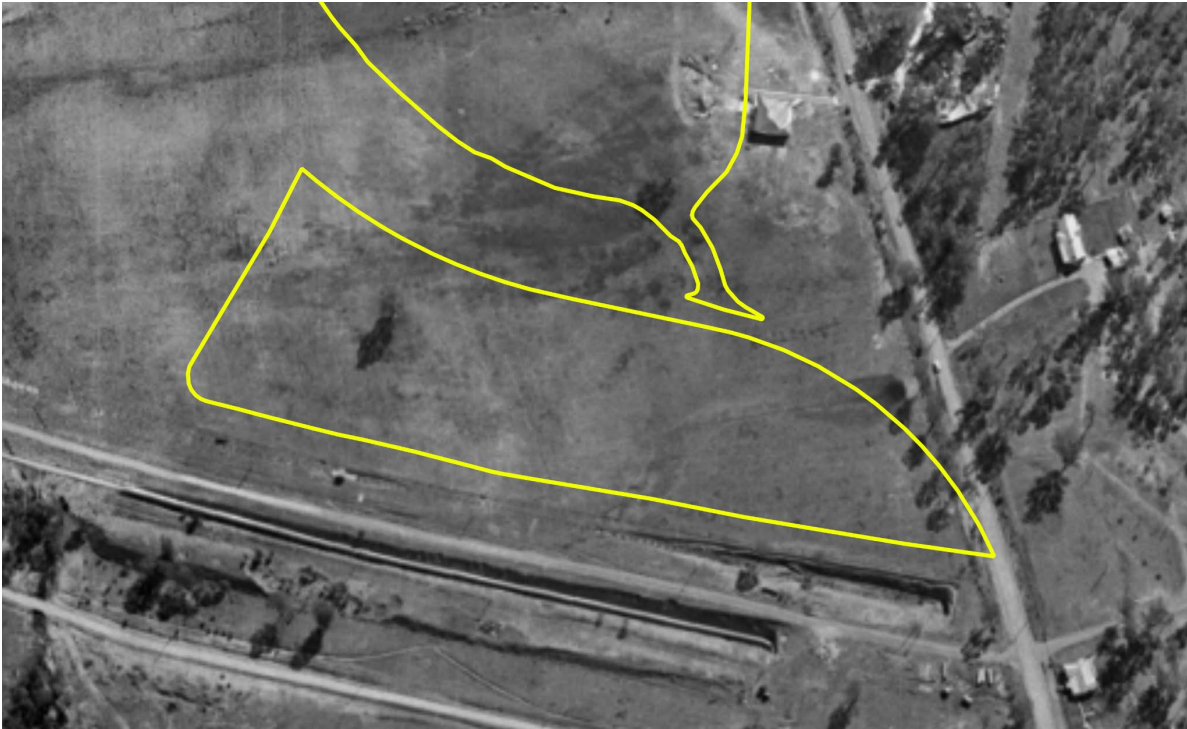


Figure 36 Detail of c1960 aerial imagery within the southern area of site. Showing cleared agricultural land.

8.1.1.3 Phase three: 2004-present

Phase three relates to the redevelopment of the project site as the Sydney Dragway and associated parking facilities. Activities within this phase are likely to have removed archaeological evidence of earlier phases, and intact remains within are likely (high potential) as they are either extant or would not have been impacted by subsequent phases.

There is high potential for remains of the buildings and development associated with Phase three to remain within the project site, however, remains from this phase would not reach the local significance threshold.

8.2 Assessment of archaeological significance

Intact archaeological structures or deposits related to pre-2004 development within the project site are not predicted to remain within the project site. As such, no assessment of significance has been provided.

Subsurface remains related to post-2004 activities associated with the current Sydney Dragway are not considered to reach the threshold for local heritage significance.

As such, the project site is not considered to contain historic archaeological significance.

8.3 Summary of archaeological potential and significance

A summary of the archaeological potential and significance for the three historic archaeological phases is provided in Table 8.

Table 8 Summary of archaeological potential and significance in the project site

Phase	Potential remains	Heritage significance	Archaeological potential
Phase one	Footings, occupation deposits, evidence of fence lines, remains of undocumented structures	Local	Nil
	Footings, occupation deposits, evidence of industrial and agricultural activities, evidence of fence lines	Local	Nil
Phase two	Mid-late twentieth century building remains, footings, occupation deposits evidence of industrial and agricultural activities, evidence of fence lines	Nil	Nil
Phase three	Existing development	Nil	High

9.0 HERITAGE IMPACT ASSESSMENT

9.1 Heritage impact assessment

9.1.1 Physical impacts to the Prospect Reservoir and surrounding area

The State heritage listed 'Prospect Reservoir and surrounding area' is located 40 metres to the east of the project site boundary. Construction of the project would not occur inside the heritage curtilage of this item, nor alter any element of significant fabric.

Ground modification activities would involve largescale earthworks across the project site. However, the nearest significant element of the Prospect Reservoir to the project site is the inlet (Upper Canal), which is about 400 metres to the southeast of the closest part of the project boundary. It is considered that at this distance, vibration from construction or operational activities of the project would have no physical effect on these structures.

Overall, the project would result in neutral direct impacts to the 'Prospect Reservoir and surrounding area' heritage item.

9.1.2 Visual impacts to the Prospect Reservoir and surrounding area

The project is located on the western side of Prospect Reservoir and surrounding area heritage listing, about 400 metres from the inlet of the Upper Canal and nearly 700 metres to the shoreline of the Reservoir. The western side of the Reservoir has low hills with light woodland, which have an approximate maximum elevation of 80 metres ASL in the north and about 70 metres ASL in the south. These low hills effectively screen significant elements of the Reservoir (inlet of the upper canal, pump house, dam, spillway and public recreational areas) from views to and from the project site for the Speedway project.

Given the elevation of the current hills to the west of the reservoir (about 70 metres ASL), tree cover and the long distance to significant elements of the reservoir, the project is unlikely to be visible. New proposed elevations across the project site, as a result of earthworks activities, would not substantially alter the existing elevations, and would reduce the vertical and horizontal extent of the existing artificial hills. The new Speedway track would be located at about 72 metres ASL.

The grandstand would only marginally exceed the elevation of the western track embankment, and it is considered unlikely that the grandstand structure would be noticeable from within the Prospect Reservoir, due to the intervening low hills, tree cover and eastern embankment within the project site. Racing support infrastructure to the south of the racetrack would not exceed the height of the eastern track embankment, which would ensure that these structures are not visible from within the Prospect Reservoir. The final elevations of these structures would need to be confirmed during further design stages.

Visual impacts associated with construction processes including the installation of lighting and other construction infrastructure, are temporary in nature. The elevation of lighting and cranes is not expected to be noticeable from public areas in the Prospect Reservoir and surrounding areas heritage item of and are not expected to cause a visual impact on the State heritage listed item.

The Prospect Reservoir and surrounding area heritage item is very large in size, and heritage significant views and viewsheds for the item are primarily located within the curtilage of the item. Furthermore, the project is similar in scope, size and form to existing development surrounding the item and would not introduce additional visual clutter. Due to the size and distances of the proposed speedway and the scale of the Prospect Reservoir and surrounding area heritage item, the proposed speedway would not result in overshadowing impacts.

This draft assessment concludes that the project works would result in a negligible indirect (visual) impact to the heritage significance of the Prospect Reservoir and surrounding area heritage item.

9.2 Summary of heritage impacts

A summary of impacts to the significance of heritage items in or near the project site is provided in Table 9 below.

Table 9 Summary of impacts to heritage listed items in or near the project site.

Item	Listing	Significance	Direct impact	Indirect impact
Prospect Reservoir and surrounding area	<ul style="list-style-type: none"> State Heritage Register Listing No. 01370 Holroyd LEP 2013 Item No. I01370 & A8 <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> – Item No. 4 Sydney Water s170 Listing No. 4575804 	State	Neutral	Negligible

9.3 Statement of heritage impact

A statement of heritage impact has been prepared according to select questions posed in the NSW Heritage Office guidelines in Table 10 below.

Table 10 Statement of heritage impact for the project

Development	Discussion
What aspects of the Proposal respect or enhance the heritage significance of the project site?	The proposed works are largely concealed and would not result in altering the visual setting of the nearby State heritage listed Prospect Reservoir and surrounding area.
What aspects of the Proposal could have a detrimental impact on the heritage significance of the project site?	The proposed works would not result in adverse heritage impacts to the nearby State heritage listed Prospect Reservoir and surrounding area. Non-Aboriginal archaeological remains are unlikely to be impacted by the works.
Have more sympathetic options been considered and discounted?	The design is not considered to be unsympathetic to nearby heritage items due to sufficient topographic screening and existing adjacent development within the Western Sydney Parklands Precinct 5 Eastern Creek Motor Sports.

10.0 MITIGATION AND MANAGEMENT MEASURES

10.1 Mitigation and management measures

Mitigation measures identified in Chapter 13 (Landscape character and visual amenity) with respect to the management of potential visual impacts during construction and operation (Technical Paper 7: Landscape character and visual impact assessment) are considered relevant to the management of potential non-Aboriginal heritage impacts to the following heritage item near to the project site:

- Prospect Reservoir and surrounding area (listed on the SHR no. 01370)

The management of potential heritage impacts would be considered as part of the Construction Environmental Management Framework for the project (Appendix C of the Environmental Impact Statement). In addition to this, the Sydney Metro Exhumation Management Plan and the Sydney Metro Unexpected Finds Procedure would be implemented to manage unexpected archaeological finds and human remains.

Further mitigation measures that would be implemented to address potential impacts on non-Aboriginal heritage sites and areas of archaeological potential are listed in Table 11 below.

Table 11 Non-Aboriginal heritage mitigation measures

ID	Mitigation measure
NAH1	During detailed design, landscaping should endeavour to ensure the final elevation of structures is lower than existing topography to the west of the study area, and also include screening vegetation along the eastern embankment of the trackway, to conceal the Speedway from the “Prospect Reservoir and surrounding area” heritage item.
NAH2	The Sydney Metro Authority Unexpected Finds Procedure would be used for the project and should be included in the construction heritage management plan

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