

The cover features a solid blue background. A large, light blue, semi-transparent letter 'K' is positioned on the right side. The text 'Appendix K' is centered horizontally and partially overlaps the 'K'. The design is framed by thin grey lines at the top and bottom, each with a small white circle.

Appendix K

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WestConnex M4 Widening Project Pitt Street, Parramatta to Homebush Bay Drive, Homebush

Non-Indigenous Heritage Assessment and Statement of Heritage Impacts

Report to the WestConnex Delivery Authority



July 2014



Artefact Heritage

ABN 73 144 973 526

Lvl 1/716 New South Head Rd

Rose Bay 2029

PO BOX 772 Rose Bay

NSW Australia 2029

+61 2 9025 3958

office@artefact.net.au

www.artefact.net.au



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Project manager:	Sandra Wallace
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Executive summary

Artefact Heritage was commissioned by Jacobs SKM, on behalf of the WestConnex Delivery Authority (WDA), to prepare a non-Indigenous heritage assessment for the M4 Widening project (the project) which forms part of the WestConnex scheme. The project has been determined to have a potentially significant impact on the environment and therefore by virtue of Part 5.1 of the (NSW) *Environmental Planning and Assessment Act 1979* (EP&A Act) is classified as 'State Significant Infrastructure'. Approval from the Minister for Planning and Environment is required and will be based on the assessment of an Environmental Impact Statement (EIS) for the project. This heritage assessment has been prepared to support the EIS.

The WDA is proposing to widen and upgrade the M4 Motorway generally between Pitt Street, Parramatta and Homebush Bay Drive, Homebush (the M4 Widening project). The study area therefore includes the section of the M4 Motorway between Pitt Street, Parramatta and Homebush Bay Drive, Homebush, as well as short sections of some arterial roads.

Twenty-two heritage listed items are located in the immediate vicinity of the study area, including two items that are listed on the State Heritage Register.

Summary statement of heritage impacts

The proposed works would largely be confined to the existing M4 Motorway corridor or its immediate environs and would have no physical or visual impacts on the majority of the adjacent heritage items.

Where works are proposed outside the existing road corridor they are largely limited to areas that have already been subject to significant disturbance through the construction of the motorway between the late 1960s and 1980s. The project is unlikely to have any impacts on intact archaeological material.

The proposed works could potentially involve vibration impacts to the heritage listed residences at the following addresses:

- 14 Meehan Street, Granville.
- 20 A'Beckett Street, Granville.
- 22 and 24 A'Beckett Street, Granville.
- 20 and 22 Albert Street, Granville.
- 24 and 26 Albert Street, Granville.
- 18 and 20 Bowden Street, Harris Park.
- 22 Bowden Street, Harris Park.



The proposed construction of a new bridge over the Duck River would involve impacts to a 0.25 ha area of the heritage listed wetlands along the river. The removal of this small area of Mangrove and exotic vegetation would have a minimal impact of the heritage significance of the item.

The proposed construction of the on-ramp at Hill Road will impact on a small section of the locally listed stand of *Eucalyptus longifolia*. Most of the mature trees appear to be located to the west of Hill Road, with most or all of the trees to the east appearing to be immature trees planted following the construction of the M4 Motorway ramp. Impacts as a result of the on-ramp will be confined to a very small portion of the eastern section of the item. The vegetation on this section is unlikely to be remnant and appears to have been a result of revegetation.

The proposed compound site/site access point near Homebush Bay Drive could have negative visual impacts on the Welfare Street Precinct/Conservation Area.

Recommendations

On the basis of background research and a site inspection and adhering to all statutory obligations, the following recommendations have been made with regard to non-Indigenous heritage.

- The design and construction of the proposed new bridge over the Duck River should aim to minimise impacts to the heritage listed wetlands.
- The design and construction of the on-ramp at Hill Road should aim to minimise impacts to the heritage listed stand of mature trees. Any remnant vegetation impacted should be replanted.
- For those items that have been identified as having potential vibration impacts, measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.
- Care should be taken to reduce visual impacts on the Welfare Street Precinct/Conservation Area from the proposed compound site to its immediate west. As the compound site is temporary, and would only be required for the duration of the proposed works, this could be achieved through the installation of temporary barriers or some other screening measures.
- Parramatta City Council, should be notified of the works at the Duck River, located within Parramatta Archaeological Management Unit (AMU) 2698. As these works are likely to have a minor impact on the heritage significance of this AMU, a copy of this heritage assessment should be forwarded to Parramatta City Council after submission of the EIS.
- It is unlikely that intact non-Indigenous archaeological material would be encountered during the proposed works. If any unanticipated archaeological deposits are identified within the study area



during construction, the (NSW) Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* should be followed.

Contents

Executive summary.....	ii
Contents	v
Figures	xi
Tables.....	xiii
1.0 Introduction.....	1
1.1 Background	1
1.2 The proposed development	1
1.3 The study area	2
1.4 Report authorship.....	7
1.5 Approvals process.....	7
2.0 Legislative requirements	9
2.1 Relevant legislation	9
3.0 Methodology.....	12
3.1 Statutory heritage listings.....	14
3.1.1 World Heritage List.....	14
3.1.2 National Heritage List.....	14
3.1.3 The State Heritage Register.....	14
3.1.4 Section s170 Registers	14
3.1.5 Local planning instruments	14
3.2 Non-statutory heritage listings.....	18
3.2.1 Register of the National Trust	18
3.2.2 Register of the National Estate	18
3.3 Summary of heritage items	18
4.0 Historical context.....	24
4.1 Early European settlement.....	24
4.2 The arrival of the railway and subsequent development	26
5.0 Heritage listed items.....	28



5.1	‘Carrington’ Victorian Italianate residence and grounds	28
5.1.1	History and description	28
5.1.2	Heritage significance	28
5.1.3	Statement of heritage impact	29
5.1.4	Mitigation measures	29
5.1.5	Summary	29
5.2	St Peter’s Anglican Church and Grounds	29
5.2.1	History and description	29
5.2.2	Heritage significance	29
5.2.3	Statement of heritage impact	30
5.2.4	Mitigation measures	30
5.2.5	Summary	30
5.3	‘Pitt Cottage’, late Victorian cottage	30
5.3.1	History and description	30
5.3.2	Heritage significance	31
5.3.3	Statement of heritage impact	31
5.3.4	Mitigation measures	31
5.3.5	Summary	31
5.4	Federation period cottage (14 Meehan Street, Granville)	31
5.4.1	History and description	31
5.4.2	Heritage significance	32
5.4.3	Statement of heritage impact	33
5.4.4	Mitigation measures	33
5.4.5	Summary	33
5.5	Vauxhall Inn	34
5.5.1	History and description	34
5.5.2	Heritage significance	34
5.5.3	Statement of heritage impact	35
5.5.4	Mitigation measures	35



5.5.5	Summary	35
5.6	'Latalda' (20 A'Beckett Street, Granville)	36
5.6.1	History and description.....	36
5.6.2	Heritage significance	36
5.6.3	Statement of heritage impact	37
5.6.4	Mitigation measures	37
5.6.5	Summary	37
5.7	Conjoined residences (22 and 24 A'Beckett Street, Granville)	38
5.7.1	History and description.....	38
5.7.2	Heritage significance	38
5.7.3	Statement of heritage impact	39
5.7.4	Mitigation measures	39
5.7.5	Summary	39
5.8	Conjoined residences (20 and 22 Albert Street, Granville).....	40
5.8.1	History and description.....	40
5.8.2	Heritage significance	40
5.8.3	Statement of heritage impact	40
5.8.4	Mitigation measures	41
5.8.5	Summary	41
5.9	Conjoined residences (24 and 26 Albert Street, Granville).....	42
5.9.1	History and description.....	42
5.9.2	Heritage significance	42
5.9.3	Statement of heritage impact	43
5.9.4	Mitigation measures	43
5.9.5	Summary	43
5.10	Conjoined residences (18 and 20 Bowden Street, Harris Park)	43
5.10.1	History and description.....	43
5.10.2	Heritage significance	44
5.10.3	Statement of heritage impact	44



5.10.4	Mitigation measures	44
5.10.5	Summary	45
5.11	Single storey residence (22 Bowden Street, Harris Park)	45
5.11.1	History and description	45
5.11.2	Heritage significance	46
5.11.3	Statement of heritage impact	46
5.11.4	Mitigation measures	46
5.11.5	Summary	46
5.12	RTA Depot, Rosehill	47
5.12.1	History and description	47
5.12.2	Heritage significance	47
5.12.3	Statement of heritage impact	47
5.12.4	Mitigation measures	47
5.12.5	Summary	47
5.13	Capral Aluminium	48
5.13.1	History and description	48
5.13.2	Heritage significance	48
5.13.3	Statement of heritage impact	49
5.13.4	Mitigation measures	49
5.13.5	Summary	49
5.14	Wetlands (Parramatta)	49
5.14.1	History and description	49
5.14.2	Heritage significance	50
5.14.3	Statement of heritage impact	50
5.14.4	Mitigation measures	51
5.14.5	Summary	51
5.15	Auburn North Public School	51
5.15.1	History and description	51
5.15.2	Heritage significance	52



5.15.3	Statement of heritage impact	52
5.15.4	Mitigation measures	52
5.15.5	Summary	52
5.16	Dwelling (24 Silverwater Road, Silverwater)	53
5.16.1	History and description	53
5.16.2	Heritage significance	54
5.16.3	Statement of heritage impact	54
5.16.4	Mitigation measures	54
5.16.5	Summary	54
5.17	Electricity Substation No. 167	55
5.17.1	History and description	55
5.17.2	Heritage significance	56
5.17.3	Statement of heritage impact	56
5.17.4	Mitigation measures	56
5.17.5	Summary	56
5.18	Stand of <i>Eucalyptus longifolia</i>	57
5.18.1	History and description	57
5.18.2	Heritage significance	57
5.18.3	Statement of heritage impact	57
5.18.4	Mitigation measures	58
5.18.5	Summary	58
5.19	Former Ford Factory Building (brick façade)	59
5.19.1	History and description	59
5.19.2	Heritage significance	59
5.19.3	Statement of heritage impact	59
5.19.4	Mitigation measures	59
5.19.5	Summary	59
5.20	Welfare Street Precinct	60
5.20.1	History and description	60



5.20.2	Heritage significance	60
5.20.3	Statement of heritage impact	61
5.20.4	Mitigation measures	61
5.20.5	Summary	61
5.21	Wentworth Hotel.....	63
5.21.1	History and description.....	63
5.21.2	Heritage significance	63
5.21.3	Statement of heritage impact	63
5.21.4	Mitigation measures	64
5.21.5	Summary	64
6.0	Archaeological potential	65
6.1	Parramatta Historical Archaeological Landscape Management Study	65
6.1.1	AMU 2968	65
6.1.2	AMU 3094	66
6.2	Statement of heritage impact	67
7.0	Overall Statement of Heritage Impact	68
8.0	Recommendations	70
9.0	References	71

Figures

Figure 1: The study area in relation to the wider WestConnex scheme	4
Figure 2: The M4 Widening project.....	5
Figure 3: The study area	6
Figure 4: The project: James Ruse Drive to Pitt Street.	21
Figure 5: The project: James Ruse Drive to Silverwater Road.....	22
Figure 6: The project: Silverwater Road to Homebush Bay Drive.	23
Figure 7: 14 Meehan Street	32
Figure 8: Rear fence of 14 Meehan Street, viewed from immediately north of the M4 Motorway corridor	32
Figure 9: Open space between the wall of the M4 Motorway corridor (left) and the southern boundary of 14 Meehan Street.....	32
Figure 10: 14 Meehan Street (I10) and the Vauxhall Inn (I11) in relation to the study area	33
Figure 11: Vauxhall Inn at the intersection of Church Street and Parramatta Road.....	35
Figure 12: 'Latalda' with M4 Motorway viaduct visible in the left background	36
Figure 13: 'Latalda' (I84) and conjoined residences (I85) in relation to the study area	37
Figure 14: 22 and 24 A'Beckett Street with the M4 Motorway viaduct visible in background to right	38
Figure 15: 20 and 22 Albert Street, Granville.....	40
Figure 16: Conjoined residences at 20-22 Albert Street (I89), conjoined residences at 24-26 Albert Street (I90), Conjoined residences at 18 and 20 Bowden Street (I260) and Single-storey residence (I261) in relation to the study area.....	41
Figure 17: 24-26 Albert Street (left). The M4 viaduct is visible in the right background through the gap in the trees	42
Figure 18: 18 and 20 Bowden Street. The M4 viaduct is visible in the left background	44
Figure 19: 22 Bowden Street (right). The M4 Motorway viaduct is visible in the left background.	45
Figure 20: RTA Depot (I576), Capral Aluminium (I575) and the Wetlands (I1) in relation to the study area	48
Figure 21: Heritage listed wetlands where the M4 Motorway bridge crosses the Duck River, facing NNE	50



Figure 22: Auburn North Public School (I4), Dwelling at 24 Silverwater Road and Electricity Substation No.167 (I1790) in relation to the study area.....	53
Figure 23: 24 Silverwater Road, facing north.....	54
Figure 24: Deakin Park between 24 Silverwater Road and the M4 Motorway	54
Figure 25: Electricity Substation No. 167 (from intersection of Parramatta Road and Silverwater Road) .	55
Figure 26: Stand of eucalyptus longifolia (I20) in relation to the study area.....	58
Figure 27: Former Ford Factory Building item (I 63) in relation to the proposal.	60
Figure 28: Welfare Street Precinct (C6) and the Westworth Hotel (I62) in relation to the study area.	62
Figure 29: The Welfare Street Precinct/Conservation Area, View to the north.	62
Figure 30: View from the Welfare Street Precinct west looking toward the proposed compound site.	63
Figure 31: AMU 2968 shaded blue (PHALMS 2000)	66

Tables

Table 1: Summary of the fulfillment of the Director General's Requirements.....	8
Table 2: LGAs within the study area and respective local planning instruments.....	10
Table 3: NSW heritage assessment criteria.....	13
Table 4: LEP details for heritage items in the vicinity of the study area	15
Table 5: Summary of heritage items in the vicinity of the study area	18
Table 6: Summary table for 'Carrington', Parramatta	29
Table 7: Summary table for St Peter's Anglican Church, Merrylands.....	30
Table 8: Summary table for 'Pitt Cottage', Granville	31
Table 9: Summary table for 14 Meehan Street, Granville.....	34
Table 10: Summary table for the Vauxhall Inn.....	35
Table 11: Summary table for 'Latalda'	38
Table 12: Summary table for 22-24 A'Beckett Street, Granville	39
Table 13: Summary table for 20-22 Albert Street, Granville	42
Table 14: Summary table for 24-26 Albert Street, Granville	43
Table 15: Summary table for 18 and 20 Bowden Street, Harris Park.....	45
Table 16: Summary table for 22 Bowden Street, Harris Park.....	46
Table 17: Summary table for the RTA Depot.....	47
Table 18: Summary table for Capral Aluminium	49
Table 19: Summary table for Wetlands (Parramatta)	51
Table 20: Summary table for Auburn North Public School	52
Table 21: Summary table for 24 Silverwater Road, Silverwater	55
Table 22: Summary table for Electricity Substation No. 167	56
Table 23: Summary table for stand of <i>eucalyptus longifolia</i> , Auburn	58



Table 24: Summary table for the Former Ford Factory Building.....	60
Table 25: Summary table for the Welfare Street Precinct	61
Table 26: Summary table for the Wentworth Hotel	64
Table 27: Details for AMU 2968	65
Table 28: Details for AMU 3094	66

1.0 Introduction

1.1 Background

Artefact Heritage was commissioned by Jacobs SKM, on behalf of the WestConnex Delivery Authority (WDA), to prepare a non-Indigenous heritage assessment for the M4 Widening project (the project) which forms part of the WestConnex scheme. The project is being assessed under Part 5.1 of the (NSW) *Environmental Planning and Assessment Act 1979* (EP&A Act), and this document will form part of the Environmental Impact Statement (EIS) for the project.

The aims of this study were to assess the impacts of the project on items of heritage significance, outline opportunities and constraints on the proposed development regarding non-Indigenous heritage, and recommend if further action is required to fulfil statutory heritage obligations.

1.2 The proposed development

The WDA is proposing to widen and upgrade the M4 Motorway generally between Pitt Street, Parramatta and Homebush Bay Drive, Homebush (the M4 Widening project). The location of the project area is provided in Figure 1.

The M4 Widening project would include the following key features:

- Construction of a new two lane viaduct for westbound traffic, on the southern side of the existing viaduct structure between Church Street, Parramatta and Wentworth Street, Granville.
- Reconfiguration of the traffic lanes on the existing viaduct structure to four lanes eastbound and two lanes westbound.
- Construction of a new bridge/viaduct over Duck River at Auburn.
- Widening of the existing motorway to the south of the westbound carriageway between Wentworth Street, Granville and Duck River, Auburn.
- Widening of the at-surface carriageway of the motorway predominantly within the existing motorway corridor (utilising both the existing median and verge areas), between Junction Street, Auburn and Homebush Bay Drive, Homebush to provide four traffic lanes westbound and four traffic lanes eastbound.



- Construction of a new westbound G-loop on-ramp to the M4 Motorway at Homebush Bay Drive, Homebush.
- Construction of a new eastbound on-ramp to the M4 Motorway from Hill Road, Lidcombe.
- Provision of Intelligent Transport Systems (ITS) infrastructure for motorway operations.
- Provision of road infrastructure and services to support the future implementation of Managed Motorway operations.
- Widening and/or lengthening of existing ramps at Church Street, James Ruse Drive, Silverwater Road, Hill Road and Homebush Bay Drive.
- Provision of tolling infrastructure such as gantries and control systems.
- Provision of new and modified noise barriers.
- Provision of new asphalt wearing surface to the existing M4 Motorway.

The project is located approximately 13 kilometres to the west of the Sydney central business district (CBD) and generally follows the alignment of the existing M4 Motorway. Figure 2 shows the project location and key features. The project extends from Pitt Street, Parramatta in the west to east of the Homebush Bay Drive interchange at Homebush in the east.

The project traverses the suburbs of Merrylands, Parramatta, Holroyd, Granville, Silverwater, Auburn, Lidcombe, Sydney Olympic Park, Homebush and Homebush West. The project spans four local government areas (LGAs) being Holroyd, Parramatta, Auburn and Strathfield.

Ancillary facilities

The project would also require ancillary facilities during construction including, but not limited to, construction compounds, sedimentation basins and stockpile sites. Indicative compound sites have been identified and included in this document. The final locations of these ancillary facilities would be determined during detailed design, considering specific siting criteria.

1.3 The study area

The 'study area' for this assessment is defined as the works footprint as provided by the WDA (Figure 3).

The databases of various heritage registers were searched as part of this assessment (outlined in section 3.0). The database 'search area' for this assessment consisted of the works footprint, with a surrounding buffer of 100 metres. Any heritage item wholly or partially within the works footprint or buffer area was assessed in this document. The 'survey area' for the project was defined after a search of the heritage



items and desktop assessment identified those heritage items with potential to be affected by the proposal. These items were then inspected by Artefact Heritage.



Figure 1: The study area in relation to the wider WestConnex scheme

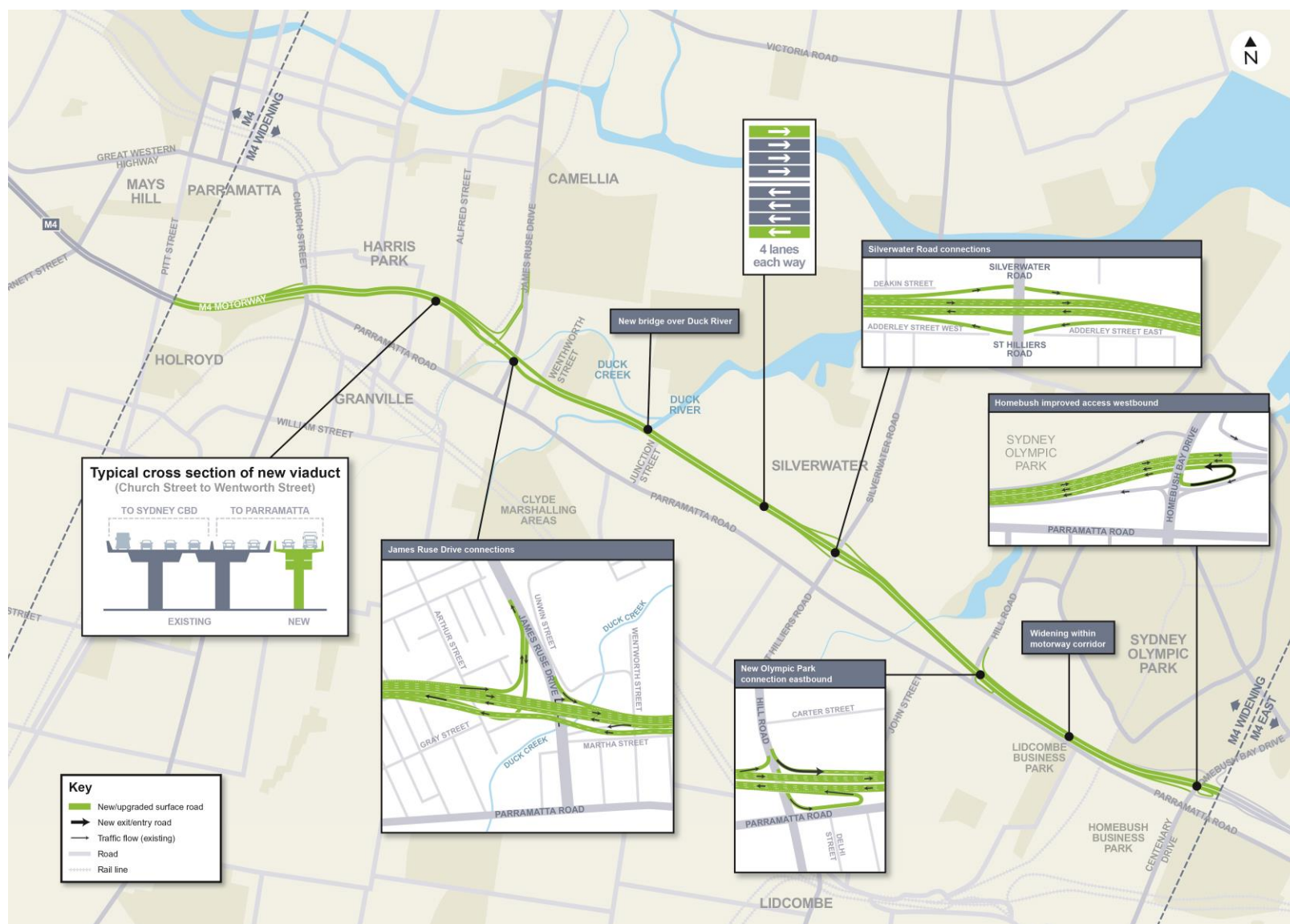


Figure 2: The M4 Widening project

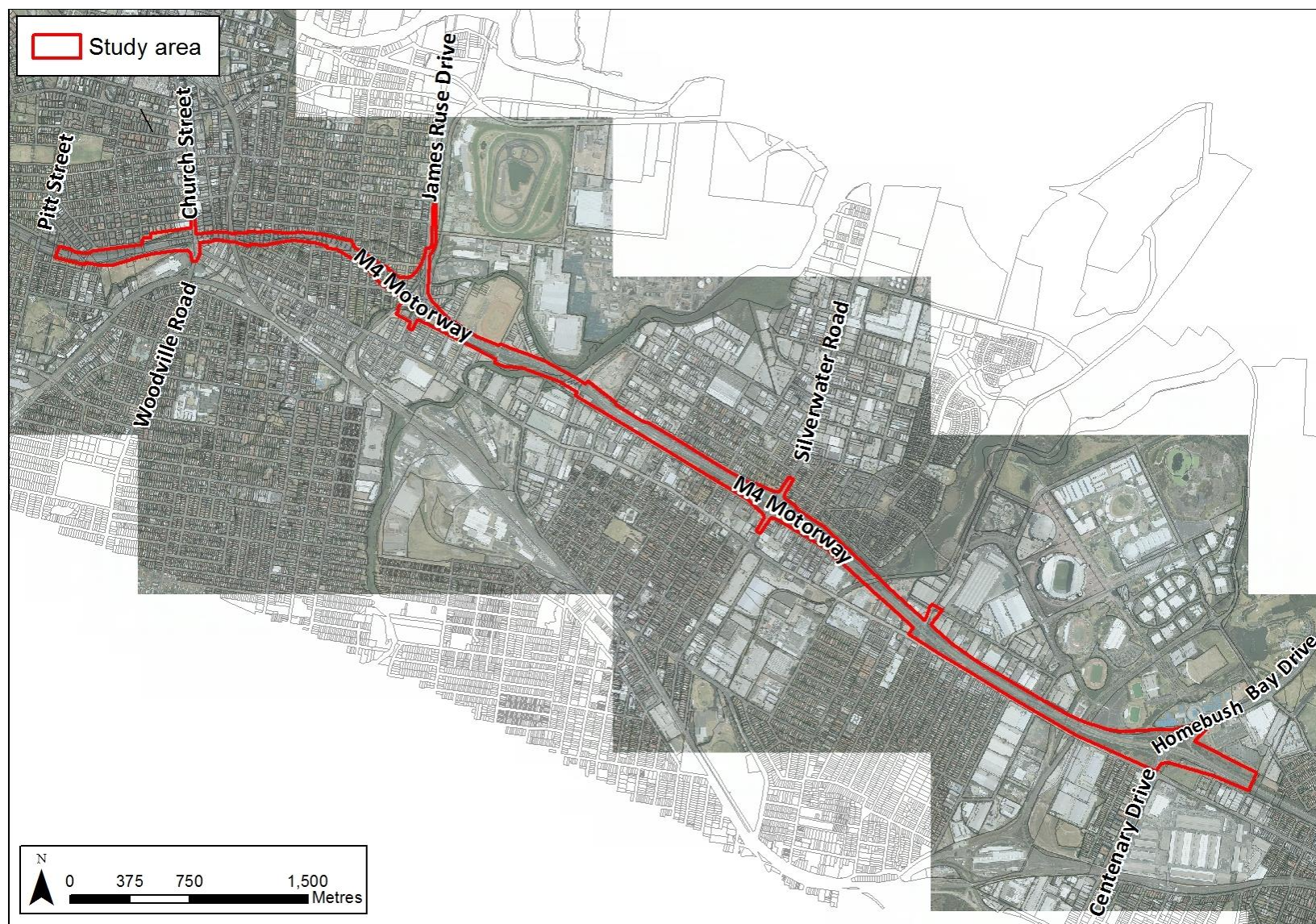


Figure 3: The study area

1.4 Report authorship

Archaeologists Adele Anderson and Jenny Winnett wrote this report with management input from Principal Archaeologist Dr Sandra Wallace. The project was directed by Dr Sandra Wallace and the site inspection undertaken by Adele Anderson and Sam Gibbins. An additional site inspection was undertaken by Jenny Winnett and Mike Hincks on 14 February 2014.

Adele Anderson has experience in Aboriginal and non-Indigenous archaeology, specialising in historical built heritage and archaeological assessments in NSW and the ACT. Jenny Winnett is an archaeologist/heritage consultant with six years' experience in non-Indigenous archaeology. Mike Hincks and is an archaeologist with over 10 years' experience in Aboriginal and non-Indigenous archaeology.

Dr Sandra Wallace, the Principal Archaeologist at Artefact, has had over 13 years' experience in cultural heritage management and archaeology including extensive experience in the Sydney region. She is a member of the Australian Archaeological Association (AAA) and a full member of the Australian Association of Consulting Archaeologists (AACAI). She is also a research affiliate at the University of Sydney.

1.5 Approvals process

The project has been determined to have a potentially significant impact on the environment and therefore by virtue of Part 5.1 of the EP&A Act is classified as 'State Significant Infrastructure' (SSI). Approval from the Minister for Planning and Environment is required and will be based on the assessment of an EIS for the project. This heritage assessment has been prepared to support the EIS. As such the Director-General of the (NSW) Department of Planning and Environment (DP&E) has prepared Director-General's requirements (DGRs) which need to be addressed in the EIS. The DGRs specify that 'impacts to historic heritage (including archaeology, heritage items conservation areas and natural areas)' should be assessed. The particular aspects of this assessment to be addressed according to the DGRs, and where they are addressed in this report are listed in Table 1.

The DGR's state that impacts to State and local historic heritage (including heritage items and archaeology) should be assessed. Where impacts to State or locally significant historic heritage items are identified that assessment shall address the following DGRs:

Table 1: Summary of the fulfillment of the Director General's Requirements.

DGR's for the assessment of Non-Indigenous heritage within the study area	Fulfilment of requirements
Outline the proposed mitigation and management measures generally consistent with the guidelines in the <i>NSW Heritage Manual</i> (Heritage Office and Department of Urban Affairs and Planning 1996).	Section 5 Section 8
Be undertaken by a suitably qualified heritage consultant(s)	Section 1.4
Include a statement of heritage impact for all heritage items	Section 7
Consider impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment	Section 5 Section 8
Develop an appropriate archaeological assessment methodology, including research design, in consultation with the Department and the Heritage council of New South Wales, to guide physical archaeological test excavations and include the results of these excavations.	Section 6

2.0 Legislative requirements

2.1 Relevant legislation

There are several items of State legislation that are relevant to the current study. A summary of these Acts and the implications for the proposed development follow.

(NSW) Heritage Act 1977

The (NSW) *Heritage Act 1977* (the Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

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

Section 139(1) of the Heritage Act states that:

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

Permits to disturb or excavate 'relics' are issued by the NSW Heritage Council or a Delegate of the NSW Heritage Council under Section 140 (for relics not protected by an SHR listing) or Section 60 (for relics protected by an SHR listing) of the Heritage Act. Exceptions or exemptions to these permits may be applicable under certain conditions. Approvals for impacts to heritage items under the Heritage Act are not required for SSI projects.



The Heritage Act also requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government agencies must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument, or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. Under Section 170A of the Heritage Act all government agencies must also ensure that items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister for Planning and Environment on advice of the NSW Heritage Council.

(NSW) Environmental Planning and Assessment Act 1979

The EP&A Act establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered before land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans (LEPs) and Development Control Plans (DCPs)) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of four LGAs and is subject to their LEPs and DCPs, as shown in Table 2. As the project is being undertaken by a state agency (being WDA), these LEPs and DCPs are overridden by the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP).

The project will be assessed under Part 5.1 of the EP&A Act, which establishes an assessment and approval regime for SSI. Part 5.1 applies to development that is declared to be SSI by a State Environmental Planning Policy (SEPP). Section 115ZG of the EP&A Act specifies that approvals or permits under Part 4 or Section 139 of the Heritage Act are not required for approved SSI. However, approval from the Minister for Planning and Environment is required and an EIS must be submitted. The EIS must address the impact of the project on heritage items, through the framework of existing heritage legislation including the Heritage Act, and the local LEPs and DCPs.

Table 2: LGAs within the study area and respective local planning instruments

LGA	LEP	DCP
Holroyd	Holroyd LEP 2013	Holroyd DCP 2013
Parramatta	Parramatta LEP 2011	Parramatta DCP 2011
Auburn	Auburn LEP 2010	Auburn DCP 2010
Strathfield	Strathfield LEP 2012	Strathfield DCP 2005



State and Regional Development (SRD) SEPP

The SRD SEPP identifies development that is State significant infrastructure.

Schedule 3 Clause 1 of SRD SEPP provides that the following general public authority activities are SSI:

'Infrastructure or other development that (but for Part 5.1 of the Act and within the meaning of Part 5 of the Act) would be an activity for which the proponent is also the determining authority and would, in the opinion of the proponent, require an environmental impact statement to be obtained under Part 5 of the Act.'

As outlined in section 2.1, the M4 Widening project was considered to be within the category of SSI. As such, the WDA must prepare an EIS before the project can proceed, pursuant to Section 112(1) of the EP&A Act.

Implications of legislation

The project is classified as SSI under Part 5.1 of the EP&A Act, and therefore approvals or permits under the Heritage Act are not required. However, an EIS is required to be prepared and submitted for assessment by the Minister for Planning and Environment. The EIS must address the impact of the project on heritage items in accordance with the DGRs, considering the framework of heritage legislation, including the Heritage Act and the Holroyd, Parramatta, Auburn and Strathfield LEPs. WDA is to demonstrate that an assessment of the significance of heritage-listed sites, including considerations of fabric, settings, and views, has been undertaken.

3.0 Methodology

Statutory registers provide legal protection for heritage items. In NSW the Heritage Act and the EP&A Act provide legal protection. The SHR, the s170 registers, and heritage schedules of LEPs are statutory listings. Places on the National Heritage List are protected under the (Commonwealth) *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). In addition, a number of the heritage items are also listed on non-statutory heritage registers. Listings on these registers do not have any statutory implications, but further demonstrate the recognised heritage value of the items.

Previously identified heritage items in the study area were located through a search of heritage registers. This search was undertaken on the 1 March 2013 and included the following heritage registers:

- World Heritage List – The World Heritage List is maintained by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and includes items of international heritage significance.
- National Heritage List - The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places.
- State Heritage Register - The SHR is a list of places and objects of particular importance to the people of NSW and is administered by the Heritage Division of DP&E. The register lists a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.
- Section 170 Registers – Section 170 (s170) Registers are created by government bodies and are registers of all heritage listed items that are owned, occupied or managed by those bodies.
- Holroyd LEP 2013 – The Holroyd LEP 2013 includes a schedule and maps of local heritage items within the LGA.
- Parramatta LEP 2011 – The Parramatta LEP 2011 includes a schedule and maps of local heritage items within the LGA.
- Auburn LEP 2010 – The Auburn LEP 2010 includes a schedule and maps of local heritage items within the LGA.
- Strathfield LEP 2012 – The Strathfield LEP 2012 includes a schedule and maps of local heritage items within the LGA.



- Register of the National Estate - The Register of the National Estate (RNE) is a list of natural, Indigenous and historic heritage places throughout Australia. It was originally established under the *Australian Heritage Commission Act 1975*. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register. Following amendments to the (Commonwealth) *Australian Heritage Council Act 2003*, the RNE was frozen on 19 February 2007, and ceased to be a statutory register in February 2012. The RNE is now maintained on a non-statutory basis as a publicly available archive and educational resource.
- Register of the National Trust - The Register of the National Trust was established in 1949 and is maintained by the National Trust of Australia. It is a non-statutory register.

A site survey was conducted to ground truth the desktop assessment and to allow an accurate assessment of potential heritage impacts. The site survey was undertaken by Archaeologists Sam Gibbins and Adele Anderson (Artefact Heritage) on 4 July 2013. The survey included physical inspections of all heritage listed items located in close proximity to the study area. A photographic record was kept, with photographs taken of all heritage items and potential archaeological sites.

Where existing statements of heritage significance were not available for the heritage items, brief statements of significance have been prepared as part of this assessment, in accordance with the NSW Heritage Assessment Guidelines. These guidelines are included in the NSW Heritage Office (1996) *NSW Heritage Manual* and are founded on the NSW heritage assessment criteria, which aim to minimise ambiguity and maintain consistency in the assessment process. The criteria encompass the four values identified in the Australia International Council on Monuments and Sites (ICOMOS) Burra Charter: historical significance, aesthetic significance, scientific significance, and social significance. They also include consideration of rarity and representativeness values. The criteria are summarised in Table 3 below. The heritage assessment guidelines also include two thresholds (state or local) for assessing the relative level of significance of heritage items.

Table 3: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.



Criteria	Description
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's): <ul style="list-style-type: none"> - cultural or natural places; or - cultural or natural environments.

3.1 Statutory heritage listings

3.1.1 World Heritage List

No sites in or near the study area are included on the World Heritage List.

3.1.2 National Heritage List

No sites in or near the study area are included on the National Heritage List.

3.1.3 The State Heritage Register

One item in the vicinity of the study area is listed on the SHR, as follows:

- Electricity substation No. 167 – 93 Parramatta Road, Auburn.

3.1.4 Section s170 Registers

One item in the vicinity of the study area is listed on the s170 Register of Energy Australia, as follows:

- Electricity Substation No. 167 (Energy Australia).

3.1.5 Local planning instruments

Twenty-two heritage items in the vicinity of the study area are listed on local planning instruments. Details for these listings are provided in Table 4 and maps of their curtilages are shown in Figure 4 through to Figure 6.

Table 4: LEP details for heritage items in the vicinity of the study area

Listing	Suburb	Item	Address	Lot/DP	LEP item number	Significance (according to LEP listing)
Holroyd LEP 2013	Parramatta	'Carrington', Victorian Italianate residence and grounds	8 Ledger Road	Lot 1, DP 613256	I85	Local
Holroyd LEP 2013	Merrylands	St Peter's Anglican Church, circa 1906-1929	59-63 Pitt Street	Lot 1, DP 77927; Lot 5, DP 1011093	I75	Local
Holroyd LEP 2013	Granville	'Pitt Cottage', late Victorian Cottage	114 Pitt Street	Lot A, DP 377100	I12	Local
Holroyd LEP 2013	Granville	Federation Period cottage	14 Meehan Street	Lot 1 DP 998905	97 (LEP 1991) I 10 (Draft LEP 2012)	Local
Holroyd LEP 2013	Granville	Vauxhall Inn, c 1938-9	284-286 Parramatta Road	Lot 1 DP 126833	122 (LEP 1991) I11 (Draft LEP 2012)	Local
Parramatta LEP 2011	Granville	Latalda	20 A'Beckett Street	Lots 1 and 2, DP 128368	I 84	Local
Parramatta LEP 2011	Granville	Conjoined residences	22 and 24 A'Beckett Street	Lots A and B, DP 415641	I 85	Local
Parramatta LEP 2011	Granville	Conjoined residences	20 and 22 Albert Street	Lots 1 and 2, DP 235391	I 89	Local

Listing	Suburb	Item	Address	Lot/DP	LEP item number	Significance (according to LEP listing)
Parramatta LEP 2011	Granville	Conjoined residences	24 and 26 Albert Street	Lots A1 and A2, DP 159573	I 90	Local
Parramatta LEP 2011	Harris Park	Conjoined residences	18 and 20 Bowden Street	Lots 12 and 13, DP 702877	I 260	Local
Parramatta LEP 2011	Harris Park	Single storey residence	22 Bowden Street	Lot 11, DP 702877	I 261	Local
Parramatta LEP 2011	Rosehill	RTA Depot	1B and 5 Unwin Street	Lots 201 and 202, DP 870298	I576	Local
Parramatta LEP 2011	Rosehill	Capral Aluminium	3–11 Shirley Street	Lot 2, DP 864567	I575	Local
Parramatta LEP 2011	Camellia (and Ermington; Parramatta; and Rydalmere)	Wetlands	Parramatta River	n/a	I1	Local
Auburn LEP 2010	Auburn	Auburn North Public School and <i>Ficus macrophylla</i> , Moreton Bay Fig Tree	153-159 Parramatta Road	Lot 1, DP 631976; Lots 1–4, DP 782325; Lot 416, DP 821067; Lots 7–18, DP 9688; Lots 1–4, DP 182006; Lots 11 and 12, DP 1127373; Lot 2, DP 706849	I4	Local



Listing	Suburb	Item	Address	Lot/DP	LEP item number	Significance (according to LEP listing)
Auburn LEP 2010	Silverwater	Dwelling	24 Silverwater Road	Lot 10, DP 1084058	I45	Local
Auburn LEP 2010	Auburn	Electricity Substation No. 167	93 Parramatta Road and 2 Silverwater Road	Lot 167, DP 610769; Lots A and C, DP 347473	I1790	State
Auburn LEP 2010	Lidcombe	Stand of <i>Eucalyptus longifolia</i>	Corner of Parramatta and Hill Roads	n/a	I20	Local
Strathfield LEP 2012	Homebush West	Former Ford Factory Building (brick façade)	350-374 Parramatta Road	Lot 1 DP 67209	I63	Local
Strathfield LEP 2012	Homebush West	Welfare Street Precinct/Conservation Area	1-11 Flemington Road and 2-14 Welfare Street	Lot 11, DP 831538	C6	Local
Strathfield LEP 2012	Homebush West	Wentworth Hotel	195 Parramatta Road	Lot 1 DP 34615	I62	Local

3.2 Non-statutory heritage listings

3.2.1 Register of the National Trust

One item in the vicinity of the study area is included in the Register of the National Trust (RNT):

- Parramatta and Lane Cove Rivers Landscape Conservation Area (Listing ID S9234).

3.2.2 Register of the National Estate

No items in the vicinity of the study area are included in the Register of the National Estate (RNE).

3.3 Summary of heritage items

Table 5 summarises the heritage items located in the vicinity of the study area, including statutory and non-statutory listings.

Table 5: Summary of heritage items in the vicinity of the study area

Suburb	Item	Lot/DP	Listings	Within study area?
Parramatta	'Carrington', Victorian Italianate residence and grounds	Lot 1, DP 613256	Holroyd LEP 2013 (I85)	No
Merrylands	St Peter's Anglican Church, circa 1906-1929	Lot 1, DP 77927; Lot 5, DP 1011093	Holroyd LEP 2013 (I75)	No
Granville	'Pitt Cottage', late Victorian Cottage	Lot A, DP 377100	Holroyd LEP 2013 (I12)	No
Granville	Federation Period cottage (14 Meehan Street)	Lot 1 DP 998905	Holroyd LEP 2013 (I10)	No
Granville	Vauxhall Inn, c 1938–9	Lot 1 DP 126833	Holroyd LEP 2013 (I11)	Partially
Granville	Latalda	Lots 1 and 2, DP 128368	Parramatta LEP 2011 (I84)	No
Granville	Conjoined residences	Lots A and B, DP 415641	Parramatta LEP 2011 (I85)	No



Suburb	Item	Lot/DP	Listings	Within study area?
Granville	Conjoined residences	Lots 1 and 2, DP 235391	Parramatta LEP 2011 (I89)	No
Granville	Conjoined residences	Lots A1 and A2, DP 159573	Parramatta LEP 2011 (I90)	Partially
Harris Park	Conjoined residences	Lots 12 and 13, DP 702877	Parramatta LEP 2011 (I260)	No
Harris Park	Single storey residence	Lot 11, DP 702877	Parramatta LEP 2011 (I261)	No
Rosehill	RTA Depot	Lots 201 and 202, DP 870298	Parramatta LEP 2011 (I576)	No
Rosehill	Capral Aluminium	Lot 2, DP 864567	Parramatta LEP 2011 (I575)	No
Camellia (and Ermington; Parramatta; and Rydalmere)	Wetlands	n/a	Parramatta LEP 2011 (I1) RNT (as part of the Parramatta and Lane Cove Rivers Landscape)	Partially
Auburn	Auburn North Public School and <i>Ficus macrophylla</i> , Moreton Bay Fig Tree	Lot 1, DP 631976; Lots 1–4, DP 782325; Lot 416, DP 821067; Lots 7–18, DP 9688; Lots 1–4, DP 182006; Lots 11 and 12, DP 1127373; Lot 2, DP 706849	Auburn LEP 2010 (I4)	No
Silverwater	Dwelling (24 Silverwater Road)	Lot 10, DP 1084058	Auburn LEP 2010 (I45)	Yes
Auburn	Electricity Substation No. 167	Lot 167, DP 610769; Lots A and C, DP 347473	SHR Auburn LEP 2010 (I1790)	No

...

Suburb	Item	Lot/DP	Listings	Within study area?
Lidcombe	Stand of <i>Eucalyptus longifolia</i>	n/a	Auburn LEP 2010 (I20)	Yes
Homebush West	Former Ford Factory Building (brick façade)	Lot 1 DP 67209	Strathfield LEP 2012 (I63)	No
Homebush West	Welfare Street Precinct/Conservation Area	Lot 11, DP 831538	Strathfield LEP 2012 (C6)	No
Homebush West	Wentworth Hotel	Lot 1 DP 34615	Strathfield LEP 2012 (I62)	No

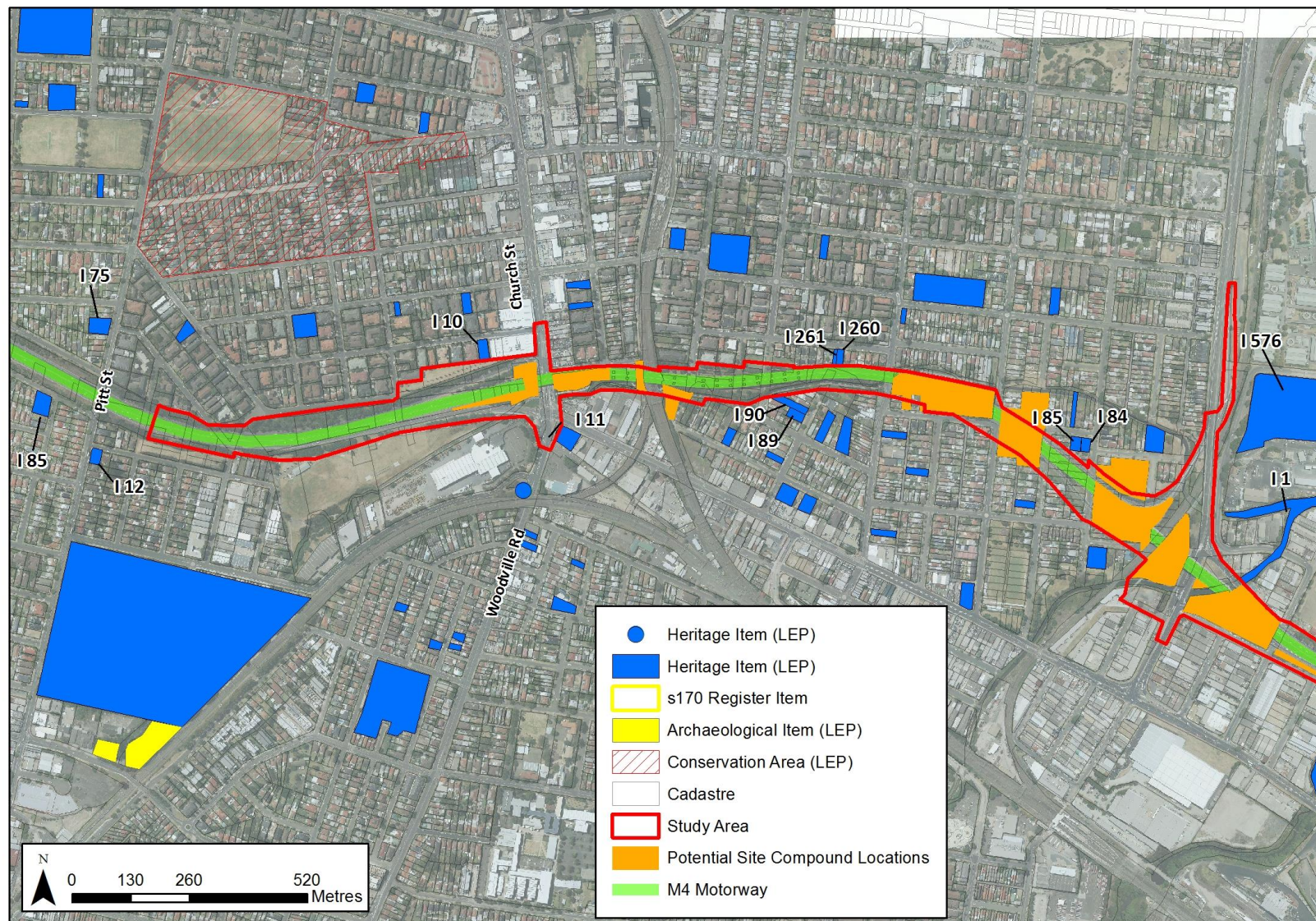


Figure 4: The project: James Ruse Drive to Pitt Street.

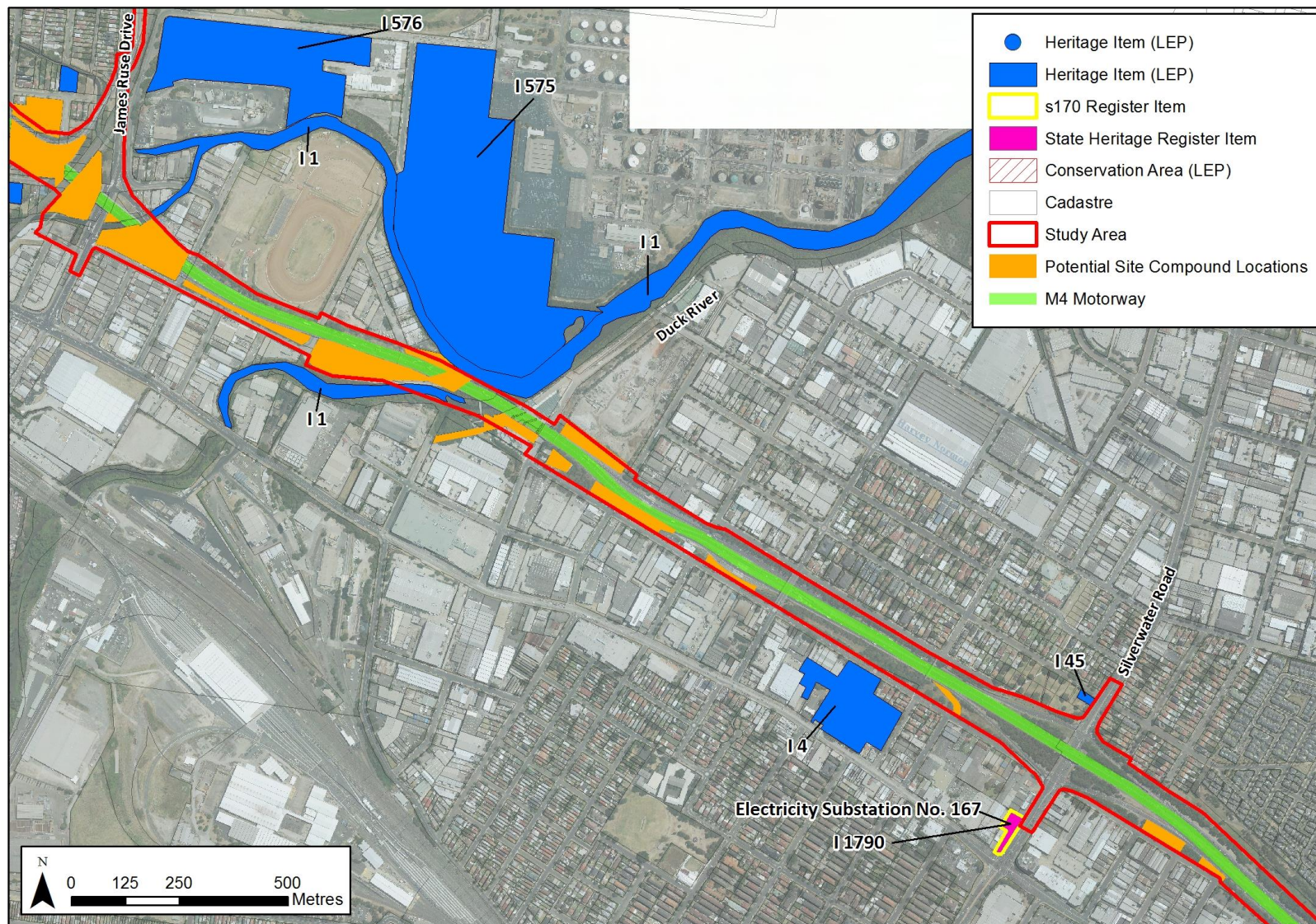


Figure 5: The project: James Ruse Drive to Silverwater Road.

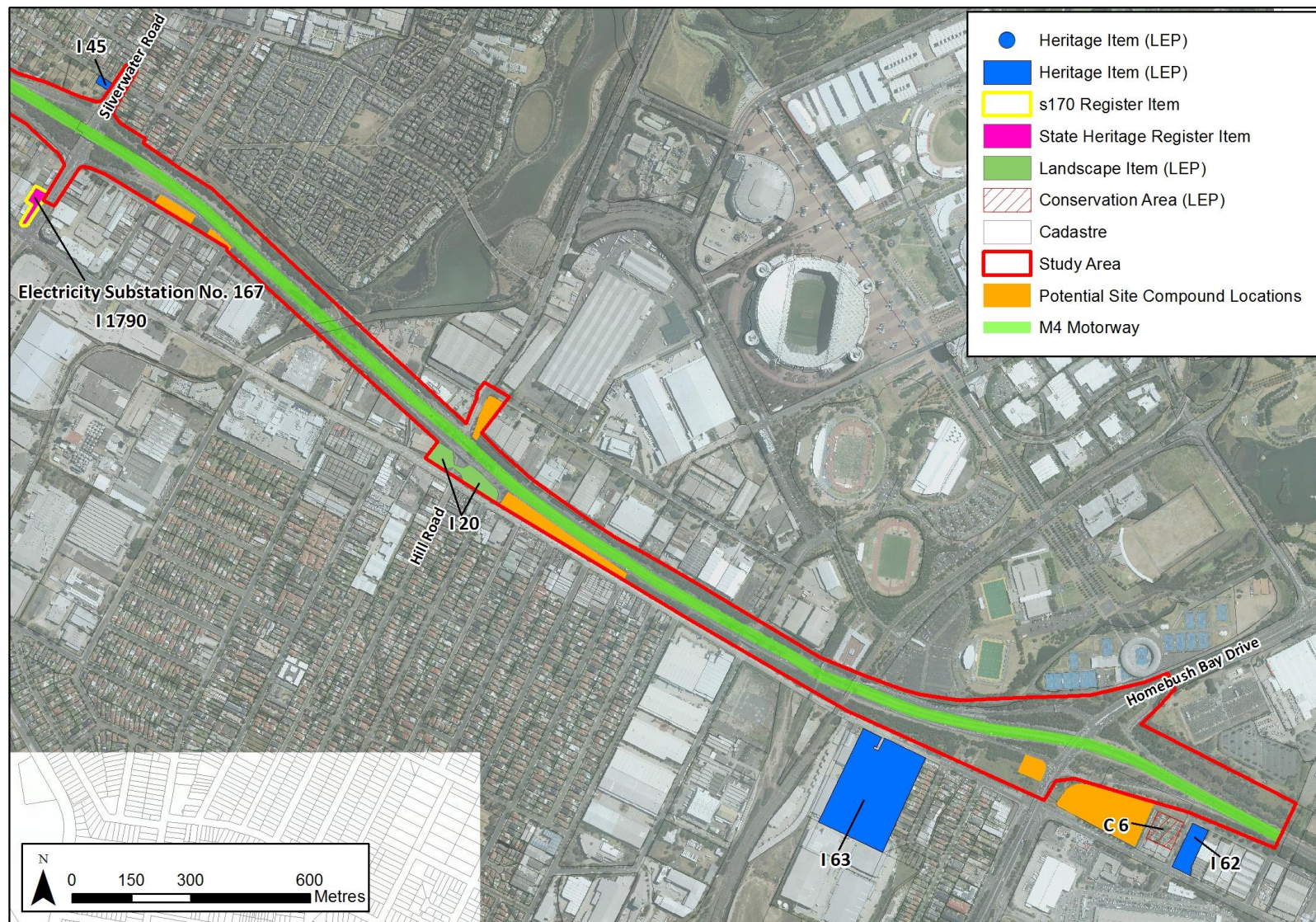


Figure 6: The project: Silverwater Road to Homebush Bay Drive.

4.0 Historical context

4.1 Early European settlement

Exploration to the west of Sydney Cove began soon after first settlement, as it was found that the sandstone soils of coastal Sydney were unsuited to cultivation and it was necessary to find more fertile land.

In 1788, a government farm was established on the banks of the Parramatta River at Parramatta (initially named Rose Hill). A government house was built near the farm, which prompted the development of the town of Parramatta, which was laid out in 1790. Initially the river was the main form of transport to and from Parramatta, but an overland track between Parramatta and Sydney was cleared through the bush between 1789 and 1791. This track formed the basis for 'the road to Parramatta', which was laid out in 1797. By the early 19th century, Parramatta Road was a major thoroughfare for the colony (Wotherspoon 2010a, 2010b).

A track leading west from Parramatta to the Nepean River was also developed during 1788 and 1789. In 1815, William Cox led the construction of the Great Western Road from the Nepean River through the Blue Mountains, with a ferry crossing of the river at Emu Plains. In December 1817, Cox also completed the construction of the section of the Great Western Road between Emu Plains and Parramatta, which was named the Great Western Highway in 1928.

During the early 19th century, scattered rural settlement developed at other locations along the route of the present-day M4 Motorway. Small land grants were made to former convicts in areas with better soils, such as at Prospect and along creeks and rivers, in order to establish steady food supplies for the colony. These small farms initially cultivated grain and other crops. Larger grants further from the rivers and creeks were made to prominent and wealthy individuals such as military officers, officials and merchants, who used some of their land for farming but most for grazing (Kass 2005:18). Small villages began to develop along the main roads, including Parramatta Road and the Great Western Road.

Strathfield

European settlement in the Strathfield district began in 1793, when a number of land grants were made in the area of present-day Homebush. These grants were made to farmers who had arrived from England in 1792 and were intended to encourage the establishment of steady food supplies for Sydney. However, the farms failed due to poor soil conditions. The area of these first grants was known as 'Liberty Plains'.

Further grants were made in the early 19th century, including large grants to Darcy Wentworth (Homebush), William Roberts (Strathfield South and Greenacre) and John Alford (Belfield). During the



mid-19th century, many of the smaller properties in the area were purchased by the large landholders, to form grand estates (Thorp 1996:4).

Auburn

The first land grants in the Auburn area were made in the early 1800s and by 1828 there was scattered settlement across the district. The soil in the area was found to be unsuitable for agriculture and instead early industries including timber-getting and brick-making developed. A number of inns and hotels were established along Parramatta Road to cater to travellers.

Parramatta

Following the laying out of the town in 1790, Parramatta developed into a major centre and small farming settlements were established in several nearby areas at Prospect Hill, The Ponds and the Northern Boundary (North Parramatta) in 1791 and 1792 (Kass et al 1996:36).

During the late 19th and early 20th centuries a number of land grants were made in the area of Parramatta through which the M4 Motorway now passes. The earliest of these were grants made in 1793 to John Macarthur (Elizabeth Farm, Rosehill) and John Harris (Experiment Farm, Harris Park). Macarthur and Harris both built houses on their properties, which were actively farmed. In 1806 a large grant was made to a merchant, Garnham Blaxcell, to the south of Parramatta Road, between Woodville Road and Clyde Street. Blaxcell did not reside on or farm his land, but used it as collateral for his commercial enterprises. When Blaxcell's finances began to fail he mortgaged the property to Sir John Jamieson, who took up ownership when Blaxcell fled the colony in 1817 (Dictionary of Sydney entries for 'Rosehill', 'Granville' and 'Harris Park').

Holroyd

Within the Holroyd LGA, the M4 Motorway passes through the suburbs of Westmead, Wentworthville and Greystanes.

The area that is now Westmead was first cleared in 1791 and was originally part of the Parramatta Government Farm. Small land grants were made in the area over the next decade, but these were resumed in 1810 to form part of the Government Domain.

The suburb of Wentworthville is named after D'Arcy Wentworth, who was a surgeon on a convict ship in the Second Fleet. Wentworth received a grant of land in 1810, to which he added further land in the following years, acquired a total of 2,750 acres.

The suburb of Greystanes is named after a historical home located on Prospect Hill, which was built c. 1840 by Nelson Lawson, the third child of Lieutenant William Lawson. The house was demolished on 1946. The land on which Greystanes was located was originally granted to Lieutenant William Cummings in 1799, before being acquired by William Lawson in approximately 1810. It was from this land that



William Lawson, Gregory Blaxland and William Charles Wentworth set out on their successful crossing of the Blue Mountains in 1813 and discovered the Bathurst Plains. The Lawson family crypt still exists at St. Bartholomew's Church, Prospect (Holroyd Council website <http://www.holroyd.nsw.gov.au/your-city/city/history/suburb/>).

4.2 The arrival of the railway and subsequent development

The arrival of the railway in the 1850s prompted more rapid subdivision and development in areas along the route of the railway line. Between Strathfield and Parramatta, the rail line roughly followed a similar route to Parramatta Road and encouraged increased development in the area around the road and railway line; while to the west of Parramatta the railway line was located up three kilometres to the north of the Great Western Road and stimulated the development of town centres to the north of the main road.

The Sydney to Parramatta railway was completed in 1855, with stations built at various locations along the line in the following years.

Strathfield

A number of stations were opened in the Strathfield area in 1855, including one at Homebush. However, while in surrounding areas the arrival of the railway immediately prompted a rapid increase in development, Strathfield did not experience significant change for another twelve years (Thorp 1986).

From 1867, large estates began to be subdivided, resulting in the gradual suburbanisation of the area. These subdivisions attracted wealthy professional men who wanted to live in a pleasant suburb within a convenient distance of the railway line and the city so that they could commute to work each day. The majority of the Strathfield district developed as an upper middle class suburb, with the exception of Homebush, which was occupied by people who worked at nearby industrial sites (Thorp 1986).

Following World War I (WWI), increased demand for housing further increased the development of the suburb. In the 1930s, Ford established a factory at Homebush West and constructed housing for workers along Talopea and Courallie Avenues.

Auburn

The arrival of the railway in 1855 prompted subdivision near the railway stations at Auburn and Lidcombe, and led to a rapid population increase. Industrial development along the railway line was central to the evolution of the suburb. Industries included the manufacture of railway locomotives, agricultural machinery, drilling and grinding machinery, cars and tractor, bricks and tiles, and pottery. The various companies engaged in these industrial pursuits provided stable employment that allowed further suburban development.



Following WWII, government initiatives that resulted in the construction of Housing Commission houses and allowed the erection of multi-unit housing blocks further accelerated the growth of the suburb (Kass 2008).

Parramatta

The Sydney to Parramatta railway initially terminated on Dog Trap Road (now Woodville Road) at a station named Parramatta Junction, before the railway was extended into Parramatta proper in 1860. The arrival of the railway encouraged subdivision and industrial development in the area around the present-day M4 Motorway. In the 1860s the Jamieson estate began to be subdivided, while Harris Park was subdivided from 1870. In 1880, Elizabeth Farm was sold to Septimus A Stephen, who subdivided it under the name 'Rosehill'.

In 1880, the name Granville was given to the area known as Parramatta Junction. Five years later, the Municipality of Granville was formed and included all or part of the present-day suburbs of Granville, South Granville, Rosehill, Camellia, Clyde, Harris Park and Guildford (from 1906). The municipality was subsumed in the enlarged City of Parramatta in 1949.

Granville grew quickly in the late 19th century as its road, water and rail access encouraged industrial expansion. Industries in the area included Hudson Brothers (later Clyde Engineering) who manufactured railway rolling stock, a flour mill and a factory producing agricultural machinery. Developments in motor transport during the 1920s attracted more manufacturers to Granville, particularly the areas covered by the present-day suburbs of Camellia, Rosehill, Granville and Clyde. This resulted in an increased demand for housing, and between 1921 and 1933 the number of 'occupied dwellings' in the municipality increased by 54 per cent.

Following WWII, the Housing Commission built housing estates in the area to accommodate the rapid population growth resulting from the baby boom and immigration (Dictionary of Sydney entry for 'Granville').

Holroyd

The railway line between Parramatta Junction and Penrith was constructed between 1860 and 1863.

Part of the Government Domain in the Parramatta area was subdivided between 1859 and 1889 and orchards were established on many of the subdivided allotments. The railway was constructed through Westmead in 1861, but a station was not built at the suburb until 1883. The presence of the railway would have made the area more desirable for orchardists and other farmers, by making it much easier to transport produce to markets in Sydney

A railway station was opened at Wentworthville in 1883 and was named Wentworthville in 1885. The construction of the station prompted the subdivision of the Wentworth Estate.

5.0 Heritage listed items

5.1 ‘Carrington’ Victorian Italianate residence and grounds

5.1.1 History and description

‘Carrington’ is a house built between 1876 and 1900 on land that was originally part of two grants made to Richard Atkins in 1793 and 1798. The house was built for Robert H. Rickard, who was the brother of Sir Arthur Rickard of Arthur Rickard and Co. Auctioneers and Realty Specialists. Arthur Rickard and Co. undertook subdivisions during the 1910s and 1920s that shaped much of the settlement pattern of Western Sydney.

The property was inherited by Richard H. Rickard in 1914, at which time it was 12 acres in size. In 1923, the property passed to Joseph Crawley and was leased back to Richard H. Rickard until 1926, at which time it was further subdivided. The property subsequently passed through several hands and was further subdivided in 1960 and 1980 to form the present boundaries.

The house is a single-storey brick structure with a U-shaped plan and a hipped roof. Plantings within the property and along the road reserve partially obscure views to and from the house (Holroyd City Council Heritage Item Inventory Sheet for ‘Carrington’).

5.1.2 Heritage significance

The statement of significance included in the Holroyd City Council Heritage Item Inventory Sheet for ‘Carrington’ is as follows:

“The building at 8 Ledger Road is a fine and largely intact example of an early residence in the Holroyd district and is located on a prominent corner site. The building has historic, aesthetic and social significance for its association with prominent residents of the district and for the quality and intact nature of its style and detailing. The house has social significance as an example of the social standing of its owner, Robert Heath Rickard. It has aesthetic significance for the quality of the building and the remaining curtilage which still retains important early mature trees and plantings. The visual quality of the property maintains its earlier importance as a Gentleman's residence and as one of the small group of major early homesteads in the district. The building holds scientific significance for both archaeological and education potential.”

5.1.3 Statement of heritage impact

'Carrington' is located 10 metres to the south of the M4 Motorway corridor, on the southern side of Ledger Road. The property is elevated above the M4 Motorway, and views toward the M4 Motorway corridor are screened by vegetation with the property, the road reserve of Ledger Road, and the M4 corridor. No modifications are proposed in the vicinity of 'Carrington' and the project would have no physical or visual impacts on the item.

5.1.4 Mitigation measures

No mitigation measures are required.

5.1.5 Summary

Table 6 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 6: Summary table for 'Carrington', Parramatta

'Carrington'				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

5.2 St Peter's Anglican Church and Grounds

5.2.1 History and description

Built originally as a Church Hall on the Western Road, it was opened in 1906. It was rebuilt by voluntary labour on the present site and opened in 1929 and retains its use as a church to the present day.

5.2.2 Heritage significance

The statement of significance included in the Holroyd City Council Heritage Item Inventory Sheet for "St Peter's Anglican Church and Grounds" is as follows:

"St Peter's Church has local historical and social significance arising from its use by and associations with the Merrylands Anglican Church community since its construction in 1929. With a considerable part of its fabric dating to an earlier period when it was erected on the Western Road, the dismantling and re-construction in Merrylands provide evidence of both contemporary economic constraints and desire for church facilities in a period of considerable population growth throughout the Municipality. The building's aesthetic significance as a representative example of



“Federation Gothic” church has been compromised by the extensive modification of original features and fabric.”

5.2.3 Statement of heritage impact

St Peter’s Anglican Church is located up to 20 metres to the north of the study area. The proposal will therefore have no impact on this heritage item.

5.2.4 Mitigation measures

No mitigation measures are required.

5.2.5 Summary

Table 7 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 7: Summary table for St Peter’s Anglican Church, Merrylands

St Peter’s Anglican Church				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

5.3 ‘Pitt Cottage’, late Victorian cottage

5.3.1 History and description

The subject property was part of a grant of 145 acres made to Richard Atkins in 1798. The grant was Atkins second in the district, who was previously granted 100 acres in 1793. Pitt Street, formerly Pitt Row, is one of the earliest roads in Merrylands, providing access to the Church and School Estate granted in 1825.

Residential settlement expanded in the district after the opening of the Goodlet and Smith brock and tole works, probably located adjacent to the railway station. It remains unknown when and for whom the house was constructed, although its architectural style would indicate it was constructed in the late 19th century. The property first appears in the Sands Directory in 1894, occupied by Samuel Rapson, who resided at the property until 1921. IN 19321 it was purchased by Daniel Harkness, a Motor Garage proprietor.

The property was purchased by William Littlefield in 1925, and the property is listed as ‘Momanite’ in 1930. The current property boundaries were formed in 1955 when the property was purchased and subdivided by Robert Morefield.

5.3.2 Heritage significance

The statement of significance included in the Holroyd City Council Heritage Item Inventory Sheet for “Pitt Cottage” is as follows:

“The building at 114 Pitt Street, Merrylands, is a fair and largely intact external, if poorly maintained, example of its style which has historic, aesthetic and social significance due to its age and its location in the vicinity of the Goodlet and Smith brickworks in 1892, reflecting the development of the brickworks in the early development of the suburb/.

The building appears dilapidated but its condition and the integrity of original external fabric make it significant and an important element in the streetscape. The house fronts one of the earliest roads in Merrylands and is indicative of the type of residence which was constructed during the late 19th century.”

5.3.3 Statement of heritage impact

‘Pitt Cottage’ is located up to 100 metres south of the study area. The proposal will therefore have no impact on this heritage item.

5.3.4 Mitigation measures

No mitigation measures are required.

5.3.5 Summary

Table 8 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 8: Summary table for ‘Pitt Cottage’, Granville

‘Pitt Cottage’				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

5.4 Federation period cottage (14 Meehan Street, Granville)

5.4.1 History and description

The property was originally part of a 100 acre grant made to James Meehan, Surveyor-General, in 1816. The property passed through various hands in the following years, before being subdivided in the 1850s, following the arrival of the railway in the area.



The house is a small weatherboard cottage in the Federation style, and was reputedly designed by George Gregg and constructed by H. Evans and H. Hill in 1927 (Holroyd City Council Heritage Item Inventory Sheet for 14 Meehan Street, Granville) (Figure 7, Figure 8, Figure 9).



Figure 7: 14 Meehan Street



Figure 8: Rear fence of 14 Meehan Street, viewed from immediately north of the M4 Motorway corridor



Figure 9: Open space between the wall of the M4 Motorway corridor (left) and the southern boundary of 14 Meehan Street

5.4.2 Heritage significance

The statement of significance included in the Holroyd City Council Heritage Item Inventory Sheet for 14 Meehan Street, Granville is as follows:

“This building at 14 Meehan Street is a well maintained representative example of an early 20th century style residence in the district. It is a good and largely intact example of its style which still retains historic and social significance for its connection with the early subdivision pattern of the area and as evidence of the influence of the railway in the area’s development. The building has aesthetic significance for its largely intact nature and remains an important element and strong contributor to the character of the street.”

5.4.3 Statement of heritage impact

The item is located around 20 metres north of the M4 Motorway corridor and is separated from the M4 Motorway by a narrow reserve to its rear (Figure 10). The M4 Motorway is screened by a wall/noise barrier, which is softened by a row of trees on the southern side. The rear yard of the item contains thick vegetation, including mature trees, which screen views toward the M4 Motorway wall. The proposed design includes a compound area alongside Church Street, but does not include any modifications outside the current wall that forms the boundary of the M4 Motorway corridor, and the project would have no direct physical or visual impacts on the item. It is possible that there may be vibration impacts during construction works on the southern side of the M4 Motorway corridor near the item.

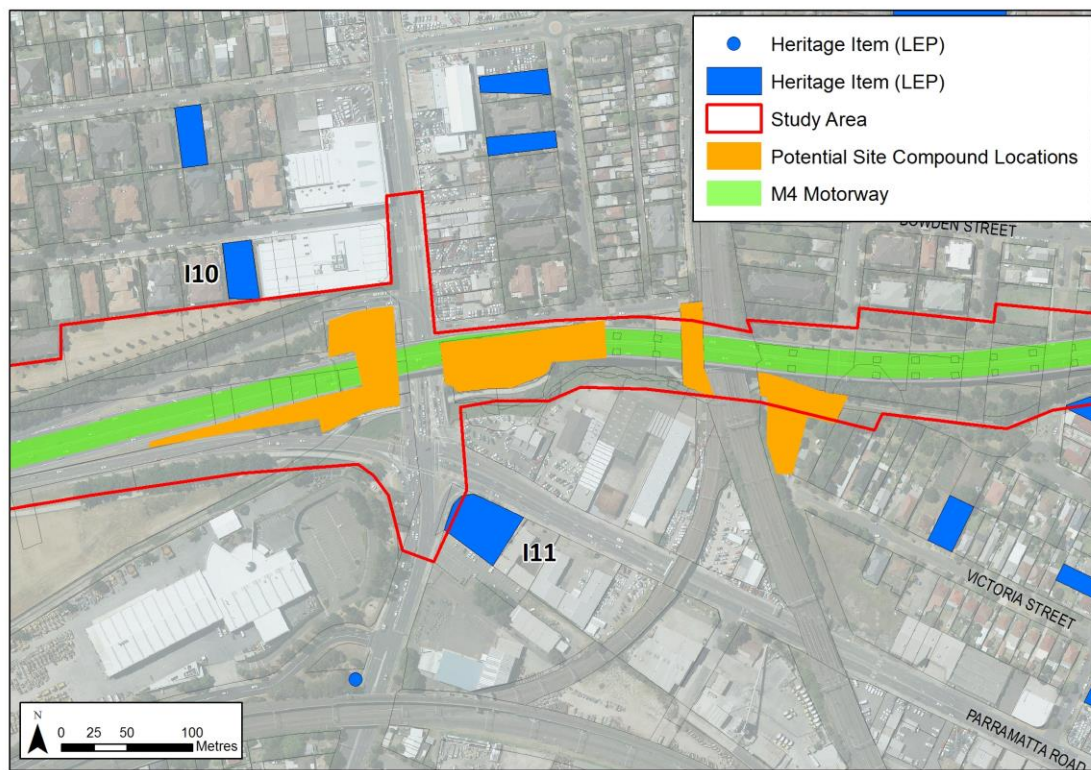


Figure 10: 14 Meehan Street (I10) and the Vauxhall Inn (I11) in relation to the study area

5.4.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.4.5 Summary

Table 9 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 9: Summary table for 14 Meehan Street, Granville

14 Meehan Street, Granville				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Possible vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.5 Vauxhall Inn

5.5.1 History and description

The present-day Vauxhall Inn stands on the site of an earlier inn (built in 1853) which bore the same name, on the corner of Woodville Road and the Great Western Highway (Figure 11). The present hotel was constructed c. 1938/9, and was designed by architect Cyril Ruwald for Tooth & Co. to take advantage of its corner position. It was reputedly built using a special run of curved bricks from the Goodlet and Smith brickworks and has served workers from nearby industries for many years.

The hotel is a two-storey brick building with a streamlined circular tower on the corner of the two street frontages. The top of the tower is marked by a small ‘cupola’, which makes it a distinctive local landmark in a central intersection (Holroyd City Council Heritage Item Inventory Sheet for the Vauxhall Inn).

5.5.2 Heritage significance

The statement of significance included in the Holroyd City Council Heritage Item Inventory Sheet for the Vauxhall Inn is as follows:

“The Vauxhall Inn has local historic, social and aesthetic significance arising from both its role as one of Holroyd’s few remaining early hotels and its visually prominent character and location. Continuing with the name of a much earlier 19th century hotel (now demolished) the Inn was built in a period of marked growth for Holroyd of both residential and industrial/commercial development and it has served both residents and workers from nearby industries since its construction. It was also reputedly constructed using a special run of curved bricks from the Goodlet and Smith brickworks. Aesthetically the Inn is one of the few and certainly most substantial examples of streamlined “Inter-War Functionalist” buildings in Holroyd and though a well-known local landmark, its significance has been compromised to some degree by the extensive alterations to original fabric and features.”



Figure 11: Vauxhall Inn at the intersection of Church Street and Parramatta Road

5.5.3 Statement of heritage impact

Although the study area boundary on the eastern side of Woodville Road falls slightly within the heritage curtilage of the Vauxhall Inn, the proposed design would not involve any changes in the vicinity of the inn and there would be no physical or visual impacts to the heritage significance of the item (Figure 10). A compound area is proposed to the north, but this area is contained beneath the M4 Motorway and there is no visual connection. Because the inn is located around 90 metres from the proposed area of impact, it is unlikely that there would be any vibration impacts to the structure.

5.5.4 Mitigation measures

No mitigation measures required.

5.5.5 Summary

Table 10 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 10: Summary table for the Vauxhall Inn

Vauxhall Inn				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	Detailed design should not encroach on the curtilage of the heritage item.	n/a

5.6 'Latalda' (20 A'Beckett Street, Granville)

5.6.1 History and description

The cottage 'Latalda' (20 A'Beckett Street, Granville) was built by John Jones in 1910 and was tenanted by 1911. Jones sold the cottage in November 1911 to James Tregonning, who owned a local tannery. Tregonning appears to have built the neighbouring cottages at 22-24 and let them to tenants. The cottages at 20-24 A'Beckett Street were sold in 1913 to Thomas Morrissey.

'Latalda' is a single-storey Federation style weatherboard cottage located to the north of the M4 Motorway overpass where it carries the M4 Motorway over Arthur Street and Alfred Street, Granville (State Heritage Inventory listing for 'Latalda') (Figure 12).



Figure 12: 'Latalda' with M4 Motorway viaduct visible in the left background

5.6.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 'Latalda' is as follows:

"Latalda, at 20 A'Beckett Street is of significance for Parramatta local area for historical reasons and as a representative example of early Federation residence in the area. The house, built c. 1910, is readily identifiable as part of the historic building stock of the area and continues to contribute to its character, additionally as a related place to the near-by conjoined residences at Nos. 22-24. All the three residences form a house group which makes a notable contribution to townscape due to similarities in age, design, use and materials."

5.6.3 Statement of heritage impact

'Latalda' is located around 20 metres north of the study area (Figure 13), and the M4 Motorway is elevated above the level of the property. The proposed design would not involve any significant changes to the northern side of the M4 Motorway in the vicinity of 'Latalda', and would have no impact on the views and setting of the item. Although there would be no direct physical impacts to the item, it is possible that vibration impacts may result from construction on the southern side of the M4 Motorway.

Two compound/site access areas are proposed to the east and west of the heritage item. There is no visual connection between these items.

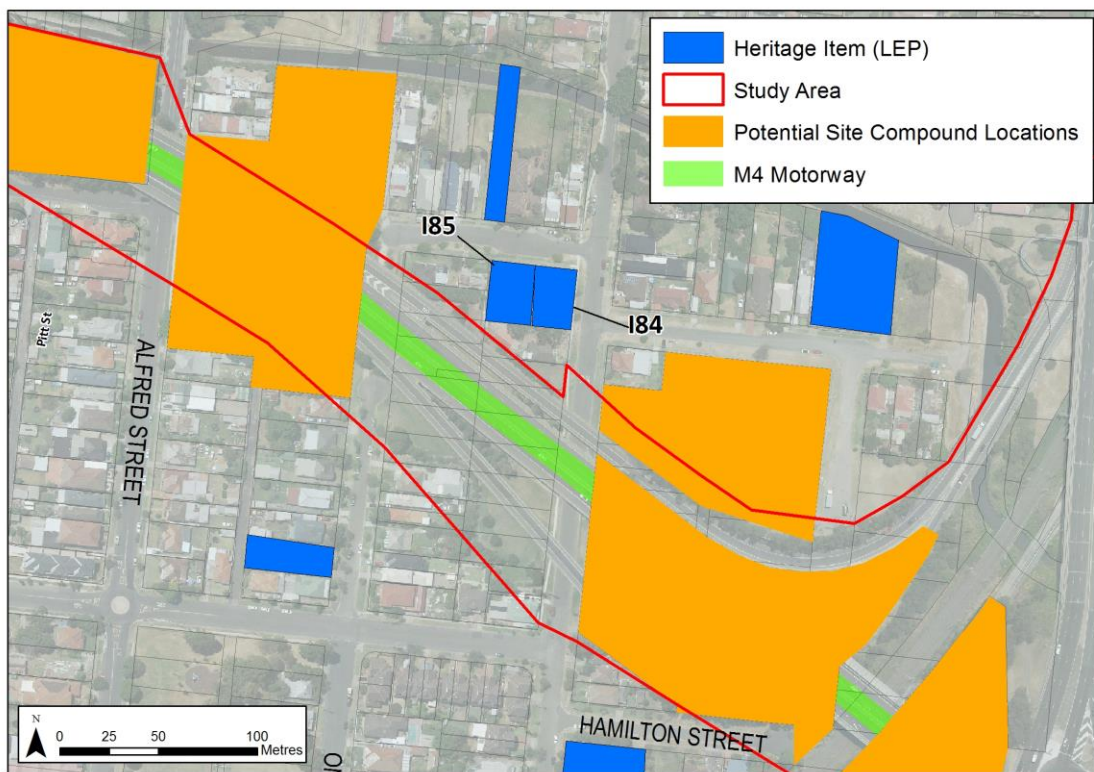


Figure 13: 'Latalda' (I84) and conjoined residences (I85) in relation to the study area.

5.6.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.6.5 Summary

Table 11 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 11: Summary table for 'Latalda'

'Latalda'				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Possible vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.7 Conjoined residences (22 and 24 A'Beckett Street, Granville)

5.7.1 History and description

Nos. 22 and 24 A'Beckett Street were built on land owned by John Jones. Jones built a cottage (No. 20 A'Beckett Street) on the land before selling it to James Tregonning in 1911. Tregonning appears to have built the neighbouring cottages at Nos. 22-24 and let them to tenants. The cottages at 20-24 A'Beckett Street were sold in 1913 to Thomas Morrissey. Mrs Eileen Laing owned the cottages from c.1940 until her death in 1982, after which her son bought both cottages.

The cottages are single-storey conjoined residences constructed of weatherboard and with a hipped, corrugated iron roof. They are located to the north of the M4 Motorway overpass where it carries the M4 Motorway over Arthur Street and Alfred Street, Granville (State Heritage Inventory listing for 22 and 24 A'Beckett Street) (Figure 14).



Figure 14: 22 and 24 A'Beckett Street with the M4 Motorway viaduct visible in background to right

5.7.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 22 and 24 A'Beckett Street is as follows:

“The conjoined residences at 22-24 A'Beckett Street are of significance for the Parramatta local area for historical reasons and as a representative example of early Federation residence in the area. The houses, built c. 1911, are readily identifiable as part of the historic building stock of the area and continue to contribute to its character, additionally as a related place to the near-by residence at No. 20. All the three residences form a house group which makes a notable contribution to townscape due to similarities in age, design, use and materials.”

5.7.3 Statement of heritage impact

22 and 24 A'Beckett Street are located between five and 20 metres north of the study area (Figure 13), and the M4 Motorway is elevated above the level of the properties. The proposed design would not involve any significant changes to the northern side of the M4 Motorway in the vicinity of the residences, and would have no impact on the views or setting of the item. There would be no direct physical impacts on the item, although it is possible that there may be vibration impacts during the construction of the new viaduct to the south.

Two compound/site access areas are proposed to the east and west of the heritage item. There is no visual connection between the heritage item and the sites.

5.7.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.7.5 Summary

Table 12 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 12: Summary table for 22-24 A'Beckett Street, Granville

22-24 A'Beckett Street, Granville				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Potential for vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.8 Conjoined residences (20 and 22 Albert Street, Granville)

5.8.1 History and description

The property was purchased by William Richard Murray in 1883 and the residences appear to have been constructed soon after. By 1885, the houses were occupied by tenants (State Heritage Inventory listing for 20 and 22 Albert Street).

The building is a pair of single storey conjoined residences of brick and rendered concrete construction, with little ornamentation (Figure 15). It is located to the south of the M4 Motorway overpass where it is carried over A'Beckett Creek. Several adjoining properties are located between the item and the M4 Motorway.

5.8.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 20 and 22 Albert Street is as follows:

“The pair of conjoined residences at 20-22 Albert Street is of significance for the local area for historical reasons, and as a representative example of Victorian period houses in the area. The houses, built c. 1890, are identifiable as part of the historic building stock of the area and continue to contribute to its character.”



Figure 15: 20 and 22 Albert Street, Granville

5.8.3 Statement of heritage impact

The properties at 20 and 22 Albert Street are located around 40 metres south of the study area boundary (Figure 16). It is proposed that a second viaduct be added to the southern side of the existing M4



Motorway viaduct in this location. The new viaduct would be located over 40 metres to the north of 20 and 22 Albert Street, and views toward the M4 Motorway are screened by vegetation within the rear yards of the residences, as well as in neighbouring yards, and the project would have no impact on the views or setting of the item. The project would not involve any direct physical impacts on the item, although it is possible that there may be vibration impacts during the construction of the new viaduct.

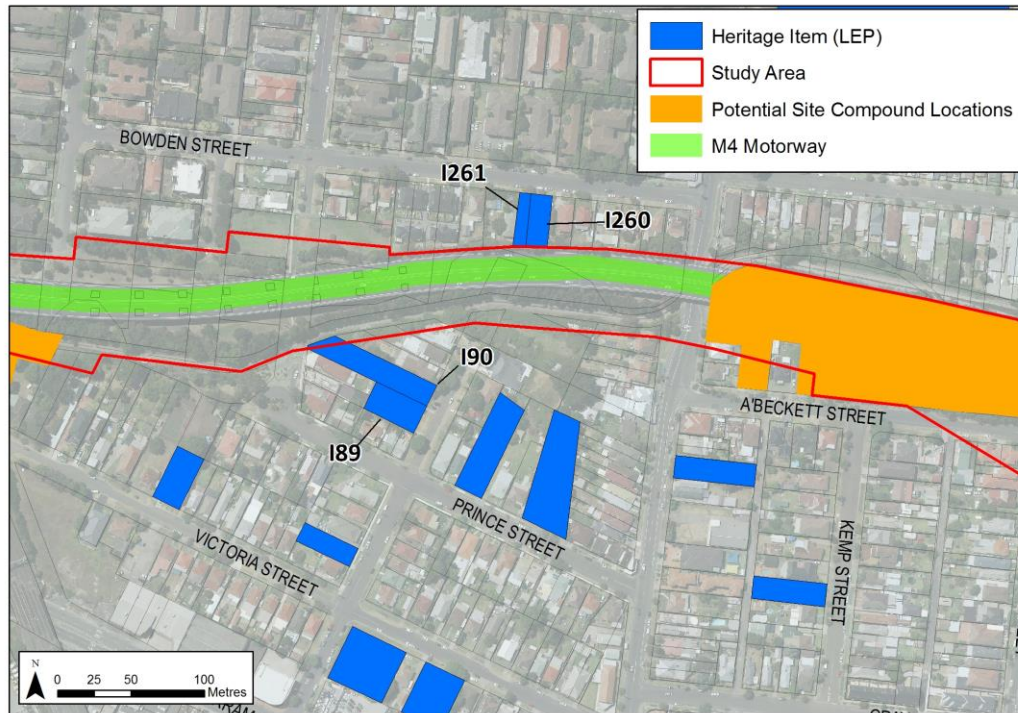


Figure 16: Conjoined residences at 20-22 Albert Street (I89), conjoined residences at 24-26 Albert Street (I90), Conjoined residences at 18 and 20 Bowden Street (I260) and Single-storey residence (I261) in relation to the study area.

5.8.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.8.5 Summary

Table 13 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 13: Summary table for 20-22 Albert Street, Granville

20-22 Albert Street, Granville				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Potential for vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.9 Conjoined residences (24 and 26 Albert Street, Granville)

5.9.1 History and description

The property was purchased by Albert Ivin in 1884 and the house was constructed soon after. Ivin lived at this address from 1884, before selling it to William Stimson in 1886 (State Heritage Inventory listing for 24 and 26 Albert Street).

The item is a two storey conjoined Victorian Italianate terrace house, which originally had face brick facades in a Flemish bond pattern (Figure 17). The building is located to the south of the M4 Motorway overpass where it is carried over A'Beckett Creek. Several adjoining properties are located between the item and the M4 Motorway.



Figure 17: 24-26 Albert Street (left). The M4 viaduct is visible in the right background through the gap in the trees

5.9.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 24 and 26 Albert Street is as follows:



“The house at 26 Albert Street is of significance for the local area for historical reasons, and as a representative example of late Victorian terraces in the area. The house, built c. 1895, is readily identifiable as part of the historic building stock of the area and continues to contribute to its character, additionally as part of the pair with the adjoining No. 24.”

5.9.3 Statement of heritage impact

The study area boundary falls slightly within the heritage curtilage of 24-26 Albert Street, at the western end of the rear yard (Figure 16). However, the proposed design would not include any impacts within the curtilage of the item. It is proposed that a second viaduct be added to the southern side of the existing M4 Motorway viaduct, immediately beyond the canal to the north of the 24-26 Albert Street. The new viaduct would be located around 13 metres north of the boundary of 24-26 Albert Street, and about 55 metres north of the house itself. Views toward the new viaduct would be screened by vegetation within the property and the project would not have a significant impact on the views or setting of the item. The project would not involve any direct physical impacts on the item.

5.9.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.9.5 Summary

Table 14 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 14: Summary table for 24-26 Albert Street, Granville

24 and 26 Albert Street, Granville				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Potential for vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.10 Conjoined residences (18 and 20 Bowden Street, Harris Park)

5.10.1 History and description

The property was sold as part of the ‘Harris Park’ subdivision in 1884 and the house was built c. 1880s. The building consists of a pair of single storey Victorian cottages of painted brickwork with a gabled



corrugated iron roof, a central chimney, and a front verandah (Figure 18) (State Heritage Inventory listing for 18 and 20 Bowden Street). The building is located to the north of the M4 Motorway viaduct where it passes over A'Beckett Creek.

5.10.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 18 and 20 Bowden Street is as follows:

“The conjoined residences at 18 and 20 Bowden Street are of significance for the local area for historical reasons and as a representative example of modest Victorian period houses in the local area. The buildings are readily identifiable as historic structures, demonstrate the early subdivision pattern, and make an important contribution to the streetscape.”



Figure 18: 18 and 20 Bowden Street. The M4 viaduct is visible in the left background

5.10.3 Statement of heritage impact

18 and 20 Bowden Street are located immediately north of the study area, and the M4 Motorway viaduct passes immediately south of the properties (Figure 16). Because the proposed design would not involve any significant changes to the northern side of the M4 Motorway in the vicinity of the residences, it would have no impact on the views or setting of the item. The project would not involve any direct physical impacts on the item, although it is possible that there may be vibration impacts during construction works.

5.10.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.10.5 Summary

Table 15 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 15: Summary table for 18 and 20 Bowden Street, Harris Park

18 and 20 Bowden Street, Harris Park				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Potential for vibration impacts	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.11 Single storey residence (22 Bowden Street, Harris Park)

5.11.1 History and description

The property was sold as part of the 'Harris Park' subdivision in 1884 and the house was built by c. 1900. It is a single storey house of tuck pointed brick walls with a corrugated iron roof that has steep gabled to the front and side (Figure 19) (State Heritage Inventory listing for 22 Bowden Street). A large sympathetic addition has recently been made to the rear.

The item is located immediately north of the M4 Motorway viaduct where it passes over A'Beckett Creek.



Figure 19: 22 Bowden Street (right). The M4 Motorway viaduct is visible in the left background.

5.11.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 22 Bowden Street is as follows:

“The house at 22 Bowden Street is of significance for the local area for historical reasons and as a representative example of modest Victorian period houses in the local area. The item is readily identifiable for its historic structure, demonstrates the early subdivision pattern, and makes an important contribution to the streetscape.”

5.11.3 Statement of heritage impact

22 Bowden Street is located immediately north of the study area, and the M4 Motorway viaduct passes immediately south of the properties (Figure 16). Because the proposed design would not involve any significant changes to the northern side of the M4 Motorway in the vicinity of the residences, it would have no impact on the views or setting of the item. There would be no direct physical impacts on the item, although it is possible that there may be vibration impacts during the construction of the new viaduct to the south.

5.11.4 Mitigation measures

Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.

5.11.5 Summary

Table 16 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 16: Summary table for 22 Bowden Street, Harris Park

22 Bowden Street, Harris Park				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Potential for vibration impact	None	Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.	n/a

5.12 RTA Depot, Rosehill

5.12.1 History and description

From before 1940, the site was occupied by the Main Roads Board depot and in 1944, a multi-storey framed industrial workshop was constructed along the Unwin Street frontage. This building was an important facility during WWII, when it was used as a machinery depot.

The main building is a long brick structure with a corrugated fibro saw-tooth roof. It has a pedimented façade with “Department of Main Roads 1944” inscribed on the pediment (State Heritage Inventory listing for the RTA Depot).

5.12.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for the RTA Depot is as follows:

“The RTA Depot at Unwin Street is of significance for Parramatta for historical, aesthetic and reasons of rarity and representativeness. The depot is representative of amenities' and services' buildings of the time of its creation, additionally rare in the local area and in use of public authorities since its creation. Due to its size and function, it presents a local landmark and strongly contributes to the streetscape.”

5.12.3 Statement of heritage impact

The RTA Depot is located around 40 metres east of the study area (Figure 20). The proposed design does not include any modifications in the vicinity of RTA Depot and there would be no physical or visual impacts to the item.

5.12.4 Mitigation measures

No mitigation measures are required.

5.12.5 Summary

Table 17 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 17: Summary table for the RTA Depot

RTA Depot				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

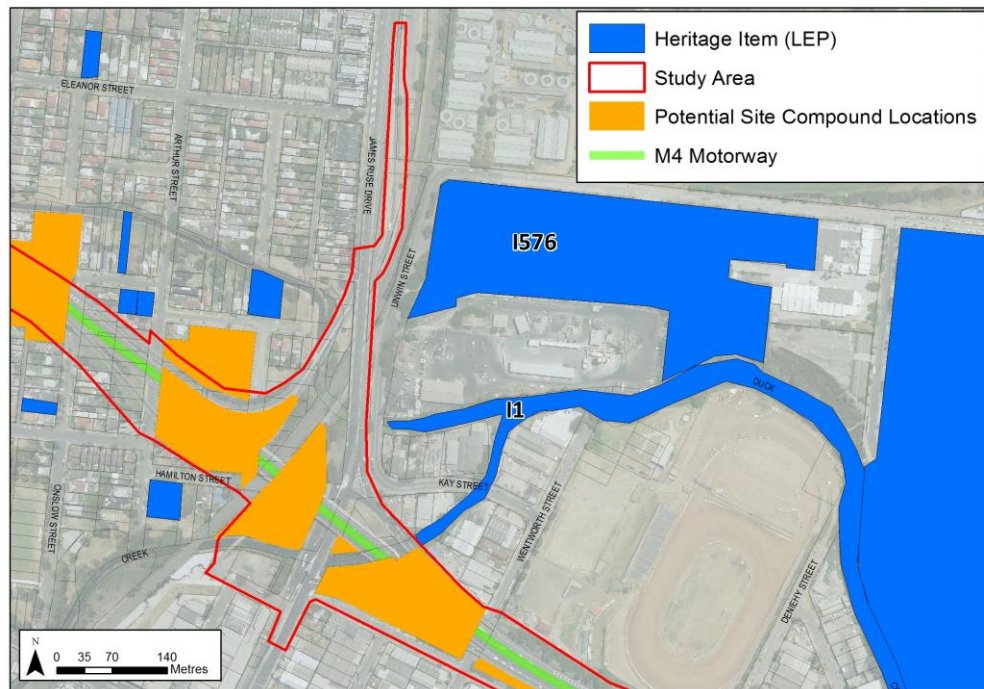


Figure 20: RTA Depot (I576), Capral Aluminium (I575) and the Wetlands (I1) in relation to the study area

5.13 Capral Aluminium

5.13.1 History and description

The Capral Aluminium site is located between Unwin Street, Rosehill and Duck Creek – to the east of the RTA depot. The complex was built in the late 1930s as the Australian Aluminium Works and was of great strategic importance during WWII. In August 1941, it began producing aluminium products for aeroplane parts, including engine parts and aluminium sheet for the body panels.

The complex includes a multi-storey office building in the Moderne architectural style and a tall brick clad steel-framed workshop, with various plantings of shrubs, eucalyptus and Canary Island palms (State Heritage Inventory listing for the Capral Aluminium site).

Three large modern workshops are also located to the south of the original buildings.

5.13.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for the Capral Aluminium site is as follows:

“Evidence of major local industry and manufacturing. This site was of prime importance during the war, a role which emphasized the regional significance of Parramatta. It is also a



fine example of a modern industrial building with all its facilities. National Trust (Parramatta Branch): Evidence of major local industry and manufacturing. This site was of prime importance during the war, a role which emphasized the regional significance of Parramatta. It is also a fine example of modern industrial building with all its facilities.”

5.13.3 Statement of heritage impact

Capral Aluminium is located around 50 metres from the study area and is separated from the M4 Motorway corridor by Duck Creek and associated wetlands (Figure 20). The proposed design involves the construction of a new bridge over Duck River, which would be widened to the south in comparison with the existing bridge. The item would continue to be separated from the M4 Motorway bridge by a thick band of vegetation, which would screen views toward the M4 Motorway. The project would have no impact on the heritage significance of the item.

5.13.4 Mitigation measures

No mitigation measures are required.

5.13.5 Summary

Table 18 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 18: Summary table for Capral Aluminium

Capral Aluminium				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

5.14 Wetlands (Parramatta)

5.14.1 History and description

The heritage listed wetlands near the study area are located along Duck River and consist of remnant wetland vegetation, characterised by mangrove and saltmarsh complex (Figure 21).

They are listed as part of an item that includes wetlands along the Parramatta and Duck Rivers and their tributaries, in the suburbs of Camelia, Clyde, Rydalmere, and Ermington.



Figure 21: Heritage listed wetlands where the M4 Motorway bridge crosses the Duck River, facing NNE

5.14.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for the wetlands is as follows:

“The wetlands along Parramatta River are of significance for Parramatta area as remnant representative areas of mangroves and salt marshes which once extensively lined the foreshores and tidal water flats of the region.”

5.14.3 Statement of heritage impact

At their western end, the listed wetlands are located immediately outside the study area and would not be impacted by the project (Figure 20). The proposed design involves the construction of a new bridge over Duck River to the south of the existing bridge. The construction of this bridge is likely to involve impacts to the small area of the listed wetlands that falls beneath it (about 0.25 h.a.). The biodiversity assessment for this project identifies that Mangrove habitat interspersed with exotic vegetation are within the proposed impact area (Jacobs SKM 2014). The biodiversity report recommends an offset for the impacted vegetation. The heritage impacts of the loss of the vegetation would be minimal in the context of the listed wetland area as a whole.

Compound/site access areas are proposed to the south and north of the heritage item, although these are largely contained within the M4 Motorway corridor and there is little visual connection between these items.

5.14.4 Mitigation measures

The design and construction of the proposed new bridge over the Duck River should aim to minimise impacts to the wetlands.

5.14.5 Summary

Table 19 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 19: Summary table for Wetlands (Parramatta)

Wetlands (Parramatta)				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	Possible impacts resulting from the construction of the new bridge over the Duck River.	None	The design and construction of the proposed new bridge over the Duck River should aim to minimise impacts to the wetlands.	<p>The detailed design of the bridge over Duck River will be refined to reduce impact on riparian vegetation and wetlands where possible.</p> <p>Riparian vegetation and wetlands along the main wildlife corridor (Duck River) will be protected during construction works where possible with any affected areas to be rehabilitated.</p>

5.15 Auburn North Public School

5.15.1 History and description

Auburn North Public School is located on the southern side of Adderley Street West, land that was originally granted to Samuel Hasslam in 1806. In 1889, an application for the establishment of a public school at Auburn North was submitted to the Department of Education and, although the request was initially refused, approval for the building of the school was given later in that year. The three acre site was acquired in 1890 and the first building was constructed in 1891. Additions to the original building were made in 1895, and an Infants School was built in 1920. In 1924-5 additional land was purchased and the school was expanded.

The original school building is a large two-storey brick building, running perpendicular to Adderley Street West and Parramatta Road. The Adderley Street façade of the building features the gable end of the main roof (NSW State Heritage Inventory entry for 'Auburn North Public School').

5.15.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for the item is as follows:

“The Auburn North Public School buildings have local historic and social significance as having served as a community resource since the early twentieth century. The buildings are also significant for the evidence they provide of the nature of suburban development in the Federation period. In particular they provide evidence of the development of local social and cultural institutions to accompany the notable residential growth of the period. Architecturally, the School buildings are representative examples of well detailed Federation, suburban school buildings of the period and externally they may appear to retain much of their original character and fabric. The siting of the group and the integrity of its aesthetic qualities also make it a notable and attractive landmark in its local area.”

5.15.3 Statement of heritage impact

The school is located around 18 metres south of the study area boundary (Figure 22) and is elevated above the level of the M4 Motorway. Views toward the M4 Motorway are screened by a band of vegetation around 40 metres wide within the M4 Motorway corridor. The project would involve the construction of additional lanes along the southern side of the M4 Motorway to the north of the item. No views of the proposed alterations would be available from the school and the project would have no impact on the heritage significance of the item.

5.15.4 Mitigation measures

No mitigation measures are required.

5.15.5 Summary

Table 20 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 20: Summary table for Auburn North Public School

Auburn North Public School				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

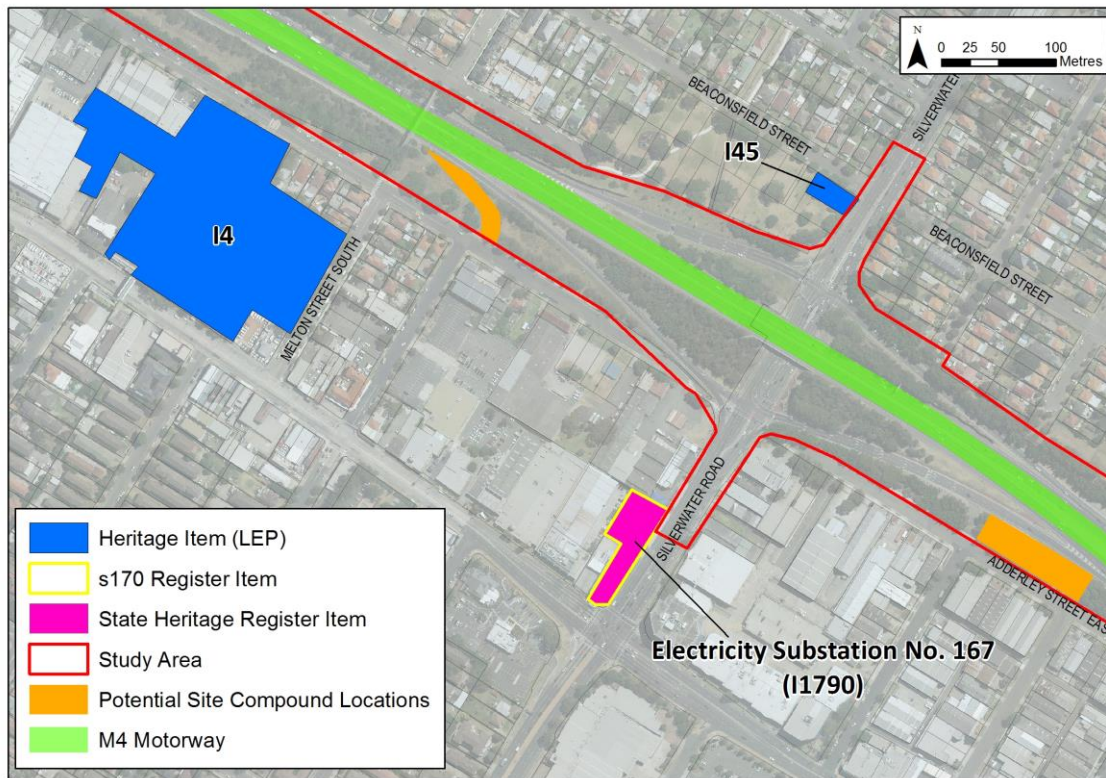


Figure 22: Auburn North Public School (I4), Dwelling at 24 Silverwater Road and Electricity Substation No.167 (I1790) in relation to the study area.

5.16 Dwelling (24 Silverwater Road, Silverwater)

5.16.1 History and description

The dwelling is situated on land that was subdivided in the late-19th and early-20th centuries as the Newington Estate. This subdivision was encouraged by the arrival of the railway line and the relocation of many industries to Auburn.

The dwelling is an asymmetrical brick house built in the Victorian Italianate style. It fronts Silverwater Road and is located in a small garden that is planted with immature trees and shrubs (State Heritage Inventory listing for 24 Silverwater Road) (Figure 23).

The item is separated from the M4 Motorway by Deakin Park and screening vegetation along the northern side of the off-ramp onto Silverwater Road (Figure 24).



Figure 23: 24 Silverwater Road, facing north



Figure 24: Deakin Park between 24 Silverwater Road and the M4 Motorway

5.16.2 Heritage significance

The statement of significance included in the State Heritage Inventory listing for 24 Silverwater Road is as follows:

“This site has local historic significance as a rare example of a suburban residence erected in the study area in the late nineteenth century on the new subdivision then being laid out. The site also, through its character and location, provides evidence of the influence of the transport routes and industrial development in the residential suburb of Auburn. It is aesthetically significant as it provides a good example of a Victorian Italianate residence, erected in the municipality during this phase of development. The original fabric of the building is intact and it has attractive and interesting decorative detail.”

5.16.3 Statement of heritage impact

The study area boundary runs along the eastern side of the curtilage of 24 Silverwater Road (Figure 22). However, the proposed design does not involve any works in the vicinity of the item, and there would be no impacts to its heritage significance.

5.16.4 Mitigation measures

No mitigation measures are required.

5.16.5 Summary

Table 21 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 21: Summary table for 24 Silverwater Road, Silverwater

24 Silverwater Road, Silverwater				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

5.17 Electricity Substation No. 167

5.17.1 History and description

Electricity Substation No. 167 was built in 1924 as the main high voltage electricity distribution point for this part of Sydney and was the largest electrical facility built in western Sydney at that time.

In c.1929, the substation underwent a substantial extension, in sympathy with the original structure, in response to increased demand for electricity as a result of rapid urban development in the Auburn area. The substation was of central importance in the development of Auburn as a major industrial area in the mid to late 20th century. Its construction was an illustration of the extension of the Municipal Council of Sydney's role as a regional electricity supplier to the outlying suburbs of Sydney in the 1920s.

The substation is a large two-storey brick structure located on the corner of a major intersection (Figure 25). It was designed by the City Architect of the Municipal Council of Sydney (MCS) in the Inter-War Art Nouveau style. The MSC logo and "ELECTRICITY SUBSTATION" are embossed in large Art Nouveau lettering on the façade of the building, which also features Art Nouveau and Art Deco detailing (SHR entry for 'Electricity Substation No. 167').



Figure 25: Electricity Substation No. 167 (from intersection of Parramatta Road and Silverwater Road)

5.17.2 Heritage significance

The statement of significance included in the SHR listing for the item is as follows:

“Auburn Zone Substation No. 167 is significant at state level as the main high voltage electricity distribution point for this part of Sydney when constructed in 1924 by the Municipal Council of Sydney. It is representative of the Municipal Council's extension of its role as a regional electricity supplier to what were then outlying areas of Sydney. Auburn marks the western extent of the Council's network, with power further west being supplied from a private company based in Parramatta. Auburn Zone Substation No. 167 was the most substantial piece of early electrical infrastructure constructed in western Sydney in the 1920s and is the only one which remains in service for its original purpose. It was integral to the development of the Auburn area as a major industrial area in the mid- to late-20th century. Auburn Zone Substation No. 167 is significant at state level as a large and attractive industrial structure which features Art Nouveau and Art Deco detailing to the street facade. Stylistically, the substation is a grand example of this type of substation architecture, which is generally characterised by smaller buildings. It is the largest of this style of substation and externally retains its character as an early 20th century industrial building. The building was substantially and sympathetically extended in the late 1920s by the Municipal Council of Sydney in response to the rapid growth of the Auburn area and increased demand for electricity.”

5.17.3 Statement of heritage impact

The study area boundary falls immediately outside the eastern boundary of the item in its north-east corner (Figure 22). However, the proposed design does not involve any modifications in the vicinity of the item and there would be no impacts to its heritage significance.

5.17.4 Mitigation measures

No mitigation measures are required.

5.17.5 Summary

Table 22 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 22: Summary table for Electricity Substation No. 167

Electricity Substation No. 167				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	None	None	n/a	n/a

5.18 Stand of *Eucalyptus longifolia*

5.18.1 History and description

The stand of trees is located on the northern side of Parramatta Road to either side of the Hill Road intersection and includes a group of trees that are a remnant of Cumberland Plain woodland. The group of remnant trees includes ten trees which are around 10-15 metres in height (NSW State Heritage Inventory listing for the 'Stand of *Eucalyptus longifolia*'). Most of the mature trees appear to be located to the west of Hill Road, with most or all of the trees to the east appearing to be immature trees planted following the construction of the M4 Motorway ramp.

5.18.2 Heritage significance

The statement of significance included in the NSW State Heritage Inventory entry for the item is as follows:

“Remnant planting that has scientific significance being representative of the indigenous planting that once covered a larger area of the Cumberland Plain and may act as a valuable seed source, historic significance for being retained as a group and aesthetic significance for landmark value on the corner of the original arterial road through the locality.”

The Biodiversity Assessment for the M4 Widening project (Jacobs SKM 2014) identifies this stand of trees as being endangered, being one of the few remaining woodland habitats of this type in the study area.

5.18.3 Statement of heritage impact

The proposal in this location will include the lengthening of the on-ramp at Hill Road. A site compound will also be located to the east of the stand of trees.

Impacts as a result of the on-ramp will be confined to a very small portion of the eastern section of the item. The vegetation on this section is unlikely to be remnant and appears to have been a result of revegetation.

A small number of trees may be impacted in the eastern section of the item as a result of construction of a ramp. The loss of a small number of trees along the edge of the item would have a very minor impact on heritage significance (Figure 26).

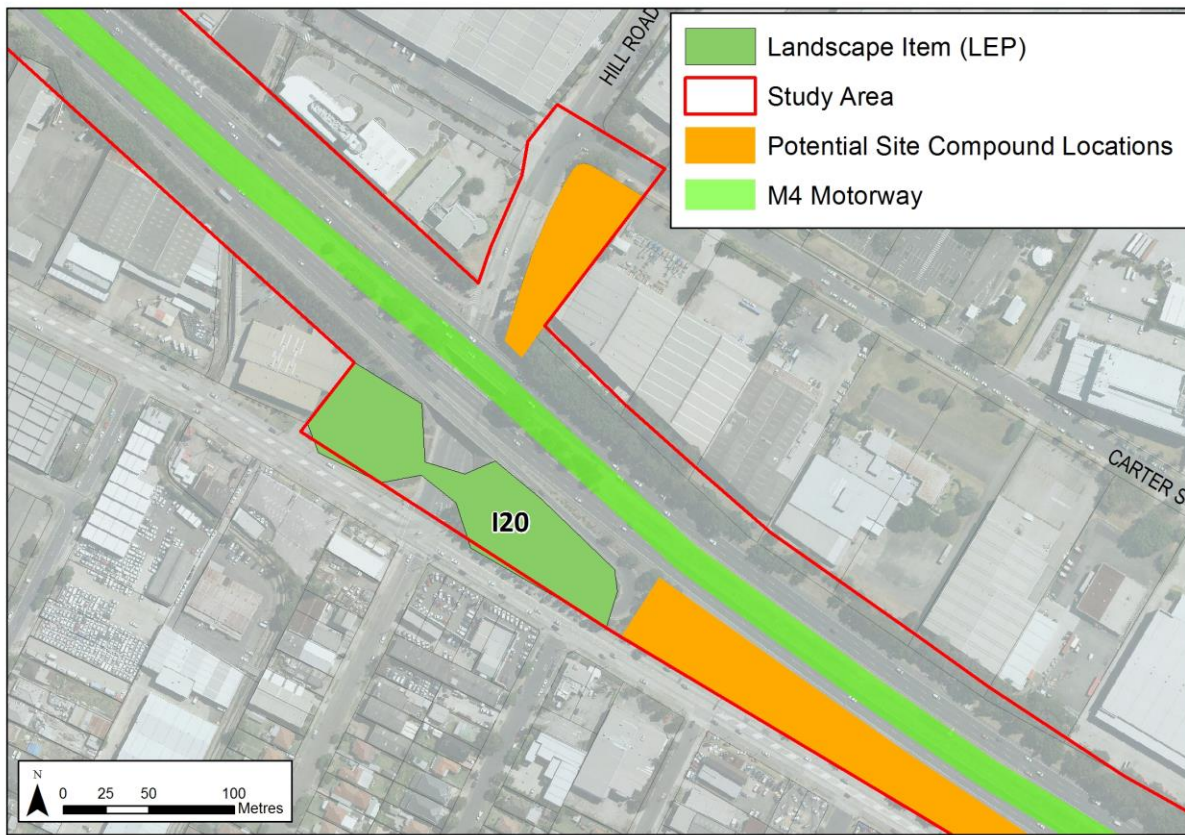


Figure 26: Stand of *eucalyptus longifolia* (I20) in relation to the study area.

5.18.4 Mitigation measures

Due to the items rarity, impacts to the trees should be avoided where possible. If impacts are unavoidable it would be necessary to replace any removed trees after the completion of works.

5.18.5 Summary

Table 23 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 23: Summary table for stand of *eucalyptus longifolia*, Auburn

Stand of <i>eucalyptus longifolia</i> , Auburn				
Significance	Physical impacts	Visual impacts	Recommendations	Action
State	Possible impacts to trees along the northern edge of the eastern half of the item.	None	Impacts to the trees should be avoided where possible. Any removed vegetation should be replaced on completion of works.	n/a

5.19 Former Ford Factory Building (brick façade)

5.19.1 History and description

The site was developed by Ford in the early 1930s as a car manufacturing and assembly plant. At the same time, Ford also constructed housing for employees on adjoining land along Talopea Avenue. The Ford plant operated 24 hours a day and employed around 1, 200 workers on split shifts. The plant included a complex of purpose built factory buildings which were altered and added to over the years. Ford vacated the premises in 1995 and it was sold to Drof Pty Ltd, a Linfox company. Linfox used the site as a distribution centre until c. 2000. The site was redeveloped as the Campus Homebush Business Park in c. 2004/5, and the façade of the former Ford Factory Building was retained as part of the development.

5.19.2 Heritage significance

The façade of the former Ford Factory Building is of local historical significance as a surviving element of an important industry that helped to shape the development of the local area during the 20th century, and as Ford Australia's Sydney headquarters for 50 years. It is also of local aesthetic significance as an example of a standard Ford Assembly Plant with Inter-War Classical style and Art Deco characteristics, which makes a significant contribution to the streetscape of Parramatta Road and is a prominent local landmark.

5.19.3 Statement of heritage impact

The item is located around 30 metres south of the study area boundary and views toward the M4 Motorway are screened by a band of trees around 50 metres wide within the M4 Motorway corridor (Figure 27). The project would have no physical or visual impacts on the item. The proposed design would not involve any modifications in the vicinity of the building and would have no physical or visual impacts on the item.

5.19.4 Mitigation measures

No mitigation measures are required.

5.19.5 Summary

Table 24 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 24: Summary table for the Former Ford Factory Building

Former Ford Factory Building				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

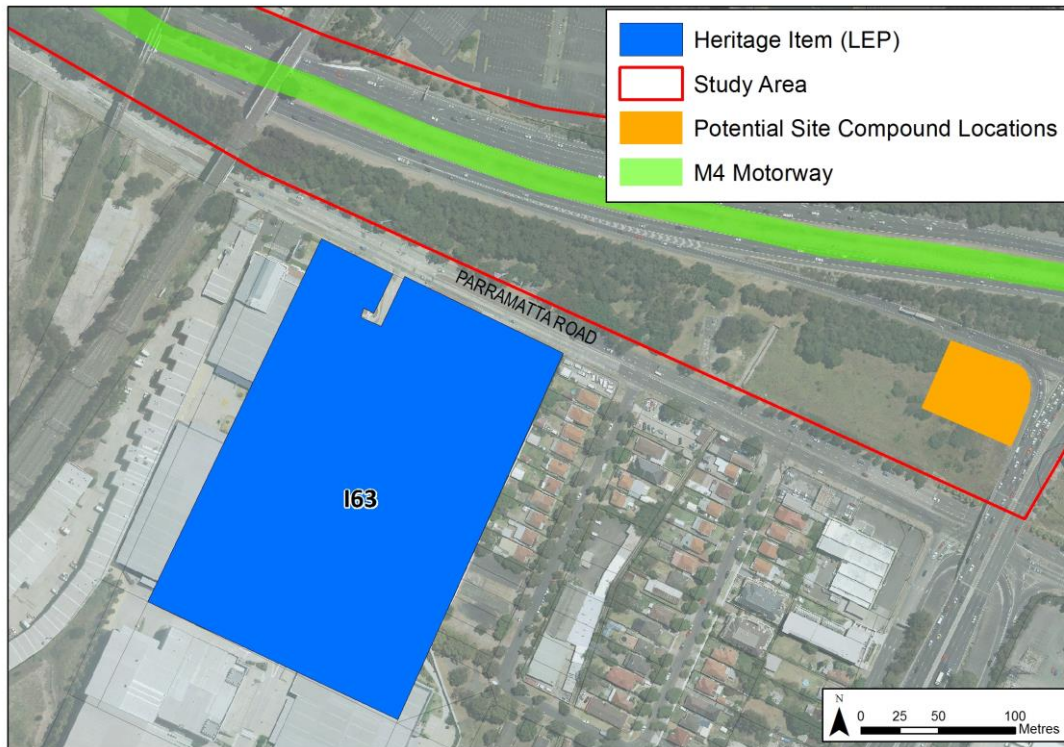


Figure 27: Former Ford Factory Building item (I 63) in relation to the proposal.

5.20 Welfare Street Precinct

5.20.1 History and description

The Welfare Street Precinct is a homogenous group of bungalow housing dating from c. 1920. The houses are single-storey brick cottages with asymmetrical facades and Marseilles tiled gables. Throughout the precinct there is a repetition of design elements. The precinct is bounded by Welfare Street, Flemington Street and Parramatta Road (Strathfield Heritage Study Inventory Sheet for the Welfare Street Precinct).

5.20.2 Heritage significance

The Strathfield Heritage Study Inventory Sheet for the item states that it is of local significance as a homogenous group of bungalow housing dating from c. 1920. The precinct is of both historical and aesthetic significance.

5.20.3 Statement of heritage impact

The precinct is located around 30 metres south of the study area and is separated from the M4 Motorway corridor by an expanse of open grass (Figure 28). Views toward the M4 Motorway are screened by vegetation within the M4 Motorway corridor. No modifications are proposed in the vicinity of the item and the project would have no impact on the heritage significance of the precinct.

A compound site is proposed to the immediate west of the precinct (Figure 28). There is a visual connection between the proposed compound site and the frontages of the properties, partially screened by wire mesh fencing and mature trees (Figure 30).

5.20.4 Mitigation measures

As the compound site is temporary, the installation of screen fencing would mitigate any temporary visual impacts on the heritage precinct.

5.20.5 Summary

Table 25 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 25: Summary table for the Welfare Street Precinct

Welfare Street Precinct				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	There is a partially screened view into the proposed compound site from the HCA.	As the compound site is temporary, the installation of screen fencing would mitigate visual impacts.	n/a

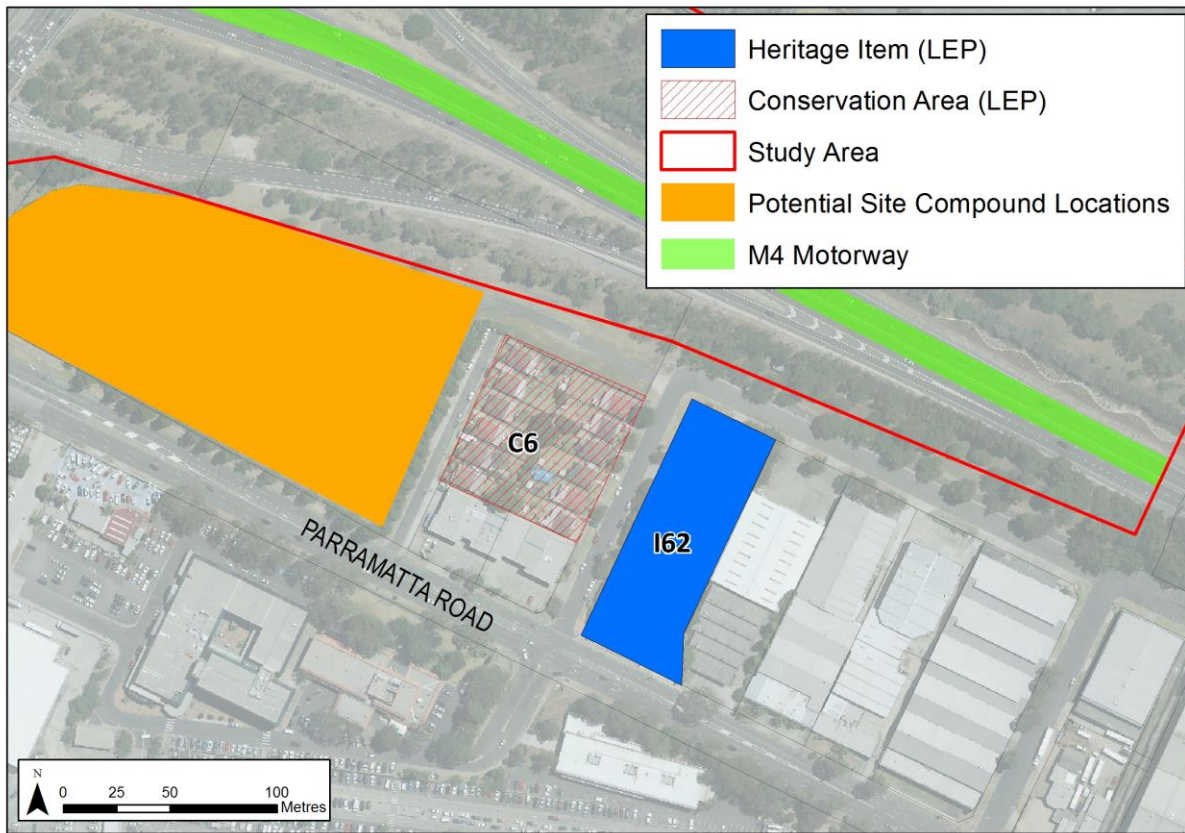


Figure 28: Welfare Street Precinct (C6) and the Westworth Hotel (I62) in relation to the study area.



Figure 29: The Welfare Street Precinct/Conservation Area, View to the north.



Figure 30: View from the Welfare Street Precinct west looking toward the proposed compound site.

5.21 Wentworth Hotel

5.21.1 History and description

During the 19th and 20th centuries, the council and residents of Strathfield objected strongly to any hotels being built within the Municipality. However, hotels were established on the boundaries of the area within adjacent Municipalities.

The Wentworth Hotel was built in c. 1940 to serve the employees of local industries. It is a two-storey, symmetrical brick building (Strathfield Heritage Study Inventory Sheet for the Wentworth Hotel).

5.21.2 Heritage significance

The hotel is of local historical and aesthetic significance as a hotel built c. 1940 to capitalise on the presence of workers in local industries. The hotel is a prominent local landmark on Parramatta Road.

5.21.3 Statement of heritage impact

The heritage curtilage of the item is located around 20 metres south of the study area (Figure 28), however, much of the item's curtilage is occupied by a rear car park and the hotel itself is located around 90 metres from the study area. Views toward the M4 Motorway from the hotel are screened by vegetation to the rear of the hotel and within the M4 Motorway corridor. No modifications are proposed in the vicinity of the item and the project would have no impact on the heritage significance of the hotel.

A compound/site access is proposed to the west of the heritage item. There is no visual connection between these items.



5.21.4 Mitigation measures

No mitigation measures are required.

5.21.5 Summary

Table 26 summarises the significance of the item, the potential impacts of the proposal, recommendations, and necessary actions.

Table 26: Summary table for the Wentworth Hotel

Wentworth Hotel				
Significance	Physical impacts	Visual impacts	Recommendations	Action
Local	None	None	n/a	n/a

6.0 Archaeological potential

6.1 Parramatta Historical Archaeological Landscape Management Study

The Parramatta Historical Archaeological Landscape Management Study (PHALMS) (GML 2001) was commissioned to update and replace the previous archaeological zoning plan for Parramatta. The PHALMS is not a statutory list, however the DCP states that the PHALMS must be considered and its recommendations followed for developments that involve excavation.

The PHALMS divides its study area into archaeological management units (AMUs) based on historical research and land disturbance. The AMUs are designated as having a low, moderate, high or exceptional archaeological potential. They are also provided with a low, moderate or high significance rating. Management recommendations for the AMUs are therefore based on the archaeological potential and significance of an area.

The following sections outline AMU's that fall within the study area.

6.1.1 AMU 2968

AMU 2968 falls within the study area and was assessed to be of moderate research potential and local significance (Table 27, Figure 31). The proposed new bridge over the Duck River would fall within this AMU and there is some possibility that archaeological material could be impacted during construction. However, it is considered that it is unlikely that any substantial structures would have been built within the wetland area and that any archaeological material would be of a low archaeological significance.

Table 27: Details for AMU 2968

AMU	Location	Archaeological research potential	Statement of significance
2968	Bounded by Unwin Street, James Ruse Drive, A'Beckett Creek, Duck River and the western boundary of Shell refinery.	Moderate	<p>This area was part of Macarthur's Elizabeth Farm estate that was subdivided in the 1880s and developed as an industrial precinct.</p> <p>The physical archaeological evidence within this area may include structural features, open deposits and scatters, ecological samples and individual artefacts which have potential to yield information relating to major historic themes including Technology, Townships, Industry, Technology and Transport.</p> <p>Archaeological evidence at this site is likely to be subject to minor disturbance.</p> <p>This AMU is of Local significance.</p>

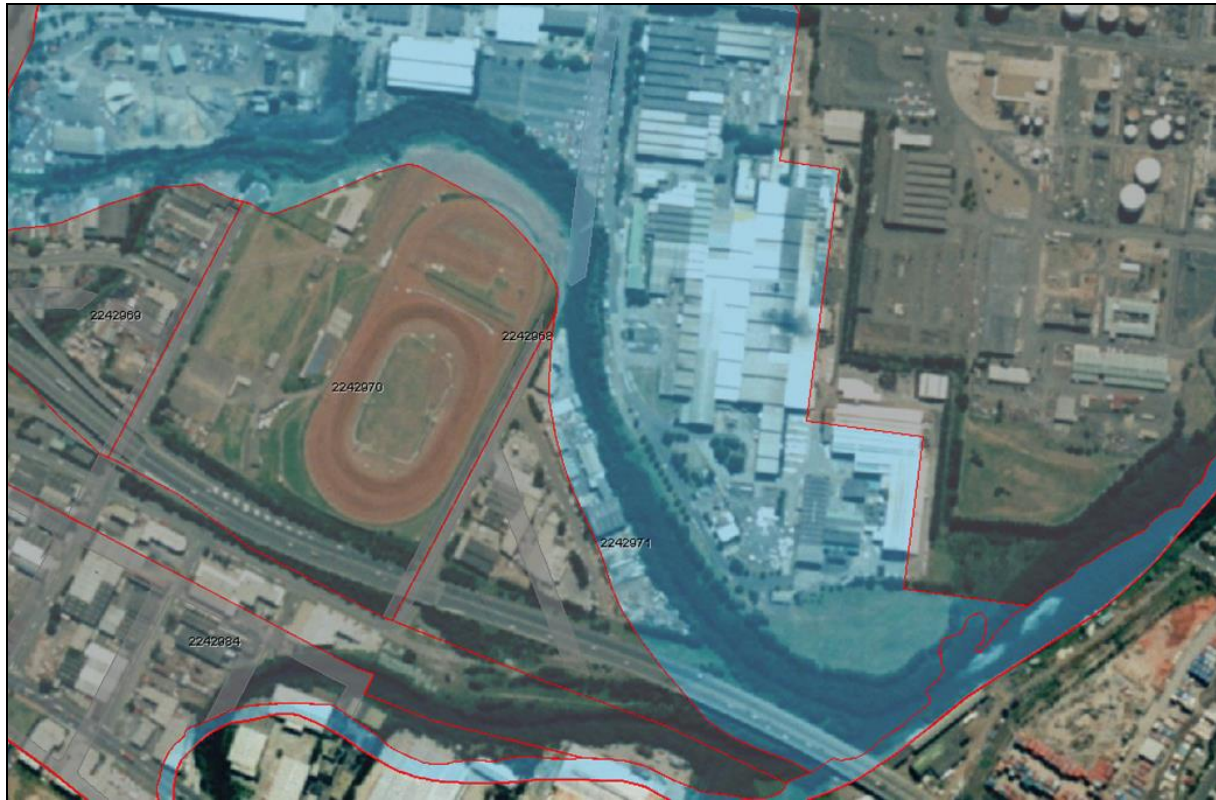


Figure 31: AMU 2968 shaded blue (PHALMS 2000)

It is noted that in Figure 31, the overlay of AMU 2968 is inconsistent with the base aerial, being located further to the south and west. This image has been taken directly from the PHALMS online TimeMap tool, and is unable to be corrected.

6.1.2 AMU 3094

AMU 3094 falls just to the west of the study area and was assessed to be of moderate research potential and local significance (Table 28). A section of road widening will pass through the southernmost boundary of this AMU. The section of the study area within this AMU is unlikely to encounter archaeological remains, as it is likely to have been previously disturbed through the construction of the M4 Motorway.

Table 28: Details for AMU 3094

AMU	Location	Archaeological research potential	Statement of significance
3094	Bounded by the Great Western Highway, The Great Western Motorway, Burnett and Pitt Streets.	Moderate	<p>This AMU has moderate archaeological research potential.</p> <p>The land within this AMU was first used to hold cattle, and since the late 1850s, has been used mostly for residential purposes.</p>



AMU	Location	Archaeological research potential	Statement of significance
			<p>The physical archaeological evidence within this area may include structural features, intact subfloor deposits, open deposits and scatters and individual artefacts which have potential to yield information about nineteenth-century housing, relating to major historic themes including Housing, Cultural Sites and Townships.</p> <p>Archaeological Evidence within this AMU is likely to be largely intact.</p> <p>This AMU is of Local Significance.</p>

6.2 Statement of heritage impact

The study area passes through several AMU's that have been assessed as having the potential to contain archaeological remains with the potential ability to relate to a variety of major historic themes. However, due to the high levels of disturbance likely to exist within the study area from the twentieth century construction of the M4 Motorway, it is highly unlikely that the M4 Widening project will encounter substantial or intact archaeological remains.

The M4 Widening project is therefore assessed as having no impact on potential archaeological remains.

7.0 Overall Statement of Heritage Impact

The overall potential heritage impact of the M4 Widening project on the study area is assessed below.

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

The proposed works would largely be confined to the existing M4 Motorway corridor or its immediate environs and would have no direct physical or visual impacts on the majority of the adjacent heritage items.

Where works are proposed outside the existing road corridor they are largely limited to areas that have already been subject to significant disturbance through the construction of the motorway. The M4 Widening project is unlikely to have any impacts on intact archaeological material.

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

The proposed works could potentially involve vibration impacts to the heritage listed residences at the following addresses:

- 14 Meehan Street, Granville.
- 20 A'Beckett Street, Granville.
- 22 and 24 A'Beckett Street, Granville.
- 20 and 22 Albert Street, Granville.
- 24 and 26 Albert Street, Granville.
- 18 and 20 Bowden Street, Harris Park.
- 22 Bowden Street, Harris Park.

The proposed construction of a new bridge over the Duck River would involve impacts to a 0.25 ha area of the heritage listed wetlands along the river. The removal of this small area of Mangrove and exotic vegetation would have a minimal impact of the heritage significance of the item.

The proposed construction of the on-ramp at Hill Road will impact on a small section of the locally listed stand of *Eucalyptus longifolia*. Most of the mature trees appear to be located to the west of Hill Road, with most or all of the trees to the east appearing to be immature trees planted following the construction of the M4 Motorway ramp. Impacts as a result of the on-ramp will be confined to a very small portion of the eastern section of the item. The vegetation on this section is unlikely to be remnant and appears to have been a result of revegetation.



The proposed compound site/site access point near Homebush Bay Drive could have negative visual impacts on the Welfare Street Precinct/Conservation Area.

8.0 Recommendations

On the basis of background research and a site inspection and adhering to all statutory obligations, the following recommendations have been made with regard to non-Indigenous heritage.

- The design and construction of the proposed new bridge over the Duck River should aim to minimise impacts to the heritage listed wetlands.
- The design and construction of the on-ramp at Hill Road should aim to minimise impacts to the heritage listed stand of mature trees. Any remnant vegetation impacted should be replanted.
- For those items that have been identified as having potential vibration impacts, Measures to limit the potential for cosmetic or structural damage to buildings as detailed within the Noise and Vibration Assessment undertaken for the EIS should be implemented.
- Care should be taken to reduce visual impacts on the Welfare Street Precinct/Conservation Area from the proposed compound site to its immediate west. As the compound site is temporary, and would only be required for the duration of the proposed works, this could be achieved through the installation of temporary barriers or some other screening measures.
- Parramatta City Council, should be notified of the works at the Duck River, located within Parramatta Archaeological Management Unit (AMU) 2698. As these works are likely to have a minor impact on the heritage significance of this AMU, a copy of this heritage assessment should be forwarded to Parramatta City Council after submission of the EIS.
- It is unlikely that intact non-Indigenous archaeological material would be encountered during the proposed works. If any unanticipated archaeological deposits are identified within the study area during construction, the (NSW) Roads and Maritime Services *Unexpected Archaeological Finds Procedure 2012* should be followed.

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