

### **Assessment of Heritage Impacts**

As there are no known heritage items or potential heritage items within the Balmoral Road construction works zone, the construction works are unlikely to result in any heritage impacts.

### **Assessment of Archaeological Impacts**

As no archaeological potential has been identified within the construction zone, the construction works are unlikely to result in any archaeological impacts.

#### **3.3.9 Memorial Avenue (Construction Site 10)**

##### **Site Location**

The proposed Memorial Avenue construction site covering an area of approximately 35,000m<sup>2</sup> would be located at the southeastern corner of Old Windsor Road and Memorial Avenue, extending back to Balmoral Road. The site currently encompasses a T-way car park and bus station, open space and some residential properties.

The locations of items in the vicinity of Construction Site 10 are indicated on Map 10 in the series of aerial images (maps) reproduced at the end of this section.

##### **Heritage Context**

The area of the Memorial Avenue construction site has historically been rural, with the area sparsely developed and populated. Old Windsor Road has been the main road through the area since 1794.

##### *Heritage Items*

There are no known heritage items or potential heritage items within the proposed Memorial Avenue construction zone.

##### *Archaeological Potential*

A number of boundary stones along Old Windsor Road were identified in the Windsor Road and Old Windsor Road CMP (Clive Lucas, Stapleton & Partners, 2005) to the north of Memorial Avenue. These boundary stones were most likely buried during construction of the Northwest Transitway during the past decade.

### **Summary of Proposed Works**

The works at Memorial Avenue would comprise construction of a rail bridge over the road as part of the NWRL twin track viaduct structure. The rail bridge would have a span of 50m. The construction site is to be used as a staging point for the elevated viaduct section of the NWRL and for the establishment of a second concrete batch plant that will include facilities for storing precast concrete components. A car parking area, site offices and a workshop are to be established on the site. The construction activities would require major road works along the Northwest Transitway to accommodate heavy vehicles.

### **Assessment of Heritage Impacts**

The construction works would have no perceived impacts upon any known European heritage items. The construction works zone is not located in the vicinity of any listed heritage precincts of Old Windsor Road.

## Assessment of Archaeological Impacts

The boundary stones along Old Windsor Road, if extant, would be located outside the Memorial Avenue construction works zone. The construction works are therefore unlikely to have any archaeological impacts.

### 3.3.10 Kellyville Station (Construction Site 11)

#### Site Location

The proposed site for Kellyville Station occupies an area of approximately 25,000m<sup>2</sup> on the southeastern side of the intersection of Old Windsor Road and Samantha Riley Drive. A bus station, a Transitway carpark and some residential properties currently exist on part of the construction site area.

The locations of items in the vicinity of Construction Site 11 are indicated on Map 11 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context

The site for Kellyville Station on the eastern side of Old Windsor Road is located within an area along an original alignment of the road. The area of the station remained predominantly rural until the 1990s, when residential subdivisions and development began to occur.

#### *Heritage Items*

The proposed Kellyville Station will be located adjacent to one of the Old Windsor Road heritage precincts listed on the RTA S170 Register.

No.	Item	Address	Listing
	Windsor Road and Old Windsor Road Heritage Precincts (OWR 1—Stanhope Farm Alignment)	Windsor Road and Old Windsor Road	RTA S170 Heritage and Conservation Register (State significance)

The OWR 1—Stanhope Farm Alignment precinct is located on either side of Samantha Riley Drive and includes part of the original alignment of Old Windsor Road, plantings on either side of the road and a post and wire fence. The precinct has historic and aesthetic values of State significance (CMP 2005). The alignment is now occupied by the Northwest Transitway, but the plantings and alignment have been retained.

#### *Archaeological Potential*

There are several archaeological items identified in the section of the proposed above-ground route that includes construction of the railway viaduct and Kellyville Station. Apart from the original alignment of Old Windsor Road and a pair of boundary markers associated with the Old Windsor Road that have been replaced and obscured by works associated with construction of the Northwest Transitway, the most significant archaeological item that will be affected by the proposed works is the archaeological site located south of Samantha Riley Drive.

The archaeological site was noted in the Windsor Road and Old Windsor Road CMP (by Clive Lucas, Stapleton and Partners, 2005 in which it was identified by the number 49). The site includes remains of a house captured on Mackenzie's 1885 Road Survey. The structure is also shown on a 1947 aerial in a typical farmland setting, fronting Old Windsor Road. The known archaeological



remains include the house footprint with a separate kitchen, a sandstone brick cistern, two brick cisterns/wells and some sandstones as part of building material.

The site was previously impacted upon to some degree by the works required for the construction of the Northwest Transitway (Casey & Lowe, 2006) and a carpark has since been constructed over the northern part of the site. The most recent site inspection identified two brick wells/cisterns located south of the existing carpark, which are currently protected by a cyclone fence (Figures 3.18 - 3.19).

In addition, the Battle of Vinegar Hill memorial is located approximately 400m west of the station site, although whether the memorial is on the actual site of the battle is uncertain. There is the potential that the event occurred on a different location along Windsor Road.

Site	Location	Listing	Archaeological Remains	Potential
Archaeological site	South from Samantha Riley Drive, Kellyville	Noted in Casey & Lowe, 2006	Structural remains (remnant footings, postholes), services, brick wells/cisterns, privies, refuse dumps and pits with artefacts.	Low-medium
Pair of Boundary Markers	80m south from Samantha Riley Drive, Kellyville	Noted in Windsor Road and Old Windsor Road CMP 2005	Have been removed/reburied as part of NW transitway (RTA comments)	Nil
Pair of Boundary Markers	Immediately South of Samantha Riley Drive, Kellyville	Noted in Windsor Road and Old Windsor Road CMP 2005	Have been removed/reburied as part of NW transitway (RTA comments)	Nil
Site of the Battle of Vinegar Hill	Within Castlebrook Cemetery, Kellyville	Memorial site listed in Blacktown LEP	Three possible locations: cemetery, the corner of Windsor and Old Windsor Roads, or on Old Windsor Road near Rouse Hill House.  Potential scattered/lost personal and other artefacts	Low-nil



**Figure 3.18** A cistern/well located within the perimeters of the archaeological site located south of Samantha Riley Drive. (Source: GML 2011)



**Figure 3.19** A second, smaller cistern/well located in the close proximity of the larger one shown in the preceding image. (Source: GML 2011)



## Summary of Proposed Works

The proposed Kellyville Station will be an elevated station constructed in conjunction with the viaduct. The construction works site will extend east from the Northwest Transitway to just west of Elizabeth Macarthur Creek and south from Samantha Riley Drive. The proposed civil works would involve provision of temporary and permanent roadworks including the temporary relocation of some Transitway facilities.

## Assessment of Heritage Impacts

Based on the location of the heritage sites with respect to the proposed works, there is potential for one heritage item to be affected by the NWRL project. The potential impacts on this item are assessed in the table below.

Item	Old Windsor Road Heritage Precinct 1 (OWR 1) Stanhope Farm Alignment
Image	 <p><b>Figure 3.20</b> Old Windsor Road Stanhope Farm Alignment (Source: Windsor Road and Old Windsor Road CMP, Clive Lucas, Stapleton and Partners, 2005 p.14)</p>
Significance	State
Statement of Significance	<p><i>Surviving section of the old alignment of Windsor Road showing early construction and design methods. Contains the largest group of alignment stones. Remnants of the early setting also remain. Named after original land grant. (Windsor Road and Old Windsor Road CMP 2005)</i></p> <p>Assessed as having high historic, associative, aesthetic, research and rarity values in the Windsor Road and Old Windsor Road CMP 2005, this precinct was altered to some extent during the Northwest Transitway works. However, some elements of the precinct remain in situ.</p>
Heritage Impact	As the proposed station site is located adjacent to one of the identified historic precincts along Old Windsor Road, there may be some impacts upon this historic roadway precinct. Since there have been numerous physical changes to this part of Old Windsor Road in recent times, any negative heritage impacts are likely to be of a relatively minor nature.

## Assessment of Archaeological Impacts

The two cisterns/wells are located within the perimeters of the ground disturbance works required for the construction of the proposed above-ground Kellyville Station. There is the potential that other known and potential archaeological features associated with the former household still remain

within the area designated for the construction of the station. It is also possible that remains of boundary stones may have survived in this region. The nature of the proposed earthworks for the construction of the elevated station would have the potential to disturb or destroy the known and potential archaeological resource.

Given that the exact location of the site of the battle of Vinegar Hill has not been accurately identified there is the potential, although minor, of survival of archaeological evidence associated with this significant event. The nature of the proposed earthworks for the construction of the elevated station would have the potential to disturb or destroy the known and potential archaeological resource.

### **3.3.11 Samantha Riley Drive to Windsor Road (Construction Site 12)**

#### **Site Location**

The site extends in a northwesterly direction from the intersection of Old Windsor Road and Samantha Riley Drive until it reaches the junction of Old Windsor Road and Windsor Road. It traverses part of a floodplain. A section of the Transitway is incorporated.

The locations of items in the vicinity of Construction Site 12 are indicated on Map 12 in the series of aerial images (maps) reproduced at the end of this section.

#### **Heritage Context**

The area of Construction Site 12 has historically been rural and sparsely populated. Until comparatively recently, development in the vicinity of this site has also been sparse. Old Windsor Road has been the main road through the area since 1794.

#### *Heritage Items*

A series of eucalyptus trees along Old Windsor Road were identified in the Windsor Road and Old Windsor Road CMP (Clive Lucas, Stapleton & Partners, 2005) to the north of Samantha Riley Drive.

#### *Archaeological Potential*

A series of boundary stones along Old Windsor Road were identified in the Windsor Road and Old Windsor Road CMP (Clive Lucas, Stapleton & Partners, 2005) to the north of Samantha Riley Drive. The boundary stones were not visible during recent field surveys. It is likely that they were buried or removed during construction of the Northwest Transitway. No other known archaeological sites have been identified within the proposed Samantha Riley Drive to Old Windsor Road construction site. Aerial photographs of the area dated 1943 indicate that the area was used for agriculture (most likely sheep-grazing). No structures appear in these aerial photographs.

#### **Summary of Proposed Works**

The site is to be used for the construction of the elevated viaduct structure in this stretch of the NWRL route. It will incorporate rail bridges crossing over Samantha Riley Drive as part of the viaduct structure.

#### **Assessment of Heritage Impacts**

The construction works between Samantha Riley Drive and Windsor Road would have no perceived impacts upon any known European heritage items. The eucalyptus trees would be located outside the construction works zone. No mitigation measures are recommended.



## Assessment of Archaeological Impacts

The boundary stones, if extant, would be located outside the construction works zone. As no other archaeological sites have been identified within the proposed Samantha Riley Drive to Old Windsor Road construction site, the construction works are unlikely to result in any archaeological impacts.

### 3.3.12 Old Windsor Road to White Hart Drive (Construction Site 13)

#### Site Location

The proposed Old Windsor Road to White Hart Drive construction site covering a total area of approximately 97,000m<sup>2</sup> will be established along the northeastern side of the main roadway between the intersection of Windsor and Old Windsor Roads and White Hart Drive. It traverses waterways and floodplain areas and incorporates some commercial properties at the southern end.

The locations of items in the vicinity of Construction Site 13 are indicated on Map 13 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context

The area of Construction Site 13 remained predominantly rural following European settlement in the area and the construction of Old Windsor Road in the late eighteenth century. Residential subdivisions have occurred since the late twentieth century and are transforming the visual character of the area.

One heritage item is located in the vicinity of the construction site—Mungerie, a late-nineteenth century house located on Windsor Road, south of White Hart Drive. The house is located within an allotment that has been landscaped to mimic the historic rural setting of the building. The current allotment although substantial, is a remnant of what once was originally a much larger landholding. The open character of the vegetated landscape and the nature and spacing of the trees along both sides of the traditional entry drive between Mungerie and the Transitway provides an appropriate rural setting for the house. The house has been refurbished for use as the Rouse Hill Visitor Information Centre.

#### Heritage Items

Listed and unlisted heritage items in the vicinity of the proposed Construction Site 13 are identified in the table below. Items with the potential to be impacted by the NWRL are highlighted.

No.	Item	Address	Listing
	Windsor Road and Old Windsor Road Heritage Precincts (WR 14—Caddies Creek Alignment)	Windsor Road and Old Windsor Road	State Heritage Register State (RTA S170 Heritage and Conservation Register)
183	Mungerie	Windsor Road, Rouse Hill	Local (Baulkham Hills LEP and Department of Planning S170 Heritage and Conservation Register)

#### Archaeological Potential

The NWRL Heritage Review report (Casey & Lowe, 2006) notes that the archaeological site of the former 1830s Swan Inn, shown on Mackenzie's 1885 survey of the Old Windsor Road is site RH/36 as identified in the Windsor Road and Old Windsor Road CMP, 2005. The site is located on the eastern side of Windsor Road, north of the intersection with Old Windsor Road. The Casey & Lowe

report also notes that the front part of the site along Windsor Road was likely impacted by the Transitway construction works. There is some potential for the remains of outbuildings and services to remain.


Site	Location	Listing	Archaeological Remains	Potential
Archaeological site, former Swan Inn	Eastern side of Windsor Rd, north of the intersection with Old Windsor Road	Local (Baulkham Hills LEP)	Structural remains (remnant footings, postholes), services, brick wells/cisterns, privies, refuse dumps and pits with artefacts.	Low-medium

### Summary of Proposed Works

The site is to be a support site for the construction of the elevated twin track viaduct structure. Internal access roads would be established along the viaduct corridor. The road works involve major changes to the Northwest Transitway and the establishment of materials handling and storage areas plus workforce amenities.

### Assessment of Heritage Impacts

Based on the location of the heritage sites with respect to the proposed works, one heritage item is likely to be impacted by the NWRL project. The potential impacts on this heritage item are assessed below.

Item	Windsor Road Heritage Precinct 14 (WR 14) Caddies Creek Alignment
Image	
	<p><b>Figure 3.21</b> Part of Caddies Creek Alignment (Source: Windsor Road and Old Windsor Road CMP, Clive Lucas, Stapleton and Partners, 2005 p.14)</p>
Significance	State
Statement of Significance	<p><i>Surviving section of the old alignment of Windsor Road and approach to old bridge crossing at Caddies Creek. Remains of the old road alignment also exist on the eastern side of the creek. (Windsor Road and Old Windsor Road CMP 2005)</i></p> <p>Assessed as having high historic, associative, research and rarity values in the Windsor Road and Old Windsor Road CMP 2005, this precinct was altered to some extent during the Northwest Transitway works. However, some elements of the precinct remain in situ, including the original alignment.</p>



Heritage Impact	As the proposed construction works site is located adjacent to one of the identified historic precincts along Old Windsor Road, there may be some impacts upon this historic roadway precinct. Since there have been numerous physical changes to this part of Windsor Road in recent times, any negative heritage impacts are likely to be of a relatively minor nature.
<b>Item</b>	<b>Mungerie</b>
Image	 <p><b>Figure 3.22</b> The older section of Mungerie house. (Source: GML 2011)</p>  <p><b>Figure 3.23</b> View looking southeast towards Mungerie from near White Hart Drive. Part of the Northwest Transitway is visible on the right of the image. (Source: GML 2011)</p>
Significance	Local
Statement of Significance	<i>Evidence of late nineteenth century farming. If a Pearce property, the place is also significant for its association with and evidence of the Pearce family as major graziers, orchardists and land dealers in the part of the Shire. (Baulkham Hills Shire Council Heritage Inventory Sheet)</i>
Heritage Impact	<p>It is considered that there would be a major adverse impact upon the setting and curtilage of Mungerie. The proposed rail corridor cuts across the original entrance driveway into the Mungerie property and the construction of the viaduct structure involving the removal of a number of trees would substantially reduce the remnant curtilage of the house, dominate views towards the heritage item from the west and interrupt important traditional links between the main road and the 1890s house.</p> <p>The proposed work would therefore result in further erosion of the traditional setting of the house and would constitute a major adverse heritage impact.</p>



## Assessment of Archaeological Impacts

The site of the former Swan Inn is located within the proposed Old Windsor Road to White Hart Drive construction site. The proposed works will result in a major adverse impact on the site of the former Swan Inn.

### 3.3.13 Rouse Hill Station (Construction Site 14)

#### Site Location

The proposed Rouse Hill Station will be located on the eastern side of Windsor Road adjacent to the Rouse Hill Town Centre and opposite the Castlebrook Lawn Cemetery and Crematorium. Much of the designated construction zone, which covers an area of approximately 18,000m<sup>2</sup>, is now occupied by a major bus station associated with the Northwest Transitway and the town centre.

The locations of items in the vicinity of Construction Site 14 are indicated on Map 14 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context and Archaeological Potential

The proposed Rouse Hill Station will be located in an area that includes a number of sites with historical associations with the colonial period. These include the site of the Battle of Vinegar Hill in 1804 (the colony's only convict uprising), Old Windsor Road (one of the earliest roads in the colony) and Rouse Hill Farm, which was the property of free settler Richard Rouse, superintendent of public works for Parramatta, Richmond and Windsor in the early nineteenth century.

#### *Heritage Items*

Heritage items in the vicinity of the proposed Rouse Hill Station site are listed in the table below. Items with the potential to be impacted by the NWRL are highlighted.

No.	Item	Address	Listing
23	Battle of Vinegar Hill (memorial)	712 Windsor Road	Local (Blacktown LEP)
185	Royal Oak Inn (former) (now Mean Fiddler Hotel)	2 Commercial Road, Rouse Hill	State Heritage Register
	Rouse Hill House and Farm	Windsor Road, Rouse Hill	State Heritage Register

#### *Archaeological Potential*

No known archaeological sites have been identified within the proposed Rouse Hill Station site. An aerial photograph of the area dated 1947 indicate that the area was used for agriculture (most likely sheep-grazing). No structures appear in the photograph.

#### Summary of Proposed Works

The proposed Rouse Hill Station will be an elevated station associated with the viaduct structure. The works will involve major road works for the bus station and the Transitway, which will require the temporary relocation of bus station facilities during the construction phase. The proposed Rouse Hill Station site will be a viaduct launch and support site which will require provision for storage of pre-cast concrete components.

## Assessment of Heritage Impacts

The character of the area has changed greatly in recent years with the construction of the Rouse Hill Town Centre and nearby residential developments. Although the proposed construction works may be visible in views from the Battle of Vinegar Hill Memorial and from the Mean Fiddler Hotel, it is considered that these impacts would be of a relatively minor and temporary nature.

## Assessment of Archaeological Impacts

As no archaeological potential has been identified within the proposed Rouse Hill Station site, the construction works are unlikely to result in any archaeological impacts.

### 3.3.14 Windsor Road Viaduct (Construction Site 15)

#### Site Location

This site is to occupy the north-east and north-west corners of the intersection of Windsor Road, Schofields Road, and Rouse Hill Drive plus a small zone in the median of Windsor Road. The site currently comprises an overflow carpark for the Rouse Hill Town Centre on the north-east side and a residential property on the north-west side. The total area covers approximately 61,000m<sup>2</sup>.

The locations of items in the vicinity of Construction Site 15 are indicated on Map 15 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context and Archaeological Potential

##### *Heritage Items*

Heritage items in the vicinity of the proposed Windsor Road viaduct are listed in the table below. Items with the potential to be impacted by the NWRL are highlighted.

No.	Item	Address	Listing
23	Battle of Vinegar Hill (memorial)	712 Windsor Road	Local (Blacktown LEP)
185	Royal Oak Inn (former) (now Mean Fiddler Hotel)	2 Commercial Road, Rouse Hill	State Heritage Register
	Rouse Hill House and Farm	Windsor Road, Rouse Hill	State Heritage Register
	Christ Church Rouse Hill	Windsor Road, Rouse Hill	Local (Baulkham Hill LEP)

##### *Archaeological Potential*

No known archaeological sites have been identified within the proposed Windsor Road Viaduct construction site. An aerial photograph of the area dated 1947 indicate that the area was used for agriculture (most likely sheep-grazing). No structures appear in the photograph.

#### Summary of Proposed Works

The Windsor Road Viaduct construction site is to be established to facilitate the construction of the elevated pre-cast concrete rail viaduct structure crossing over Windsor Road. The rail bridge would have a 90 metre span and two side spans of approximately 70 metres.



### Assessment of Heritage Impacts

Based on the location of the heritage sites with respect to the proposed works, one heritage item (the former Royal Oak Inn) is likely to be impacted by the NWRL project. The potential impacts on this heritage item are assessed below.

Item	Royal Oak Inn (former) (now Mean Fiddler Hotel)
Image	
	<p><b>Figure 3.24</b> The former Royal Oak Inn, now Mean Fiddler Hotel. (Source: GML 2012)</p>
Significance	State
Statement of Significance	<p><i>The former Royal Oak Inn (now the Mean Fiddler Inn) is of historical and technological heritage significance because:</i></p> <p><i>It is an important survivor of an early colonial coaching inn of the 1820-40 periods with the main part of the original complex of buildings remaining intact. (Kremmer, 1991)</i></p> <p><i>It is probably the only inn along the main road between Parramatta and Windsor that is conserved and which continues its use today as a "watering hole" or "stop over" for the general public and travellers along the Windsor Road;</i></p> <p><i>Its Georgian sandstone frontage and elegant verandah facing Windsor Road is a vivid reminder of a roadside inn that once were plentiful along Windsor and Old Windsor Roads (Eds, 2003)</i></p> <p><i>It is the site of one of the earliest licensed premises in the colony dating to 1830.</i></p> <p><i>It was a simple, practical design for a coaching inn which allowed its use to continue until the advent of the railways, to be adapted for residential use and later to be restored as a restaurant.</i></p> <p><i>It is well built with dressed sandstone Georgian facade enhanced with a handsome Colonial verandah. Its structure and fabric have survived relatively well despite changes in ownership and use. The seven main rooms and road frontage have been well conserved internally with plaster walls, lath and plaster ceilings, Australian cedar joinery and traditional hardware. Although compromised and consumed within the Irish Tavern, the L shaped coaching inn remains extant and recognisable. Its structure and fabric have survived relatively well despite changes of ownership and use. (Kremmer, 1991). (State Heritage Inventory)</i></p>
Heritage Impact	<p>Removal of trees in views south along Windsor Road from the hotel could result in an impact on the visual setting of the former Royal Oak Inn. However, the trees to be removed are a substantial distance from the hotel, and therefore this impact is considered neutral.</p>

### Assessment of Archaeological Impacts

As no archaeological potential has been identified within Construction Site 14, the construction works are unlikely to result in any archaeological impacts.

### 3.3.15 Windsor Road Viaduct to Cudgegong Road (Construction Site 16)

#### Site Location

The proposed viaduct continues in a southwesterly direction from where it crosses Windsor Road (a little north of Schofields Road), and passes by an old shale quarry and the existing OK Caravan Corral before crossing Second Ponds Creek and continuing to Cudgegong Road. The construction site would be largely located on the property at 103 Schofields Road. Vehicle access into the site will be directly from Schofields Road.

The locations of items in the vicinity of Construction Site 16 are indicated on Map 16 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context and Archaeological Potential

The area of Construction Site 16 was formerly part of the Rouse Hill Estate and most likely contained open paddocks. Aerial photographs indicate that the paddocks in this area had reverted to bushland by 1947. Subdivision of the estate for smaller rural allotments occurred from second half of the twentieth century.

#### *Heritage Items*

Heritage items in the vicinity of the proposed Construction Site 16 are listed in the table below. Items with the potential to be impacted by the NWRL are highlighted.

No.	Item	Address	Listing
	Battle of Vinegar Hill (memorial)	712 Windsor Road	Local (Blacktown LEP)
	Rouse Hill House and Farm	Windsor Road, Rouse Hill	State Heritage Register

#### *Archaeological Potential*

There are no known archaeological sites within the boundary of Construction Site 16. By 1947 the proposed construction site area is shown to have reverted to bushland. There is some potential for subsurface archaeological remains of internal tracks/roads and post holes from old fence lines enclosing earlier paddocks.

#### Summary of Proposed Works

Construction activities at this site include general civil works associated with the formation of the Schofields Road Cutting, the Cudgegong Road overbridge, and the railway bridge crossing over Second Ponds Creek.

#### Assessment of Heritage Impacts

Due to the topography of the area and the existing vegetation on either side of the proposed construction site, it is considered that no heritage items in the vicinity of Construction Site 16 will be impacted by the works.

#### Assessment of Archaeological Impacts

Since the potential for archaeological remains to survive in situ within Construction Site 16 is low, the construction works here are unlikely to result in anything other than minor archaeological impacts.



### 3.3.16 Cudgegong Road Station and Tallawong Stabling Yard (Construction Site 17)

#### Site Location

The construction site for the proposed Cudgegong Road Station is to be located on the western side of Cudgegong Road and centred within the zone bounded by Schofields, Cudgegong, Macquarie and Tallawong roads. The Station site would cover an area of approximately 50,000m<sup>2</sup>. The major construction site for the Tallawong Stabling Facility is to occupy an area of approximately 300,000m<sup>2</sup> on the northern side of Schofields Road. It will be located immediately west of Cudgegong Road and will extend westwards from Tallawong Road almost as far as the existing area of dense bushland on the eastern side of First Ponds Creek.

The locations of items in the vicinity of Construction Site 17 are indicated on Map 17 in the series of aerial images (maps) reproduced at the end of this section.

#### Heritage Context and Archaeological Potential

Both Cudgegong Road Station and Tallawong Stabling Yard will be on land that was originally part of the Rouse Hill Estate, one of the major colonial estates in the area. The surrounding rural areas have started to undergo planned major urban development, with a recently completed housing estate at The Ponds having already commenced the transformation of the visual character of the area from rural to suburban.

#### *Heritage Items*

Heritage items in the vicinity of the proposed Cudgegong Road Station and Tallawong Stabling Yard viaduct are listed in the table below. Items with the potential to be impacted by the NWRL are highlighted.

No.	Item	Address	Listing
	Battle of Vinegar Hill (memorial)	712 Windsor Road	Local (Blacktown LEP)
	Rouse Hill House and Farm	Windsor Road, Rouse Hill	State Heritage Register

#### *Archaeological Potential*

The Rouse Hill Estate originally extended as far south as Schofields Road and 250m west of Tallawong Road (to the west). The entire proposed Cudgegong Road Station and Tallawong Stabling Yard area was once located within the Rouse Hill Estate and would have comprised open paddocks for grazing and growing of grain.

A 1947 aerial photograph of the proposed station and stabling yard area shows an undeveloped area that had reverted to bushland and was devoid of any substantial structures, but containing a few distinctive features whose potential remains may have survived until now.

Subsequent development initiated by the land subdivisions in the 1950s resulted in the formation of small farms, industries (including a still-active quarry along Schofields Road at the southern edge of the station and stabling yard area) and connecting roads, with minimal impact on the Rouse Hill Estate. The station and stabling yard area, comprising mainly farms and minor industries, has therefore been characterised by small-scale rural development and pockets of uncleared bushland allotments.



Given the above site formation processes, there is little potential for subsurface archaeological remains to remain on site. If any remains do survive in situ, they would generally include internal tracks/roads and post holes from old fence lines enclosing earlier paddocks.

### Summary of Proposed Works

The proposed Cudgegong Road Station would be located within a shallow cutting immediately to the west of Cudgegong Road. This site would be used during the major construction phase for a range of general civil construction activities and bulk earthworks associated with the construction of the proposed Station. The principal access road to the site would be via Cudgegong Road. An internal access road would be formed to link the station site with the adjacent Tallawong Stabling Yard construction site.

The major civil construction works at the Tallawong Stabling Facility would involve general earthworks associated with the formation of the yard cutting (approximately 1,020 metres long) and for the carrying out of extensive drainage works. The maximum depth of the cutting would be 13.5m below existing ground level and the associated earthworks would generate about 340,000m<sup>3</sup> of spoil which is intended to be deposited in suitable locations elsewhere along the NWRL corridor (as noise mounds), and also as fill material at the nearby disused quarry near the junction of Windsor and Schofields Roads. The construction site is likely to also be used to accommodate site offices, carparking areas, and space for an amenities compound. The main access points into the construction site would be from Tallawong and Schofields roads.

### Assessment of Heritage Impacts

Based on the location of the heritage sites with respect to the proposed works, two heritage items are likely to be affected by the NWRL project. The potential impacts on these items are assessed in the tables below.

Item	Rouse Hill House and Farm
Image	 <p><b>Figure 3.25</b> Rouse Hill House. (Source: GML 2011)</p>
Significance	State
Statement of Significance	<i>Rouse Hill House is one of the most significant and substantial houses of the Macquarie period which dates from 1810 to 1822. Rouse Hill House Estate is the largest and most complete publically owned physical record - in the form of buildings, furnishings, artefacts and landscape relationship - of the occupancy and culture of a European-Australian family, encompassing the</i>



tastes, fortunes, and endeavours of seven generations from the early 19th century to the late 20th century (Historic Houses Trust 1997:8).

The property is perhaps unique for its survival as a largely intact estate with an unbroken chain of occupancy, allowing the survival of major garden and interior elements of every period of its history to the present. This layering of artefacts and fashions is especially prevalent in the gardens where designs and physical details such as edging, fencing, planting containers, bed designs and paths provide a case history for the study of the development of garden practices in Australia.

The garden is perhaps Australia's oldest surviving colonial garden in relatively intact form. The surviving physical evidence in the gardens includes borders in a variety of materials, fence and gate remnants, fragments of trellis and arbours, paving and numerous soil displacements that become evident with the location's annual dry spells. These physical remains, matched with pictorial evidence from photographs, drawings and engravings of the property, and writings, have resulted in the identification of four stages of the garden's development: c.1825, c.1865, c.1885 and c.1968. This continuity and evidence of evolution of a very early intact garden from the first quarter of the 19th century to the Edwardian era and 20th century is extremely rare in Australia. (Bogle, 1993 adapted by Read, S., 2004) (State Heritage Inventory)

Heritage Impact	Analysis of the topography of the land that lies between Rouse Hill House and The Rouse Hill Town Centre suggests that the potential impact of the NWRL upon the Rouse Hill House property or its extended visual curtilage would be very low. The property lies approximately 1.5 kilometres to the north of the Cudgegong Road Station site, and is further away (about 2 kilometres distant) from the Tallawong Stabling Yard construction site. The Rouse Hill Estate is separated from these two construction sites by an undulating landscape including forested areas. It is considered therefore that the Cudgegong Station and Tallawong Stabling Yard construction works would barely be visible from the Rouse Hill Estate, and that the possibility of these works resulting in any appreciable negative heritage impacts upon this historic property and its curtilage would be very low.
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Item	Battle of Vinegar Hill (memorial)
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Image	
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**Figure 3.26** View east from the Battle of Vinegar Hill Memorial within the Castlebrook Cemetery. (Source: GML 2011)

Significance	Local (potential state)
Statement of Significance	<i>The position overlooks Windsor Road, the site of the first military battle to have taken place on Australian soil.</i> (State Heritage Inventory) This memorial commemorates a significant event in the early colonial history of New South Wales.

**Heritage Impact**

The Battle of Vinegar Hill Memorial is located in an elevated position within the Castlebrook Cemetery at 712 Windsor Road, Rouse Hill, and approximately 500metres (east) away from the Cudgegong Road Station site. However, the actual place where the skirmish occurred has not been determined with certainty. The likelihood of the works associated with the construction of Cudgegong Road Station having any adverse impact(s) upon the existing Battle of Vinegar Hill Memorial is considered to be remote.

**Assessment of Archaeological Impacts**

The earthworks associated with construction of the station and stabling yard which include a shallow cutting would require the removal of any surviving archaeological remains within the designated area. As the archaeological potential of the area is considered to be low, this is considered to be a minor adverse impact.









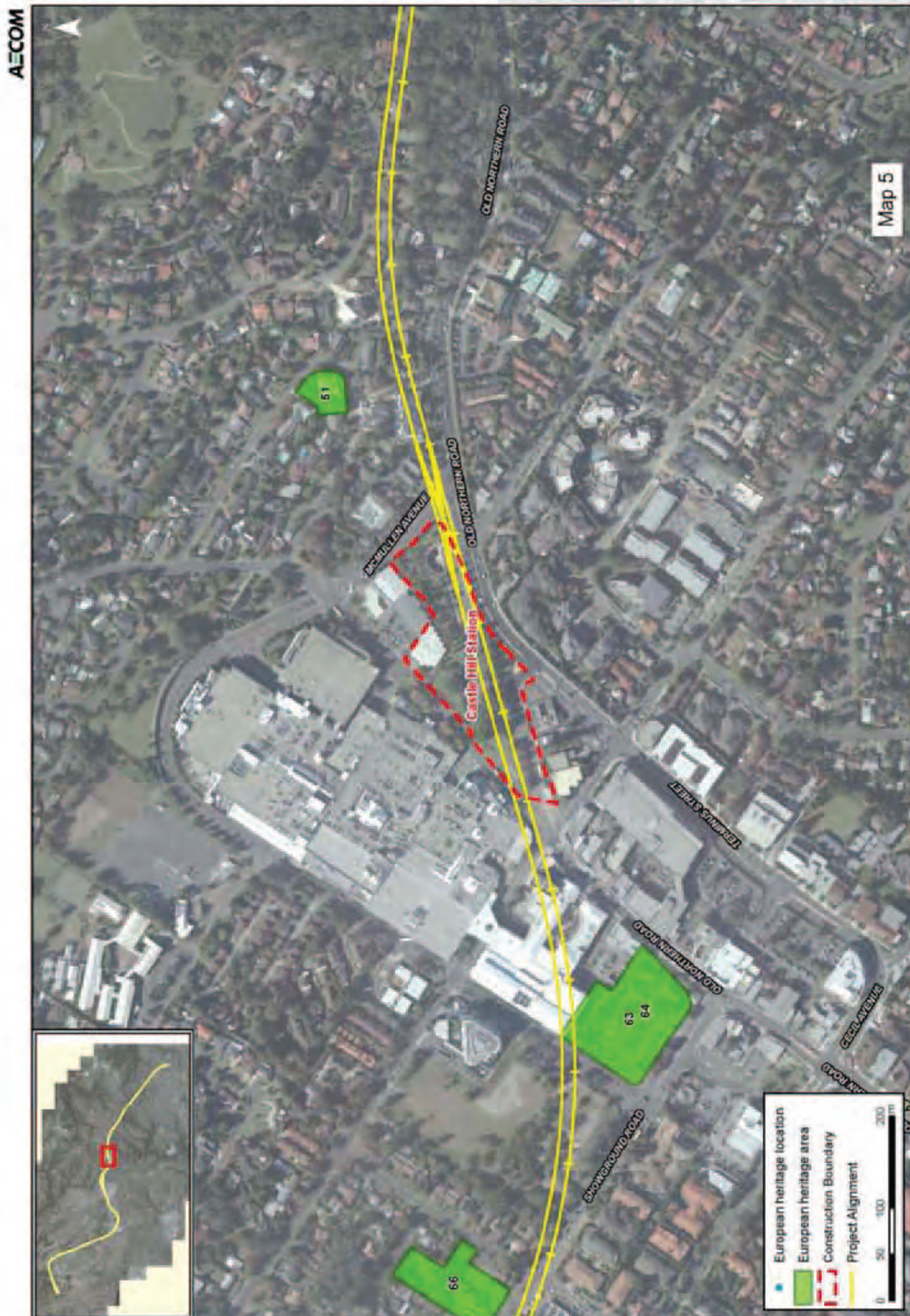










































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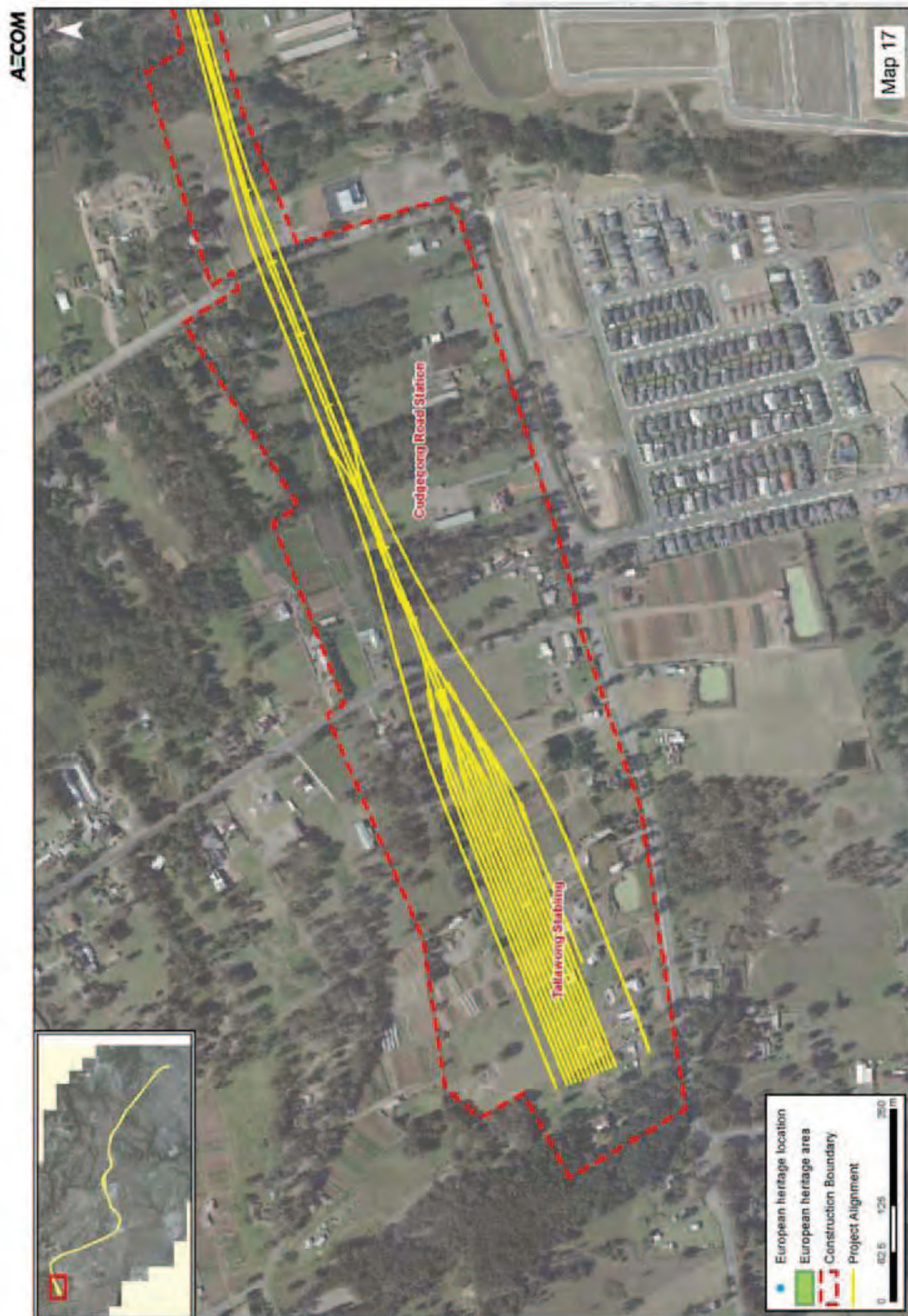


















## 4.0 Mitigation Measures and Recommendations

### 4.1 Mitigation Measures

#### 4.1.1 Recommended Mitigation Measures for Heritage Items

The following measures are recommended to mitigate against the adverse impacts on heritage values identified in Section 3.0.

**Table 4.1** Summary of Impacts and Mitigation Measures for Heritage Items.

Site No.	Heritage Item	Overall Impact Ranking	Recommended Mitigation Measures
1 and 2	Bushland	Major adverse	<ul style="list-style-type: none"> <li>Avoid any unnecessary removal of existing bushland vegetation in the affected areas.</li> <li>Rehabilitate removed areas of bushland following completion of construction works.</li> </ul>
	'Woodlands' house	Minor adverse	<ul style="list-style-type: none"> <li>Rehabilitate/reinstate bushland around services facility following completion of construction works.</li> </ul>
3	Bushland, Beecroft/Cheltenham Park	Minor adverse	<ul style="list-style-type: none"> <li>Rehabilitate/reinstate bushland around services facility following completion of construction works.</li> </ul>
	Street trees	Minor adverse	<ul style="list-style-type: none"> <li>Introduce new (replacement) street tree planting in affected zones following completion of works.</li> </ul>
	Beecroft/Cheltenham Heritage Conservation Area	Minor adverse	<ul style="list-style-type: none"> <li>Reinstate street trees and rehabilitate/reinstate bushland around services facility following completion of construction works.</li> </ul>
4	Glenhope	Moderate adverse	<ul style="list-style-type: none"> <li>Retain an adequate buffer of vegetation along the northern side of Castle Hill Road opposite Glenhope to preserve the character of its setting and to screen the visual impacts of the station construction site in the northern outlook from this property.</li> </ul>
	Inala	Minor adverse	<ul style="list-style-type: none"> <li>Retain a buffer of vegetation along the western side of Franklin Road opposite Inala.</li> </ul>
5	Arthur Whitling Reserve	Major adverse	<ul style="list-style-type: none"> <li>Arthur Whitling Reserve, with its existing park landscaping, trees and several memorial elements, should be conserved. However, reinstatement of a public park following construction works would partially mitigate the negative heritage impacts arising from the works.</li> <li>If possible, the existing mature plantings along the Old Northern Road edge of the park should be retained and protected during construction, however it is recognised that this may be neither practical nor feasible.</li> <li>Reinstatement of key elements of the reserve, including the railway signal and various memorials and plaques, would help mitigate the adverse impacts of the construction works.</li> </ul>

Site No.	Heritage Item	Overall Impact Ranking	Recommended Mitigation Measures
5	White House Gallery	Minor adverse	<ul style="list-style-type: none"> <li>Reinstate landscaped public parkland following completion of construction to improve the visual setting of the White House Gallery.</li> </ul>
6	Castle Hill Showground	Moderate adverse	<ul style="list-style-type: none"> <li>Measures to reinstate or rejuvenate any areas of the Showground disturbed for construction works following completion of the works should be implemented.</li> </ul>
7	No items identified	N/A	No mitigation measures necessary.
8	Bella Vista Farm	Neutral	No mitigation measures necessary.
	Weatherboard House	Believed to have been demolished	No mitigation measures recommended.
9	No items identified	N/A	No mitigation measures necessary.
10	Boundary stones, Old Windsor Road	Neutral	No mitigation measures necessary.
11	Stanhope Farm Alignment, Old Windsor Road	Minor adverse	<ul style="list-style-type: none"> <li>Re-establish planted vegetation along the eastern side of the Northwest Transitway following completion of the construction works.</li> </ul>
13	Caddies Creek Alignment, Windsor Road	N/A	No mitigation measures necessary.
	Mungerie	Moderate adverse	<ul style="list-style-type: none"> <li>Re-establish planted vegetation along the eastern side of the Northwest Transitway following completion of the construction works.</li> <li>The viaduct should be as light and stream-lined as possible. At Mungerie, the viaduct supports should be spaced widely and symmetrically on either side of the carriage loop from Old Windsor Road.</li> <li>A buffer of trees between Mungerie and the rail corridor should be maintained. Reinstatement of any trees removed for the construction works should be considered.</li> <li>The area of the carriage drive that will be removed during construction works should be reinstated.</li> </ul>
14	Battle of Vinegar Hill (memorial)	Neutral	No mitigation measures necessary.
15	Royal Oak Inn (former) (Mean Fiddler Hotel)	Neutral	No mitigation measures necessary.
16 and 17	Rouse Hill House and Farm	Neutral	No mitigation measures necessary.
	Battle of Vinegar Hill (memorial)	Neutral	No mitigation measures necessary.

#### 4.1.2 Recommended Mitigation Measures for Archaeological Sites

In general, the proposed construction of the NWRL has the potential to impact on the known and potential archaeological resource at a number of locations along the proposed route, as identified in



this report. The proposed impacts would primarily occur in the initial stages of site preparation and infrastructure works (grading, installation of machinery and services), but may also occur at other stages of the proposed works.

The sites with archaeological potential are:

- Sites 1 and 2—Epping Services and Epping Decline
- Site 4—Cherrybrook Station
- Site 5—Castle Hill Station
- Site 6—Hills Centre
- Site 11—Kellyville Station
- Site 13—Old Windsor Road to White Hart Drive
- Site 17—Cudgegong Road and Tallawong Stabling yards

**Table 4.2** Summary of Impacts and Mitigation Measures for Archaeological Sites.

NWRL Site No.	Archaeological Resource	Archaeological Potential	Overall Impact Ranking	Recommended Mitigation Measures
1 and 2	Stone causeway over Devlin's Creek.	High	Neutral	No mitigation measures necessary.
3	No archaeological sites identified.	N/A	N/A	No mitigation measures necessary.
4	House site, Franklin Road.	Low	Moderate adverse	<ul style="list-style-type: none"> <li>• To determine if any mitigation measures would be necessary, further assessment of the archaeological potential and significance of the potential resource should be undertaken before commencement of any construction activities.</li> <li>• Removal of any surviving remains would be mitigated by the opportunity to realise the archaeological research potential of the subject area, which would require archaeological monitoring and recording in accordance with archaeological best practice.</li> <li>• Exposed archaeological features (should there be any) would be identified, excavated and fully recorded prior to their removal.</li> <li>• Based on the level of significance of discovered features, the preparation of an interpretation plan and strategy could be required.</li> </ul>
	House site, Franklin Road.	Low	Moderate adverse	<ul style="list-style-type: none"> <li>• As above.</li> </ul>
5	Tramway within Arthur Whitting Reserve	Low-nil	Moderate adverse	<ul style="list-style-type: none"> <li>• Removal of any surviving remains (should any be identified) would be mitigated by the opportunity to realise the archaeological research potential of the subject area, which would require archaeological monitoring and recording in accordance with archaeological</li> </ul>

NWRL Site No.	Archaeological Resource	Archaeological Potential	Overall Impact Ranking	Recommended Mitigation Measures
				<p>best practice.</p> <ul style="list-style-type: none"> <li>Any exposed archaeological features and deposits related to the Parramatta to Castle Hill tramway should be fully investigated and recorded prior to their removal.</li> <li>The information retrieved should be used to inform the interpretation of the site within the new station for communication of the site's history to the local community as well as wider audience.</li> </ul>
6	House site, Carrington Road.	Low-medium	Moderate adverse	<ul style="list-style-type: none"> <li>To determine if any mitigation measures would be necessary, further assessment of the archaeological potential and significance of the potential resource should be undertaken prior to the commencement of any construction activity.</li> <li>At the minimum, the recommended mitigation strategy would include archaeological monitoring of the areas that are likely to contain archaeological remains and recording of any identified features and/or deposits associated with the identified buildings in accordance with archaeological best practice.</li> </ul>
7	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
8	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
9	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
10	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
11	Pair of Boundary Markers.	Nil	Neutral	No mitigation measures necessary.
	Pair of Boundary Markers.	Nil	Neutral	No mitigation measures necessary.
	Archaeological site, south of Samantha Riley Drive.	Low-medium	Major adverse	<ul style="list-style-type: none"> <li>To determine what form of mitigation measures would be necessary, further assessment of the archaeological potential and significance of the potential resource should be undertaken prior to the commencement of any construction activity.</li> <li>At the minimum, the recommended mitigation strategy would include archaeological monitoring and recording prior to construction work commencing on the site of any identified features and/or deposits associated with the identified buildings in accordance with archaeological best practice. The two identified brick cisterns/wells should be recorded in detail and retained in situ, should they be outside the footprint of permanent works.</li> </ul>



NWRL Site No.	Archaeological Resource	Archaeological Potential	Overall Impact Ranking	Recommended Mitigation Measures
12	Boundary stone markers	Low	Neutral	Should any remaining boundary markers be identified during the construction works, archaeological recording and mapping will be required. In situ preservation may be recommended depending on the level of ground disturbance required.
13	Archaeological site, former Swan Inn (also referred to as Site RH/36).	Low-medium	Major adverse	<ul style="list-style-type: none"> <li>Given the nature of such early inn sites that usually included backyard outbuildings (stables, kitchen, storage room, etc) the recommended mitigation strategy for the former Swan Inn site would include further research to assess archaeological potential and significance. Depending upon the outcomes of the research, archaeological excavation and recording of features and/or deposits would be undertaken if required. Excavation works would be undertaken in accordance with archaeological best practice and should occur before or in conjunction with the construction works in this area.</li> <li>Based on the extent and level of significance of discovered features, the preparation of an interpretation plan and strategy could be required.</li> </ul>
14	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
15	No archaeological sites identified.	Nil	N/A	No mitigation measures necessary.
16	Remains of walking tracks and fence post holes.	Low	Minor adverse	<ul style="list-style-type: none"> <li>No mitigation measures required prior to construction.</li> <li>Should archaeological deposits be encountered during construction, impacts would be mitigated by the opportunity to realise the archaeological research potential of the subject area through recording of the surviving features and deposits in accordance with archaeological best practice.</li> <li>Depending on the extent and level of significance of any discovered features, the preparation of an interpretation plan and strategy could be required.</li> </ul>
17	Remains of walking tracks and fence post holes.	Low	Minor adverse	<ul style="list-style-type: none"> <li>No mitigation measures required prior to construction.</li> <li>Should archaeological deposits be encountered during construction, impacts would be mitigated by the opportunity to realise the archaeological research potential of the subject area through recording of the surviving features and deposits in accordance with archaeological best practice.</li> <li>Depending on the extent and level of significance of any discovered features, the preparation of an interpretation plan and</li> </ul>

NWRL Site No.	Archaeological Resource	Archaeological Potential	Overall Impact Ranking	Recommended Mitigation Measures
				strategy could be required.

## 4.2 General Recommendations

The detailed design, documentation and execution of the proposed NWRL major civil construction works will need to be managed to ensure that the potential heritage and archaeological impacts identified in this report are minimised and/or avoided by implementation of the mitigation strategies proposed.

- Heritage specialists should be involved in the design documentation phase and with the construction teams selected to carry out the civil construction works to ensure that the recommended mitigation measures are implemented and impacts on heritage items minimised. Heritage specialists would also be able to assist by identifying opportunities for enhancing the significance of heritage items and archaeological sites.
- Works within or adjacent to heritage items or heritage conservation areas should be subject to careful detailed design to ensure adverse impacts are minimised or avoided.
- Archival recording of affected sites (as per the recommended mitigation measures above) should be undertaken in accordance with the NSW Heritage Branch guidelines.
- Recommended mitigation measures for impacts on archaeological remains, including processes for disturbing and recording of identified and potential archaeological remains, should be undertaken in accordance with archaeological best practice.
- In the event that archaeological remains be encountered during excavation works in the areas of the designated route not specifically identified as archaeological sites or areas of archaeological potential in this report, it is required that the Heritage Branch of OEH be advised and that the measures set out in the Heritage Act for the management of archaeological remains be implemented.



