



Statement of Heritage Impact

Augusta Street Warehouse and Distribution Centre Blacktown

Blacktown LGA



August 2023

Report prepared for the Trustee for Huntingwood
Property Trust

Project summary

The Trustee for Huntingwood Property Trust proposes to redevelop a property at Augusta Street, Huntingwood. The proposal is to be assessed as a State Significant Development under Part 4 (Division 4.7) of the *Environmental Planning and Assessment Act 1979*. The Secretary's Environmental Assessment Requirements (SEARs) issued for this project under SSD-36138263 include preparation of a Statement of Heritage Impact, where there is potential for direct or indirect impacts on the heritage significance of environmental heritage. Logos Property Management on behalf of the Trustee for the Huntingwood Property Trust, has engaged Coast History and Heritage (Coast) to complete the Statement of Heritage Impact.

Heritage listings and identified heritage values

The history of the non-Indigenous development and occupation of the study area can be divided into three main phases:

- Flushcombe Estate, and Church and School Estate, 1820s to 1870s/1918
- Small-scale agriculture, 1870s/c1908 to c.1970
- Industry, c.1970 to present.

There are no listed heritage items within the study area, however there are two remnant features that, although modified, provide a tangible connection to the second phase of occupation:

- The c.1920s house at 426 Flushcombe Road, Blacktown (now removed)
- The open semi-rural landscape.

There are five listed heritage items in the vicinity of the study area:

- Former Great Western Road, Prospect
- Former police residence / House
- Royal Cricketers Arms Inn
- Seven Milestones
- St Bartholomew's Church and Cemetery.

Potential historical heritage impact

The proposed activity comprises redevelopment of the study area to construct a warehouse and distribution centre.

The development will involve excavation and construction across most of the study area. It has resulted in removal of the house at 426 Flushcombe Road, and will involve removal of the remnant open semi-rural landscape.

The proposed development will not result in impact to the heritage values of four of the five listed heritage items in the vicinity:

- Former Great Western Road, Prospect
- Former police residence / House
- Royal Cricketers Arms Inn
- Seven Milestones

In terms of setting, these items are associated with former and current alignments of the Great Western Highway, which will not be affected by the development.

However, the proposed development will result in impact to the identified heritage values of St Bartholomew's Church and Cemetery, an item listed on the State Heritage Register and on Schedule 5 of the Blacktown Local Environmental Plan 2015. The item is located to the east of the study area, on the opposite side of Prospect Highway. The development will involve construction across an area that has been identified as forming part of the setting of the Church, and will affect views to the west from the Church property. Overall, it will tend to continue a process that has resulted in the focus of the setting of the Church shifting to the east, and in the main views to the Church being from the east.

Recommendations

The following recommendations are made:

- Prior to commencement:
 - An archival photographic record should be made of the study area so far as it forms part of the setting of St Bartholomew's Church and Cemetery, including views from the heritage listed property towards the west.
 - In planting screening trees along the eastern boundary of the study area, care should be taken to avoid unnecessary impact on the views from St Bartholomew's Church towards the west.
- During the works:
 - If any unexpected historical archaeological relics or potential relics are unearthed during the course of the development, work should cease in the vicinity, and Heritage NSW should be contacted for advice. It may be necessary to redesign the works to avoid impact to relics.
- Following completion of the works:
 - A copy of the archival record should be lodged with the Heritage NSW Library and with Blacktown City Library.
 - The screening planting along the eastern boundary of the study area should be maintained during operation of the facility, and no changes should be made that may result in additional impact to St Bartholomew's Church and Cemetery.
- A copy of this report should be forwarded to the Heritage NSW Library, and to the Blacktown City Library.

Table of contents

1	Introduction to the project	7
1.1	What the report contains	7
1.2	Who contributed to the report	9
1.3	What we are assessing	9
1.4	Legislative and policy requirements	12
2	Information we have considered	14
2.1	Heritage listings	14
2.2	Previous heritage assessments	17
2.3	Historical context	18
2.3.1	Prospect	18
2.3.2	Study area	20
2.4	Site inspection	29
2.4.1	Study area	29
2.4.2	Heritage items	33
3	Our assessment of heritage significance	43
3.1	Study area	43
3.2	Heritage items	44
4	Heritage impact	48
4.1	What work is proposed in the study area?	48
4.2	What historical heritage impacts are possible?	52
4.3	How can the potential heritage impact be managed?	55
5	Our conclusions and recommendations	56
5.1	Conclusions	56
5.2	Recommendations	56
6	References	58

Figures

Figure 1. The location of the study area	10
Figure 2. The study area	11
Figure 3. The study area in relation to listed heritage items	16
Figure 4. An undated map of the Parish of Prospect	24
Figure 5. Detail of a 1983 map of the Parish of Prospect, overlaid on an 1887 map	24
Figure 6. An 1869 plan of the Flushcombe Estate subdivision	25
Figure 7. The study area in 1943	26
Figure 8. The study area in 1947	26
Figure 9. The study area in 1965	27
Figure 10. Construction of the Great Western Highway c1968	27
Figure 11. The study area in 1975	28
Figure 12. The study area in 1984	28
Figure 13. View towards the study area from the eastern end of Augusta Street	30
Figure 14. Looking east across the study area from the eastern end of Augusta Street	30
Figure 15. Looking west across the study area from the eastern boundary	31
Figure 16. The group of structures at the western end of the study area, looking west along Augusta Street	31
Figure 17. The c.1920s house on Augusta Street (426 Flushcombe Road)	31
Figure 18. The c.1980s house on Augusta Street	32
Figure 19. Looking east from the end of the surface section of Augusta Street, with the transmission tower yard on the left	32
Figure 20. An unsurfaced track leading south off Augusta Street	32
Figure 21. Looking west across the eastern part of the study area, showing the transmission line	33
Figure 22. Works along Prospect Highway, looking south	33
Figure 23. Yallock Place, looking north-west	34
Figure 24. Reservoir Road, looking south-east	34
Figure 25. The rebuilt Former Police Residence / House, looking north-west	35
Figure 26. The Royal Cricketers Arms Inn, looking north-east	35
Figure 27. View north from the rear yard of the Royal Cricketers Arms Inn, towards the study area, obscured by the motel	35
Figure 28. View north from the carpark to the north of the Former Police Residence / House, looking towards the study area, marked by the electricity pylons	36
Figure 29. The Milestone, looking south	36
Figure 30. View east from the Milestone towards the study area	37
Figure 31. View north-west from the study area towards the Milestone	37
Figure 32. View to the west across the cemetery of St Bartholomew, highlighting the dominant position of the church on the crest of the hill, 1977.	39
Figure 33. 1937 view of Bartholomew's Church, looking north-east	39
Figure 34. 1956 view of Bartholomew's Church, looking east	39
Figure 35. Undated view of Bartholomew's Church Hall, looking south-west	40
Figure 36. View along the side of St Bartholomew's Church facing west, 2000	40

Figure 37. View to the west from the front of St Bartholomew's church, showing stands of mature vegetation	40
Figure 38. View to the west from the front of St Bartholomew's church, showing stands of mature vegetation	41
Figure 39. View to the south-west showing the dense mature vegetation to the west of St Bartholomew's	41
Figure 40. A recent aerial photograph of St Bartholomew's Church and Cemetery	41
Figure 41. View to the west from the gate of St Bartholomew's	42
Figure 42. View looking east from the eastern end of the study area, across Prospect Highway towards St Bartholomew's	42
Figure 43. Masterplan of the proposed development	49
Figure 44. The east elevations of the proposed Building 5	50
Figure 45. The proposed landscape masterplan	51
Figure 46. Comparison of the current and proposed views to the west from the St Bartholomew's property	55

1 Introduction to the project

The Trustee for the Huntingwood Property Trust proposes to develop a warehouse and distribution centre on parts of a property at Augusta Street, Blacktown. The proposal is to be assessed as a State Significant Development under Part 4 (Division 4.7) of the *Environmental Planning and Assessment Act 1979*. The Secretary's Environmental Assessment Requirements (SEARs) issued for this project under SSD-36138263 include preparation of a Statement of Heritage Impact, where there is potential for direct or indirect impacts on the heritage significance of environmental heritage.

To meet the SEARs, Logos Property Management on behalf of the Trustee for Huntingwood Property Trust, has engaged Coast History and Heritage (Coast) to complete the present Statement of Heritage Impact. The present report addresses historical (non-Aboriginal) heritage. Aboriginal heritage, and visual impact are assessed in separate reports.²

1.1 What the report contains

This report has been prepared to provide an assessment of the potential impact of the proposed development on the historical heritage values of the study area. It is intended to inform the EIS, and to provide the Department of Planning and Environment with sufficient information to assess the EIS, informed by a knowledge of the likely historical heritage impact of that decision.

Our statement of heritage impact has been prepared following guidelines issued by Heritage NSW, within the Department of Premier and Cabinet:

- *Statements of heritage impact.*³
- *Assessing heritage significance.*⁴
- *Assessing significance for historical archaeological sites and relics.*⁵
- *Historical archaeology code of practice.*⁶

This report contains:

- A description of the study area, the proposals and the background to our study (**Section 1**)
- An overview of the historical and documentary information we considered, and a description of the site inspection we completed (**Section 2**)
- An assessment of historical heritage values of the study area (**Section 3**)
- Our assessment of the potential historical heritage impact of the proposed developments, an overview of the relevant management guidelines, and our proposed heritage management measures (**Section 4**)
- Our conclusions and recommendations (**Section 5**)
- The references used in our report (**Section 6**).

² Coast 2023; Habit8 2023

³ Heritage Office 2002

⁴ Heritage Office 2001

⁵ Heritage Branch 2009

⁶ Heritage Office 2006

The report has been prepared in accordance with the relevant SEARs for SSD-36138263:

1. Statutory context	
Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines.	The relevant legislation, EPIs, plans, policies and guidelines are outlined in Section 1.4 .
19. Environmental heritage	
Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.	The present Statement of Heritage Impact has been prepared in accordance with: • <i>Statements of heritage impact</i> • <i>Assessing heritage significance</i> • <i>Assessing significance for historical archaeological sites and relics</i> • <i>Historical archaeology code of practice.</i> The potential impact on historical heritage significance is assessed in Section 4.
25. Engagement	
Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with: • the relevant Department assessment team. • any relevant local councils. • any relevant agencies (including the Western Parkland City Authority for development within the Western Parkland City). • the community. • if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.	A request for pre-lodgement advice was lodged with Heritage NSW on 31 May 2022. An initial response was provided on 7 July 2022: Heritage NSW draws your attention to the fact that there is a Conservation Management Plan (CMP) for the item dated 1994, which outlines conservation policy regarding significant views which may be relevant to consider in any Heritage Impact Statement produced. The following preliminary comments are provided: • The impacts of the proposed development on the significance of the place should be assessed in the Heritage Impact Statement in accordance with the relevant NSW guidelines: Statements of Heritage Impacts and Assessing Heritage Significance. • Impacts to any potential archaeological resource in the area should be assessed on the Heritage Impact Statement in accordance with Assessing Significance for Historical Archaeological Sites and 'Relics, 2009. • Views to and from the item should be acknowledged and addressed in the design of the buildings, and their bulk and scale. • Areas of concern include: ○ Impact on views to and from the item may be detrimental to the existing views from within its historical setting. A second response was provided on 30 August 2022: The proposed SSD site is not located within the curtilage of State Heritage Register item St Bartholomew's Anglican Church (former) and

	Cemetery (SHR 01546) and no State Heritage Register listed items are present within the project area. Accordingly, no comment on the proposal is provided at this time.
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1.2 Who contributed to the report

This report was written by Sophie Brettell and Fenella Atkinson, with assistance from Julia McLachlan and Gina Basile. The assistance of Athlene Kyle and Louis Towning (Logos Property) is acknowledged with thanks.

1.3 What we are assessing

The study area is located at Augusta Street, Blacktown and Prospect, within the Blacktown Local Government Area (LGA) (**Figure 1**). The study area comprises multiple parcels of land and is legally described as:

- Lot 1 DP835264
- Lots 218-219 DP457024
- Lot 2151 DP135859
- Lot 2 DP516449
- Lot 163-164, 168-188 and 216 DP8716
- Lot 1 DP119616
- Lots 4-6 DP226294
- Lots 50-52 DP1144623
- Lot 7 DP803359
- Lots 6-10 DP801210
- Lot 4 DP585492
- Lot 4 DP5853442
- Lot 2 DP1263824.

The study area is around 23.2 hectares in size (**Figure 2**). It is bordered by Flushcombe Road to the west, the Great Western Highway (A44) to the north, the Western Motorway (M4) to the south, and Prospect Highway to the east. Two tributaries of Blacktown Creek running through the western and central portions of the property. The study area is approximately 34km west of the Sydney CBD and approximately 3.3km south of the Blacktown commercial centre. It is within the Parish of Prospect, County of Cumberland.

The Trustee for Huntingwood Property Trust proposes to redevelop the study area. The proposal comprises construction and operation of a warehouse and distribution centre development, including four warehouse buildings, ancillary office space, office facilities, indicative warehouse fitout works inclusive of warehouse racking, on-site car parking, and associated works including excavation, landscaping, and signage. Further detail is provided in **Section 4.1**.

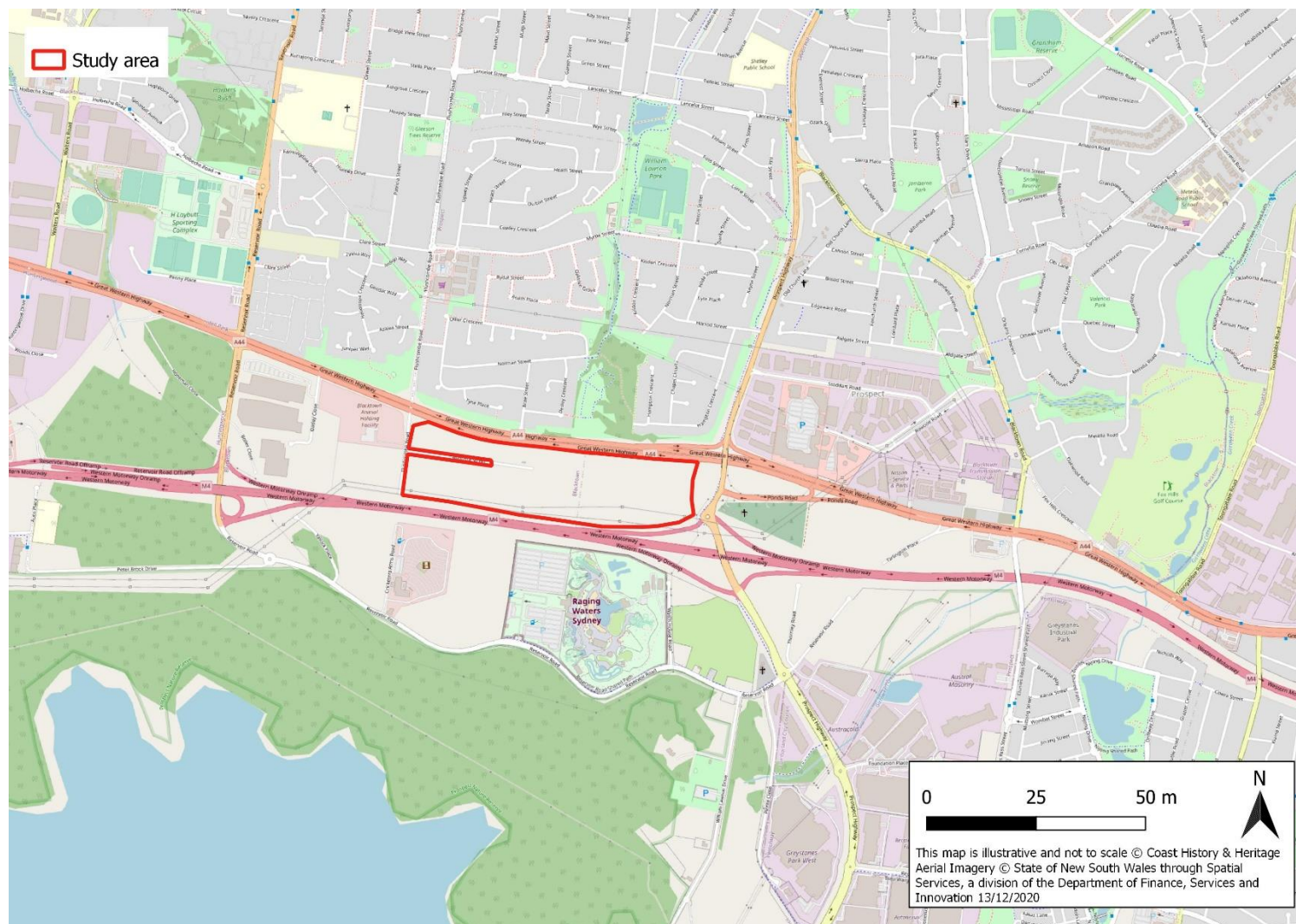


Figure 1. The location of the study area



Figure 2. The study area

1.4 Legislative and policy requirements

In preparing this report and its recommendations, we are guided by the legal protections provided to historical heritage under the *Heritage Act 1977*. The Heritage Act is administered by Heritage NSW. It gives statutory protection to items listed on the State Heritage Register (SHR) and to all historical archaeological 'relics' in New South Wales. The Act defines a 'relic' as

any deposit, artefact, object or material evidence that:

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

Under the Heritage Act it is an offence to harm an item that is listed on the SHR, or a relic. In general, if a proposed activity will result in harm to a SHR-listed item (or relic), it is necessary to apply for an Approval under s60 of the Act, unless a Site-Specific or Standard Exemption under s57(2) applies. If an activity will result in harm to a relic, an application for an Excavation Permit under s140 is required, unless a Standard Exception under s139(4) applies. Approvals and Excavation Permits are issued by the Heritage Council of New South Wales, based on the assessment of a valid application and an accompanying statement of heritage impact and/or historical archaeological assessment.

In some cases, the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) may also apply. The EPBC Act provides protection to nine matters of national environmental significance, one of which is national heritage. Properties listed on the World Heritage List, the National Heritage List and the Commonwealth Heritage List are protected by the Act. If a proposed action is likely to have a significant impact on the national heritage values of a listed place, then it must be referred to the environment minister. The minister will decide if the action requires further assessment and approval under the EPBC Act.

The *Environmental Planning and Assessment Act 1979* (EP&A Act) sets out the way the Heritage Act protections are considered in relation to proposed developments. There are three main parts of the EP&A Act which outline how historical heritage is to be considered:

- Part 3 governs the preparation of planning instruments such as Local Environmental Plans
- Part 4 relates to development assessment and consent
- Part 5 considers infrastructure and environmental impact assessment.

In this case, the proposed development will be assessed as a State Significant Development by the Department of Planning and Environment, under Part 4 (Division 4.7) of the EP&A Act. This assessment and approval pathway removes the requirement for Approvals and Excavation Permits under the Heritage Act. However, if the potential for heritage impact is identified, similar conditions are incorporated into the consent.

Environmental Planning Instruments may also include provisions for heritage conservation and management. The relevant instrument for the study area is:

- Huntingwood Precinct Development Control Plan (DCP) 2011

The DCP does not apply to State Significant Development Applications, as stated in Clause 2.10 of State Environmental Planning Policy (Planning Systems) 2021, but must be considered for evaluation of the proposed development under section 4.15(1) of the EP&A Act. The DCP does not identify any heritage items or areas of historical archaeological potential within the present study area. However, a Visual Impact Assessment is required for any development that may impact on the views from St Bartholomew's Church, an identified heritage item to the east of the study area.

2 Information we have considered

2.1 Heritage listings

There are several statutory and non-statutory heritage registers that list identified heritage items in New South Wales. The following registers were searched on 30 May 2022 for items within and in proximity to the study area:

- The State Heritage Inventory, including:
 - State Heritage Register (SHR)
 - Environmental Planning Instruments
 - Schedule 5 (Environmental Heritage) of the Blacktown Local Environmental Plan (LEP) 2015
 - Schedule 3 (Environmental Heritage) of the State Environmental Planning Policy (SEPP) (Industry and Employment) 2021
 - s170 NSW State Agency Heritage Registers
- The Australian Heritage Database, including:
 - World Heritage List
 - National Heritage List
 - Commonwealth Heritage List
 - Register of the National Estate.

There are no listed heritage items within or adjacent to the study area. Listed items in the vicinity (within about 500m) are shown in **Figure 3** and listed below:

- Former Great Western Road, Prospect.
 - SHR No.01911
 - Blacktown LEP 2015, Schedule 5 Item I60
 - SEPP (Industry and Employment) 2021 Schedule 3 Item I60
- Former police residence / House
 - Blacktown LEP 2015, Schedule 5 Item 16
 - SEPP (Precincts – Western Parkland City) 2021, Schedule 11 Item I6
- Royal Cricketers Arms Inn
 - SHR No.00600
 - Blacktown LEP 2015, Schedule 5 Item 15
 - SEPP (Precincts – Western Parkland City) 2021, Schedule 11 Item I5
- Seven Milestones
 - Blacktown LEP 2015 Item I29
- St Bartholomew's Church and Cemetery.
 - SHR No.00037
 - Blacktown LEP 2015, Schedule 5 Item I63

In most cases, the view lines between these listed heritage items and the study area are obscured or filtered by existing developments and vegetation, and the rolling hills of the local area (see **Section 2.4**). These items are addressed further in the following sections of the report, but the focus is on St

Bartholomew's Church and Cemetery, because this is the closest heritage item and the one with most direct views to the study area.



Figure 3. The study area in relation to listed heritage items

2.2 Previous heritage assessments

Several previous reports have considered the heritage values of the study area, and immediate surrounds. Summaries of relevant available reports that relate to the study area are provided below. The relevant sections of reports concerning the nearby listed heritage items are addressed in **Section 3**.

Huntingwood East Precinct⁷

This study covered an area bounded by the Great Western Highway, Woods Close, the Western Motorway and Prospect Highway. This larger project area included the whole of the present study area. In relation to historical heritage, the report found that the project area had minimal significance. Three items of local heritage significance were identified: Honeman Close and Boiler Close, both representing sections of the former alignment of the Western Road; and a former service station complex adjacent to Honeman Close. Honeman and Boiler Closes are included in the heritage listings of the former Great Western Road (see **Section 2.1**) and are located to the west of the present study area. No items of heritage significance or areas of historical archaeological potential were identified within the present study area.

Augusta Street, Blacktown⁸

This study covered the central part of the present study area, and addressed an earlier development proposed for the area. The study found that there were no listed heritage items within the project area, and that it was not of heritage significance. The project area was within the visual catchment of only one listed item: St Bartholomew's Church and Cemetery. The results of the study indicated that the development that was proposed at the time would be visible from the westernmost part of the St Bartholomew's property. However, it was considered that this would not be a negative impact on the heritage significance of the item, as the view to the west from the church itself would not be affected.

Two historical (non-Aboriginal) heritage assessments for recent works affecting St Bartholomew's Church and Cemetery, to the east of the study area, are also relevant to consider.

Prospect Highway Upgrade

This study addressed the proposed upgrade of Prospect Highway (now underway), that included widening of the highway adjacent to St Bartholomew's Church and Cemetery.⁹ The works included a substantial cutting to the west of the church, to allow the road widening, with a retaining wall 6m in height and 60m in length. It was found that this could result in minor impacts on views and the setting of the item, as a result of construction of the retaining wall, but that this would not comprise a significant negative impact. It was noted that the views and setting of the church had already been significantly impacted by the construction of the surrounding main roads and transmission towers.

⁷ MDCA 2007

⁸ Heritage 21 2020

⁹ Artefact Heritage 2014

Cemetery Expansion

This study addressed an initial stage of expansion of the existing cemetery, to the east of the church, which has recently been completed.¹⁰ The works included 1,264 additional grave sites (requiring importation of fill to level the site), two columbarium walls, an access road and carparking, a detention basin, and landscaping. It was found that the works would have an impact on some views into the site from the north and north-east, but that this would not have a detrimental impact on the significance of the place. In particular, it was found that the works would not impact the vistas from the Church, which are of higher significance to the place.

As a separate program of work, a second stage of cemetery expansion is projected, over an additional 7.3 hectare property to the east of the existing church and cemetery.¹¹

Facilities Improvements, St Bartholomew's Church

This study addressed proposed upgrades (now complete) to facilities within the church property.¹² The works comprised formalisation of the existing carparking area located at the end of the entrance drive off Ponds Road, to the west of the church. They also included replacement of the carport, construction of walkways, installation of a privacy screen for the residence and carport, and landscaping. In assessing the potential heritage impact of the works, it was noted that the carparking location was already clearly separated from the church and cemetery by planting and a fence.

2.3 Historical context

The following brief history of the study area and surrounds has been drawn largely from the history prepared by Dan Tuck for the earlier assessment of the Huntingwood East Precinct¹³, supplemented by title research and additional details from historical images and plans.

2.3.1 Prospect

European exploration of the area to the west of the settlements at Farm Cove (Sydney) and Rose Hill (Parramatta) had begun by 1791, along with re-naming of the landscape. In the Prospect area, Governor Phillip named Bellevue Hill, and Tench named Prospect Mount (later Prospect). A settlement for convicts was established on the eastern side of Prospect Hill, and a number of land grants were made to colonial free settlers between Prospect and Parramatta.¹⁴

A grant of 500 acres was made to NSW Corps Officer William Lawson by 1810, located to the south of the study area. The northern boundary of Lawson's land was formed by the line of the Western

¹⁰ Navin Officer Heritage Consultants 2018

¹¹ Details of the cemetery expansion are provided by Blacktown City Council on the webpage 'St Bartholomew's Cemetery expansion'

¹² John Oultram Heritage and Design 2021

¹³ MDCA 2007

¹⁴ MDCA 2007: 54

Road. The road initially followed the track that led from Sydney to Rosehill and was then extended further west in response to exploration and occupation.

Lawson was instrumental in the development of Western Sydney following his historic crossing of the Blue Mountains with Gregory Blaxland and William Wentworth in 1813. Construction of the Western Road from Emu Plains to Bathurst was commenced in 1814 by William Cox, and Prospect became a link along the route connecting Sydney with the settlements of the Western Plains. In the vicinity of the study area, the original alignment of the Western Road followed the current line of Reservoir Road, about 500m to the south of the study area.

In 1822, Lawson established a home on his estate 'Veterans Hall', and by 1836 was agitating for construction of a church for the district.¹⁵ A subscription towards construction of the church was raised from local residents, and St Bartholomew's Anglican Church was completed in 1841. A cemetery was consecrated on the adjacent land, and the Church remained in use until 1967. The Church property includes a hall which was originally built as a chapel at Prospect Reservoir and later was moved to the site.¹⁶

From the 1860s, quarrying at Prospect Hill provided a major source of employment.¹⁷ Construction of the Prospect Reservoir in the 1880s also provided substantial local employment, although only for the time of construction. These two industries encouraged occupation and development in the immediate area. By the end of the nineteenth century, Prospect village consisted of a scattered collection of buildings along the Great Western Road, focussed on the eastern section.¹⁸ This included the Royal Cricketer's Arms Inn, built in c.1880, and the police station, built in 1883; along with two further hotels, St Bartholomew's Anglican Church, and St Brigid's Catholic Church. Occupation of the area was otherwise predominantly agricultural.¹⁹

This was the boom period for the village of Prospect, from 1870 through to 1890.²⁰ Following completion of construction of the Reservoir, Prospect went into decline.²¹ This was exacerbated by the 1890s depression, and the location of the railway station at Blacktown (which had been built in 1860) and encouraged a shift in focus of settlement towards to the north. Occupation of the Prospect area remained largely rural into the early twentieth century, and included dairies, poultry farms, stockyards, a slaughter yard, and orchards.²² In 1951, under the new County of Cumberland Planning Scheme, land at Prospect to the north of the Great Western Highway, was zoned as green belt land, and was reserved largely for uses associated with agriculture, forestry, and rural and

¹⁵ Prospect Heritage Trust

¹⁶ Graham Edds 1999: 4-7

¹⁷ Kass 2005: 17

¹⁸ 'Former Great Western Road', State Heritage Register

¹⁹ Kass 2005: 20

²⁰ Paul Davies 2001: 18

²¹ Paul Davies 2001: 6

²² Kass 2005: 27, 33

extractive industries.²³ This type of use was encouraged by upgrades to the major roads through the area.

In 1950, plans were drawn up for the resumption of land along the northern boundary of the study area, for the Prospect Deviation; the realignment of a section of the Great Western Highway. The title documentation indicates that the resumption was not formalised until 1957, and the realignment did not take place until 1968.²⁴ The new alignment forms the northern boundary of the study area, and was intended to provide a straighter section of road, to avoid the bends and slopes of the original section. The former alignment is followed by the current Honeman and Boiler Closes, Yallock Place and Reservoir Road.

The realignment had a negative impact on businesses located on the original section of road. From the 1970s, land at Huntingwood (named in 1987) was increasingly redeveloped for industry, warehousing and goods handling.²⁵ In the late 1970s, the area was crossed by electricity transmission lines, probably in association with the construction of the new Blacktown sub-station.²⁶

The new alignment of the Great Western Highway was widened from four to six lanes in the 1980s. In 1992, the Mays Hill to Prospect section of the Western Motorway opened, forming the southern boundary of the subject site.²⁷ These road works included construction of Prospect Highway, forming the eastern boundary of the study area, roughly along the former alignment of Church Lane. Since 1999, the corridor between the Great Western Highway and the Western Motorway at Prospect has been managed as the 'Central Western Sydney Economic and Employment Area'.²⁸

Widening of Prospect Highway is presently underway. In the vicinity of the study area these works will involve widening the existing road cutting on both sides, which will require construction of a retaining wall along the eastern side of the highway, with a height of about 6m and a length of 60m.²⁹ At the closest point, the retaining wall will be 5.2m from the western boundary of St Bartholomew's.

2.3.2 Study area

The study area falls within the boundaries of the former Prospect Stock Reserve, set aside in 1802, and reserved as a Common in 1804.³⁰ It includes parts of two separate properties that were then created in the 1820s; Portion 194 of the Parish of Blacktown, granted to Robert Lethbridge in 1823; and the Church and School Estate, dedicated in 1829.

²³ Kass 2005: 40

²⁴ 'Former Great Western Road', State Heritage Register

²⁵ Kass 2005: 45

²⁶ Kass 2005: 62

²⁷ 'Former Great Western Road', State Heritage Register

²⁸ Tanner 2004:5

²⁹ Artefact 2014: 32

³⁰ Kass 2005: 10-11

Portion 194

The western part of the study area is within a property of 2,000 acres that was granted to Robert Lethbridge in 1823, and named the Flushcombe Estate. A house was built for the Lethbridge family in the 1820s, probably towards Richmond Road to the north of the study area, and by 1828 225 acres had been cleared and 70 were under cultivation.³¹ In 1832 the property was sold in several large lots as the family moved to another property. The lots including the study area were probably bought by John Connor, then held in trust for his children after his death in 1842.³² The house was possibly leased, as there are records of Reverend George Napoleon Wood and his family living in Flushcombe House while he was serving at St Bartholomew's Church, between 1846 and 1855.

In 1864 the property was sold by the Connor family, and in late 1869 part of the former estate was subdivided again for sale as the Flushcombe Estate (**Figure 6**). The study area includes parts of Lots 31 and 32 of the subdivision, and the plan shows that part of Lot 31 was included in a fenced and cultivated area at the time. In the mid-1870s, much of the estate including Lots 31 and 32, was bought by William Branch Campbell. Campbell had a new house built on the estate in 1883, and also had an extensive orange and lemon orchard and vineyard on the property, and these may have extended into the study area.

Following Campbell's death in 1906, the property was sold again, and may have been used as a dairy by Daniel Garrard for a time. But in 1913 it was subdivided again into smaller lots for resale. Most of these lots are still evident in the cadastral boundaries of the western parts of the study area. The lots included in the study area were sold over a period from 1918 to about 1930. Records from 1922 give a good indication of the nature of the development and occupation in the area. At this time, Lots 168-170 were owned by Edward Smith, and included a weatherboard cottage, fowl run, brooder house and stables.³³ By 1925, the next owner, Donald Macalpine, had added feed, cart and tool sheds; an incubator room; brooder house; breeding pens; and a cow shed.

The 1943 aerial photograph shows unsurfaced tracks along the lines of Flushcombe, Augusta and Berith Streets. Some lots appear to be undeveloped at this time, with regrowth vegetation apparent. The occupied lots have been developed for residential and small-scale agricultural use, with small yards and pens, presumably for poultry or pigs, and some cultivated areas. The 1947 and 1965 images are similar, but market gardens have been established on some of the lots, and part of the study area appears to be in use in association with a quarry to the north. In 1965, an easement was created for an electricity transmission line, along the southern boundary of the study area, and the aerial photograph from this year shows the power pylons under construction.

In 1968, the realignment of the Great Western Highway was constructed along the northern boundary of the study area. On the northern side of Augusta Street, the realignment divided several of the properties in two. The market gardens and small animal farms are not clear in the 1978 photograph, which may indicate a change in use of the area. The transmission line is apparent, running along the southern boundary of the study area. The 1986 image shows many of the houses

³¹ Paul Davies 2001: 10

³² Tod 2012

³³ Kas 2005: 33

still standing, but the lots at the corner of Augusta and Flushcombe Streets appear to include industrial as well as residential structures. These lots had been bought by the Teuma family, poultry farmers, in the 1960s, and are likely to have remained in use for poultry processing (see **Section 2.4**).

By 1991, construction of the Western Motorway was underway along the southern boundary of the study area, and Prospect Highway to the east. Some of the earlier houses had been demolished, and there was a new industrial or warehouse development at the corner of Flushcombe Road and the Great Western Highway. Images from subsequent years show a focus of development and occupation on these industrial lots fronting Flushcombe Road, while the houses and other structures to the east were gradually demolished.

Church and School Estate

The eastern part of the study area falls within the boundaries of the former Church and School Estate, which was created in 1829.³⁴ This Estate included the location of St Bartholomew's Church and Cemetery, located to the east of the study area, and discussed above (**Section 2.3.1**). Part of the Estate was subdivided and sold in the early 1870s, and the study area includes parts of Lots 12, 17 and 17a of this subdivision, listed from north to south (**Figure 5**).

William Goodin, who bought Lot 12, came from a family with a longer history in the local area. John Goodin had earlier acquired substantial properties in the area, including the grants to John Kennedy, George Wilson, and John Tarlington.³⁵ Three children of James and Ann Goodin were baptised at St Bartholomew's Church in 1841, and two were buried in the new cemetery just two months later.

The family of Henry Neeves, who bought Lot 17a, seems to have lived in the Prospect area from as early as the mid-1850s.³⁶ In 1870, Henry Neeve bought three lots of the Flushcombe Estate subdivision, but may have been living there earlier. The family house, known as Neeve Cottage, was on Lot 32, and was demolished for the construction of the Motorway. The family also owned the property on which the Royal Cricketer's Arms Inn was built by James Manning, who married into the family.³⁷ A member of the family was also involved in operating the Flushcombe Stores and Butchers adjacent to the hotel.³⁸

The title history for the three lots indicate a low density mix of residential and semi-agricultural occupancy and land use for much of its subsequent history, similar to the land to the west. The properties were developed as small scale rural-residential lots, with the evidence from title documents indicating use for market gardening, poultry farming, orcharding, and pig farming; but owners also including a labourer, auctioneer, clerk, solicitor and motor mechanic.

This interpretation is supported by the development and occupation that is evident in the historical aerial photographs. The 1943 image indicates that the northern lot included a pig or poultry farm,

³⁴ Kass 2005: 14

³⁵ Kass 2005: 14-15

³⁶ Paul Davies 2001: 12-13

³⁷ 'Royal Cricketer's Arms Hotel', State Heritage Inventory

³⁸ 'Royal Cricketer's Arms Hotel', State Heritage Register

while the southern area had been cleared and may have been in use as pasture, as well as including a house and outbuildings. By 1947, orchards and possible market gardens are evident. By 1965, the poultry farm had been removed, and the transmission line along the southern boundary is shown.

An image from c.1968 showing the construction of the new alignment of the Great Western Highway gives a glimpse of the study area, indicating low density rural occupation and development (**Figure 10**). By 1975, a house and outbuildings had been added to this part of the study area, fronting onto Church Lane; and by 1986 the earlier structures had been removed. The 1991 image, showing construction of the Western Motorway and Prospect Highway shows that these works involved demolition of the Church Lane complex. Subsequent images show few changes in this part of the study area.

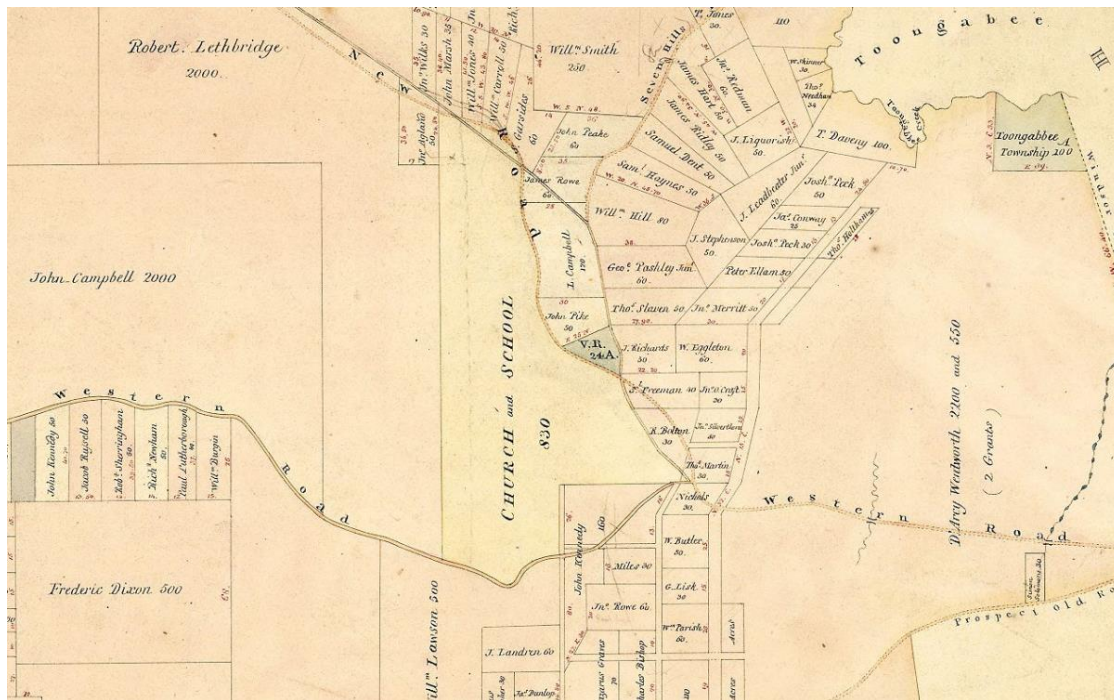


Figure 4. An undated map of the Parish of Prospect

The study area includes part of the Lethbridge property, and part of the Church and School Estate. Source: NSW Spatial Services, Historical Land Records Viewer AO Map number 265

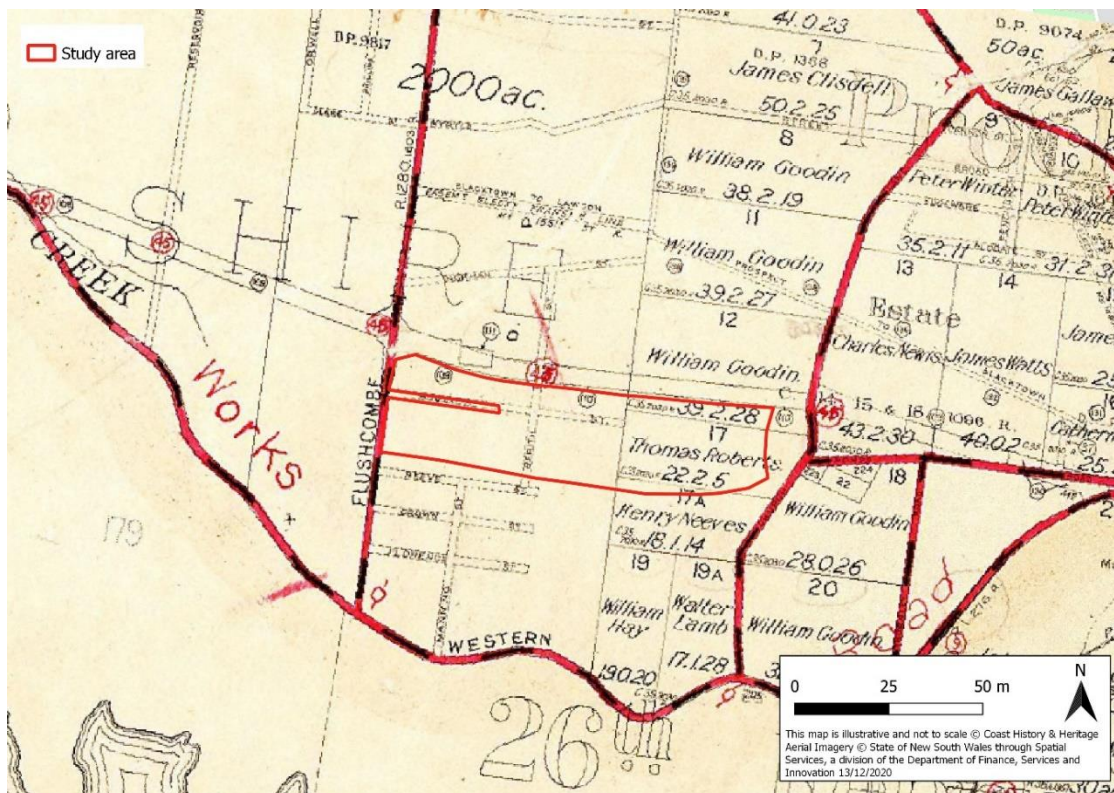


Figure 5. Detail of a 1983 map of the Parish of Prospect, overlaid on an 1887 map

This image shows the former alignment of the Western Highway at the bottom of the image (red and black) and the road alignment of the future Great Western Highway along the top of the study area boundary.

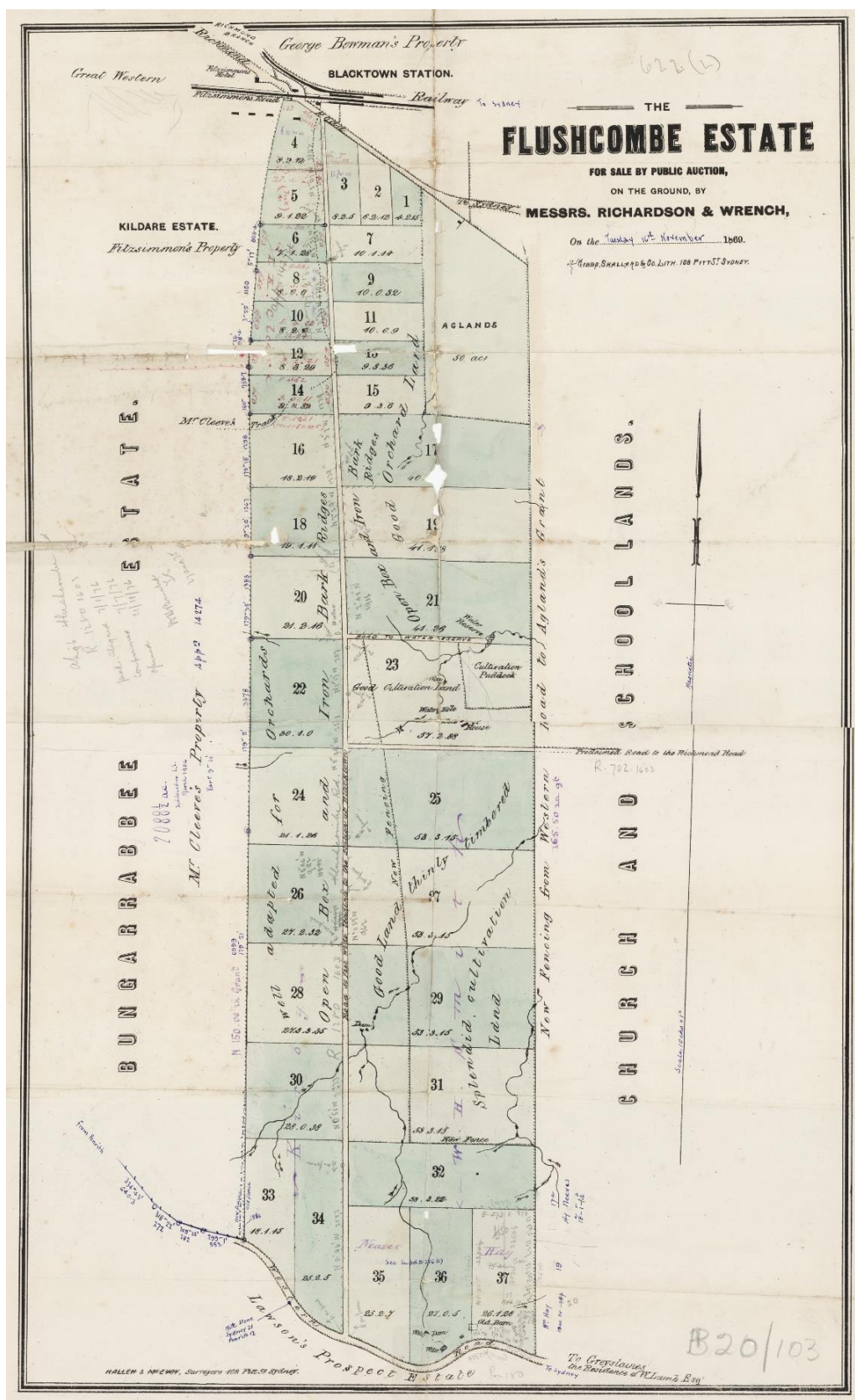


Figure 6. An 1869 plan of the Flushcombe Estate subdivision

The study area includes parts of Lots 31 and 32. Source: The Flushcombe Estate, Blacktown Subdivision Plans, Z/SP/B20/103, State Library of NSW

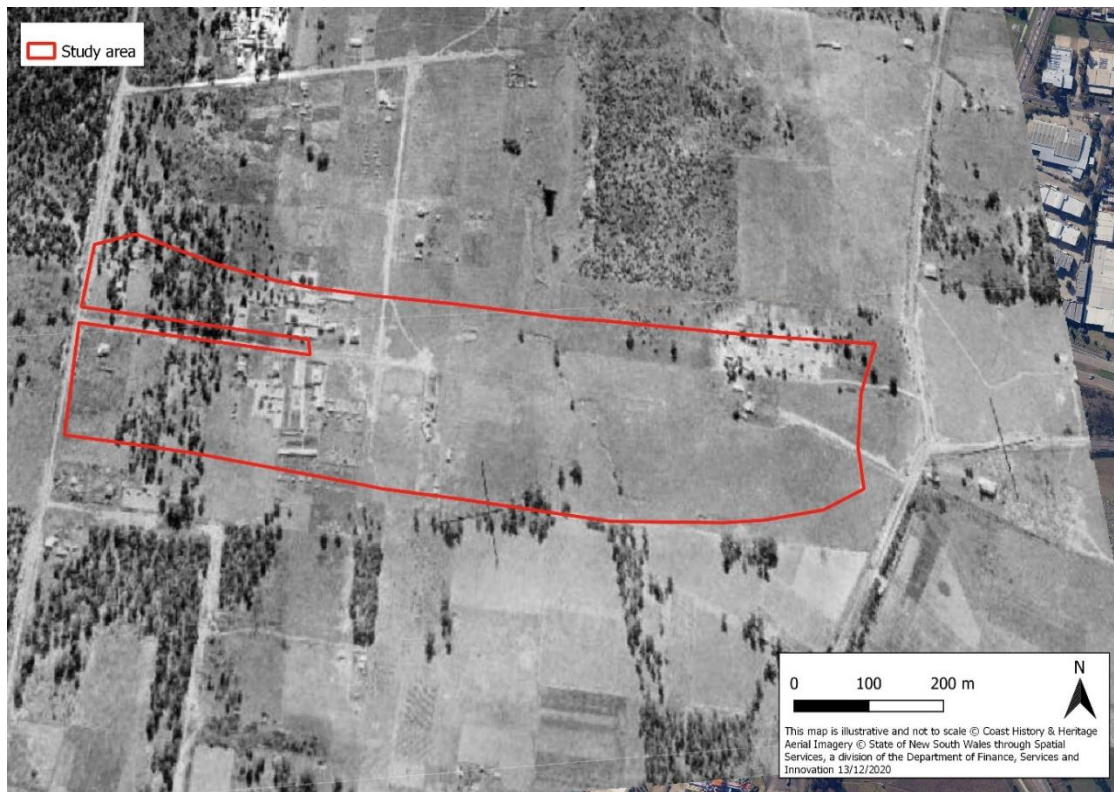


Figure 7. The study area in 1943

Source: NSW Spatial Services, Historical Imagery

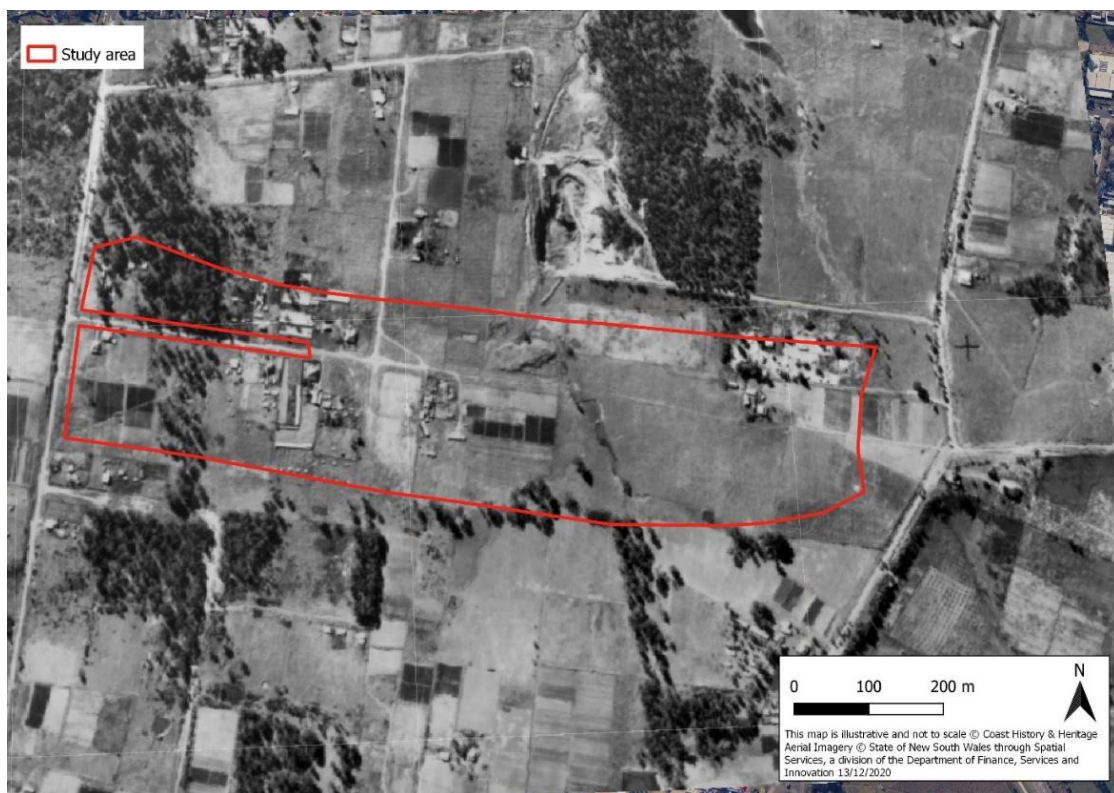


Figure 8. The study area in 1947

Source: NSW Spatial Services, Historical Imagery



Figure 9. The study area in 1965

Source: NSW Spatial Services, Historical Imagery

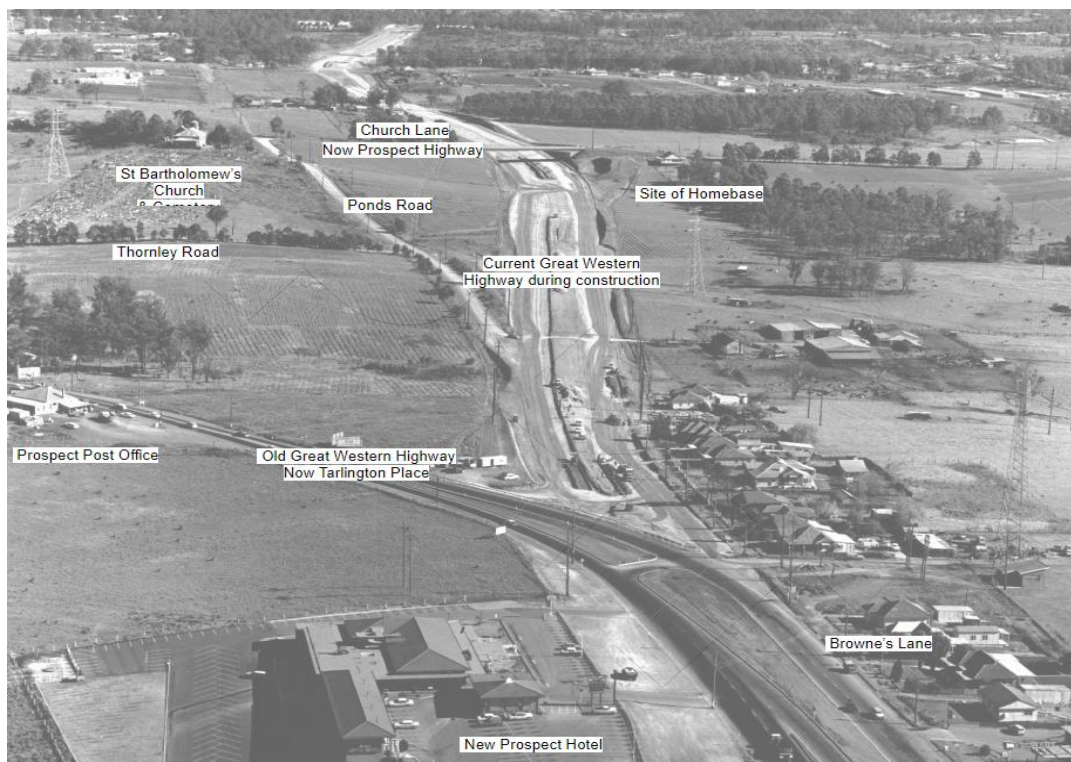


Figure 10. Construction of the Great Western Highway c1968

The study area is located in the top left hand corner of the image. Source: Prospect Heritage Trust
<http://www.prospectheritagetrust.org.au/roads-and-railways/great-western-highway/>



Figure 11. The study area in 1975

Source: NSW Spatial Services, Historical Imagery



Figure 12. The study area in 1984

Source: NSW Spatial Services, Historical Imagery

2.4 *Site inspection*

Inspections of the study area were undertaken on 29 March, 30 March and 6 June 2022, by Sophie Brettell, Paul Irish, Julia McLachlan and Gina Basile (Coast), Steve Randall (Deerubbin Local Aboriginal Land Council), and Justine Coplin (Darug Custodian Aboriginal Corporation). The inspections included the study area itself, and the listed heritage items in the vicinity, described in the following two sections.

2.4.1 Study area

The study area is located between two major arterial roads: the Great Western Highway to the north, and the Western Motorway to the south. Flushcombe Road forms the western boundary, and the eastern boundary runs parallel to Prospect Highway. Access to the site is via Flushcombe Road and Augusta Street (**Figure 13**).

The topography is hilly, with the study area including three areas of high ground, divided by two depressions or gullies running roughly north south (**Figure 14** and **Figure 15**). Blacktown Creek runs through the eastern of the two depressions. Views across the study area from the east and west are limited by the ridgeline that runs through the study area, between the two depressions. Small trees and shrubs, both native and introduced, line sections of the northern and southern boundaries of the study area.

At the western end of the study area, on the lots closest to Flushcombe Road, are two houses and a number of commercial/industrial buildings, along with yards and parking areas (**Figure 16**). The houses, on the south side of Augusta Street, are likely to date to c.1920s and c.1980s (**Figure 17** and **Figure 18**). The structures on the same side of the street are likely to remain from the 1970s poultry farm, while the large structure and yard on the northern side of the street date to the 1980s. Construction in this area has involved cut and fill to level the sloping ground.

Augusta Street runs off Flushcombe Road and is oriented roughly east-west. It continues as far as the former alignment of Berith Street and is surfaced with asphalt for most of its length. An overhead power line runs along the northern side of Augusta Street, then turns north at the eastern end of the road pavement. A transmission tower and small shed, dating to the late 1980s, are in a fenced yard to the north of the eastern end of Augusta Street (**Figure 19**). From here, unsurfaced vehicle tracks lead off to the north, east and south (**Figure 20**). The tracks lead to a causeway across Blacktown Creek, near the southern boundary of the study area, and provide access to the eastern part of the study area.

Overhead electricity transmission lines run along the southern boundary of the study area, supported on three pairs of pylons and one single pylon. In their current form, these are likely to date to the 1980s, but there has been a transmission line along this alignment since the 1960s. Apart from the transmission lines, the central and eastern parts of the study area are largely vacant (**Figure 21**). There are remnant fencelines, areas of earthworks and plantings remaining from former structures and yards. A remnant line of trees marks a former property boundary, for a c.1970 house that was demolished in c.1990 for construction of Prospect Highway.

At the time of the site inspection, works were being undertaken just to the east of the study area, for the widening of Prospect Highway (**Figure 22**).



Figure 13. View towards the study area from the eastern end of Augusta Street

Source: S. Brettell, Coast



Figure 14. Looking east across the study area from the eastern end of Augusta Street



Figure 15. Looking west across the study area from the eastern boundary



Figure 16. The group of structures at the western end of the study area, looking west along Augusta Street



Figure 17. The c.1920s house on Augusta Street (426 Flushcombe Road)



Figure 18. The c.1980s house on Augusta Street



Figure 19. Looking east from the end of the surface section of Augusta Street, with the transmission tower yard on the left



Figure 20. An unsurfaced track leading south off Augusta Street



Figure 21. Looking west across the eastern part of the study area, showing the transmission line



Figure 22. Works along Prospect Highway, looking south

2.4.2 Heritage items

The listed heritage items in the vicinity of the study area (see **Section 2.1**) were also visited during the site inspection, largely to assess views to and from the study area. These are discussed in three groups below: the Former Great Western Road and the two adjacent items, the Former Police Residence/House and Royal Cricketers Arms Inn; the Seven Milestones; and St Bartholomew's Church and Cemetery.

Former Great Western Road, Prospect; Former Police Residence / House; Royal Cricketers Arms Inn

The listing for the Former Great Western Road, Prospect, covers the section of the road that was bypassed in 1968. The former alignment is now followed by Honeman Close, Boiler Close, Yallock Place, Reservoir Road and Tarlington Place (**Figure 23** and **Figure 24**). The line runs to the west, south and east of the study area, and, at the closest point, is located at a distance of about 350m.

The Former Police Residence / House and the Royal Cricketers Arms Inn are located on the north side of Reservoir Road (the Former Great Western Road), each location being about 400m to the south of the study area (**Figure 25** and **Figure 26**).

The alignment of the Former Great Western Road winds to follow a relatively level path, and the Former Police Residence / House and Royal Cricketers Arms Hotel are sited on high points on the northern side of the road. The location of the Former Police Residence / House, which was recently rebuilt, is marked by two pines, probably bunyas; one inside the property and the other in the road reserve. The land to the north, between the listed heritage items and the study area, is undulating but in general lower-lying than the heritage items and the high points of the study area. The nature of the topography means that there are distant views between the study area and the listed heritage items. These views are fragmentary, being obstructed by existing structures and vegetation.



**Figure 23. Yallock Place,
looking north-west**



**Figure 24. Reservoir Road,
looking south-east**



Figure 25. The rebuilt Former Police Residence / House, looking north-west



Figure 26. The Royal Cricketers Arms Inn, looking north-east



Figure 27. View north from the rear yard of the Royal Cricketers Arms Inn, towards the study area, obscured by the motel



Figure 28. View north from the carpark to the north of the Former Police Residence / House, looking towards the study area, marked by the electricity pylons

Seven Milestones

One of the milestones covered in this heritage listing is located on the south side of the current alignment of the Great Western Highway, to the west of the intersection with Flushcombe Road, and about 100m from the western boundary of the study area. The milestone has been relocated from its original location on the former alignment of the Great Western Road, and sits on a small concrete base (**Figure 29**). The road verges at the intersection of the Great Western Highway are broad and covered with mown grass. There are clear views between the Milestone and the north-western corner of the study area (**Figure 30** and **Figure 31**).



Figure 29. The Milestone, looking south



Figure 30. View east from the Milestone towards the study area



Figure 31. View north-west from the study area towards the Milestone

St Bartholomew's Church and Cemetery

St Bartholomew's Church and Cemetery is located to the east of the study area, about 100m from the eastern boundary of the study area at the closest point. The property is bounded by Ponds Road to the north, Prospect Highway to the west, a slip road to the Western Motorway to the south, and St Bartholomew's Place to the east. The main structures comprise the Church, which faces west, and the Church Hall. There are two entry roads, providing access off Ponds Road to the north. The electricity lines that run through the study area also cross the St Bartholomew's property. The property includes part of the crest of a hill, on which the Church, Hall and part of the cemetery are located; and the hill slopes to the east, on which the main part of the cemetery is located.

The location of the Church on a significant rise has made it a dominant feature in the landscape since construction in 1841 (**Figure 32**). However, substantial changes have taken place in the surrounding area. These have included subdivision, sale and development of the surrounding Church and School Estate; realignment of the Great Western Highway in 1968; construction of the electricity

transmission lines in the late 1970s and later duplication; and construction of Prospect Highway and the Western Motorway in the early 1990s, which required creation of the current access roads off Ponds Road. At the time of the site inspection, works were in progress to widen Prospect Highway, immediately to the west, formalise the carpark to the north of the Church, and extend the cemetery within the St Bartholomew's property (see **Section 2.2**).

Despite these impacts to the curtilage and setting, the Church still holds a commanding presence in the landscape. Its elevated position affords views across the surrounding landscape and prevents the complex from being overshadowed by ongoing development of the area. While the roads surrounding the Church have impacted its curtilage, they also serve to inhibit the proximity of new developments further impinging on the heritage precinct. The current zoning of the surrounding land also assists in minimising encroaching development to the north and east. The land immediately to the north of the property, between Ponds Road and the Great Western Highway; and the land to the east, between St Bartholomew's Place and Tarlington Place, is zoned for public recreation (RE1) and cemetery (SP1) uses.

However, these changes have affected the setting of the Church. Of particular relevance to the study area, views to the west from St Bartholomew's Church have been gradually reduced since 1841 by plantings which have matured to form a screen in front of (to the west of) the church. The images at **Figure 33** to **Figure 39** show the gradual increase in vegetation. Distant views from the front of the church towards the Blue Mountains are currently limited by stands of mature vegetation. For people travelling along the Great Western Highway and the Western Motorway, the Church is visible for some distance from the east, but not from the west. Travelling on Prospect Highway, the Church is visible from the north, but obscured from the south. The recent and proposed extensions to the cemetery are likely to reinforce the ongoing shift in focus towards the east in the setting of and views from the Church and Cemetery (**Figure 40**).

The study area is separated from St Bartholomew's precinct by Prospect Highway and the roundabout providing access to sliproads to and from the Western Motorway. Where the highway passes between the study area and the Church property, construction has involved creating a deep cutting through the hill. The remainder of the hill, on the western side of the cutting, obscures the view from the Church property west across the study area (**Figure 41**). The view across the study area in this direction is further limited by the second rise, to the west of Blacktown Creek. Views to the east across the study area towards the Church are similarly limited. From the eastern boundary, the Church Hall is clearly visible, but the Church itself is obscured by vegetation (**Figure 42**).



Figure 32. View to the west across the cemetery of St Bartholomew, highlighting the dominant position of the church on the crest of the hill, 1977.

Source: Blacktown Memories, Blacktown City Council Library



Figure 33. 1937 view of Bartholomew's Church, looking north-east

Source: 'St Bartholomew's Anglican Church', Organ Historical Trust of Australia



Figure 34. 1956 view of Bartholomew's Church, looking east

Source: Blacktown Memories, Blacktown City Council Library



Figure 35. Undated view of Bartholomew's Church Hall, looking south-west

Source: Blacktown Memories, Blacktown City Council Library



Figure 36. View along the side of St Bartholomew's Church facing west, 2000

Source: Blacktown Memories, Blacktown City Council Library

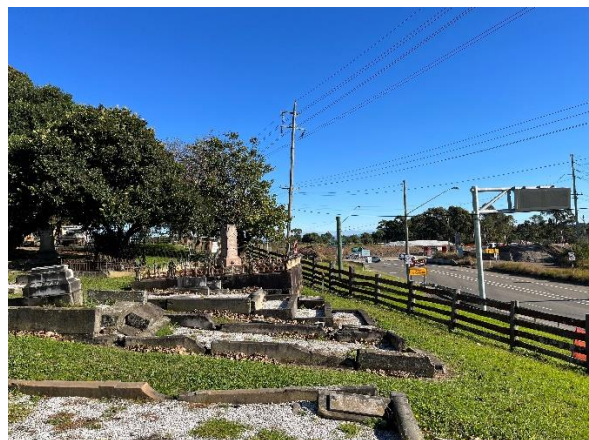


Figure 37. View to the west from the front of St Bartholomew's church, showing stands of mature vegetation

Source: S. Brettell 2022

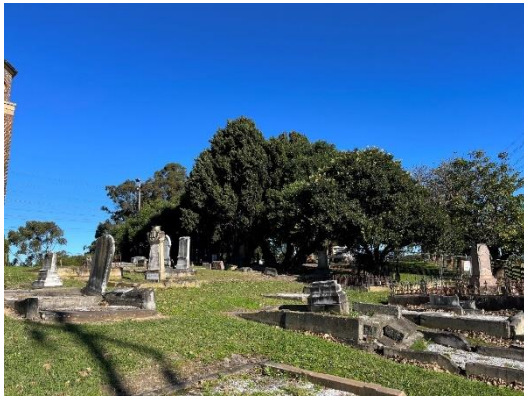


Figure 38. View to the west from the front of St Bartholomew's church, showing stands of mature vegetation

Source: S. Brettell 2022



Figure 39. View to the south-west showing the dense mature vegetation to the west of St Bartholomew's

Source: Hawkins, Tony, accessed via Google

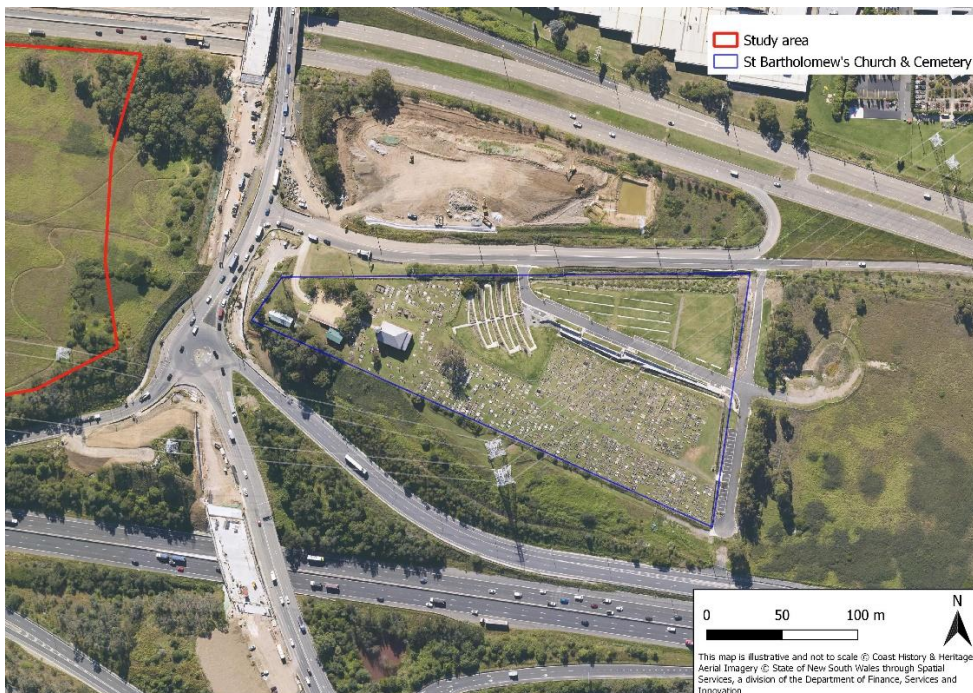


Figure 40. A recent aerial photograph of St Bartholomew's Church and Cemetery

Note the evidence of recent works, including the Prospect Highway upgrade, the formalisation of the church carpark, and the extension of the cemetery



Figure 41. View to the west from the gate of St Bartholomew's

Source: S. Brettell, Coast



Figure 42. View looking east from the eastern end of the study area, across Prospect Highway towards St Bartholomew's

3 Our assessment of heritage significance

The management of a heritage place is based on an understanding of the values of that place. The NSW Heritage Council has adopted seven criteria for the assessment of heritage significance (**Table 1**).³⁹ There are two levels of significance in the NSW heritage management system: local and state. In the following section, we consider the heritage values and historical archaeological potential of the study area, and any possible associations with the listed heritage items that are located nearby.

Table 1. Heritage significance criteria

Criterion	Explanation
A	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);
B	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)
C	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)
D	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons
E	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)
F	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)
G	An item is important in demonstrating the principal characteristics of a class of NSW's • cultural or natural places; or • cultural or natural environments. (or a class of the local area's • cultural or natural places; or • cultural or natural environments.)

3.1 Study area

There are no listed heritage items within the study area.

The historical development and occupation of the study area can be divided into three phases:

1. Flushcombe Estate, and Church and School Estate, 1820s-1870s/1918

No specific features are known from this phase. It is likely that the study area was largely cleared of vegetation for agricultural use, and it is possible that areas of cultivation on the Flushcombe Estate extended into the study area. However, it is unlikely that archaeological remains of these uses survive, given the disturbance that has occurred as a result of the subsequent phases of development and occupation. The association of the former Church and School Estate with St

³⁹ Heritage Office and Heritage Council 2001

Bartholomew's Church and Cemetery is discussed below, but has been obscured by subsequent development, in particular the construction of Prospect Highway.

2. Small-scale agriculture, 1870s/c1908 to c.1970

In this period, the larger estates were subdivided and developed for residential and small-scale agricultural use. These agricultural uses included market gardening, poultry and pig farming, and orchards. Some of the owners and occupiers of these smaller lots came from settler families with relatively long histories in the area. Others were from more recent migrant families who established themselves in the local area. Features remaining from this period include:

- The c.1920s house at 426 Flushcombe Road, Blacktown. The house is likely to have been constructed in association with a poultry farm and later poultry processing facility. Since completion of the site inspection, the house and associated outbuildings have been removed, as part of the site preparation.⁴⁰
- The open semi-rural landscape. The grassed rolling hills of the study area, crossed by Blacktown Creek and a more minor drainage line, allow an appreciation of the former agricultural occupation of the study area. However, the appearance of the study area has changed substantially since it was in use for agricultural purposes, and there are only limited views from outside the study area.

It is unlikely that significant archaeological remains from this phase of occupation survive within the study area. Some features such as footings, services, cuttings for former buildings and cultural plantings were evident at the time of the site inspection, and additional similar features are likely to be present. However, the history of this phase of occupation is relatively well documented, and the types of archaeological feature that are likely to be present are unlikely to have substantial research potential.

3. Industry, c.1970 to present

Following realignment of the Great Western Highway, and construction of the M4 Motorway and Prospect Highway, the nature of the occupation of the study area changed from small-scale agricultural to industrial. Features remaining from this period include:

- The 1970s and 1980s industrial buildings and yards. The remnant structures are located at the western end of the study area, adjacent to Flushcombe Road and Augusta Street. These were used for a poultry processing plant, and probably for warehousing and transport.

As with phase 2, it is unlikely that significant archaeological remains from this phase of occupation survive. Although archaeological features may be present, they are unlikely to have substantial research potential.

3.2 Heritage items

The listed heritage items in the vicinity of the study area (see **Section 2.1**) are discussed in three groups below: the Former Great Western Road and the two adjacent items, the Former Police

⁴⁰ The demolition was completed under Complying Development Certificate No. 220771/01

Residence/House and Royal Cricketers Arms Inn; the Seven Milestones; and St Bartholomew's Church and Cemetery. Because these items are located at a distance from the study area, the focus of the discussion is on aesthetic significance and possible significant associations between the listed items and the study area. It is based on significance assessments in the listing details that are available through the State Heritage Inventory, and in any available Conservation Management Plans (CMPs).

Former Great Western Road, Prospect; Former Police Residence / House; Royal Cricketers Arms Inn

The significance of the Former Great Western Road is associated with the remnant of the original alignment of the road, and the relatively undeveloped setting of this alignment. As one of the main routes through the early colony, the road formed an important southern boundary to the Flushcombe Estate and the Church and School Estate.

The visual analysis in the most recent CMP for the Royal Cricketers Arms Inn indicates that there are significant views to the building when approaching from either direction on Reservoir Road, and that the broader landscape context is now provided by the corridor framed by the Prospect Reservoir Lands and the Western Motorway.⁴¹ The visual catchment of the item is formed by 'the Reservoir to the south (including the reservoir lands), the motorway to the north and the extremities of the lands to the east and west that provide views to and from the site.'⁴²

No CMP or equivalent reporting has been found for the Former Police Residence / House. However, given the date and location of the former structure (now rebuilt), it is likely that the significant views and setting are similar to those identified for the Royal Cricketers Arms Inn. That is, the significant views are those towards the building from the east and west when travelling along Reservoir Road, and the visual catchment is bounded to the north by the motorway.

Seven Milestones

The milestone located on the Great Western Highway to the north-west of the study area is one of a group of 54 which were commissioned in 1814 and were placed along the original alignment of the Great Western Road in 1814. The seven included in the listing have been moved to the realigned section of the highway, presumably in the late 1960s. The assessed significance of the milestones relates to their association with the Great Western Road, their function as early colonial road markers, and their proximity to their original locations.

St Bartholomew's Church and Cemetery

The heritage listings for this item include the following notes on the aesthetic significance of the items as a landmark:

The site is an important surviving fragment of the nineteenth century landscape; an historic icon; a virtual oasis, and a de-facto public heritage green space in a once notable rural area, now surrounded by the effects of rapid urban, industrial and commercial development. It reflects a visual continuity

⁴¹ Paul Davies 2001: 48-49

⁴² Paul Davies 2001: 51

between 19th and 20th century society. This may be seen not only in the chronological continuity of family burials, but also dramatically in the direct accommodation of power transmission towers, the (M4 motorway), the modern Great Western Highway route and the first Great Western Highway route.⁴³

The two most recent Conservation Management Plans (CMP) for St Bartholomew's date to 1991 for the Church⁴⁴, and to 1994 for the Cemetery.⁴⁵ In terms of the significance of the Church in the landscape, the 1991 CMP notes that 'it is a landmark in Sydney's West, well sited on the summit of a prominent hill, and still dominates the surrounding landscape'.⁴⁶ It is recommended that the 'landmark' quality of the Church be preserved, and that any new works in the vicinity should have regard to the siting of and the views to and from the church.⁴⁷

By the time the 1991 CMP was completed, the setting of the Church had been substantially altered by the realignment of the Great Western Highway (in the late 1960s) and industrial and residential development to the north (in the 1980s). Following completion of the CMP, the more immediate surrounds of the Church were substantially altered by construction of Prospect Highway and the Western Motorway and slip road. The main entrance to the property had previously been from the west, off Church Lane, but it was altered at this time and two entrances were provided from the north, off Ponds Road.

A review of the 1991 CMP was undertaken in 1999, prior to proposed conservation works.⁴⁸ In relation to the aesthetic significance of the item in its landscape setting, the following statements are made:

St Bartholomew's ... is a landmark building in Sydney's west, symbolically sighted [sic] in the 19th century tradition on the summit of a prominent hill, the focus of its then rural community. It remains on natural grade slopes and still dominates the surrounding landscape. It is an important surviving fragment of nineteenth century cultural landscape; an historic icon; and a de-facto public heritage green space, in a once notable rural area now surrounded by the effects of rapid urban, industrial and commercial development. ... it reflects a visual continuity between the 19th – 20th century society. To some extent aesthetic significance is reduced by development namely the power transmission towers and cabling crossing the site and the proximity of the two major western roadways fragmenting the Church's extended curtilage.⁴⁹

The building's landmark position on the top of the hill is identified as an element of exceptional significance.⁵⁰ It is recommended that no building development be allowed that would detract from

⁴³ 'St Bartholomews Church & Cemetery', Blacktown LEP 2015 I63, State Heritage Inventory Report; 'St Bartholomew's Anglican Church (former) & Cemetery', State Heritage Register 00037, State Heritage Inventory Report

⁴⁴ Public Works Department 1991

⁴⁵ NSW Public Works 1994

⁴⁶ Public Works Department 1991: 8

⁴⁷ Public Works Department 1991: 9

⁴⁸ Graham Edds and Associates 1999

⁴⁹ Graham Edds 1999: 2-1, 5-7

⁵⁰ Graham Edds 1999: 5-9

the rural setting of the hillside when viewed from the east⁵¹, and that the landmark quality of the Church should be maintained.⁵²

The Masterplan prepared in 2004 noted that the Church occupies a prominent hillside position and can be seen from most points of the compass, but that the most important view is from the Western Motorway when travelling west.⁵³ The Masterplan notes the changes in the item's setting as a result of the development of Prospect Industrial Park, to the south-east; the electricity easement and overhead power lines crossing the property; and the warehousing/retail precinct to the north-east. The surrounding major roads have created an island site with limited access.⁵⁴ In relation to the curtilage of the Church, the following recommendation is made:

It is important the curtilage of St Bartholomew's Church extends north and south to the main roads and east to Tarlington Place and west to Blacktown Creek, so that a sense of openness – a faint semblance of being in the country – can occur in the setting of the church.⁵⁵

However, the proposed Masterplan included screen planting to the west to obscure the Prospect Highway, power pylons and road cutting, with Bunya Bunya pines.⁵⁶

In Section 7.2 of the Huntingwood Precinct Development Control Plan 2011, St Bartholomew's Church and Cemetery is identified as a heritage item located adjacent to the precinct. It is described as follows:

St Bartholomew's Church and Cemetery is a heritage item standing on a prominent hill side to the east of the site The Church is orientated to the east facing away from the site. The St Bartholomew's graveyard is to the east of the Church, and consequently, does not have any significant visibility into the site. Views from the curtilage of the church are buffered by existing mounding located in the Prospect Highway road reserve and on the eastern most side of the Precinct.

In summary, the landmark quality of the Church in particular forms a key component of the significance of the listed item St Bartholomew's Church and Cemetery. The identified aesthetic significance is related to the location of the Church on the crest of a rise, to the relatively undeveloped setting that recalls a former rural landscape, and to views towards the Church from the Great Western Highway and the Western Motorway and the surrounding land. Changes to the surrounds from the late twentieth century have resulted in the focus shifting to the east. The key viewlines towards the Church are now from the east. To the west, the eastern part of the study area, between Blacktown Creek and the Church, was identified as forming an important component of the curtilage in the 2004 masterplan. However, the impact of the construction of Prospect Highway was recognised in recommendations to plant screening vegetation on the western boundary of the Church property.

⁵¹ Graham Edds 1999: 5-11

⁵² Graham Edds 1999: 6-1

⁵³ Tanner 2004: 9

⁵⁴ Tanner 2004: 9

⁵⁵ Tanner 2004: 9

⁵⁶ Tanner 2004: 10

4 Heritage impact

4.1 *What work is proposed in the study area?*

The Trustee for Huntingwood Property Trust proposes to redevelop the study area for construction and operation of a warehouse and distribution centre as shown in **Figure 43**. The proposed SSDA includes the following:

- Site establishment works, including tree removal, minor excavation / bulk earthworks.
- Construction and operation of four (4) new warehouse buildings comprising a multi-level warehouse building on the eastern portion of the site and three single storey warehouse buildings on the western portion of the site. The warehouse buildings will include ancillary office space and indicative warehouse fit out works including warehouse racking.
- The warehouse and distribution tenancies are proposed to be operated 24 hours per day, 7 days per week.
- Other associated works including landscaping, at-grade car parking and general site improvements.
- Business and building identification signage including wayfinding signage.
- Vehicle access provided via Augusta Street and a new proposed access from the Great Western Highway
- Lot consolidation of properties.

It is expected that the development will be staged as follows:

- Site preparation: excavation and filling to provide developable industrial lots.
- Construction: commencement of construction of the proposed development is expected to commence from May 2023 pending approval. Majority of construction activities are proposed during standard construction hours of Monday to Friday 7am to 6pm, Saturday 8am to 1pm and no works on Sundays and public holidays. Some out-of-hours works including concrete pours and internal fitout works will be requested to ensure the prioritisation of worker well-being to avoid the peak heat of the day when concrete work becomes impractical, while additionally shortening the overall construction timeline and potentially reducing the construction-related disruptions during regular hours, thereby mitigating potential impacts on nearby sensitive areas.
- Operation: the warehouse and distribution tenancies are proposed to be operated 24 hours a day and seven days a week. Access to the site will be via Augusta Street and the Great Western Highway.

The easternmost elevation, closest to St Bartholomew's Church and Cemetery, is shown in **Figure 44**. The visible external finishes will comprise natural precast concrete, colorbond cladding in shades of grey, and timber-look aluminium slat louvres. The maximum height of the building will be 107.1m AHD. The proposed landscaping includes screen tree planting along the eastern boundary (**Figure 45**).

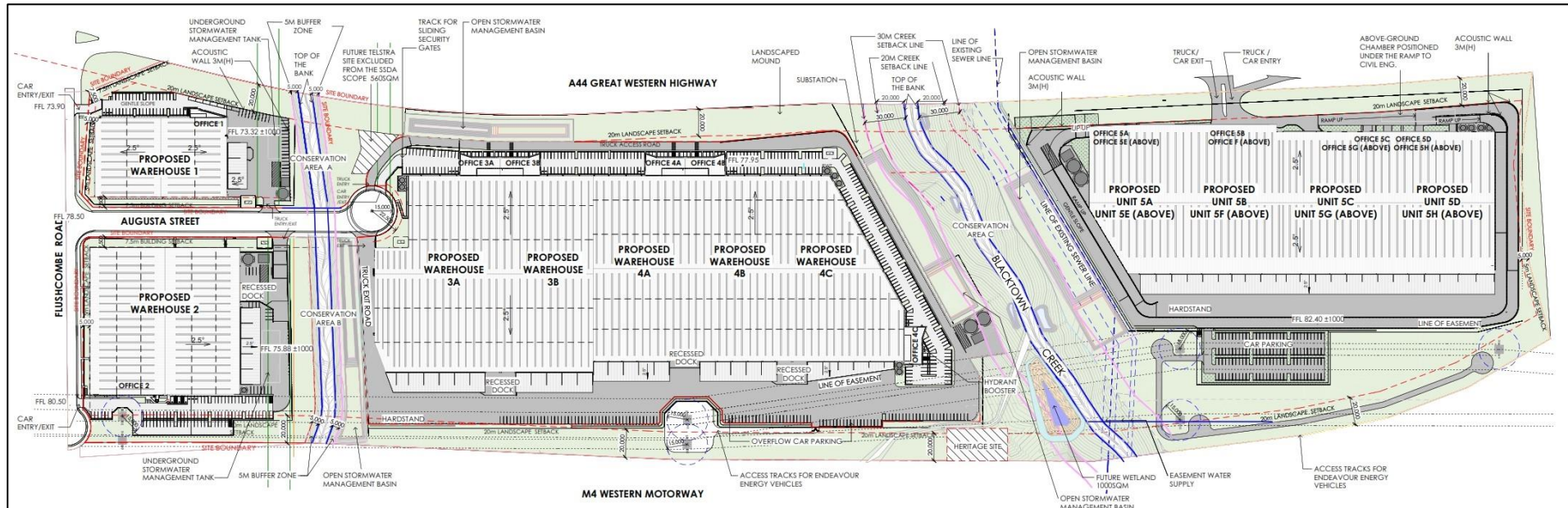
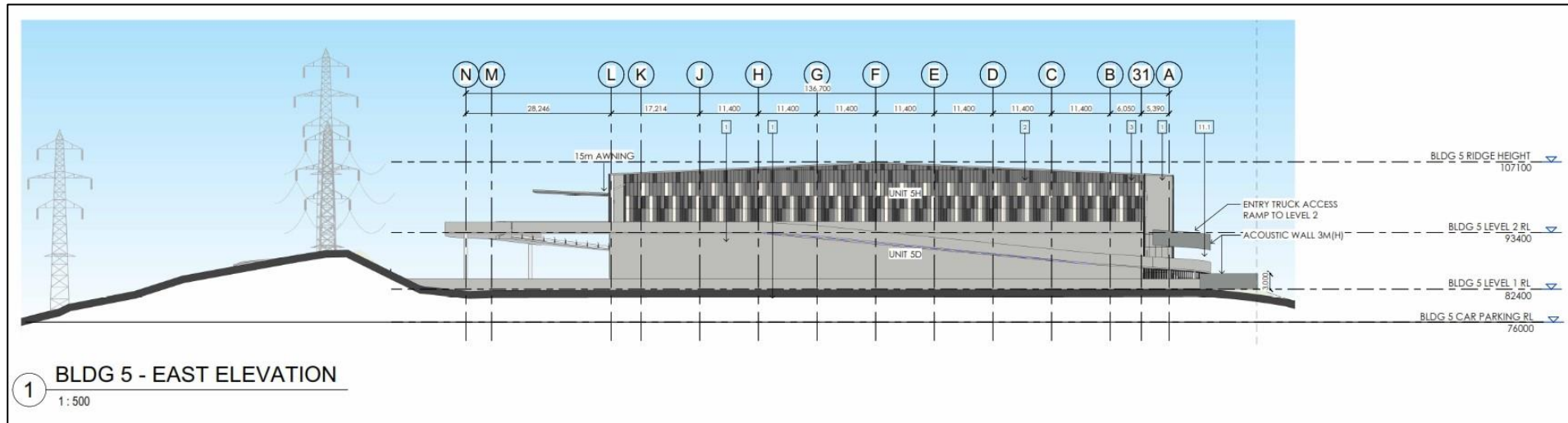


Figure 43. Masterplan of the proposed development

Source: Pace Architects. 21.08.23. Augusta St Warehouse and Distribution Centre: Masterplan, Revision D



WAREHOUSE EXTERNAL FINISHES	
1	NATURAL PRECAST CONCRETE FINISH
2	PREFINISHED PROFILED METAL CLADDING (TRIMDEK COLORBOND) - MONUMENT
3	PREFINISHED PROFILED METAL CLADDING (TRIMDEK COLORBOND) - WINDSPRAY
11.1	VERTICAL ALUMINIUM SLAT TIMBER-LOOK LOUVRES

Figure 44. The east elevations of the proposed Building 5, with specifications for external finishes

This will be the elevation visible from St Bartholomew's Church and Cemetery. Source: Source: Pace Architects. 18.08.23. Augusta St Warehouse and Distribution Centre, Building 5 Elevations, Sheet 2, Revision B



Figure 45. The proposed landscape masterplan

Source: Habit8, 07/07/2023, Huntingwood Logistics Estate, Landscape Masterplan

4.2 What historical heritage impacts are possible?

The potential for the proposed development to result in impact to the identified heritage values of the study area and nearby listed heritage items is addressed below. The series of questions suggested by Heritage NSW to assist in heritage impact assessment is addressed in **Table 2**.

The study area

The proposed development will involve removal of all of the extant structures on the study area, with the exception of the electricity pylons. These structures are not considered to be of heritage significance, with the exception of the c1920s house at 426 Flushcombe Road. Demolition of the house has been completed as a preliminary stage of works.⁵⁷ This has resulted in removal of one of the last surviving elements from the early twentieth century residential-rural development and occupation of the study area.

The development will involve construction of structures, surrounded by hard paving, across most of the footprint of the study area. This will result in a substantial alteration to the landscape, and obscure the remnant semi-rural landscape. The potential impact on the setting of St Bartholomew's is addressed below.

The development will also involve excavation across most of the study area, which will result in removal of remnant features from the most recent phase of occupation and development. These are not considered to be significant historical archaeological remains, and the proposed excavations will not result in historical archaeological impact.

Former Great Western Road, Prospect; Former Police Residence / House; Royal Cricketers Arms Inn

The proposed development is unlikely to result in impact to the heritage values of the Former Great Western Road, the Former Police Residence / House, or the Royal Cricketers Arms Inn. The key viewlines for these items are along the line of the former Great Western Road, and the identified setting is bounded to the north by the M4 Western Motorway.

Seven Milestones

The proposed development is unlikely to result in impact to the heritage values of the Milestone. The development will be clearly visible from the Milestone, but will not affect the significant association with the realigned Great Western Highway.

St Bartholomew's Church and Cemetery

The proposed development will result in impact to the identified heritage values of St Bartholomew's Church and Cemetery, in particular to the setting of the item and views to the west from the listed property. It will involve construction in the area bounded by Blacktown Creek, the Great Western Highway, Prospect Highway and the Western Motorway, which has been identified as forming part of the remnant rural setting of the Church.

⁵⁷ The demolition was completed in accordance with Complying Development Certificate No. 220771/01

The scale and bulk of the proposed development and its proximity to the Church and Cemetery property will result in impacts to the view lines from the precinct to the west (**Figure 46**). The proposed development will shorten the existing view line from the front of St Bartholomew’s towards the Blue Mountains. As noted above, this view line has been affected by construction of Prospect Highway and Western Motorway slip road; and by planting along the western boundary of the Church property, which has been undertaken in part to address the impact of surrounding development.

This impact assessment is supported by the results of the Visual Impact Assessment, which rates the visual impact as ‘major’, but also considers existing impacts:

The visual impact of the proposed development is considered major. Although given the proposed development visually dominates the view west, it is sitting in what is a busy, altered and “messy” landscape. The context around the church and cemetery is heavily developed with residential, commercial, an intersection of major motorways and highways and a series of slip lanes. Other detractors include the power line towers and wires and degraded weed infested road verges. The proposed building will be screened with trees and lower storey planting which will help screen the facades. The main views from the cemetery are to the east not the west (vehicle access point).⁵⁸

However, the existing key views towards St Bartholomew’s Church, from the north, east and west, will not be impacted by the proposed development, and the Church itself is unlikely to be dominated by the new structures, despite the large scale. The prominent elevated position of the Church on the crest of a rise, the undulating topography of the surrounds, and the space created by the major arterial roads to the north, west and south, all support the ongoing visibility of the Church as a landmark in the local landscape.

Overall, the proposed development will tend to continue an ongoing shift in focus towards the east in the setting of and views from the Church and Cemetery. It will not affect the views from the east towards the Church.

Table 2. Summary of the potential heritage impact⁵⁹

The following aspects of the proposal respect or enhance the heritage significance of the study area:
The impact of the large bulk and scale of the proposed development in the landscape, in particular in relation to the setting of St Bartholomew’s Church and Cemetery, will be minimised to an extent by design and location: • The proposed development does not extend all the way east to the Prospect Highway easement. At this end of the study area, a corridor of up to 60m in width will not be developed as part of the proposed works, as this land is not part of the study area. • The easternmost building of the proposed complex is located on lower-lying ground to the west of the crest on which the Church is located, and the structure is set back slightly from the eastern boundary. Together these features will slightly reduce the bulk of the structure at the closest point to the heritage-listed property.

⁵⁸ Habit8 2023

⁵⁹ Using questions suggested in Heritage Office 2002

- Planting is proposed for the eastern boundary of the study area, to screen the easternmost building from the Church property.

The impact of the development on the remnant semi-rural landscape will be minimised to a small extent by avoidance of construction within the Blacktown Creek corridor, and rehabilitation works along this watercourse.

The following aspects of the proposal could detrimentally impact on the heritage significance of the study area:

The location of the proposed development, to the west and below the rise on which St Bartholomew's sits, means that the proposed development will not overshadow the Church and its surrounds, however, it will dominate the western outlook from the Church precinct.

The location of Prospect Highway in a cutting allows views from the western boundary of the Church property across part of the study area, creating the illusion of a continuing pastoral or agricultural landscape. However, the views to the west from the Church itself, and from most of the remainder of the property, both across the study area and towards the distant mountains, are already reduced by the mature vegetation around the western end of the heritage listed precinct.

The height and scale of the eastern building of the development will dramatically shorten the existing, although filtered, view line from the front of St Bartholomew's Church towards the west.

The development has also resulted in the removal of the early twentieth century house located at 426 Flushcombe Road, a remnant of an earlier phase of development and occupation; and will largely remove the remnant semi-rural landscape.

The following alternatives have been considered and discounted:

The study area is zoned for general industrial use (IN1). The proposed development has been designed to provide a commercially viable use of the study area following this zoning. Within this overall requirement of the study area, there are limited options to reduce the bulk and scale of the development at the eastern end, due to other constraints, in particular the requirement to avoid acoustic impact on the residential areas to the north.



Baseline photo



0 Year



5 Years



15 Years

Figure 46. Comparison of the current and proposed views to the west from the St Bartholomew's property

Source: Habit8 2023

4.3 How can the potential heritage impact be managed?

Given the commercial requirements of the development, and the other constraints that apply to development of the study area, there is limited scope to avoid or minimise the identified potential for heritage impact, if the development is to proceed.

However, the design of the proposed development does include some features that will mitigate the impact, in particular the use of a neutral palette of grey colorbond tones for cladding, guttering and downpipes (closest to the Church precinct). The proposed planting along the eastern boundary will also help to screen the new development, but it will be some years before plantings reach maturity.

5 Our conclusions and recommendations

5.1 Conclusions

The history of the non-Indigenous development and occupation of the study area can be divided into three main phases:

- Flushcombe Estate, and Church and School Estate, 1820s to 1870s/1918
- Small-scale agriculture, 1870s/c1908 to c.1970
- Industry, c.1970 to present.

There are no listed heritage items within the study area, however there are two remnant features that, although modified, provide a tangible connection to the second phase of occupation:

- The c.1920s house at 426 Flushcombe Road (now removed)
- The open semi-rural landscape.

The proposed development will result in removal of these two features.

There are five listed heritage items in the vicinity of the study area:

- Former Great Western Road, Prospect
- Former police residence / House
- Royal Cricketers Arms Inn
- Seven Milestones
- St Bartholomew's Church and Cemetery.

The proposed development will not result in impact to the first four of these items. In terms of setting, these items are associated with former and current alignments of the Great Western Highway, which will not be affected by the development.

However, the proposed development will result in impact to the identified heritage values of St Bartholomew's Church and Cathedral, a listed heritage item that is located to the east, on the opposite side of Prospect Highway. The development will involve construction across an area that has been identified as forming part of the setting of the Church, and will affect views to the west from the Church property. Overall, it will tend to continue a process that has resulted in the focus of the setting of the Church shifting to the east, and in the main views to the Church being from the east.

5.2 Recommendations

We have based our recommendations on:

- The research and conclusions of our preliminary assessment as outlined in this report
- The legal protections provided to historical heritage under the *Heritage Act 1977*
- Current policy and regulatory requirements relating to the assessment of historical heritage, and in particular the guideline document *Statements of Heritage Impact*.

The following recommendations are made:

- Prior to commencement:
 - An archival photographic record should be made of the study area so far as it forms part of the setting of St Bartholomew's Church and Cemetery, including views from the heritage listed property towards the west.
 - In planting screening trees along the eastern boundary of the study area, care should be taken to avoid unnecessary impact on the views from St Bartholomew's Church towards the west.
- During the works:
 - If any unexpected historical archaeological relics or potential relics are unearthed during the course of the development, work should cease in the vicinity, and Heritage NSW should be contacted for advice. It may be necessary to redesign the works to avoid impact to relics.
- Following completion of the works:
 - A copy of the archival record should be lodged with the Heritage NSW Library and with Blacktown City Library.
 - The screening planting along the eastern boundary of the study area should be maintained during operation of the facility, and no changes should be made that may result in additional impact to St Bartholomew's Church and Cemetery.
- A copy of this report should be forwarded to the Heritage NSW Library, and to the Blacktown City Library.

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