

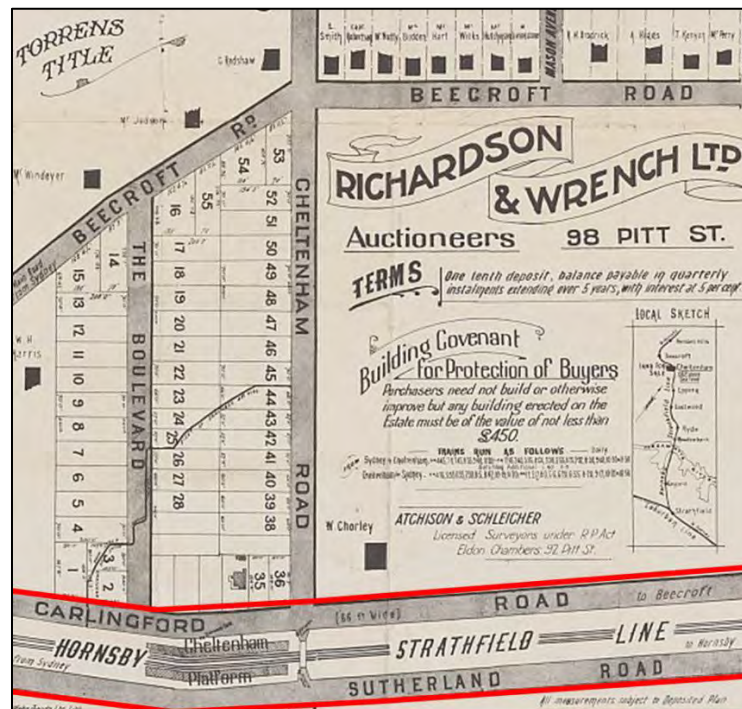
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6.0 Archaeological potential

Non-Indigenous archaeological potential within the proposed study area is generally low. The proposed zone of impact of the ETTT Project covers a large area, which in different circumstances would increase the chances of encountering archaeological sites. However, because occupation of the area was slow prior to the construction of the railway, and because the initial construction and subsequent alterations to the rail line involved high levels of disturbance, the likelihood of encountering significant and intact archaeological remains in the study area is low.

Before the arrival of the railway, most buildings were clustered along the main roads through the area. This is illustrated in Figure 130 by the number of buildings along Beecroft Road, in comparison with the scarcity of buildings near Cheltenham Station. Development was of a rural nature, and therefore many of the structures were likely to have been of timber construction, without deep footings. Likewise, the typical land uses (mainly fruit growing, as seen in Figure 131, with some dairying), are unlikely to have left a deep subsurface footprint, and therefore evidence for the former land uses and structures is not likely to have survived the construction of the rail line and adjacent roads.

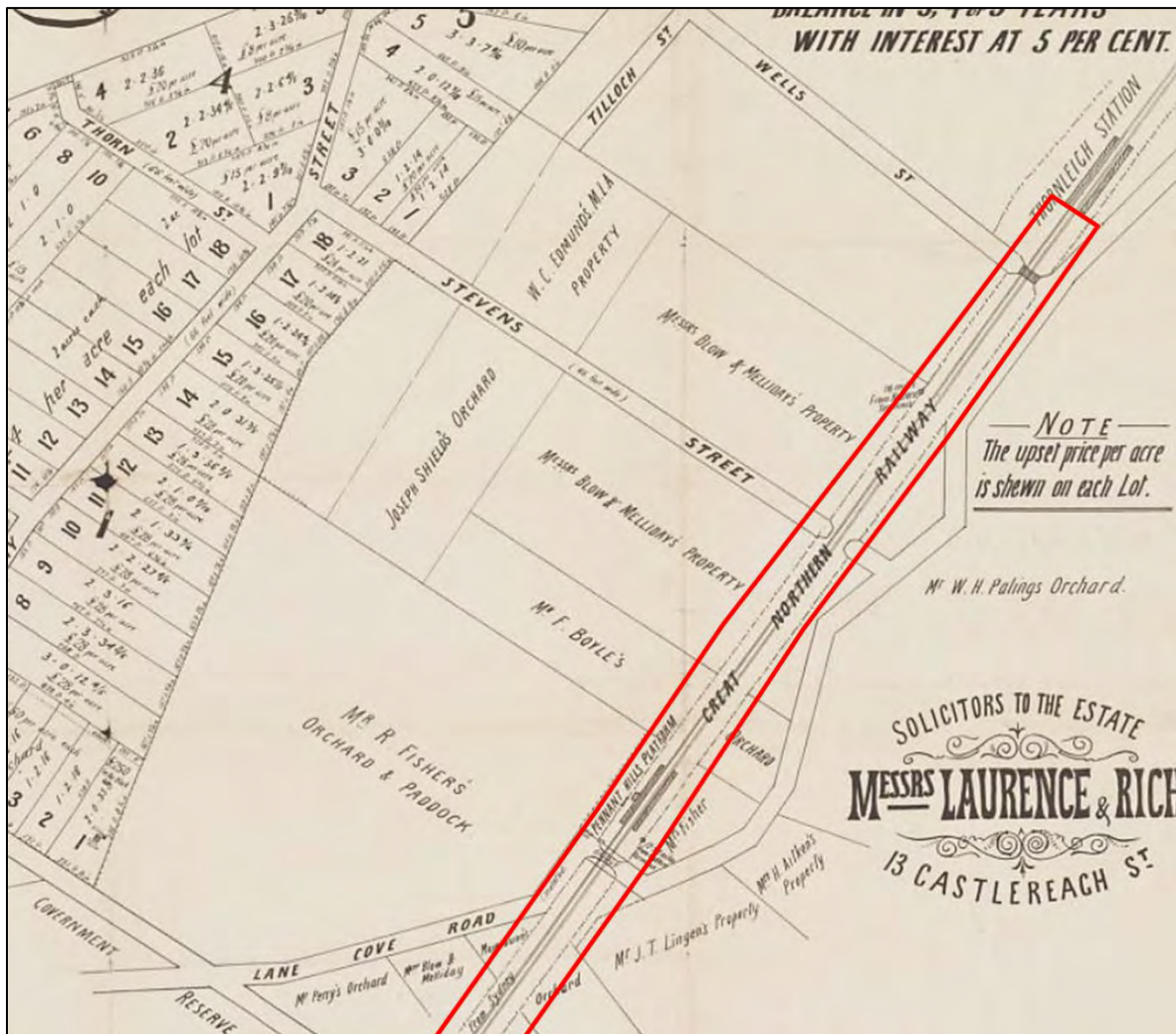
Figure 130: 1908 Cheltenham subdivision plan. Study area outlined in red ¹³.



¹³ Source: <http://nla.gov.au/nla.map-lfsp606>

...

Figure 131: Orchard properties near Pennant Hills and Thornleigh Stations in 1892. Study area outlined in red¹⁴.



Evidence related to former periods of rail history is also unlikely to have survived, due to ongoing disturbance through changes and upgrades to the rail line. In the vicinity of Beecroft Station, one former brick side platform (c. 1895) is still extant, but other early station structures were of timber construction and associated remains would not have survived the reconfiguration of the station and subsequent disturbance within the rail corridor.

The road reserves on either side of the rail corridor are likely to be of low archaeological potential. Generally these areas have either undergone significant disturbance, or they are vegetated with mature bushland which suggests that they have not been cleared or occupied and are therefore unlikely to contain significant non-Indigenous archaeological deposits.

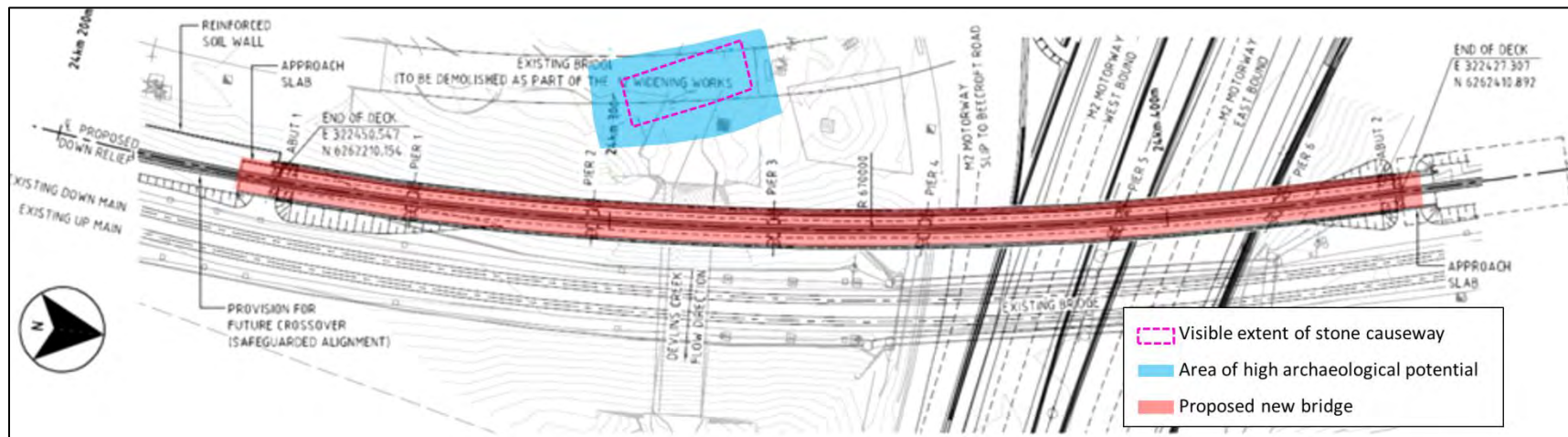
¹⁴ Source: <http://nla.gov.au/nla.map-lfsp2082>

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The area beneath the M2 ramp has high archaeological potential where the convict-built causeway over Devlins Creek is located (Figure 132). Only part of the causeway is currently visible, and this part has been disturbed through the installation of utilities such as sewage pipes. The causeway continues under introduced fill at either end and it is not known how far the causeway may extend beneath this fill, or whether the hidden portions are more intact than the exposed section, although it is likely that the causeway does not extend far beyond the present creek banks. Much of the area around the visible section of the causeway has been disturbed through the construction of the M2 ramp and structures associated with the control of run-off from Beecroft Road. The proposal includes the construction of a new bridge located around 15m from the visible section of the causeway away from the expected alignment of the archaeological remains and within an area of built up fill. The present concept design indicates that the causeway and associated areas of archaeological potential would not be impacted by the proposed development, and the area would be covered during construction as an additional mitigation measure.

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Figure 132: Devlins Creek area of archaeological potential.





7.0 Overall Statement of Heritage Impact

The potential heritage impact of the proposed development on the study area as a whole is assessed below using the guidelines provided in the NSW Heritage Manual document 'Statements of Heritage Impact'. A summary of listed items, potential impacts and recommended mitigation measures is provided in Table 9, below.

What aspects of the development proposal respect or enhance the heritage significance of the study area?

Although the rail line passes through the Beecroft/Cheltenham Heritage Conservation Area (HCA) and part of The Crescent, Pennant Hills, HCA, the development is almost entirely confined to the rail corridor and therefore will not have a significant negative impact on the heritage values of the HCAs.

Most heritage items in the study area will not be directly impacted by the project, as they are located outside the rail corridor.

What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?

It is possible that items outside the proposed area of impact could be affected by vibratory impacts during construction. The concept design acknowledges that dilapidation surveys and vibration monitoring should be carried out if vibration sensitive structures lie within close proximity to excavations. At locations where the works would be in close proximity to buildings and other sensitive structures (anticipated to be within 15 meters at some locations), judicious selection of plant and equipment would be necessary for vibration intensive activities. It is recommended that during the later stages of the design process, building surveys of these properties are carried out in order to assess the potential for increased susceptibility to building damage from vibration. Should these buildings be considered more susceptible to vibration, reduced vibration criteria levels may be applicable and subsequently adopted during the selection process for suitable equipment to be used in the vicinity of these buildings. With the adoption of these standard management measures impacts would be minimised.

The proposal involves impacts to three locally listed areas of bushland close to or within the rail corridor:

- Bushland (Beecroft Road, between Carlingford Road and Kandy Avenue).
- Bushland (Railway land between Beecroft and Pennant Hills stations).
- Bushland (Wongala Crescent, Pennant Hills).

The proposal involves the removal of some trees in each of these areas of bushland. A belt of vegetation will be retained between Beecroft Road/Wongala Crescent and the rail line along most of its length. Provided that enough vegetation is preserved or replanted following the completion of the project, the development will not have a significant impact on the aesthetic values and landmark qualities of these heritage items. The draft concept design

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addresses the importance of the vegetation between along the rail line states that the proposal will aim to “retain existing bushland/forest landscape character along rail corridor, including the protection of endangered ecological communities”, and may involve the “re-vegetation of the rail corridor, including new tree planting and make good of construction compounds” (Parsons Brinckerhoff 14/10/1: 3.6 Urban Design and Landscaping, page 6).

The proposal involves impacts to three elements of the heritage-listed Beecroft Railway Station group: the pedestrian subway tunnel, Beecroft gardens and the former (c. 1895) side platform. Modifications would be made to the western end of the pedestrian subway at Beecroft Station, including the replacement of the roof and the extension of the subway. These modifications would have minor impacts its heritage significance. The proposed changes would involve the demolition of portions of the western end of the subway, and would not cause any impacts to the remainder of the subway. The extension of the subway to the west would not have a significant impact on its setting, provided that sensitive architectural finishes are employed. The proposed design for the extension includes provision for the attachment of such finishes to the faces of the new walls and, provided that any finishes are in keeping with the heritage values of the tunnel, the proposed modifications would only have a minor impact on the significance of the Beecroft Railway Station heritage item.

It is likely that either part of, or all of the disused c.1895 side platform at Beecroft Station will need to be removed in order to accommodate the proposed new track. Although it would be preferable that the side platform is not impacted, there is limited space between the existing track and the side platform in which to extend the third track. It is therefore unlikely that the final concept design would enable the preservation of the side platform. This platform is currently quite overgrown and its former function and relationship to the rest of the railway station group are not able to be easily interpreted by the public. The platform is not integral to the heritage significance of the Beecroft Railway Station group, and its removal would have only a minor impact on the overall heritage significance of the station item.

Part of the Beecroft Station gardens and playground area (along the edge of the rail corridor and near the car park) fall within the proposed impact area. In order to accommodate the proposed third track, the existing station cutting would need to be extended further to the west along the western side of the rail corridor, adjacent to the island platform. Vegetation along the eastern side of the park would be affected by the excavation of this cutting including two bunya pines which may need to be removed. As a number of other bunya pines are located within the gardens the removal of the bunya pines near the eastern boundary of the park would have a relatively minor impact on the heritage significance of the Beecroft Station group. Vegetation will be replanted in the area of the gardens to be impacted after construction is completed.

It is proposed that a new overbridge is constructed close to the convict-built stone causeway at Devlins Creek. The project design has taken into account the heritage significance of the item and has allowed for the protection of the item from damage during works. The context of the item has been highly modified previously so the proposed bridge would not further impact on the heritage significance of the item.

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The heritage items adjacent to the Cheltenham Station (Numbers 44-56 The Crescent) could potentially be negatively affected by the construction of the proposed two-storey concourse at the station, and the removal of trees along the southern side of the station car park. Of these, it is unlikely that significant impacts would occur to Numbers 44-48, 52, or 56, as they are effectively screened by vegetation. Impacts to the views from Numbers 50 and 54 are likely; however, although these impacts would not be ideal, they would have a relatively minor impact on the heritage values of the items.

Have more sympathetic options been considered and discounted?

The concept design acknowledges the importance of seeking sympathetic solutions in relation to the Beecroft Station pedestrian subway and the proposed overbridge near the Devlins Creek stone causeway, and the need to retain or replant as much native vegetation as possible along the road verges and in the rail corridor. It also identifies that buffer planting and screening may be necessary to reduce impacts on residential streets, including The Crescent (Parsons Brinckerhoff 14/10/1: 3.6 Urban Design and Landscaping, page 17).

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Table 9: Summary of listed items, potential impacts, and recommended mitigation measures. Items that may be impacted are listed in bold print.

Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Beecroft	Beecroft Community Centre	111 Beecroft Rd.	Hornsby LEP 1994	N	None
Beecroft	The Village Green, Boer War Memorial, and WWI & WWII memorials	111X Beecroft Rd.	Hornsby LEP 1994	N	None
Beecroft	'Carmel'	115 Beecroft Rd.	Hornsby LEP 1994	N	None
Beecroft	Footpath (especially outside Nos. 138-154)	Copeland Rd East	Hornsby LEP 1994	N	None
Beecroft	'Chetwynd'	138 Copeland Road	Hornsby LEP 1994	N	None
Beecroft	Street trees and bushland	Malton Rd	Hornsby LEP 1994	N	None
Beecroft	House	2 Malton Rd	Hornsby LEP 1994	N	None
Beecroft	Street trees	Murray Rd	Hornsby LEP 1994	N	None
Beecroft	House	1 Murray Rd	Hornsby LEP 1994	N	None

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Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Beecroft	Bushland	Railway land – Beecroft to Pennant Hills	Hornsby LEP 1994 Railcorp s170 register	Y	As much vegetation as possible should be retained between the rail corridor and Wongala Crescent, and/or replanted following the completion of the project.
Beecroft	Booth Park	82X Sutherland Rd	Hornsby LEP 1994	N	None
Beecroft	Beecroft Railway Station and garden	97 Sutherland Rd	Hornsby LEP 1994 Railcorp s170 register	Y	Mitigation measures should be employed to minimise the impact of modifications to the pedestrian subway at Beecroft Station. These could include architectural finishes in keeping with the heritage significance of the subway and archival recording. Archival recording of the former side platform should be undertaken if it is to be impacted.
Beecroft	'Beveren' and garden	110-112 Sutherland Rd	Hornsby LEP 1994	N	None
Beecroft	House	24A The Crescent	Hornsby LEP 1994	N	None
Beecroft	House	1 Wandeen Ave	Hornsby LEP 1994	N	None
Beecroft	House	2 Wandeen Ave	Hornsby LEP 1994	N	None

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Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Beecroft	House and garden	3 Wandeen Ave	Hornsby LEP 1994	N	None
Beecroft	'Treasure House'	3 Wongala Cres	Hornsby LEP 1994	N	None
Beecroft	Garden	25 Wongala Cres	Hornsby LEP 1994	N	None
Beecroft	House and garden	33 Wongala Cres	Hornsby LEP 1994	N	None
Beecroft	Fence	37 Wongala Cres	Hornsby LEP 1994	N	Screening vegetation should be retained or replanted between the item and the rail line
Beecroft	House	39-41 Wongala Cres	Hornsby LEP 1994	N	None
Cheltenham	Garden	22 Cheltenham Rd	Hornsby LEP 1994	N	None
Cheltenham	Garden	44 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line
Cheltenham	Garden	46 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line
Cheltenham	Garden	48 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line
Cheltenham	House and garden	50 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line

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Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Cheltenham	House	52 The Crescent	Hornsby LEP 1994	N	None
Cheltenham	House	54 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line
Cheltenham	House	56 The Crescent	Hornsby LEP 1994	Y	If possible, screening vegetation replanted between the item and the rail line
Cheltenham	Grounds – Cheltenham Recreation Club	60-74 The Crescent	Hornsby LEP 1994	N	None
Cheltenham	'Ashby'	94 The Crescent	Hornsby LEP 1994	N	None
Cheltenham	Street trees	The Promenade	Hornsby LEP 1994	N	None
Epping	Bushland	Beecroft Rd	Hornsby LEP 1994	Y	As much vegetation as possible should be retained between the rail corridor and Beecroft Road, and/or replanted following the completion of the project.

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Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Epping	Stone causeway over Devlins Creek	Beecroft Rd	Hornsby LEP 1994	Y	<p>Impacts to the causeway should be avoided when finalising the design for the proposed new bridge. If impacts are necessary, a detailed Statement of Heritage Impact should be prepared and provided to Hornsby Council, in accordance with Clause 14 of the ISEPP 2007. As the proposal is being assessed under Part 5.1 of the EP&A Act, a permit to impact the item is not required. However, if impacts are likely it may be recommended that further research or recording is conducted prior to the commencement of works.</p> <p>The Devlin's Creek causeway should be protected during construction works. The location of the item should be marked on all site plans and included in the Construction Environmental Management Plan for the project. All workers at the site should be made aware of the location of the heritage item and informed of their obligations to avoid impacts to the item.</p> <p>Vibration monitoring should be undertaken to assess any indirect impacts on the causeway structure.</p>

Northern Sydney Freight Corridor: Epping to Thornleigh Third Track Project

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Suburb	Item	Address	Listing(s)	Potential impacts? [Yes/No]	Mitigation measures
Epping	'School of Arts' and garden	9 Oxford St	Hornsby LEP 1994	N	None
Epping	Epping Railway Station group	Epping Railway Station	Railcorp s170 register	N	None
Pennant Hills	'Doonba'	1A Hampden Rd	Hornsby LEP 1994	N	None
Pennant Hills	Street trees	Lilla Rd	Hornsby LEP 1994	N	None
Pennant Hills	Bushland	Wongala Cres	Hornsby LEP 1994	Y	As much vegetation as possible should be retained between the rail corridor and Wongala Crescent, and/or replanted following the completion of the project.
Pennant Hills	House	4 Yarrara Rd	Hornsby LEP 1994	N	None
Pennant Hills	House	6 Yarrara Rd	Hornsby LEP 1994	N	None
Pennant Hills	'The Maze'	18-20 Yarrara Rd	Hornsby LEP 1994	N	None
Pennant Hills	Wollundry Park	60-62X Yarrara Rd	Hornsby LEP 1994	N	None



Evaluation of effectiveness of mitigation measures

Table 10 provides a discussion of the effectiveness of the suggested mitigation measures in minimising the potential impacts to heritage listed items that have been identified in this report. The table summarises the potential impacts to each item, outlines the proposed mitigation measures, assesses whether the mitigation measures would offset the proposed impacts, and what (if any) the residual impacts would be. The discussion also includes an evaluation of the effect any residual impacts would have on the heritage significance of each item, and a statement as to whether the impacts would be acceptable.

In summary, the suggested mitigation measures would be effective in minimising the potential heritage impacts of the proposal. If the suggested mitigation measures are followed with regard to the stone causeway over Devlins Creek, they would offset the potential for accidental damage to the item. Residual impacts may occur to the heritage listed properties opposite Cheltenham Station car park; however, these would not have a significant impact on the heritage value of the listed items and are assessed to be acceptable. Impacts may occur to bushland along Wongala Crescent and within the railway land between Beecroft and Pennant Hills stations in the form of removal of some trees along the proposed walkway. This impact would not affect the values of the bushland item as a whole and are therefore acceptable.

The most significant proposed impacts are to the 1895 platform and pedestrian tunnel at Beecroft Station. Direct impacts are proposed to the platform. Archival recording has been recommended as a mitigation measure. This proposed impact has been assessed as acceptable as the 1895 platform is not easily interpreted by the public and its removal would not significantly impact the heritage values of the station group as a whole. This impact is also acceptable in the context of the development design, as the proposed route is constrained by the commuter platform on the opposite side of the existing track. Direct impacts are also proposed to a small portion of the pedestrian tunnel. This report recommends that archival recording, and sensitive architectural design and finishes would be appropriate mitigation for the proposed impacts. As the impacts would only affect a small portion of the tunnel and would not be easily recognised the residual impacts are assessed as acceptable.

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Table 10: Effectiveness of proposed mitigation measures

Item(s)	Potential impacts	Suggested mitigation measures	Effectiveness of mitigation measures/possible residual impacts	Are the residual impacts acceptable or unacceptable?
Railway land – Beecroft to Pennant Hills	Removal of some trees within the rail corridor for the construction of a maintenance walkway.	As much vegetation as possible should be retained between the rail corridor and Wongala Crescent, and/or replanted following the completion of the project.	Residual impacts would include the removal of trees along the route of the walkway. Because the proposal would involve the removal of relatively few trees, and most of the bushland would remain intact, this impact would not affect the aesthetic or landmark qualities of the items.	Acceptable
Beecroft Railway Station and garden	Direct impacts include: - Modifications to western end of pedestrian tunnel. - Removal of former c. 1895 side platform. - Removal of vegetation along eastern side of the station park.	Mitigation measures should be employed to minimise the impact of modifications to the pedestrian subway at Beecroft Station. These could include architectural finishes in keeping with the heritage significance of the subway and archival recording. Archival recording of the former side platform should be undertaken if it is to be impacted.	Residual impacts would include: - Removal of c. 1895 platform (the platform does not make a vital contribution to the station group). - Modifications to small section of tunnel (most of the tunnel would be unaffected). - Possible removal of two bunya pines in park. Four bunya pines would remain along the western side of the park, and these would maintain the park's historical and landscape significance.	Acceptable
44 The Crescent, Cheltenham (garden)	Possible indirect impacts to views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	If possible, screening vegetation replanted between the item and the rail line.	Minor residual impacts to views may occur. These impacts would not affect the historical or aesthetic significance of the item as a representative example of a 20 th century garden, or as part of an intact historical streetscape with landmark qualities.	Acceptable
46 The Crescent, Cheltenham (garden)	Possible indirect impacts to views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	If possible, screening vegetation replanted between the item and the rail line.	Minor residual impacts to views may occur. These impacts would not affect the historical or aesthetic significance of the item as a representative example of a 20 th century garden, or as part of an intact historical streetscape with landmark qualities.	Acceptable
48 The Crescent,	Possible indirect impacts to	If possible, screening vegetation	Minor residual impacts to views may occur.	Acceptable

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Item(s)	Potential impacts	Suggested mitigation measures	Effectiveness of mitigation measures/possible residual impacts	Are the residual impacts acceptable or unacceptable?
Cheltenham (garden)	views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	replanted between the item and the rail line.	These impacts would not affect the historical or aesthetic significance of the item as a representative example of a 20 th century garden, or as part of an intact historical streetscape with landmark qualities.	
50 The Crescent, Cheltenham (house and garden)	Possible indirect impacts to views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	If possible, screening vegetation replanted between the item and the rail line.	Minor residual impacts to views may occur. These impacts would not affect the historical or aesthetic significance of the items as representative examples of a 20 th century house and garden, or as part of an intact historical streetscape with landmark qualities.	Acceptable
52 The Crescent, Cheltenham (house)	None	None	Not applicable	Acceptable
54 The Crescent, Cheltenham (house)	Possible indirect impacts to views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	If possible, screening vegetation replanted between the item and the rail line.	Minor residual impacts to views may occur. These impacts would not affect the historical or aesthetic significance of the items as representative examples of a 20 th century house, or as part of an intact historical streetscape with landmark qualities.	Acceptable
56 The Crescent, Cheltenham (house)	Possible indirect impacts to views resulting from the reconfiguration of Cheltenham Station car park and the removal of street trees.	If possible, screening vegetation replanted between the item and the rail line.	Minor residual impacts to views may occur. These impacts would not affect the historical or aesthetic significance of the items as representative example of a 20 th century house, or as part of an intact historical streetscape with landmark qualities..	Acceptable
Grounds – Cheltenham Recreation Club	None	None	Not applicable	Acceptable
Bushland along Beecroft Road - Epping	Removal of some trees within the rail corridor.	As much vegetation as possible should be retained between the rail corridor and Beecroft Road, and/or replanted following the completion of the project.	Residual impacts would include the removal of trees along the rail line. A thick belt of vegetation will be retained between Beecroft Road and the rail line for the most of the item's length, thus maintaining the aesthetic significance and landmark qualities of the	Acceptable

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Item(s)	Potential impacts	Suggested mitigation measures	Effectiveness of mitigation measures/possible residual impacts	Are the residual impacts acceptable or unacceptable?
			item. The proposed development will not have a detrimental impact on the heritage value of the item.	
Stone causeway over Devlins Creek	Potential for indirect impacts such as accidental damage by machinery during the construction of the proposed new bridge over the M2.	<ul style="list-style-type: none"> - The proposal allows for the protection of the item during works. The location of the item should be marked on all site plans and included in the Construction Environmental Management Plan for the proposal. All workers at the site should be made aware of the location of the heritage item and informed of their obligations to avoid impacts to the item. - Vibration monitoring should be undertaken during works to assess any impacts that may occur to the fabric of the causeway. 	If followed, the suggested mitigation measures would avoid accidental damage to the item as a result of the proposed works.	Acceptable
Bushland along Wongala Crescent, Pennant Hills	Removal of some trees within the rail corridor for the construction of a maintenance walkway.	As much vegetation as possible should be retained between the rail corridor and Wongala Crescent, and/or replanted following the completion of the project.	Residual impacts would include the removal of trees along the route of the walkway. Because the proposal would involve the removal of relatively few trees, and most of the bushland would remain intact, this impact would not affect the aesthetic or landmark qualities of the items.	Acceptable



8.0 Mitigation measures

On the basis of background research and adhering to all statutory obligations it is recommended that:

- As much vegetation as possible should be retained between the rail corridor and Beecroft Road/Wongala Crescent, and/or replanted following the completion of the project.
- Mitigation measures should be employed to minimise the impact of modifications to the pedestrian subway at Beecroft Station. These would include architectural finishes in keeping with the heritage significance of the subway and archival recording of the portion of the subway which is to be upgraded. The Statement of Heritage Impacts in this report should be forwarded to Hornsby Shire Council in accordance with Clause 14 of the ISEPP 2007.

If the c.1895 former side platform is to be impacted by the final design, archival photographic recording should be completed prior to works commencing.

As the Beecroft Railway Station group is listed on the RailCorp s170 register, it is recommended that RailCorp is notified of the proposed impacts to the station.

- The design for the new overbridge crossing Devlins Creek should avoid impacts to the convict-built stone causeway located underneath the existing M2 ramp. At present, the concept design would not impact on the causeway; however, if impacts are proposed by later design modifications, a Statement of Heritage Impacts should be prepared and provided to Hornsby Shire Council, in accordance with Clause 14 of ISEPP 2007. Should a Statement of Heritage Impact be required to address design modifications, archival recording may be required to document existing significant features, in accordance with NSW Heritage Office guidelines. Should the design modifications impact on areas of archaeological potential (such as buried sections of the causeway) further archaeological investigation, such as test excavations may be required.

The Devlins Creek causeway should be protected during construction works. The location of the item should be marked on all site plans and included in the Construction Environmental Management Plan for the proposal. All workers at the site should be made aware of the location of the heritage item and informed of their obligations to avoid impacts to the item.

Vibration monitoring should be undertaken during works to assess any impacts that may occur to the fabric of the causeway.

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- Wherever possible, screening vegetation should be retained or replanted along the southern side of the proposed Cheltenham Station carpark, in order to mitigate any impacts to the views and setting of Numbers 50-56 The Crescent.
- Should any 'relics' be discovered during works the NSW Heritage Council must be notified in accordance with Section 146 of the *Heritage Act 1977*.
- If suspected non-Indigenous archaeological remains are identified during works, the NSW Heritage Council should be informed, and a suitably qualified heritage consultant should be engaged to determine the significance of the find. It may be necessary to undertake salvage and/or archival recording before works can recommence.



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Appendix 1

Heritage Inventory Sheets

Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 01		
Item Beecroft Community Centre (former School of Arts)	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 121947 111 Beecroft Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 53
	Hornsby LEP 1994	Yes
History and description The Beecroft Community Centre was constructed in 1904 as the Beecroft School of Arts, at the instigation of the Beecroft Progress Association. The School of Arts building was extended in 1909, and after the extension included a hall, a stage, a verandah the length of the hall (one end of which was soon enclosed to form accommodation for a caretaker), two dressing rooms, a smoking room, kitchen, library, reading rooms, billiard room, and supper room. The Community Centre is a Federation period building, located in a prominent location on the corner of Beecroft and Copeland roads. It is constructed of brick, with a red brick string course and quoins. The terracotta tile roof is hipped and gabled. The building is oriented to the east, away from the railway line. Between the rear of the building and the railway line is a strip of native trees.	Present Use Community centre	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High. In good condition and little altered.

<p>Impact of Proposed Works</p> <p>The Community Centre is located approximately 25 metres west of the proposed impact area and the development will have no direct impact on the item. Views toward the railway will be screened by vegetation and therefore there would be no impacts to the views or setting of the item.</p>	<p>Statement of Significance</p> <p>The Beecroft Community Centre possesses local historical and social significance as a community centre constructed during an early period of the town's development, at the instigation of a local community organisation. The site has remained in use as a community facility since 1904. The building is aesthetically significant as a Federation building on a prominent corner site, which is in good condition and has high integrity.</p>
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>None</p>

Photographs and Plans

Beecroft School of Arts postcard, 1910 (Source: Hornsby Library <<http://hsconline.hornsby.nsw.gov.au/lsp/photos/photo01053.jpg>>).



The rear of The Community Centre and trees along the western side of the rail corridor, facing south



The rear of The Community Centre and trees along the western side of the rail corridor, facing north



Project overview - Beecroft Community Centre marked by pink arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 02		
Item Beecroft Village Green and war memorials	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 979, DP 822292 111X Beecroft Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 54
	Hornsby LEP 1994	Yes
History and description The Beecroft Village Green was established as a recreation area in 1898, two years after the Beecroft Progress Association had first requested it. The Village Green consisted of 2-3 acres of land between the railway line and Beecroft Parade. In 1901, a sandstone drinking fountain monument was erected on the green in memory of David Wallis, a local man killed in the Boer War. This monument was later moved to its current location opposite the Village Green. After WWI, another monument was constructed in the Village Green to commemorate soldiers killed in that war, and further names were added to the monument after WWII. The Village Green conserves a remnant stand of native trees, including a strip of trees along the side of the rail corridor. It contains picnic shelters, play equipment, paths, and fencing built in 1988. There are tennis courts in the southern end of the park. The park, with its notable vegetation, is an important landmark.	Present Use Public reserve	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact: remains in use for its original purpose

<p>Impact of Proposed Works</p> <p>Originally, the proposal involved the construction of an access road and retaining wall along the western boundary of the rail corridor, immediately beyond the eastern edge of the Village Green. However, in order to reduce negative impacts to the bushland it is now proposed that this area be accessed by a “maintenance walkway”, rather than a road. While the creation of the walkway and retaining wall will involve the removal of some trees, a strip of screening vegetation will be retained along the western boundary of the rail corridor, between the Village Green and the railway line and there will be no impacts to the heritage significance of the item.</p>	<p>Statement of Significance</p> <p>The Village Green is historically and socially significant as a focus of community activity and recreation since the late nineteenth century, established through the work of the Beecroft Progress Association. It possesses aesthetic significance due to the stand of remnant native trees conserved within it, and forms an important local landmark, visible from both the railway line and Beecroft Road (a major arterial road). The war memorials located within and near the Village Green are of historical and social significance as memorials to local men who died in successive wars.</p>
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>None</p>

Photographs and Plans

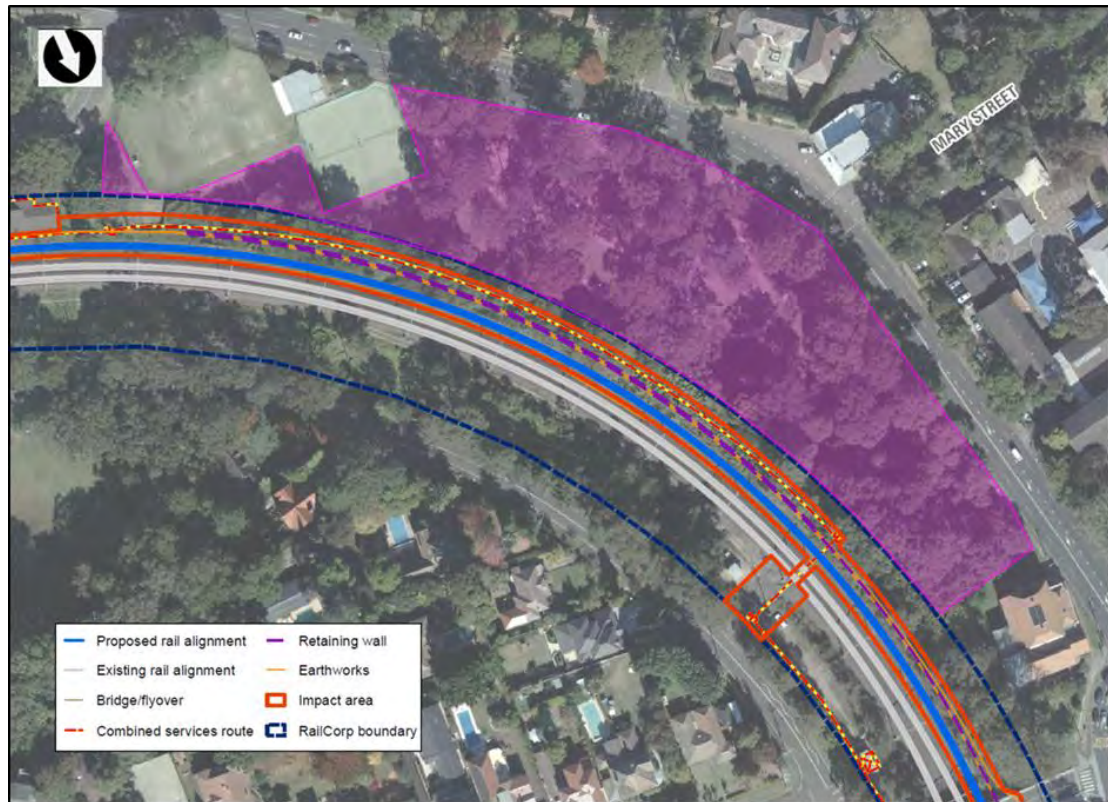
The Village Green, facing south. Rail line to the left.



Vegetation between the rail line (right) and the Village Green (left), facing west



Project overview - The Village Green is shaded in purple



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 03		
Item 'Carmel'	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 1,2,3,4 & 5, DP 2073 115 Beecroft Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP	I 57
	Hornsby LEP 1994	Yes
History and description Judging from the physical form of the house, it is likely that Carmel was built c. 1890-1900. Carmel is a simple Federation period weatherboard cottage in a traditional Georgian style. The house is symmetrical in form, with a hipped iron roof and skillion verandah. The house has recently been renovated.	Present Use Private residence.	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact.
Impact of Proposed Works The north-east boundary of the property is located approximately 50 metres from the proposed area of impact. Views toward the railway from the house are obstructed by vegetation and a scout hall and the proposed development will not have any impacts on the house itself or its views and setting.	Statement of Significance The house is of local historical and aesthetic significance as an early simple cottage, of a kind that is now very rare in the area. It is representative of the homes of early working-class residents of Beecroft.	
Reference Nil	Recommendations None	

Photographs and Plans

'Carmel' prior to renovation (Google 2009)



'Carmel' prior to renovation, northern facade (Google 2009)



Figure 1: 'Carmel' after renovation, SW corner (18/1/12)



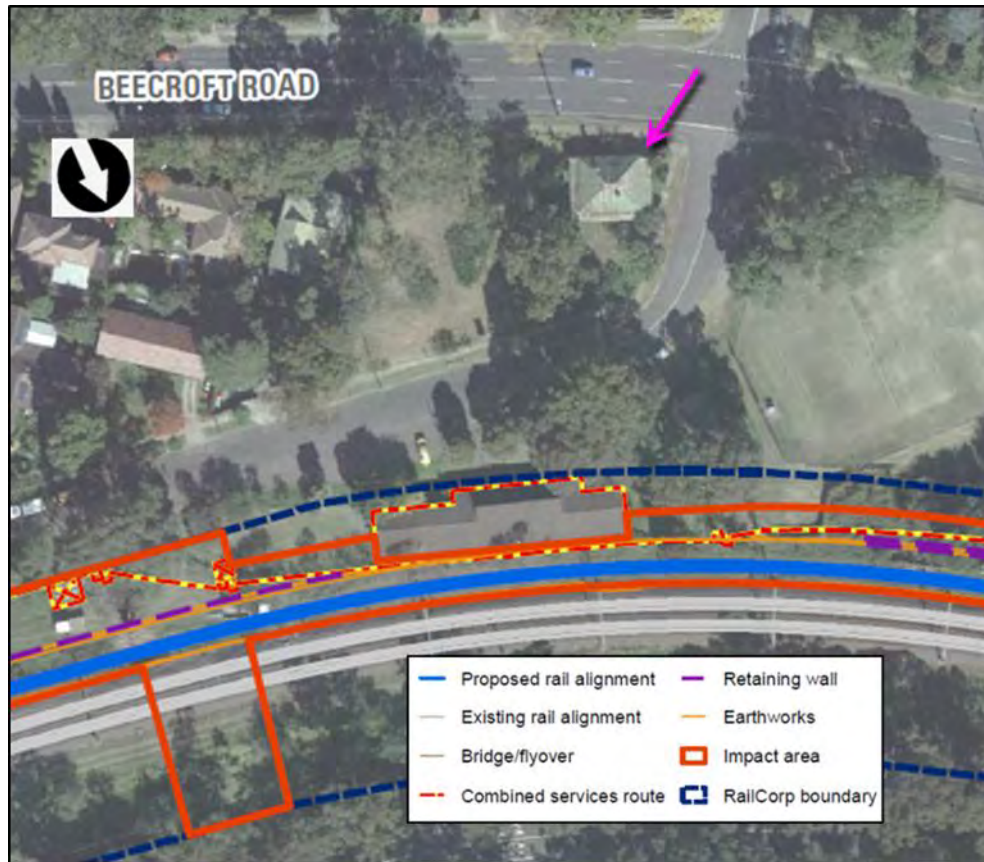
Figure 2: 'Carmel' after renovation, northern facade (18/1/12)



View toward the rail line from the northern boundary of the 'Carmel' property



Project overview - 'Carmel' indicated by pink arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 04			
Item Copeland Road (east) footpath	Listings		
	Register of the National Estate		
	National Trust		
Location Road reserve Copeland Road East, Beecroft, 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 74	
	Hornsby LEP 1994	Yes	
History and description The footpath along the southern side of Copeland Road (east), most notably in front of Nos. 138 to 154, was built by unemployed men as relief work during the Depression. The footpath consists of precast concrete paving slabs and is in good condition.	Present Use Footpath		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact, good condition	
Impact of Proposed Works The proposed development will have no heritage impacts on the footpath.	Statement of Significance The footpath is of high local historical and aesthetic significance as a rare item of street furniture, and evidence of a local response to the high rates of unemployment during the 1930s Depression.		
Reference Nil	Recommendations None		

Photographs and Plans

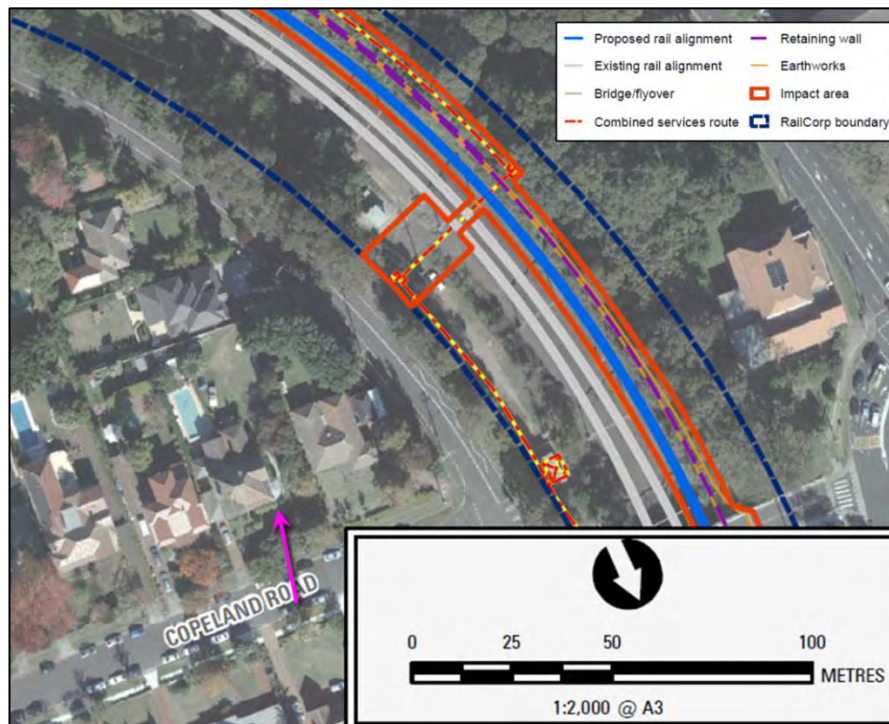
The Copeland Road footpath, facing west toward the rail line



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 05		
Item 'Chetwynd'	Listings	
	Register of the National Estate	
	National Trust	
Location Lots A and E, DP 385708 138 Copeland Road, Beecroft, 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 81
	Hornsby LEP 1994	Yes
History and description Chetwynd was built in 1901 for Thomas Henry Brown Skellet, and designed by local architect, Joseph Seale. Chetwynd is a two-storey brick Federation house with a hipped slate roof and gable to front projection. A 1930s-40s brick garage is attached to the side of the house. The street frontage of the property is bordered by a brick fence and views to the house are almost entirely obscured by vegetation.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact, good condition.
Impact of Proposed Works The house is located around 80 metres from the proposed area of impact. Views toward the rail line are blocked by the adjacent house and vegetation. The proposed development will have no impact on the heritage significance of the item.	Statement of Significance Chetwynd is of local historical and aesthetic significance as an early Federation residence, that has been well-maintained and little altered. It is associated with Thomas Skellet, who was a prominent community leader during Beecroft's early years of development.	
Reference Nil	Recommendations None	

Photographs and plans

Project overview - 'Chetwynd' indicated by pink arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 06		
Item Street trees and bushland (Malton Road)	Listings	
	Register of the National Estate	
	National Trust	
Location Road reserve Malton Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 114
	Hornsby LEP 1994	Yes
Description Vegetation in the road reserves along Malton Road includes informal grouping of remnant native trees, while the portion of the road within the study area (at the road's western end) consists of a post-war period formal row planting of Brush Box, along the southern side. The row was probably planted during the 1950s/1960s and adjoins private residences and gardens dating from the early inter-war period (LandArc 2008).	Present Use	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact
Impact of Proposed Works The street trees along Malton Road are located around 50 metres from the project boundary, and the proposal will have no impact on the heritage item.	Statement of Significance The Malton Road streetscape is notable for the variety of tree patterns, ranging from the conservation of mature Blackbutts, the formal row of Brush Box, and more recent decorative flowering Prunus sp. trees. Within the study area, the row of Brush Box has local historical and aesthetic significance. The predominant use of a single species was a local civic landscaping approach typical of this period, and the Malton Road plantings are associated with other significant post-war period plantings throughout Hornsby Shire.	
Reference LandArc Pty Ltd 2008, <i>Hornsby Shire Heritage Review – Stage 4, Vol 1 of 4, Part A: Review of Heritage Listed Trees</i> . Report to Hornsby Shire Council.	Recommendations None	

Photographs and Plans

Street trees on Malton Road, facing east



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 07		
Item Cranbrook	Listings	
	Register of the National Estate	
	National Trust	
Location Lot A, DP 354398 2 Malton Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 115
	Hornsby LEP 1994	Yes
History and description Cranbrook was built by John Vernon in 1910, and occupied by Vernon, his wife, and their youngest son. The house was designed by architects Charles Slayter and Nicholas Shiels, and incorporated a dentist's surgery, operated by Vernon's son (Barker 1998:35). The house is Federation style in a symmetrical design, with two gables facing Malton Road and a recessed verandah between them. The front door has a leadlight green and red stylised flower and the verandah features an unusual fretwork valence. In front of the house is an area of lawn, with a modern timber and wire fence and a row of agapanthus along both street frontages.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact, in good condition
Impact of Proposed Works The western boundary of the property is approximately 25 metres from the project boundary. Views toward the rail line are obstructed by vegetation in the property and along the verges of the road. The proposed development will have no impacts on the heritage values of the item.	Statement of Significance The house is of historical significance as an early residence of Beecroft and aesthetically significant as a good example of a Federation house in a prominent corner location.	
Reference Barker, H 1998, <i>Houses of Hornsby Shire Volume II: 1880-1938</i> (Hornsby Shire Historical Society Inc.: Hornsby, NSW).	Recommendations None	

Photographs and Plans

2 Malton Road, facing south east



Screening vegetation in front of 2 Malton Rd (left), and within the rail corridor opposite (right)



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 08			
Item Street trees (Murray Road)	Listings		
	Register of the National Estate		
	National Trust		
Location Road reserve east of Beecroft Road Murray Road, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011		I 130
	Hornsby LEP 1994		Yes
Description The street trees along the road reserves of Murray Road, to the east of Beecroft Road, consist of a row of Brush Box that is thought to have been planted during the 1950s. On the southern side of the road, the row of trees is intact, while on the north, many of the original trees are missing.	Present Use		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Moderate. Some of the original trees missing from northern road verge, but landscape design intent still evident.	
Impact of Proposed Works The street trees on Murray Road are located approximately 20 metres from the proposed area of impact. The development will have no heritage impacts on the trees.	Statement of Significance		
	The street trees have local historical and aesthetic significance. The predominant use of a single species was a local landscaping approach typical of this period, and the Murray Road plantings are associated with other significant post-war period plantings throughout Hornsby Shire. The overall integrity of the item has been somewhat compromised by significant losses and the heavy pruning of canopies.		
Reference Nil	Recommendations None		

Photographs and Plans

Street trees, Murray Road



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 09			
Item House	Listings		
	Register of the National Estate		
	National Trust		
Location Lots 8 & 9, DP 7132 1 Murray Road, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 131	
	Hornsby LEP 1994	Yes	
History and description Eleanor Frances Pines built the house c. 1913 and occupied it until 1931. The house was designed by architect, William Nixon and was named Red East (Beecroft Cheltenham History Group < http://bchg.org.au/houses.html >). The Federation house is built to an unusual design, and located on a large corner site. The main frontage is to The Crescent (with the rail line beyond), though the house is set back 25 metres from the road. A post and rail fence borders the street frontages, with a hedge along The Crescent frontage. Trees within the property partly obscure views of the house.	Present Use Private residence		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact	
Impact of Proposed Works The north-east boundary of the property is around 20 metres from the proposed area of impact, while the house itself is set back a further 25 metres. Views toward the rail line are well-screened by vegetation and the development will have no impacts on the heritage significance of the item.	Statement of Significance The house is of local historical significance as an early residence of the local area, demonstrating the socio-economic status of its original occupants. The site is aesthetically significant as a Federation period house in good condition, within its original setting and in a prominent corner location.		
Reference Nil	Recommendations None		

Photographs and Plans

I Murray Road



**Figure 3: Hedge along northern boundary of I
Murray Road**



**Figure 4: Screening vegetation beside rail corridor,
opposite I Murray Road**



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 10			
Item Bushland (railway land)	Listings		
	Register of the National Estate		
	National Trust		
Location Railway land – Beecroft to Pennant Hills	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 139	
	Hornsby LEP 1994	Yes	
	Other:	Yes	
	RailCorp s170 Register		
Description The rail corridor between Beecroft and Pennant Hills railway stations conserves a notable group of trees, consisting of both remnant forest and exotic species, including a row of Silky Oaks. The trees are located on both sides of the rail corridor and form a visual background to Beecroft shopping centre and the railway line.	Present Use		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity		
	Statement of Significance		
Impact of Proposed Works Originally, the proposal involved the construction of an access road on the western side of the rail corridor, which would have necessitated the removal of a large number of trees. However, in order to reduce negative impacts to the significant bushland along the rail corridor, it is now proposed that this area be accessed by a “maintenance walkway”, rather than a road. While the creation of the walkway and the associated retaining wall will involve the removal of some trees, a strip of trees will be retained along most of the western boundary of the rail corridor and there will be no significant heritage impacts to the item. On the eastern side of the rail corridor, impacts would be limited to small areas and would not have a negative impact on the heritage values of the item.	The bushland is aesthetically significant as an important local landmark that is the dominant background to the railway station and is visually significant to train passengers, as well as locals. It contributes to the visual character of the locality and the Beecroft Cheltenham Heritage Conservation Area.		
Reference Nil	Recommendations Retain or replant as many trees as possible within the rail corridor.		

Photographs and plans

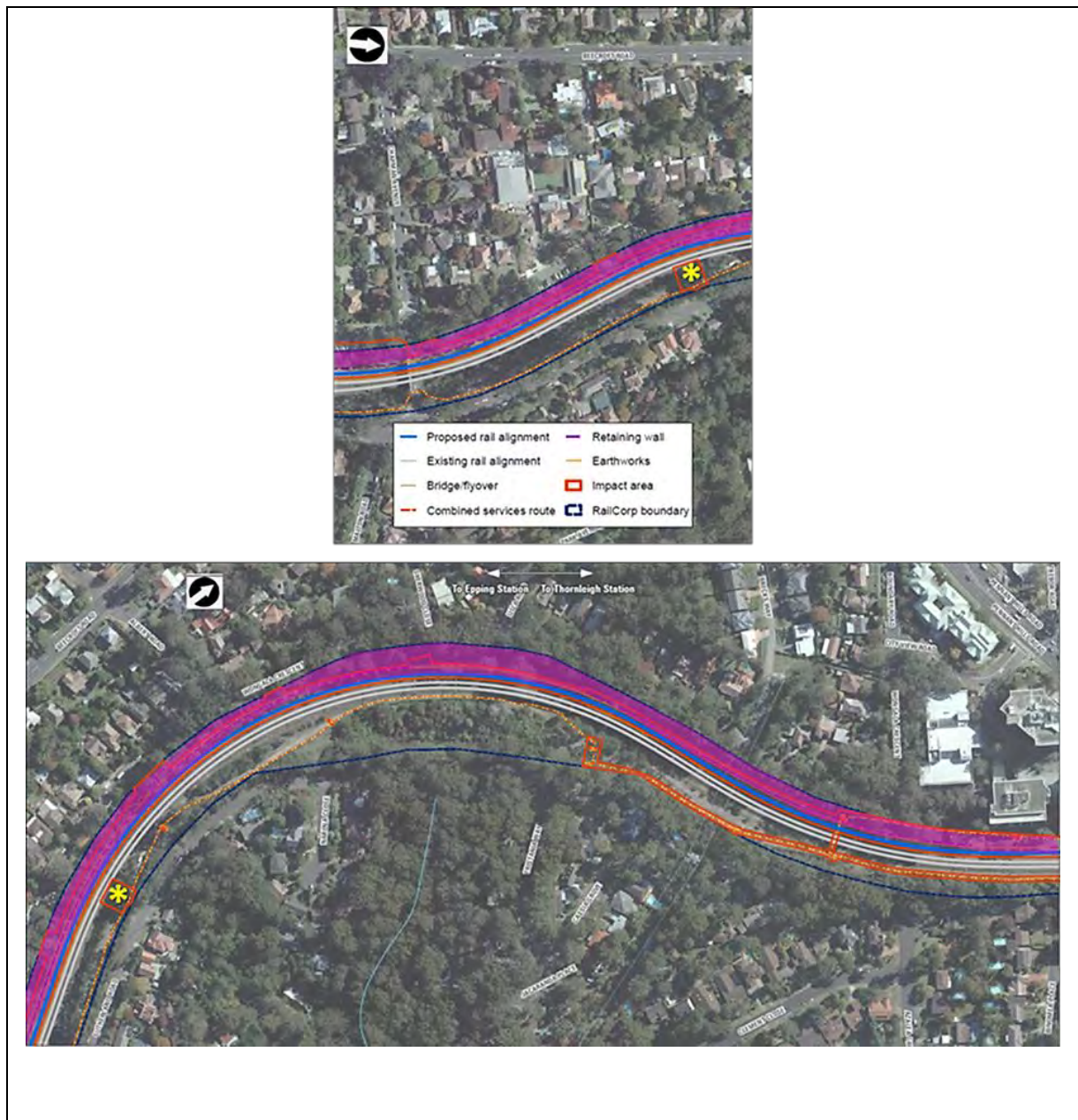
View north along the rail line from Chapman Avenue bridge, showing bushland within the rail corridor



Bushland in the rail corridor, viewed from Wongala Crescent



Project overview - Bushland item (shaded pink) between Beecroft Railway Station and Pennant Hills (the yellow asterisks show where the two plans overlap).



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 11		
Item Booth Park	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 640 & 641, DP 752028 82X Sutherland Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 141
	Hornsby LEP 1994	Yes
History and description Booth Park was donated to Hornsby Shire Council by the former headmaster/owner of Beecroft Grammar School, the Reverend Albert Booth, possibly as part of a subdivision agreement made in around 1960. The park includes an oval, and is surrounded by remnant forest trees. There are plantings of azaleas and significant Hoop Pines and Camphor Laurels, probably dating from the 1930s. A small stone monument dedicated to Booth is located under trees on the west side of the park.	Present Use	
	Public park	
	Potential Significance (if unlisted)	
	State	Local
	Integrity	Intact
Impact of Proposed Works Booth Park is located around 25 metres from the project boundary, Views toward the rail line are well-screened by vegetation along the boundaries of the park and the road side. The development will have no impacts on the heritage values of the park.	Statement of Significance	
	Booth Park possesses local social significance as a site devoted to public recreation since the 1960s, and is aesthetically significant due to the remnant forest and c. 1930s cultural plantings located within its boundaries.	
Reference Nil	Recommendations None	

Photographs and Plans

Booth Park, facing north



View from Booth Park toward rail line



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 12		
Item Beecroft Railway Station and garden	Listings	
	Register of the National Estate	
	National Trust	
Location 97 Beecroft Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 142
	Hornsby LEP 1994	Yes
	Other: RailCorp s170 Register	Yes
Description The Beecroft Railway Station Group is comprised of a station building, pedestrian subway and former booking office (all dating to 1914), platform (1914), former platform (c. 1895), landscaping, and a modern overbridge at the southern end of the site. The station building is a single storey brick building with a gabled corrugated iron roof located on the island platform. A modified standard Type A8 station building (c.1914), it is typical of early twentieth century railway station buildings, constructed in red face brick with typical rendered details including string courses, architraves and window sills. The interior of the building has been modified for modern use, but much of the original configuration of the rooms is extant and there is evidence for the locations of former fireplaces. Much of the original timber joinery survives, and some of the original mini-orb ceilings with metal roses are still present. There are a number of original decorative waratah style air vents. Access to the station is provided by a subway tunnel built of brick and lined with modern tiles. At the centre of the subway is the former ticket office. This is a double height brick structure which projects above platform level at the northern end of the platform. It has a corrugated iron gambrel roof and clerestory windows (now boarded over) at ground level to provide natural light. The ticket office has a mini-orb ceiling featuring a plaster ceiling rose, and waratah style air vents. The ticket office and subway are unique in	Present Use Railway station	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High degree of integrity from the original phase of construction and early modification when the northern line was duplicated.
	Statement of Significance Beecroft Railway Station has local historical significance due to its association with the opening of the railway line from Strathfield to Hornsby in 1886, an event which led to the rapid subdivision and development of the area. The site has a high degree of integrity from its original phase of construction and early modification when the line was duplicated. The grouping of the station building, platform, pedestrian subway and surrounding parks and bushland has remained unchanged since 1914. Beecroft railway station has a high degree of aesthetic significance. The station building is a good example of early twentieth century railway station design, with fabric and details typical of this period. The bushland and surrounding park areas are	

<p>the Metro North region, and are rare across the Metropolitan area (State Heritage Inventory 'Beecroft Railway Station Group and Bushland Corridor').</p> <p>The island platform, dating to 1914, is gently curved and has brick faces with a modern asphalt surface. The northern end features some original cast iron handrails around the entry to the subway stairs. A modern platform shelter provides covered access from the subway to the station building.</p> <p>A former side platform (c. 1895) is located to the west of the present day platform. It is approximately 15 metres long, with a brick face. The surface of the platform has been edged with railway sleepers and planted as a garden bed.</p> <p>To the west of the railway station is a landscaped park facing Wongala Crescent. The park includes garden beds, pathways, and a number of mature trees including Bunya and Hoop Pines, Jacarandas, Camphor Laurels, and Brush Box.</p>	<p>aesthetically significant and give the station and train line a distinctive character. The park to the west of the station includes mature trees that were planted during the late nineteenth and early twentieth centuries as result of a state-wide programme to encourage the beautification of railway stations, and therefore also possesses local historical significance.</p>
<p>Impact of proposed works</p> <p>According to the concept design for the proposal (Parsons Brinckerhoff 9/3/2012), three heritage items at Beecroft Station will be impacted by the development: the pedestrian subway tunnel, the former side platform, and the station gardens to the west.</p> <p><i>Pedestrian subway tunnel</i></p> <p>To accommodate the new track through Beecroft Station a new span would need to be constructed over the pedestrian subway. The subway would be extended to accommodate the new track and the subway roof strengthened to comply with the loading requirements of current design standards. The following extract from the concept design draft outlines the proposed modifications to the subway:</p> <p style="padding-left: 40px;">‘The subway needs to be extended to accommodate the track alignment and for this a thinner roof slab is adopted (to maintain the existing headroom) spanning between piles positioned in line with the existing abutments (smaller span). A precast wall facing is proposed on the new piles to retain soil with the provision to attach architectural brick finishing to the front face of the panels if required. The new slab incorporates a ballast kerb to prevent ballast spillage and handrail to ensure safe passage of authorised persons within the corridor.</p> <p style="padding-left: 40px;">The existing structure has some heritage value and it is proposed to finish the structure extension with brickwork with matching appearance to the existing. It is also proposed not to provide a maintenance access walkway on top of the subway to improve the structures aesthetics.’ <i>Northern Sydney Freight corridor, Epping to Thornleigh Third Track Concept Design: 3.5</i></p>	

Structural Works (Parsons Brinckerhoff 9/3/12:24)

The proposed changes would involve the demolition of portions of the western end of pedestrian subway, and would not have any impacts to the remainder of the tunnel. The extension of the tunnel to the west would not have a significant impact on its setting, provided that sensitive architectural finishes are employed. The design for the extension proposes that the wing walls be finished with brickwork and a wall finishers matching that of the existing structure, and therefore the proposed modifications would only have a minor impact its significance.

Former side platform

The proposed new track would pass very close to the extant c. 1895 side platform and it is likely that part, or all of this disused the platform would need to be removed. The removal of this platform would have only a minor impact on the overall heritage significance of the Beecroft Railway Station group. This platform is currently quite overgrown and its former function and relationship to the rest of the railway station group are not able to be easily interpreted by members of the public.

Beecroft station gardens

Part of the Beecroft Station gardens and playground area (along the edge of the rail corridor and near the car park) fall within the proposed impact area. In order to accommodate the proposed third track, the existing station cutting would need to be extended further to the west along the western side of the rail corridor, adjacent to the island platform.

Vegetation along the eastern side of the park would be affected by the excavation of this cutting including two bunya pines which may need to be removed. If the trees were removed, their loss would have an impact on views toward the park from the rail line, and within the park itself. While the landscaping proposal for this area would replace vegetation lost along the park boundary in order to maintain the green edge (Concept Design 3.7 Architectural: 111), the bunya pines are very old and are prominent features of the landscape that cannot be replaced in the short-term. However, the four bunya pines along the western side of the park would not be impacted by the proposal, and these would effectively maintain the landscape qualities of the park and the visual connection with the establishment of the gardens in the late 19th century. Therefore, the removal of the bunya pines near the eastern boundary of the park would have a relatively minor impact on the heritage significance of the Beecroft Station group.

The Beecroft War Memorials in the south-western corner of the park, and to the north of Copeland Road would not be impacted by the proposal.

Reference

Parsons Brinckerhoff 2011(14/10/11), *Northern Sydney*

Recommendations

<p><i>Freight Corridor: Epping to Thornleigh Third Track Concept Design (first draft). Report to Transport Construction Authority.</i></p>	<ul style="list-style-type: none">• Mitigation measures should be employed to minimise the impact of modifications to the pedestrian subway at Beecroft Station. These would include architectural finishes in keeping with the heritage significance of the subway and archival recording of the portion of the subway which is to be upgraded. The Statement of Heritage Impacts in this report should be forwarded to Hornsby Shire Council in accordance with Clause 14 of the ISEPP 2007.• If the c.1895 former side platform would be impacted by the final design, archival photographic recording should be completed prior to works commencing.• As the Beecroft Railway Station group is listed on the RailCorp s170 register, it is recommended that RailCorp is notified of the proposed impacts to the station.
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Photographs and Plans

Western entrance to Beecroft pedestrian tunnel



Former side platform (c. 1895) on western side of the rail corridor, facing south-west



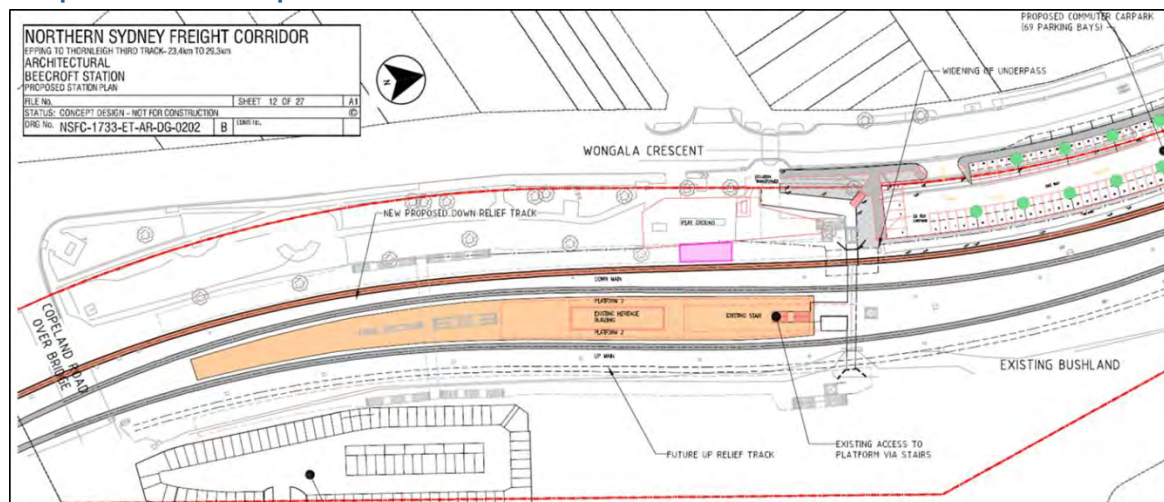
Beecroft Station Gardens



Beecroft Station gardens, station platform visible in background



Concept design drawing of proposed changes to Beecroft Station (Parsons Brinckerhoff 9/3/12). Former side platform shaded in pink.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 13		
Item 'Beveren' and garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 949337 110-112 Sutherland Road, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 143
	Hornsby LEP 1994	Yes
History and description 'Beveren' was built between 1901 and 1925. It is a large Federation house located on a corner of Sutherland Road and Garrett Road. The house is of typical double-fronted design with a side gable and eaves of varying heights. There is a gate on the corner bay, while the remainder of the street frontage is hedged.	Present Use	
	Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High, good condition
Impact of Proposed Works The property is located around 50 metres from the proposed impact area and, as no changes are proposed along the eastern side of the railway corridor, the item will not be impacted by the development.	Statement of Significance	
	'Beveren' has local historical significance as an early local residence that demonstrates the high socio-economic status of its original occupants. It is aesthetically significant as a good representative example of a large late Federation period house on a prominent corner site. The house is in good condition and of high integrity.	
Reference Nil	Recommendations None	

Photographs and Plans

Western boundary of Beveren



View from footpath in front of Beveren toward the rail line, showing screening vegetation



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 14			
Item House	Listings		
	Register of the National Estate		
	National Trust		
Location Lot 2, DP 626649 24A The Crescent, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 145	
	Hornsby LEP 1994	Yes	
History and description The house is a Federation period building in red face brick. The garden consists of an area of lawn crossed by a curving flagstone footpath, with an area of tall shrubs and trees in front of the porch on the east side of the property. Views toward the northern verge of The Crescent are fairly clear, but screening vegetation is present along the roadside, obstructing views toward the rail line.	Present Use Private residence		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	High	
Impact of Proposed Works The property is located 25 metres from the proposed area of impact and its views toward the rail line are screened by vegetation within the property, and on both sides of The Crescent. The proposal will not have any impacts on the heritage value of the item.	Statement of Significance The house possesses local historical significance as an early residence in the local area. The house is of aesthetic significance as a Federation house in good condition which contributes to the aesthetic character of the area.		
Reference Nil	Recommendations None		

Photographs and plans

24A The Crescent



View from 24A The Crescent toward the rail line



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 15		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 14, DP 7154 1 Wandeen Avenue, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 146
	Hornsby LEP 1994	Yes
History and description Built c. 1916-1920. The house is a two-storey Federation style building in red brick and red ceramic tile, situated on the corner block between Wandeen Avenue and Sutherland Road. It features a two-storey verandah, which appears semi-hexagonal from Wandeen Avenue. A gable with a decorative vent, and a window with a hipped, shingled hood face toward Sutherland Road. The house is in good condition and of high integrity. A two-storey fibro extension (possibly an enclosed verandah) has been added to the rear of the house, but this addition is not invasive due to its location at the rear and the thick vegetation surrounding it. The house is well screened by vegetation along both street frontages, by plants in the nature strip and within the property (HAAH 2003:4).	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High, good condition
Impact of Proposed Works The property is located over 50 metres from the proposed impact area and views to the railway line are screened by vegetation. No changes are proposed on the eastern side of the rail corridor and the development will have no impact on the house.	Statement of Significance The house possesses local historical significance as an early residence in the local area that reflects the socio-economic status of its original owners. Viewed in conjunction with two other Federation houses nearby (Nos. 2 and 3 Wandeen Avenue), the site demonstrates the socio-economic status of many Beecroft residents during the early years of its development. The house is of aesthetic significance as a grand Federation house in good condition. As a large house on a corner block it has some landmark qualities, and contributes to the aesthetic character of the area, particularly to the Wandeen Avenue streetscape, through views to the house and the lush vegetation associated with it.	

Reference	Recommendations
HAAH (Sue Rosen and Associates, Heritage Assessment and History) 2003, <i>Statement of Heritage Impact: Extensions and Alterations to a Heritage Item in the Beecroft Conservation Area: No. 1 Wandeen Avenue, Beecroft</i> . Report to Hornsby Shire Council.	None

Photographs and plans

1 Wandeen Avenue, western facade



View toward the rail line from in front of 1 Wandeen Avenue



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 16		
Item Wandeen	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 3, DP 523327 2 Wandeen Avenue, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 147
	Hornsby LEP 1994	Yes
History and description Wandeen was the original house on a larger property that was subdivided in 1913. The house is thought to have been built between 1904 and 1906. The house is a large Federation bungalow located on the southern corner of Wandeen Avenue and Sutherland Road. Built of brick, the house has a hipped slate roof with terracotta ridge capping. A car port has been built on the corner of Wandeen Avenue and Sutherland Road, and although the structure has been designed in sympathy with the house, its prominent location does mean that it is somewhat intrusive. The Wandeen Avenue street frontage is bordered by a picket fence that does not obscure views of the house, while along Sutherland Road a tall hedge blocks views to the house.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Good
Impact of Proposed Works 2 Wandeen Avenue is located approximately 70 metres from the project boundary and is screened by vegetation in the rail corridor. The development would have no heritage impacts on the house itself, or its views and setting.	Statement of Significance Wandeen is historically significant as an early residence of Beecroft that demonstrates the high socio-economic status of many local residents during the town's early history. It is aesthetically significant as a Federation house exhibiting strong Arts and Crafts influence, in good condition. It is representative of the work of architect, George Sydney Jones.	

Reference	Recommendations
Nil	None

Photographs and plans

2 Wandeen Avenue, facing south-east



Screening vegetation along the western boundary of 2 Wandeen Avenue, and on the opposite side of Sutherland Road



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 17		
Item House and garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 546219 3 Wandeen Avenue, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 148
	Hornsby LEP1994	Yes
History and description The house was built c. 1917. The house is a Federation period building with a complex form and roof. It is built of brick and has a slate roof with terracotta ridge capping. It has excellent leadlight casement windows, fine timber work, and front steps paved in the original tile. The property has a frontage along Wandeen Avenue, which is bordered by a picket fence (reconstructed on the original brick plinth wall), and the garden is very well planted with mature trees and shrubs dating to the 1920s and 1930s, obscuring views to the house.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The house and garden will not be impacted by the proposed development as they are situated around 90 metres from the project boundary, and views toward the rail line are obstructed by the adjacent house.	Statement of Significance The site has local historical significance as an early residence of Beecroft, which reflects the suburban development of the area. It is aesthetically significant as a good example of a Federation period house with much of the original fine detailing extant. The garden is of local historical and aesthetic significance as an inter-war period garden that makes a significant contribution to the streetscape of Wandeen Avenue.	
Reference Nil	Recommendations None	

Photographs and plans

3 Wandeen Avenue



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 18		
Item 'Treasure House'	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 1134589 3 Wongala Crescent, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 150
	Hornsby LEP 1994	Yes
History and description Built c. 1914. No. 3 Wongala Crescent is the northern part of a Federation Arts and Crafts style retail building, built during the late period of the style. It is a brick building with a parapeted main façade and a skillion roof behind the façade which slopes to the rear of the building. Decorative panels on the upper façade are designed to carry signage. Below the suspended street awning are two fairly original shop facades, while the rear and interior of the building have undergone major alterations and extensions (Historyworks 2006:6).	Present Use Retail building	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Moderate. Alterations to the interior and rear.
Impact of Proposed Works The Treasure House is located 35 metres from the proposed impact. Views to the rail line are screened by vegetation and the proposed development will have no impacts on the item.	Statement of Significance The 'Treasure House' building is historically significant as a surviving example of the retail buildings that were established near Beecroft Station during the early twentieth century. It provides physical evidence related to the early development of Beecroft and its shopping facilities. It is rare in the local context as a period landmark element in a shopping centre that has largely been redeveloped. Although the integrity of the interior and rear of the building has been affected by alterations, the building still retains its distinctive period character as a Federation retail building with a fairly original façade.	
Reference Historyworks 2006, <i>Conservation Management Plan: Retail Building, 1-3 Wongala</i>	Recommendations None	

Crescent, Beecroft. Report to the property
owners.

Photographs and plans

'Treasure House'



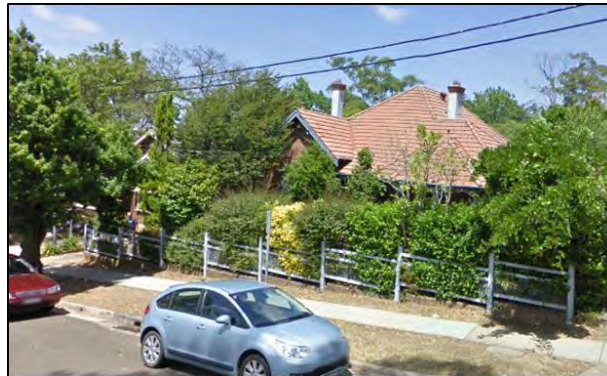
Project overview - 'Treasure House' indicated by pink arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 19			
Item Garden	Listings		
	Register of the National Estate		
	National Trust		
Location Lots 1 & 2, DP 133462 25 Wongala Crescent, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 151	
	Hornsby LEP 1994	Yes	
History and description The site is the small front garden of a Federation period house, with a notable front fence, possibly dating from the 1930s. The fence is of timber and chain wire, with a brick plinth wall as its base. The garden is planted with camellias, azaleas, magnolias, and semi-mature jacaranda, in sympathy with the Federation house.	Present Use Private garden		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Good	
Impact of Proposed Works The garden is located around 15 metres from the proposed area of impact, opposite the existing Beecroft Station commuter carpark. This carpark would be extended all the way to Chapman Avenue as part of the proposed development, but this change would not significantly alter the views or setting of the item and would not impact on its heritage value	Statement of Significance The garden, with its lush and 'period-sympathetic' vegetation, makes a significant contribution to the Wongala Crescent streetscape, particularly as it is located in a busy area, opposite car parking for Beecroft Station.		
Reference Nil	Recommendations		

Photographs and plan

25 Wongala Crescent



View toward rail line from footpath in front of 25 Wongala Crescent



Project overview - 25 Wongala Crescent marked by arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 20			
Item House and garden	Listings		
	Register of the National Estate		
	National Trust		
Location Lot B, DP 315312 33 Wongala Crescent, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 152	
	Hornsby LEP 1994	Yes	
History and description The house at 33 Wongala Crescent is a c. 1930s Bungalow in brick, with a terracotta tiled roof, which faces the rail corridor. The garden includes a mature Fan Palm and Radiata Pine, and features a rare mock timber log gateway, dating to the 1930s or 1940s. There are clear views to the house and gateway from the street.	Present Use Private residence		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	High	
Impact of Proposed Works 33 Wongala Crescent is situated approximately 30 metres from the project boundary and is screened by trees in the rail corridor. This vegetation would not be removed as part of the proposed development, and therefore the views and setting of the item will not be affected.	Statement of Significance The house and garden have local historical and aesthetic significance as a representative example of a 1930s/1940s suburban house and garden. Together they help to illustrate the evolution of style in domestic architecture and landscaping in the local area. The mock timber log gateway is a rare example of a gateway in that style, and makes a unique and notable contribution to the streetscape.		
Reference Nil	Recommendations None		

Photographs and plans

33 Wongala Crescent



Screening vegetation along rail corridor, opposite 33 Wongala Crescent



Project overview - 33 Wongala Crescent marked by arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 21			
Item Fence	Listings		
	Register of the National Estate		
	National Trust		
Location Lot 12, DP 607771 37 Wongala Crescent, Beecroft 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 153	
	Hornsby LEP 1994	Yes	
History and description The fence is associated with the Federation period houses at 39-41 Wongala Crescent, on the adjoining property to the north, from which No. 37 was subdivided. The fence was originally comprised of a sandstone base and a metal frame supporting twisted wire fencing, with sandstone piers at either end. The twisted wire fencing has recently been replaced with a modern metal fence, and the garden of the property has been replaced by a bitumen car parking area. Part of the sandstone base has been removed to accommodate a driveway, with a third sandstone pier added to create a gateway. The fence matches that of 39-41 Wongala Crescent.	Present Use Private residence		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	Intact, but recently lowered by modifications to fence and associated garden	
Impact of Proposed Works The fence is located around 30 metres from the proposed impact area and views toward the rail line are screened by vegetation within the rail corridor. This vegetation will be retained and there will be no impacts to the item.	Statement of Significance The fence is of local historical and aesthetic significance as a Federation period fence associated with two extant houses. Viewed alongside the matching sandstone base and piers of 39-41 Wongala Crescent, the fence illustrates the former land boundaries at the site.		
Reference Graham Brooks and Associates 2010, <i>Arden School, 37-43 Wongala Crescent and 63-67 Beecroft Road, Beecroft, NSW: Archival Recording</i> . Report to Hornsby Shire Council.	Recommendations None		

Photographs and plans

The garden and fence at 37 Wongala Crescent, prior to recent alterations. Facing west (Google 2009)



Fence at 37 Wongala Crescent, after recent alterations. Facing south-west (18/1/12)



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 22		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot B, DP 368137 39-41 Wongala Crescent, Beecroft 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 154
	Hornsby LEP 1994	Yes
History and description The property is presently part of Arden Anglican School and includes two separate houses, dating to the late nineteenth and early twentieth centuries. The school relocated to the property in 1952 and progressively incorporated a number of former residential blocks. The institutional components of the school have been added to the rear of the residential buildings, in order to retain their streetscape presentation (Graham Brooks and Associates 2010:7). The house at No. 39 is a large Federation period building in an unusual single-fronted, symmetrical style with a wrap-around verandah. The building is raised on a sandstone base course with central steps and the street frontage is bordered by a fence with a sandstone base and end piers, and modern wire infill (matching that of No. 37). No. 41 is a late nineteenth century style house in an elevated position, with face brick in Flemish bond. It is traditional in form, but slightly asymmetrical. The house has a hipped terracotta tile roof and bullnosed verandah. A modern wire fence runs along the street frontage.	Present Use Part of Arden Anglican School.	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High

<p>Impact of Proposed Works</p> <p>The property is located around 25 metres from the proposed area of impact. Views toward the rail line are screened by vegetation both within the property, and within the rail corridor. The proposed development will have no impacts on the houses or their views and setting.</p>	<p>Statement of Significance</p> <p>Both houses are of local historical significance as early residences of the area, which demonstrate the residential development and socio-economic status of Beecroft during its early years. No. 39 is aesthetically significant as a federation period house with high quality original detail, in good condition and of high integrity. No. 41 is aesthetically significant as a rare local example of a late Victorian dwelling with some transitional Federation style characteristics. Viewed together, the houses demonstrate the progression of architectural styles in the local area.</p>
<p>Reference</p> <p>Graham Brooks and Associates 2010, <i>Arden School, 37-43 Wongala Crescent and 63-67 Beecroft Road, Beecroft, NSW: Archival Recording</i>. Report to Hornsby Shire Council.</p>	<p>Recommendations</p> <p>None</p>

Photographs and plans

39 Wongala Crescent, facing north-west



41 Wongala Crescent, facing west



Trees along eastern boundary of 39-41 Wongala Crescent



Screening vegetation along western side of rail corridor, opposite 39-41 Wongala Crescent



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 23		
Item Garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 9, DP 18542 22 Cheltenham Road, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 273
	Hornsby LEP 1994	Yes
History and description The garden is associated with a 1940s house and has period elements including a sandstone fence, timber gate, Phontinia hedge, Cypress pines, Prunus, and Azaleas. The garden makes a significant contribution to the streetscapes of both Cheltenham Road and The Crescent.	Present Use Private garden	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Intact
Impact of Proposed Works The property is located around 20 metres from the proposed impact area. Views from the garden are obstructed by a wall, while views from the house toward the rail line are screened by a thin strip of vegetation along the western side of the rail corridor. The heritage values of the garden will not be impacted by the development.	Statement of Significance The item has local historical and aesthetic significance as an intact garden and fine sandstone fence dating from the 1940s. It is one of a group of gardens from this period and is notable in the streetscape.	
Reference Nil	Recommendations None	

Photographs and plans

Stone wall and vegetation along the north-west boundary of 22 Cheltenham Road



Project overview – 22 Cheltenham Road shaded in pink



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 24		
Item Garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 18542 44 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 289
	Hornsby LEP 1994	Yes
History and description The garden at 44 The Crescent was originally associated with a house built around 1940, and was one of a group of gardens from the 1940s/1950s along The Crescent. The c. 1940 house has since been demolished and replaced. The description of the garden included in the 1993 Hornsby Shire Heritage Study was as follows: ‘Fine rough faced sandstone fence, decorative steel gate of usual restrained pattern, curved flagstone path, and no trees but with characteristic shrubs planting around fine lawn’ (Perumal Murphy Wu 1993). Comparison of this description and the accompanying photograph with the present-day garden indicates that the original sandstone fence and gate are intact. However, the garden itself seems to have undergone significant change and is no longer in sympathy with the other 1940s/1950s gardens along The Crescent.	Present Use Private garden	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Moderate. Integrity has been lessened by the replacement of the original house and changes to the garden.

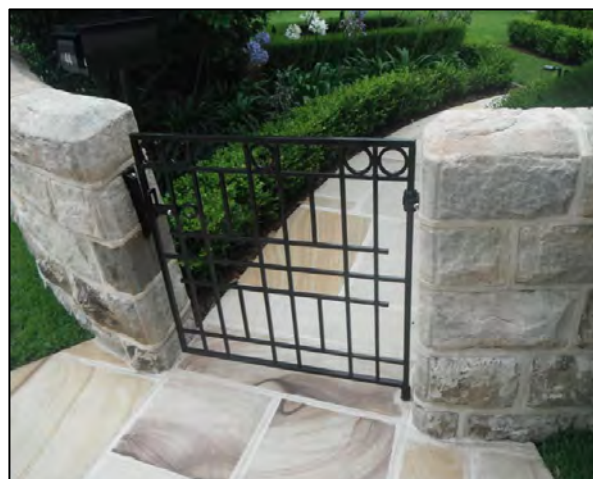
<p>Impact of Proposed Works</p> <p>The garden is located around 20 metres from the proposed impact area and views toward the rail line are screened by a thin strip of vegetation along the northern verge of The Crescent and within the rail corridor. Some of this vegetation falls within the proposed area of impact, but it appears that enough vegetation will be retained outside the rail corridor to prevent any impacts to the views or setting of the item.</p>	<p>Statement of Significance</p> <p>The demolition and replacement of the c. 1940 house and major alterations to the garden have reduced the heritage significance of the item. The fence and gate surrounding the garden still retain some local historical and aesthetic significance as a period landscaping element that is in sympathy with the 1940s/1950s gardens and fences further along The Crescent.</p>
<p>Reference</p> <p>Perumal Murphy Wu 1993, <i>Hornsby Shire Heritage Study</i>. Report to Hornsby Shire Council.</p>	<p>Recommendations</p> <p>Retain or replant screening vegetation within the rail corridor or along the northern verge of The Crescent.</p>

Photographs and plans

44 The Crescent, facing south-east



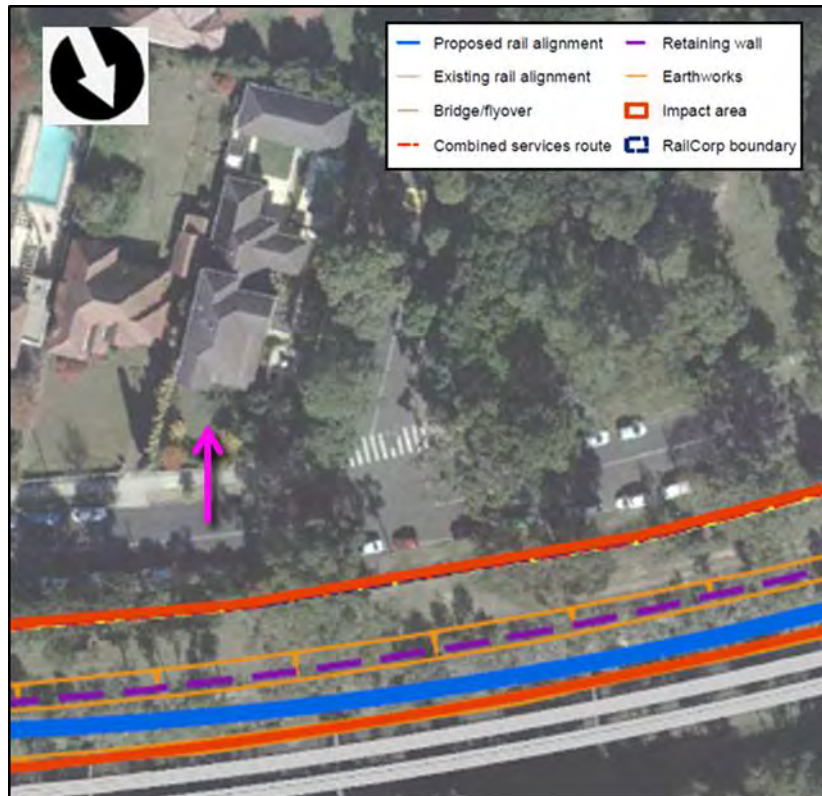
North-west corner garden gate at 44 The Crescent



Screening vegetation along the northern verge of The Crescent, opposite No. 44



Project overview – 44 The Crescent marked with arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 25			
Item Garden	Listings		
	Register of the National Estate		
	National Trust		
Location Lot 2, DP 18542 46 The Crescent, Cheltenham 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 290	
	Hornsby LEP 1994	Yes	
History and description The garden is associated with a house built c. 1938, and is an intact simple garden from the period 1940-1950. It features a fine sandstone fence, flagstone drive strips, fine lawn, and period trees and shrubs.	Present Use Private garden		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	High	
Impact of Proposed Works The garden is located around 20 metres from the proposed area of impact and views toward the rail line are screened by a thin strip of vegetation along the northern verge of The Crescent and within the rail corridor. Some of this vegetation falls within the project boundary, but it appears that enough vegetation will be retained outside the rail corridor to prevent any impacts to the views or setting of the item.	Statement of Significance The garden is historically and aesthetically significant as an example of a simple garden from the 1940s. It demonstrates the characteristics of such gardens and the evolution of suburban garden design in the local area. The garden is one of a line of gardens from this period and is notable in the streetscape.		
Reference Nil	Recommendations Retain or replant screening vegetation in the rail corridor or on the northern verge of The Crescent.		

Photographs and plans

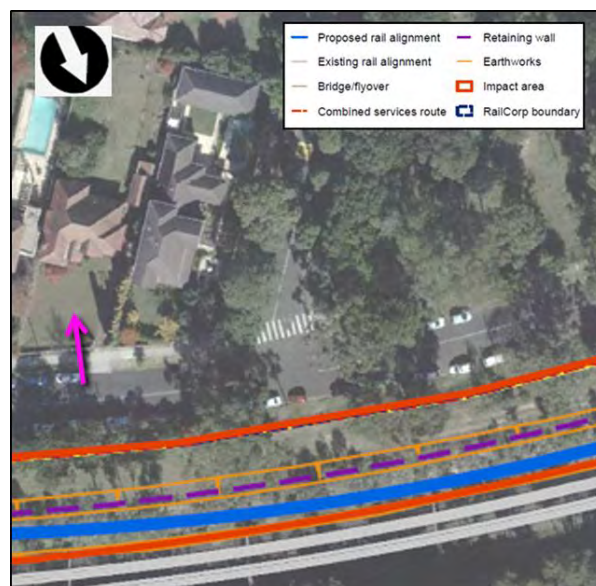
Garden 46 The Crescent, facing south-east



46 The Crescent, facing south



Project overview – 46 The Crescent indicated by arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 26		
Item Garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 3, DP 18542 48 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 291
	Hornsby LEP 1994	Yes
History and description The garden is associated with a two-storey house built in the 1940s, and has a period sandstone fence with steel gates, a flagstone edged curved brown gravel drive, and characteristic period shrubs.	Present Use Private garden	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The garden is located around 20 metres from the proposed area of impact and views toward the rail line are screened by a thin strip of vegetation along the northern verge of The Crescent and within the rail corridor. Some of this vegetation falls within the project boundary, but it appears that enough vegetation will be retained outside the rail corridor to prevent any impacts to the views or setting of the item.	Statement of Significance The garden is historically and aesthetically significant as an example of a simple garden from the 1940s. It demonstrates the characteristics of such gardens and the evolution of suburban garden design in the local area. The garden is one of a line of gardens from this period and is notable in the streetscape.	
Reference Nil	Recommendations Retain or replant screening vegetation in the rail corridor or along the northern verge of The Crescent.	

Photographs and plans

48 The Crescent, facing south-east



Project overview – 48 The Crescent marked by arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 27		
Item	Listings	
	Register of the National Estate	
	National Trust	
Location	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 292
	Hornsby LEP 1994	Yes
History and description	Present Use	
	Private garden	
	Potential Significance (if unlisted)	
	State	Local None
Integrity	High	
Impact of Proposed Works	Statement of Significance	
The property is located approximately 15 metres from the proposed area and views toward the rail line are screened by vegetation within the garden of the property, along the road verges of The Crescent and within the rail corridor. Significant changes are proposed to Cheltenham Station and surroundings, and these changes will have impacts on the	The house is historically significant as an inter-war period structure that demonstrates the evolution of building styles in the local area. It is aesthetically significant as a period structure in good condition and little altered, located in a prominent location and clearly visible from two major roads. The garden is historically and aesthetically significant as an example of an intact garden from the 1940s. It demonstrates the characteristics of such gardens and the evolution of suburban garden design in the local area. The garden is one of a line of gardens from this period and is notable in the	

<p>heritage item.</p> <p>A new two-storey concourse is proposed for Cheltenham Station, and would be constructed to the south-east of the current station building. This concourse would be visible from the house, however, views toward it would be screened by the tall trees within the garden and this change would only have a minor impact on the views and setting of the item. At least some of the vegetation opposite the house would be retained, minimising impact to the views from the house toward the rail line. Overall, it appears the project would not have a significant negative impact on the heritage values of the house.</p>	<p>streetscape.</p>
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>Retain or replant screening vegetation in the rail corridor or along the verges of The Crescent.</p>

Photographs and plans

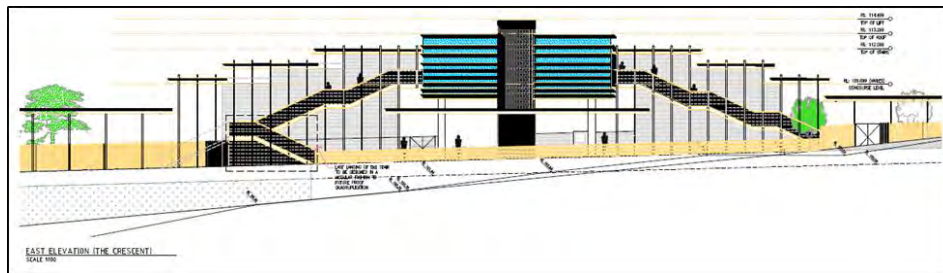
50 The Crescent, facing south



Cheltenham Station, opposite 50 The Crescent



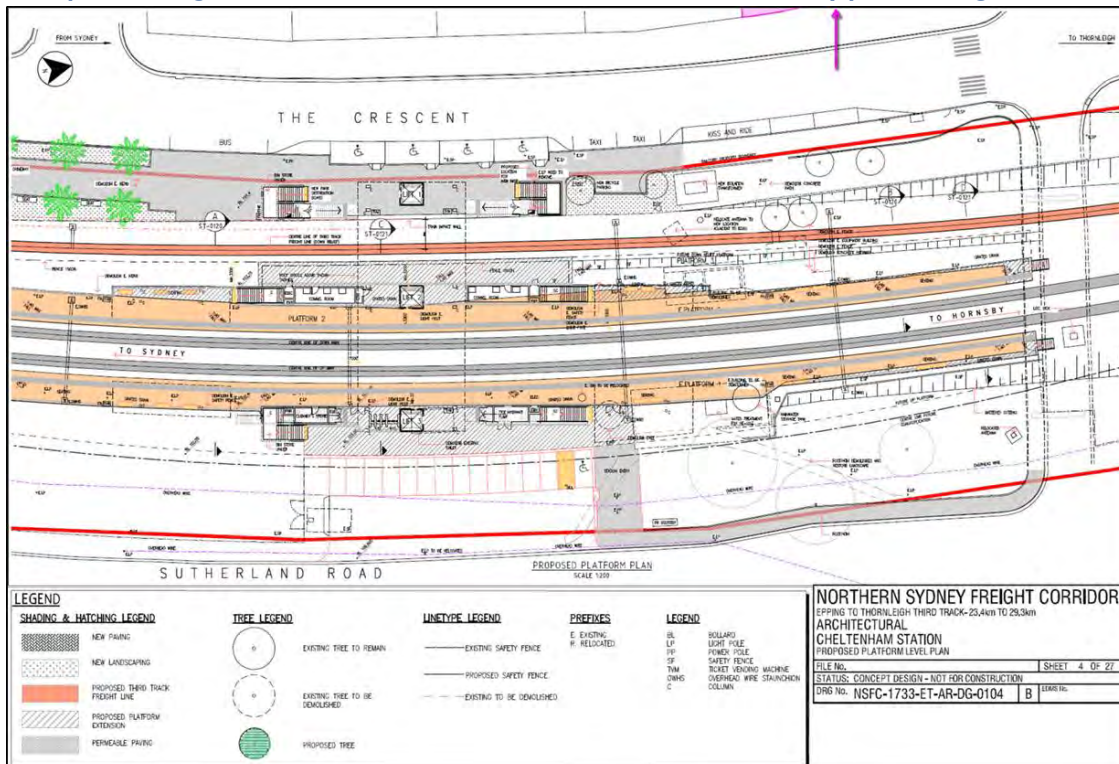
Elevation of proposed Cheltenham Station concourse



Project overview – 50 The Crescent shaded in pink.



Proposed changes at Cheltenham Station - 50 The Crescent indicated by pink shading and arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 28		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 34, DP 5440 52 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 293
	Hornsby LEP 1994	Yes
History and description The house was built by William Chorley in 1904 for his son, Harry. The house is a Federation building, with a tradition 'L' plan. It has a steeply pitched terracotta tile roof that is bellcast over a recessed verandah. The house has good quality brick and timber decoration and forms a matching pair with No. 54, which was also built for the Chorley family. Views of the house from The Crescent are obscured by vegetation and a stone fence/wall.	Present Use Private garden	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is located approximately 15 metres from the proposed area of impact and views toward the rail line are screened by thick vegetation within the property. The proposed new Cheltenham Station concourse would be located adjacent to the, however, views toward the station would be screened by tall trees within the garden of the property and it is unlikely that there would be any significant impacts to the views or setting of the item.	Statement of Significance The house is of local historical and aesthetic significance as an early residence that forms part of a group of houses all built for the same family. It is a good quality example of a Federation period house.	
Reference Nil	Recommendations None	

Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 29		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 33, DP 5440 54 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 294
	Hornsby LEP 1994	Yes
History and description The house was built in 1909 by William Chorley, for his son William Jnr. It is a Federation house with a traditional 'L' plan and good quality brick and timber decoration. It is very similar in form to No. 52, which was built for the same family, and is in good condition. Views toward the house from the Crescent are obscured by trees in the property and the nature strip along the road.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is located approximately 15 metres from the proposed area of impact. While vegetation within the garden of the property and along the southern verge of The Crescent partially screens views toward the railway, it is possible that the proposal may have a negative impact on the views and setting of the house. The property is situated immediately opposite the existing Cheltenham Station car parking area, which will be reconfigured to accommodate the new track. The street trees along the southern side of the car park will be removed, opening up views toward the rail line and the proposed new two-storey	Statement of Significance The house is of local historical and aesthetic significance as an early residence that forms part of a group of houses all built for the same prominent local family. It is a good quality example of a Federation period house.	

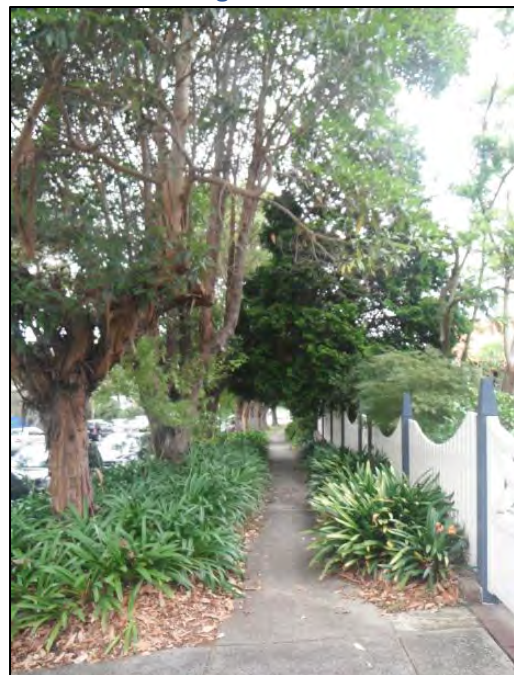
<p>station concourse.</p> <p>The trees along the southern verge of The Crescent provide some degree of screening; however, the proposed changes would still impact on views from the house. This impact, while not ideal, would not have a significant negative impact on the heritage values of the item.</p>	
<p>Reference</p> <p>Nil</p>	<p>Recommendations</p> <p>Minimise tree removal, or replant street trees following the completion of the project.</p>

Photographs and plans

54 The Crescent, facing south-east



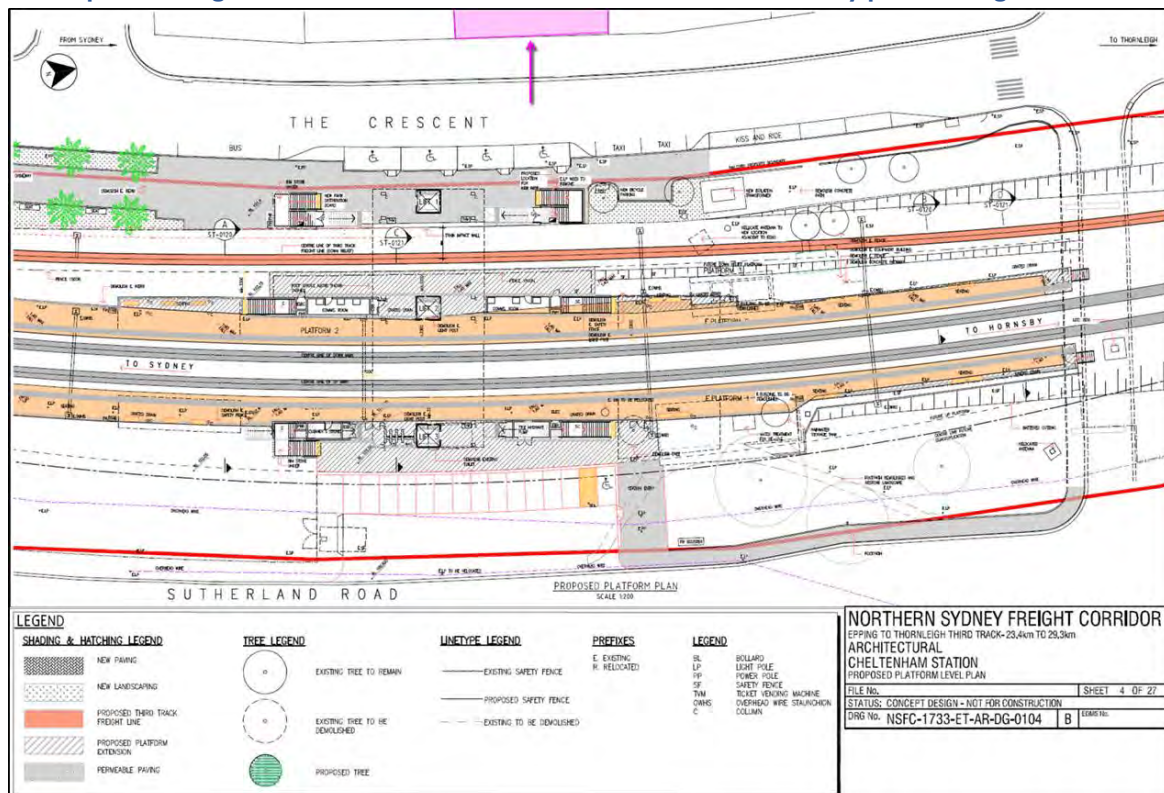
Screening vegetation in road reserve along street frontage of 54 The Crescent



View toward Cheltenham Station car park from footpath in front of 54 The Crescent



Proposed changes at Cheltenham Station - 54 The Crescent indicated by pink shading and arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 30		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 32, DP 5440 56 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 295
	Hornsby LEP 1994	Yes
History and description The house was built c. 1915. The house is a Federation period building in a symmetrical design with a projecting front porch. It is built of tuck-pointed brick with a stone verandah balustrade and timber verandah posts with decorative valence. Views toward the house are partly obscured by a hedge and other shrubs.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is located approximately 15 metres from the proposed area of impact. The property is situated immediately opposite the existing Cheltenham Station car parking area, which will be reconfigured to accommodate the new track. Street trees along the northern verge of The Crescent would be removed, and a new two-storey station concourse would be located adjacent to the house. However, views toward the railway are very effectively screened by a solid hedge along the boundary of the property, as well as trees within the garden and along the southern verge of The Crescent and the proposal would not have any significant negative impact on the item.	Statement of Significance The house is of historical and aesthetic significance as an early local residence and an example of a Federation period house in good condition.	

Reference	Recommendations
Nil	Minimise tree removal, or replant street trees following the completion of the project.

Photographs and plans

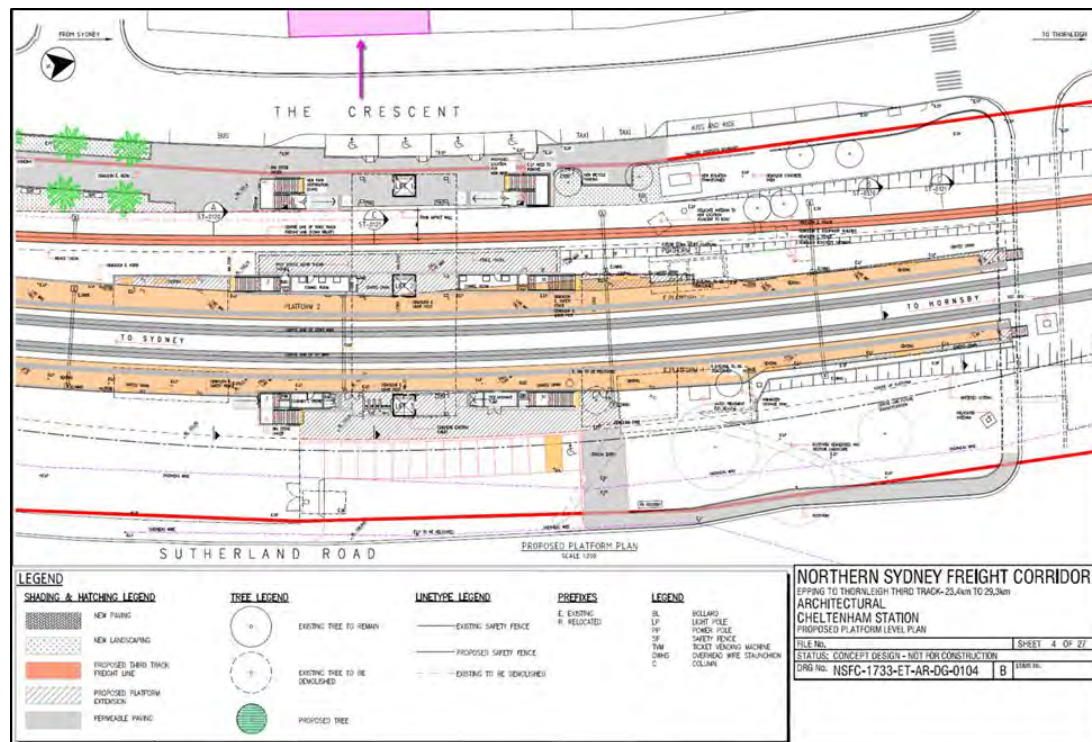
56 The Crescent, facing south



Hedge along street frontage of 56 The Crescent obstructs views toward the rail line



Proposed changes to Cheltenham Station – 56 The Crescent indicated by pink shading and arrow



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 31		
Item Cheltenham Recreation Club Grounds	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 1-5, DP 5440; Lot C, DP 306966; Lot C, DP 328704; Lot I, DP 335423; Lot G, DP 360935; Lot J, DP 373758; Lot A, DP 303812 60-74 The Crescent, Cheltenham 2119	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 296
	Hornsby LEP 1994	Yes
History and description The Cheltenham Recreation Club is thought to be located on land given to the local people by the Harris family, whose original home still stands near Beecroft Road. The club includes bowling greens, tennis courts, and croquet lawns that have been in continual use since 1913 (Beecroft Cheltenham History Group 2004:16). The Club covers an area of approximately 4.5 acres and is bounded on the north by The Boulevard, on the south by Lyne Road, and on the east by The Crescent. The grounds include mature boundary trees that extend into adjacent properties. The entrance to the Club is surrounded by planting from around 1950-1960, with views to period trees in adjoining properties of local significance.	Present Use Recreation club	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The eastern boundary of the Recreation Club is located around 10 metres from the proposed area of impact. The rail line is clearly visible from the entrance to the club and the addition of the proposed new track would affect the views from the Club by bringing trains closer. It is also proposed that the car parking area of Cheltenham Station be extended to the south, opposite the club. However, since the rail line has	Statement of Significance The Cheltenham Recreation Club grounds are of local aesthetic significance for the mature palm tree and entry planting dating to the 1950s, and views to period trees in adjoining properties.	

<p>been visible from the Club since at least 1943, and views from the club are not a vital facet of the item's heritage significance, the proposed changes would not have a significant impact on the heritage values of the item.</p>	
<p>Reference</p> <p>Beecroft Cheltenham History Group 2004, <i>Beecroft and Cheltenham Heritage Walks</i> (Beecroft Cheltenham History Group Inc.: Beecroft, NSW).</p>	<p>Recommendations</p> <p>None</p>

Photographs and plans

Cheltenham Recreation Club (right) in relation to the rail line (left)



View from main entrance to Cheltenham Recreation Club toward rail line, facing north-east



1943 aerial photograph of Cheltenham Recreation Club showing the lack of vegetation screening between the Club and the rail line (SixViewer)



Proposed changes to Cheltenham Station – Cheltenham Recreation Club shaded pink.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 32			
Item 'Ashby'	Listings		
	Register of the National Estate		
	National Trust		
Location Lot 5, DP 9207 94 The Crescent, Cheltenham 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 297	
	Hornsby LEP 1994	Yes	
History and description The house is built in the Tudor Revival style (c. 1940) of textured brick, with a high pitched terracotta tiled roof and coursed sandstone over the entry porch. It has black stained half timbering with thick render and decorative brick infill, diamond pattern leadlight casements, and a porte cochere at side. It fronts The Crescent on an angle, facing the rail line, and is not separated from the road by a front fence. Most of the vegetation in the garden is low-growing and therefore the house is clearly visible from The Crescent.	Present Use Private residence		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	High	
Impact of Proposed Works Ashby is located around 25 metres from the proposed area of impact and views from the house are screened by vegetation along the eastern verge of The Crescent and in the rail corridor. Screening vegetation will be retained, and the development will have no impacts on the house or its views and setting.	Statement of Significance Ashby is aesthetically significant as a representative example of the Tudor Revival style in a domestic building. It also possesses local historical significance as a physical illustration of changing architectural styles in the area during the twentieth century, and as an expression of the socio-economic status of its original inhabitants.		
Reference Nil	Recommendations None.		

Photographs and plans

'Ashby'



View from 94 The Crescent toward the rail line



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment			
Inventory Number: 33			
Item Street trees	Listings		
	Register of the National Estate		
	National Trust		
Location Road reserve The Promenade, Cheltenham 2119	NSW State Heritage Register		
	Hornsby Draft CLEP 2011	I 298	
	Hornsby LEP 1994	Yes	
History and description The street trees along The Promenade are a formal avenue plantation of Brush Box, dating from the post-war period, possibly the 1950s. The avenue is in good condition, and the original design intent of a single species avenue has been retained without the addition of other intrusive species. The canopy of the avenue creates a leafy tunnel over the road. In the upper eastern section of The Promenade (within the study area), the trees in the avenue combine with mixed boundary planting in the grounds of Cheltenham Girls High School to create a dramatic visual statement (LandArc 2008).	Present Use		
	Potential Significance (if unlisted)		
	State	Local	None
	Integrity	High	
Impact of Proposed Works The street trees along the Promenade begin around 20 metres west of the proposed area of impact and the development will have no impact on the heritage significance of the item..	Statement of Significance		
	The street trees have local historical and aesthetic significance. The predominant use of a single species was a local landscaping approach typical of this period, and the Promenade plantings are associated with other significant post-war period plantings throughout Hornsby Shire. The avenue makes a significant contribution to the streetscape.		
Reference LandArc Pty Ltd 2008, <i>Hornsby Shire Heritage Review – Stage 4, Vol 1 of 4, Part A: Review of Heritage Listed Trees</i> . Report to Hornsby Shire Council.	Recommendations None		

Photographs and plans

Street trees, The Promenade



Project overview – impact area in relation to street trees along the promenade



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 34		
Item Bushland	Listings	
	Register of the National Estate	
	National Trust	
Location Road reserve Beecroft Road, between Carlingford Road and Kandy Avenue	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 357
	Hornsby LEP 1994	Yes
History and description Remnant bushland is conserved in the rail corridor and road reserve on either side of Beecroft Road. This is an important bushland corridor and includes Blackbutt Gully Forest, which is considered to be of local significance in Hornsby Shire.	Present Use	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The bushland along the eastern side of Beecroft Road will be subject to minor impacts in small areas on the western side of the road. The most significant portion of the item is located in the western road reserve and will not be impacted by the project. A thick belt of vegetation will be retained between Beecroft Road and the rail line for the most of the item's length, thus maintaining the aesthetic significance and landmark qualities of the item. The proposed development will not have a detrimental impact on the heritage value of the item.	Statement of Significance As well as being important for its ecological values, the bushland corridor possesses considerable aesthetic significance and lends this stretch of the road/rail line a distinctive bushland character, despite the highly urbanised nature of the transport corridor and surrounding area.	
Reference Nil	Recommendations Minimise tree removal and retain a belt of trees between Beecroft Road and the rail line wherever possible.	

Photographs and plans

Bushland in the rail corridor and road reserves west of the rail line



Project overview – Bushland item between Carlingford Road and Kandy Avenue (shaded in pink)



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 35		
Item Stone causeway over Devlins Creek	Listings	
	Register of the National Estate	
	National Trust	
Location Road reserve Beecroft Road (near southern end of Old Beecroft Rd), Epping	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 358
	Hornsby LEP 1994	Yes
History and description The stone causeway over Devlins Creek was part of the New North Road and was constructed in around 1830 by convict road gangs. The New North Road provided a shorter alternative route to the Great North Road, which was devised by Surveyor-General Major Sir Thomas Mitchell in the 1820s, to connect Sydney with Newcastle and the Upper Hawkesbury (HBO + EMTB 2009). The route of the New North Road is now marked by North Road in Ryde, and Old Beecroft Road and Beecroft Road between Cheltenham and Pennant Hills. The causeway was used until the construction of the railway in the 1880s. The causeway is located beneath the M2 ramp in the reserve immediately to the east of Beecroft Road, at the junction with Kandy Avenue, in Epping. The causeway is approximately three metres wide and spans more than 20 metres, vanishing at either end beneath introduced fill. It is possible that sections of the causeway are buried under the embankment, although it is unlikely that these sections would be extensive as the causeway would not have extended far beyond the creek banks. It is constructed from ashlar sandstone blocks with a sandstone edging, and has been damaged through the addition of a number of services that cut through the causeway, or are located in its footprint. These include a sewerage inspection pit that intersects the causeway with a pipe covered in concrete running east-west, and a number of cast iron	Present Use	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	Good, though damaged through the addition of services.

<p>pipes running north-south (HBO +EMTB 2009).</p>		
<p>Impact of Proposed Works</p> <p>The proposal involves the construction of a new bridge over the M2, which would be located approximately 15m to the east of the visible extent of the stone causeway. The proposed bridge would be located immediately west of the existing M2 bridge, and would comprise seven variable length spans with maximum span length of approximately 35m and an overall length of approximately 203m. The bridge would be supported on concrete piers and piles. At present, the proposed location of the supporting piers is confined to the slopes above the creek which are constructed of fill. The concept design report states that “the bridge structure will have to span across and/or locate piers to avoid these sensitive items. Notwithstanding the design considerations, it is acknowledged and expected that the protection of [the stone causeway] will be provided during the construction of the M2 bridge.” (Concept Design 3.5 Structural Works: 21).</p>	<p>Statement of Significance</p> <p>The causeway is of local heritage significance for its historical and research values, as a rare and significant remnant of the Great North Road, which opened the local area for settlement.</p>	
<p>Reference</p> <p>HBO + EMTB 2009, M2 Upgrade Project: Non-Aboriginal Heritage – Heritage Assessment, Inventory Sheet for Stone Causeway over Devlin Creek, Epping (H-12).</p>	<p>Recommendations</p> <ul style="list-style-type: none"> • The design for the new overbridge crossing Devlins Creek should avoid impacts to the convict-built stone causeway located underneath the existing M2 ramp. At present, the concept design would not impact on the causeway; however, if impacts are proposed by later design modifications, a Statement of Heritage Impacts should be prepared and provided to Hornsby Shire Council, in accordance with Clause 14 of ISEPP 2007. Should a Statement of Heritage Impact be required to address design modifications, archival recording may be required to document existing significant features, in accordance with NSW Heritage Office guidelines. Should the design modifications impact on areas of archaeological potential (such as buried sections of the causeway) further archaeological investigation, such as test excavations may be required. • The Devlins Creek causeway should be protected during construction works. The location of the item should be marked on all site plans and included in the Construction Environmental Management Plan for the 	

	<p>proposal. All workers at the site should be made aware of the location of the heritage item and informed of their obligations to avoid impacts to the item.</p> <ul style="list-style-type: none"> Vibration monitoring should be undertaken during works to assess any impacts that may occur to the fabric of the causeway.
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Photographs and plans

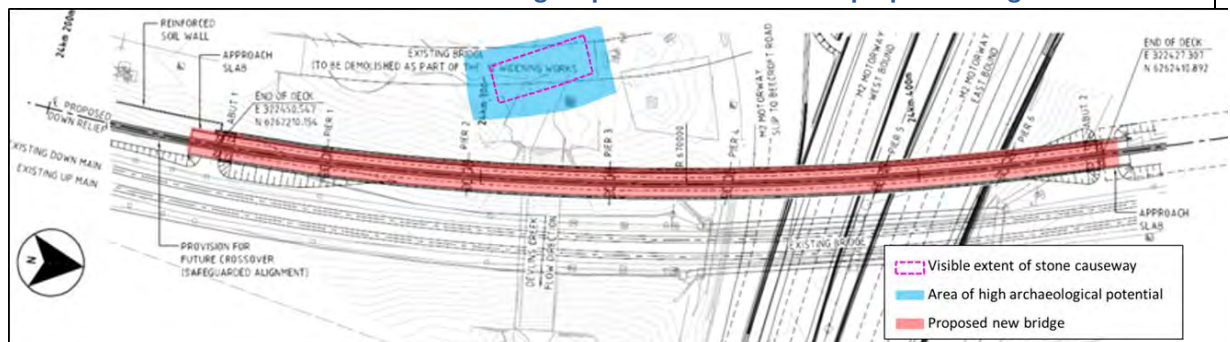
Devlins Creek causeway, facing NNE. In right background, the side of the railway bridge is visible.



Devlins Creek causeway, facing east. Culvert beneath railway line is visible in background.



Devlins Creek area of archaeological potential in relation to proposed bridge



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 36		
Item Epping School of Arts and garden	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 2, 3 & 4, DP 1118567; Lot 1, DP 173145 9 Oxford Street, Epping 2121	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 391
	Hornsby LEP 1994	Yes
History and description The first section of the School of Arts was opened in 1907 and consisted of two rooms and a small hall. The building was later enlarged and a billiard room was built under the northern end of the hall. The second storey was added in 1916 by the Society of Freemasons (McAndrew 2001:20). The building is now the Epping Community Centre. The School of Arts is a two-storey building with a rectangular plan. It has dichromatic face brick walls with decorative use of smooth render, pierced corners, and moulded cornices. The façade is symmetrical, with a recessed arched doorway containing the original timber doors. On either side of the door are a row of shrubs in the simple, symmetrical planting style typically associated with public buildings during the inter-war period. The shrubs include characteristic inter-war period species, including Cypress pines (Permual Murphy Wu 1993).	Present Use Community centre	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The rear side of the School of Arts building is around 50 metres from the proposed area of impact. As there are no proposed changes to the eastern side of the rail corridor, the item will not be impacted by the project.	Statement of Significance The Epping School of Arts building possesses local historical and social significance as a community centre constructed during an early period of the town's development. The site has remained in use as a community facility since 1907. The building is aesthetically significant as a public Federation building in a central location, which is in good condition and has high integrity.	
Reference	Recommendations	

McAndrew, A 2001, <i>An ABC of Epping: A Handbook for Residents</i> (Snap Printing: Eastwood, NSW).	None
Perumal Murphy Wu 1993, <i>Hornsby Shire Heritage Study</i> . Report to Hornsby Shire Council.	

Photographs and plans

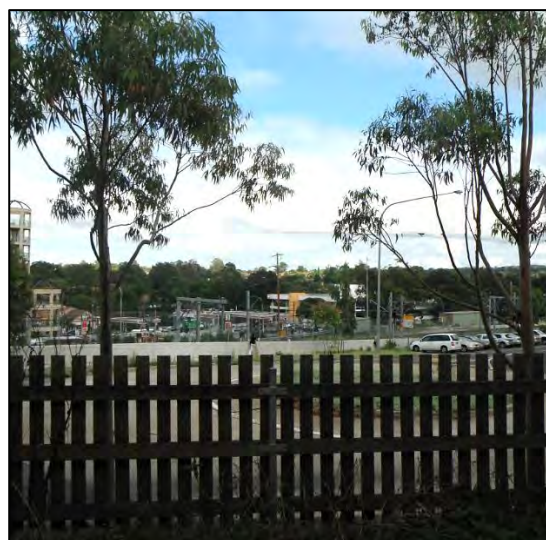
Epping School of Arts c. 1909 (Hornsby Library:
<http://hsconline.hornsby.nsw.gov.au/lsp/photos/photo00961.jpg>)



The rear of the Epping School of Arts building, facing east



View from behind the School of Arts building toward the rail line



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 37		
Item Epping Railway Station Group	Listings	
	Register of the National Estate	
	National Trust	
Location Beecroft Road, Epping 2121	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	
	Other: RailCorp s170 Register	Yes
History and description Epping railway station opened in conjunction with the railway line in 1886, though it was then known as Field of Mars Station. The original platform was located around 450 yards to the north of the present station and was demolished in October 1899. It was replaced by a single island platform. Epping became an important station and was an outlet for timber, fertiliser, fruit, poultry, nursery products, and coal. A second island platform was built in 1929 when the line was electrified, and the present-day pedestrian bridge over Beecroft road was constructed in 1970 (McAndrew 2001:146-8). Since the 1990s, Epping station has been completely rebuilt as part of widespread upgrading of railway facilities in the CityRail area. It has new station buildings, platforms, an overhead ticket office, lifts, and escalators. However, the station building constructed c. 1900 remains on the island platform. Epping Railway Station is located within a cutting below street level between Beecroft Road and Cambridge Street, Epping. Entry to the station is through a large, recently constructed concourse that is not included in the heritage listing. Two c. 1900 island platforms remain at the station and have been recently upgraded with new platform furniture, fencing, and escalators. A large brick retaining wall dating from the early twentieth century is located	Present Use Railway station	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	The station overall has low integrity, due to rebuilding during the 1990s. The c. 1900 station building and platforms have high integrity as individual items.

<p>on the western side of the station cutting, opposite the southern end of the platform and extending to the overbridge.</p> <p>A typical early twentieth century 'Type A10' standard design railway station building is located near the southern end of the island platform. It is a single-storey brick building with a gabled corrugated iron roof. The joinery is original, including four panelled doors, fanlights, and some windows. The interior has been recently renovated, but all ceilings are original, most of the original joinery is extant, and much of the original configuration of the rooms is still evident.</p> <p>In 2009 two underground platforms were built, and these are excluded from the heritage listing.</p>		
<p>Impact of Proposed Works</p> <p>The heritage listed items at Epping Station area all outside the project boundaries, to the south, and will not be impacted by the ETTT project.</p>	<p>Statement of Significance</p> <p>Epping Railway Station has local historical significance due to its association with the opening of the railway line from Strathfield to Hornsby in 1886, an event which led to the rapid subdivision and development of the area. The station building is aesthetically significant as a good example of early twentieth century railway station design, with fabric and details typical of this period.</p>	
<p>Reference</p> <p>McAndrew, A 2001, An ABC of Epping: A Handbook for Residents (Snap Printing: Eastwood, NSW).</p>	<p>Recommendations</p> <p>None</p>	

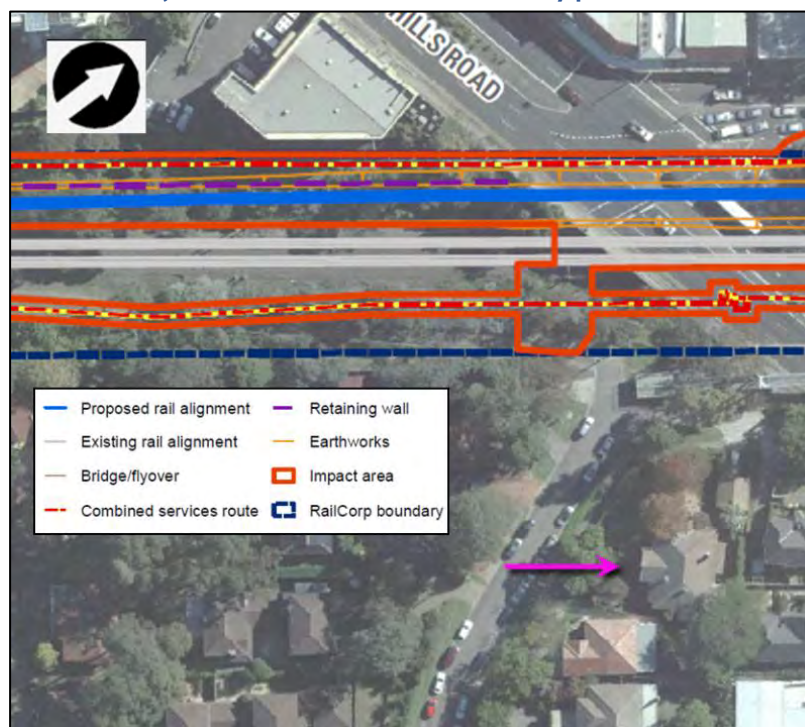
Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 38		
Item 'Doonba'	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 222072 1A Hampden Road, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 632
	Hornsby LEP 1994	Yes
History and description 'Doonba' was built in 1915. Doonba is a late Federation house built of brick with a slate roof, located on the corner of Hampden Road. It is surrounded by a lawn with some trees, particularly along the western boundary near the railway line, with a low brick wall and hedge along the street frontages. The house is clearly visible from Hampden Road and fairly visible from the west.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The house is located around 30 metres from the project boundary and will not be impacted by the project, as no changes are proposed to the eastern side of the rail corridor. The railway is located in a cutting here, and is below the level of the house, therefore there will be no impacts to views from the house.	Statement of Significance Doonba is of historical significance as an early residence of Pennant Hills, and aesthetically significant as a good example of a late Federation house in good condition and rich in fine detail typical of the period.	
Reference Nil	Recommendations None	

Photographs and plans

Doonba, facing north-east



Project overview – Doonba indicated by pink arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 39		
Item Street trees	Listings	
	Register of the National Estate	
	National Trust	
Location Road reserve Lilla Road, Pennant Hills 2120 (lower southern end)	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 640
	Hornsby LEP 1994	Yes
History and description The street trees consist of a group of remnant native trees retained within the public verge in the southern end of Lilla Road, between No. 18 Lilla Road and the intersection with Wongala Crescent. The group includes remnant components of the Blue Gum High Forest (BGHF) community which has a highly restricted geographic distribution and is listed as critically endangered in the Environmental Protection and Biodiversity Act and the Threatened Species Conservation Act. The Lilla Road group adjoins another highly significant BGHF group along Wongala Crescent.	Present Use	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The southern end of the street trees along Lilla Road is around 25 metres north of the project boundary, and the item will not be affected by the proposed development.	Statement of Significance	
	As well as having considerable significance for its natural and ecological values, the trees along Lilla Road are aesthetically significant for their contribution to the streetscape and role as a landmark visible from the railway line. Together with the trees along Wongala Crescent, they help to define the character of the area and provide a bushland aesthetic that is appreciable from Lilla Road, Wongala Crescent, and the railway line.	
Reference Nil	Recommendations None	

Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 40		
Item Bushland	Listings	
	Register of the National Estate	
	National Trust	
Location Road reserve Wongala Crescent, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 688
	Hornsby LEP 1994	Yes
History and description The roadside and rail land along Wongala Crescent from Beecroft to Pennant Hills conserves remnant native trees, including components of the endangered Blue Gum High Forest community.	Present Use	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works Originally, the proposal involved the construction of an access road to the west of the rail corridor, which would have necessitated the removal of a large number of trees on the eastern side of Wongala Crescent. However, in order to reduce negative impacts to the significant bushland along the rail corridor, it is now proposed that this area be accessed by a “maintenance walkway”, rather than a road. No trees outside the rail corridor would be removed. While the creation of the track and the associated civil works would involve the removal of some trees within the rail corridor to the east of the road, this would not have any impact on the heritage significance of the item.	Statement of Significance As well as having high ecological significance, the trees along Wongala Crescent are aesthetically significant for their contribution to the streetscape and role as a landmark visible from the railway line. They help to define the character of the area and provide a strong bushland aesthetic.	
Reference Nil	Recommendations • As much vegetation as possible should be retained between the rail corridor and Beecroft Road/Wongala	

	Crescent, and/or replanted following the completion of the project.
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Photographs and plans

Bushland along western side of Wongala Crescent near Lilla Road, facing north-east



Project overview - Bushland along Wongala Crescent between Chapman Avenue and Boundary Road (shaded pink)



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 41		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 3, Sec 15, DP 2097 4 Yarrara Road, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 689
	Hornsby LEP 1994	Yes
History and description Built c. 1900, the house is an early Federation weatherboard cottage in a traditional Georgian form. It is raised on brick piers, with a corrugated iron hipped roof, and separate skillion roof verandah. The house faces Yarrara Road and the railway line, and the low picket fence and low-growing garden in front of the house do not obstruct views from the street.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is located around 20 metres from the proposed area of impact and the rail line is not visible from the house as it is situated in a cutting below street level. The development will have no heritage impacts on the house.	Statement of Significance The house is of local historical and aesthetic significance as an early simple cottage, of a kind that is now rare in the area. It is representative of the homes of early working-class residents of Pennant Hills, and contributes to an understanding of the evolution of architectural styles in the local area.	
Reference Nil	Recommendations None	

Photographs and plans

4 Yarrara Road, facing north



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 42		
Item House	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 4, Sec 15, DP 2097 6 Yarrara Road, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 690
	Hornsby LEP 1994	Yes
History and description Built c. 1930, the house is an inter-war period California Bungalow, with a suggestion of Japanese influence. It has an unusual double-gabled, symmetrical design with a long wide gable over the verandah. The house is in good condition with original timber detailing of high quality. It is surrounded by a modern white picket fence, but clear views to the house are available from the street.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is located around 20 metres from the proposed area of impact and the rail line is not visible from the house as it is situated in a cutting below street level. Views toward the rail line are also partly screened by vegetation in both verges of Yarrara Road. The development will have no heritage impacts on the house.	Statement of Significance The house is of historic and aesthetic significance as a representative example of a timber inter-war Bungalow. When viewed in conjunction with other local houses, such as the Federation period dwelling next door, it illustrates the evolution of architectural styles in the Pennant Hills area.	
Reference Nil	Recommendations None	

Photographs and plans

6 Yarrara Road, facing north-west



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 43		
Item 'The Maze'	Listings	
	Register of the National Estate	
	National Trust	
Location Lot 1, DP 10203 18-20 Yarrara Road, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 691
	Hornsby LEP 1994	Yes
History and description The house is a traditional Georgian-style brick house with hipped terracotta tiled roof and wrap-around verandah, built during the early Federation period. The front of the property is enclosed by a white picket fence, and views to the house are partly obscured by vegetation.	Present Use Private residence	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The property is around 20 metres west of the proposed area of impact and views toward the rail corridor are currently screened by vegetation along the road verge. The rail line is lower than street level in this area, though the tops of trains are visible from the property as they travel along the line. The proposal includes the construction of an access road and retaining wall along the western side of the rail corridor, opposite The Maze. It is assumed that this access road will be at the level of the rail line for most of its length and therefore will not be visible from The Maze.	Statement of Significance The Maze is historically significant as an early residence of Pennant Hills that is reflective of the suburban development of the area. It has aesthetic significance as an early Federation building in a traditional Georgian style.	
Reference Nil	Recommendations None	

Photographs and plans

'The Maze', facing north-west



View toward rail line from footpath in front of 'The Maze', facing south-east



Concept design drawing – 'The Maze' indicated by pink arrow.



Epping – Thornleigh Third Track Project: Non-Indigenous Heritage Assessment		
Inventory Number: 44		
Item Wollundry Park	Listings	
	Register of the National Estate	
	National Trust	
Location Lots 8 & 9, DP 5158 and Warne St road reserve 60-62X Yarrara Road, Pennant Hills 2120	NSW State Heritage Register	
	Hornsby Draft CLEP 2011	I 692
	Hornsby LEP 1994	Yes
History and description The land which now comprises Wollundry Park was owned by Frederick and Florence Ayling, whose two daughters sold the land to Hornsby Shire Council in 1944. The Council payed a low price, on the condition that 'within three years...the purchaser shall at its own expense develop the land...to enable it to be used as a park or children's playground. Such park or playground shall be known as "Wollundry Park"' (Hornsby Shire Council Reserves R. V. 0290 Part I, No. 1, quoted by Hornsby Library Services Manager 1994). The park conserves a stand of mature native trees. It is surrounded by a low brick wall, and includes a fenced children's playground.	Present Use Public park	
	Potential Significance (if unlisted)	
	State	Local None
	Integrity	High
Impact of Proposed Works The park is located around 15 metres from the project boundary. The rail line is clearly visible from the park, and the proposed new track will be only 25-30 metres from the eastern edge of the park. The development will have no significant heritage impact on the views and setting of the item, as it is likely that the rail line and trains have always been visible from the park.	Statement of Significance Wollundry Park is of local social significance as a place in continual use as a public park since 1944. The stand of mature native trees conserved within the park is of local aesthetic significance for its contribution to the streetscape and to the bushland character of the area.	
Reference Hornsby Library Services Manager 1994, Memorandum to the Environmental Quality Manager, regarding the history of Wollundry Park (Hornsby Library Local Studies Vertical File: Wollundry Park, Pennant Hills).	Recommendations None	

Photographs and plans

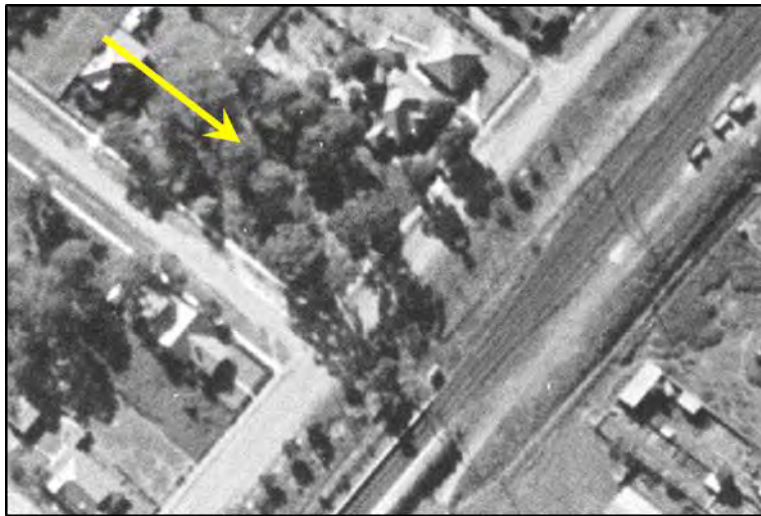
Wollundry Park from Yararra Road, facing north-west



View from toward Pennant Hills Station from Wollundry Park, facing south-east



1943 aerial photograph showing lack of screening vegetation between Wollundry Park and the rail line (Six Viewer)



Project overview – Wollundry Park shaded in pink

