Appendix F

Non-Aboriginal heritage technical paper
FINAL
Statement of Heritage Impact

Mount Victoria Village Safety Upgrade
Non-Aboriginal Heritage

View to the east of Ivanhoe, Great Western Highway.

View to the west of Ivanhoe, conifers on the left, Station Street intersection on far right, past the Imperial Hotel.

Report to
Sinclair Knight Merz
on behalf of
Roads and Maritime Services
November 2013
EXECUTIVE SUMMARY

HERITAGE ITEMS AND SITES
Roads and Maritime is proposing to upgrade the Great Western Highway at Mount Victoria village as part of a government initiative to improve road safety. These improvements would provide more consistent intersection treatments on the Great Western Highway in Mount Victoria village and improve access for pedestrians and cyclists.

The following 13 heritage items and areas are potentially directly and indirectly impacted by the proposal and are discussed in detail in this report:

- Soldiers Pinch 20th-century road (MV009)
- Culvert opposite Browntown
- Gatekeepers Cottage (MV013)
- Marthaville (MV048)
- Exeter (MV012)
- Central Mount Victoria Urban Conservation Area (MV23)
- Weatherboard cottage at 135-139 Great Western Highway (MV068)
- Roads and Maritime vacant land
- Ivanhoe (MV047)
- Post-War Brick Shop Building (MV057)
- Selsdon (MV041)
- Larsens Cottages (MV019)
- House (MV053).

The following 16 heritage items may have indirect impacts relating to visual issues and construction vibrations:

- Weatherboard Cottage (MV067)
- Sunnihi (MV071)
- Acorn (MV070)
- Weatherboard shop (MV065)
- Imperial Hotel (MV006)
- Weatherboard Cottage (MV064)
- Mount Victoria Gallery (MV062)
- Post Office/Stable (MV010)
- Concrete Steps (MV066)
- Mount Victoria Memorial Park (MV044)
- Stone retaining wall for highway (S170 item) (4309685)
- Wilson Memorial Gates (MV060)
- Cherished Belongings (MV058)
- Brick house (MV061)
- House (MV038)
- St Peter’s Anglican Church (MV007)

THE PROPOSAL
The proposal forms part of a series of ongoing upgrades of the Great Western Highway. The proposal addresses the improvement of road safety and traffic capacity along this section of road and would be consistent with other road improvement activities along the Great Western Highway.
<table>
<thead>
<tr>
<th>Section</th>
<th>Proposed safety improvements</th>
</tr>
</thead>
</table>
| **Section 1: Between 400 m west of Browntown Oval and 240 m west of Victoria Falls Road (chainage 15400 to chainage 15880)** | • Widen the road shoulders up to about 2.5 m on both sides of the road.  
• Provide a basic right turn into Victoria Falls Road.  
• Provide a concrete safety barrier, new pedestrian footpath (about 80 m long) and pedestrian fence next to the Gatekeepers Cottage.  
• Provide a pedestrian pathway about 160 m long next to the westbound lane between about chainage 15400 and 15600  
• Upgrade drainage, with kerb and guttering along the length of Section 1, including underground pipes to convey stormwater.  
• Water quality treatment next to the eastbound lane, near Victoria Falls Road.  
• Incorporation of underground utilities within the proposed pedestrian pathway between chainage 15490 and 15560. |
| **Section 2: Between 200 m east of Harley Avenue and 20 m east of Station Street (chainage 16130 to chainage 16660)** | • Widen the road shoulders up to about 3 m on both sides of the road.  
• Build a 6 m wide and 230 m long two-way service road. This road would provide safe access to private properties on the southern side of the highway between Cecil Road and Mount Piddington Road. This service road would have shared vehicle and pedestrian use.  
• Provide a pathway about 170 m long between Mount Piddington Road and Hooper Street, next to the westbound lane.  
• Provide dedicated right-turn bays into Harley Avenue and Mount Piddington Road.  
• Provide a left-in and left-out turning control at Hooper Street with signposting and line marking.  
• Moving the road about 20 m to the north between Mount Piddington Road and Hooper Street to improve the road alignment by easing the sharp curve.  
• Upgrade drainage, with kerb and guttering along the length of Section 2, including underground pipes to convey stormwater.  
• Provide 4 retaining walls to minimise environmental and property impacts.  
• Build a water quality and detention basin next to the eastbound lane, opposite Mount Piddington Road.  
• Relocation of underground utilities within the new service road. |
| **Section 3: Between 90 m west of Station Street and immediately west of Mount York Road (chainage 16790 to chainage 17760)** | • Widen the road shoulders up to about 2.5 m on both sides of the road.  
• Provide dedicated right-turn bays at Kanimbla Valley Road and Selsdon Street.  
• Line marking improvements on the highway immediately west of Mount York Road to create a dedicated left turn lane into Mount York Road.  
• Install a raised island in the median of Fairy Dell Road.  
• Remove the eastbound steel guardrail west of Grandview Road and relocate electrical poles and the pole-mounted transformer.  
• Provide a pedestrian refuge in the central median of the highway near Selsdon Street.  
• Provide a pedestrian pathway along both sides of the highway, for the length of Section 3.  
• Upgrade drainage, with kerb and guttering along the entire length of Section 3, including underground pipes to convey stormwater.  
• Build a water quality and detention basin on Fairy Dell Road.  
• Incorporate underground utilities into the proposed pedestrian pathway on both sides of the highway for the length of the section. |
| **All sections** | • Design speed would remain at 60 km/h.  
• Highway would remain a two-laned road (one lane in each direction).  
• Partial acquisition of 18 properties.  
• Install kerb and guttering south of the highway in all sections.  
• Improve the road surface by providing new pavement to tie-in to the vertical levels of the existing highway. |
### IMPACTS

#### Heritage Items within the Proposal

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Proposed works</th>
<th>Visual/Curtilage</th>
<th>Archaeological</th>
<th>Vibration/Noise</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soldiers Pinch 20th-century road (MV009)</strong></td>
<td>Shoulder widening</td>
<td>No impact</td>
<td>Minimal impact on fabric</td>
<td></td>
</tr>
<tr>
<td><strong>Browntown Culvert</strong></td>
<td>Shoulder widening. Area where culvert is located will be in a drainage box.</td>
<td>None</td>
<td>No impact if culvert is protected as identified.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Gatekeepers Cottage (MV013)</strong></td>
<td>New pedestrian footpath around the curtilage</td>
<td>None</td>
<td>None</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Central Mount Victoria Urban Conservation Area (MV23)</strong></td>
<td>Retaining walls, particularly in Section 2. Removal of sandstone kerbing near Ivanhoe.</td>
<td>The replacement of what is currently a natural rock and clay batter with a retaining wall may make the roadway look bare, although plantings in some areas will soften this. Removal of cypresses near Hooper Street. Preference is for these trees to be retained as part of significant mature plantings within the Conservation Area. Removal is considered to be a moderate impact.</td>
<td>Not applicable generally.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Marthaville (MV048)</strong></td>
<td>Widening of Mount Piddington Road to the east</td>
<td>No impact</td>
<td>No impact</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Exeter (MV012)</strong></td>
<td>Acquisition of the southeast corner of the property for Cecil Road. Removal of some plantings</td>
<td>Minor impact</td>
<td>There are unlikely to be any potential archaeological relics in the front of this property. Therefore there are unlikely to be any heritage impacts.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Weatherboard cottage (MV068) at 135-139 Great Western Highway</strong></td>
<td>Installation of a 6 m wide service road parallel to the southern boundary of the highway. Removal of plantings. Proposal includes retaining wall, 4 m typical height.</td>
<td>The proposal is within the default curtilage of MV068. There will be minimal loss of significance and visual impacts are considered to be negligible.</td>
<td>No impact</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Roads and Maritime vacant land</strong></td>
<td>Substantial retaining wall</td>
<td>No impact due to the location of the retaining wall.</td>
<td>No impact</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td><strong>Ivanhoe (MV047)</strong></td>
<td>Acquisition of the southeast corner for a footpath and narrow verge (which may require the removal of plantings).</td>
<td>Minor impact due to the location of works. No trees currently proposed to be removed.</td>
<td>No Impact</td>
<td>Within vibration zone. Additional measures for western boundary stone wall.</td>
</tr>
<tr>
<td><strong>Post-War Brick Shop</strong></td>
<td>Pedestrian footpath</td>
<td>No Impact</td>
<td>N/A</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Proposed works</td>
<td>Conclusions</td>
<td>Visual/Curtilage</td>
<td>Archaeological</td>
</tr>
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<td>-----------------------</td>
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</tr>
<tr>
<td>Building (MV057)</td>
<td>upgrading, up to property boundary</td>
<td></td>
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<tr>
<td>Selsdon (MV041)</td>
<td>Pathway directly outside the building, may have an impact on the fences associated with the property</td>
<td>No impact</td>
<td>N/A</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Larsens Cottages (MV019)</td>
<td>Works in footpath are rear of property.</td>
<td>No Impact</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>House (MV053)</td>
<td>Tie in works, and pavement works up until the property boundary</td>
<td>No Impact</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heritage items within the 50 metre vibration zone</th>
</tr>
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<tbody>
<tr>
<td>Section</td>
</tr>
<tr>
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</tbody>
</table>
### RECOMMENDATIONS

Heritage items and predicted impacts:

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Soldiers Pinch 20th-century road (MV009)</strong></td>
<td><strong>Recommendations</strong>&lt;br&gt;Although the fabric of the 20th-century road has likely been previously affected by the Great Western Highway in the location of the proposed works, care should be taken to avoid additional impact. This could include not parking works vehicles or stockpiling materials on the road.</td>
</tr>
<tr>
<td><strong>Browntown culvert</strong></td>
<td>The protection of the culvert should be implemented as suggested during field inspection in July 2013. This will involve the careful avoidance of the culvert, and sealing of the location using road plates before the reestablishment of the verge.</td>
</tr>
<tr>
<td><strong>Gatekeepers Cottage (MV013)</strong></td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td><strong>Central Mount Victoria Urban Conservation Area (MV023)</strong></td>
<td>Implement recommendations of noise and vibration report for the precinct.</td>
</tr>
<tr>
<td><strong>Exeter (MV012)</strong></td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Visual/Curtillage</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Weatherboard Cottage (MV067)</td>
<td>None</td>
</tr>
<tr>
<td>Sunnihi (MV071)</td>
<td>None</td>
</tr>
<tr>
<td>Acorn (MV070)</td>
<td>None</td>
</tr>
<tr>
<td>Marthaville (MV048)</td>
<td>None</td>
</tr>
</tbody>
</table>
| Weatherboard cottage at 135 Great Western Highway (MV068) | • Retain as many plantings as possible in construction of the service road.  
• Appropriately finish the face of the wall with suitable stone facing. | None | Implement recommendations of noise and vibration report. |
| Roads and Maritime vacant land | • While the retaining wall is not visible it still needs to be appropriately finished with stone to make it acceptable within the | None | None |
| Ivanhoe (MV047) | • Appropriately finish the stone retaining wall at the front with sandstone.  
• Retain trees in the eastern section of land. | Archival recording of sandstone kerbing at front prior to its removal. | Stone wall as western side may require higher level of management |
<p>| Weatherboard shop (MV065) | None | None | Implement recommendations of noise and vibration report. |
| Imperial Hotel (MV006) | None | None | Implement recommendations of noise and vibration report. |
| Weatherboard Cottage (MV064) | None | None | Implement recommendations of noise and vibration report. |
| Mount Victoria Gallery (MV062) | None | None | Implement recommendations of noise and vibration report. |
| Post Office/ Stable (MV010) | None | None | Implement |</p>
<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Visual/Curtilage</th>
<th>Archaeological</th>
<th>Noise/Vibration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete Steps (MV066)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Mount Victoria Memorial Park (MV044)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Stone retaining wall for highway (S170 item) (4309685)</td>
<td>None</td>
<td>None</td>
<td>Stone wall require higher level of management</td>
</tr>
<tr>
<td>Wilson Memorial Gates (MV060)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Cherished Belongings (MV058)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Post-War Brick Shop Building (MV057)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Brick house (MV061)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Selsdon (MV041)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>Larsens Cottages (MV019)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>House (MV038)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>St Peter’s Anglican Church (MV007)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
<tr>
<td>House (MV053)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
</tr>
</tbody>
</table>
Appendices
Appendix 1: Historical Research
Appendix 2: Vibration Maps

Document Status

<table>
<thead>
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<th>Name</th>
<th>Date</th>
<th>Purpose</th>
<th>Author</th>
<th>Approved</th>
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<tr>
<td>Draft 1</td>
<td>24/7/2013</td>
<td>Draft review</td>
<td>MTC, JW, WMW</td>
<td>Mary Casey</td>
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<td>Draft 2</td>
<td>2/8/2013</td>
<td>Draft 2 changes</td>
<td>JW</td>
<td>Mary Casey</td>
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<tr>
<td>Draft 3</td>
<td>24/10/2013</td>
<td>New impacts, amendments based on Roads and Maritime review</td>
<td>MTC</td>
<td>Tony Lowe</td>
</tr>
</tbody>
</table>
Non-Aboriginal Archaeology
Mount Victoria Village Safety Upgrade
Statement of Heritage Impact

1.0 Introduction

1.1 Background
The Katoomba to Lithgow Great Western Highway upgrade (previously known as the Mount Victoria to Lithgow Upgrade) is part of the NSW and Australian Governments’ commitment to improve road safety and accessibility to communities in the Blue Mountains and central west of NSW. Investigations for the upgrade started in May 2008 to determine the preferred route corridor. The preferred route alignment was announced in May 2010, followed by corridor investigations in 2011.

In July 2012, the NSW and Australian governments announced a $250 million revised investment program for the upgrade of the Great Western Highway between Katoomba and Lithgow. This decision addressed recommendations from an independent review of the proposed upgrades of the Great Western Highway west of Katoomba.

The revised package of upgrades will enhance safety outcomes and maximise benefits to the community by targeting specific deficiencies. Roads and Maritime Services (Roads and Maritime) will manage and deliver the following:

- Upgrading the highway at Forty Bends, east of Lithgow to three lanes on the current alignment ($120 million).
- A number of enhanced safety upgrades between Mount Victoria and Lithgow. These include Forty Bends, River Lett Hill, Hartley Valley and Mount Victoria village Safety Upgrades ($83 million).
- Finalising the concept design and road boundaries for upgrading the highway from Mount Victoria to Lithgow and requesting councils to adopt these in their future planning.
- Using the remaining funds from the joint $250 million Australian and NSW government commitment for upgrades of the Great Western Highway between Katoomba and Mount Victoria.

The Forty Bends design and Review of Environmental Factors (REF) were completed in April 2013. A Review of Environmental Effects (REE) is being prepared for the safety works for Mount Victoria village. This report is a technical report for the REF.

1.2 Mount Victoria Village Safety Upgrade
Roads and Maritime proposes to upgrade a section of the highway through Mount Victoria village in the Blue Mountains, New South Wales. The upgrade extends about 2.3 kilometres and is comprised of three sections, from 400 metres west of Browntown Oval (east of Mount Victoria village) to just west of Mount York Road (in this report, this is referred to as ‘the proposal’). Key features of the proposal are outlined in Table 1.1 and illustrated in Figure 1.1.
<table>
<thead>
<tr>
<th>Section</th>
<th>Proposed safety improvements</th>
</tr>
</thead>
</table>
| Section 1: Between 400 m west of Browntown Oval and 240 m west of Victoria Falls Road (chainage 15400 to chainage 15880) | - Widen the road shoulders up to about 2.5 m on both sides of the road.  
- Provide a basic right turn into Victoria Falls Road.  
- Provide a concrete safety barrier, new pedestrian footpath (about 80 m long) and pedestrian fence next to the Gatekeepers Cottage.  
- Provide a pedestrian pathway about 160 m long next to the westbound lane between about chainage 15400 and 15600  
- Upgrade drainage, with kerb and guttering along the length of Section 1, including underground pipes to convey stormwater.  
- Water quality treatment next to the eastbound lane, near Victoria Falls Road.  
- Incorporation of underground utilities within the proposed pedestrian pathway between chainage 15490 and 15560. |
| Section 2: Between 200 m east of Harley Avenue and 20 m east of Station Street (chainage 16130 to chainage 16660) | - Widen the road shoulders up to about 3 m on both sides of the road.  
- Build a 6 m wide and 230 m long two-way service road. This road would provide safe access to private properties on the southern side of the highway between Cecil Road and Mount Piddington Road. This service road would have shared vehicle and pedestrian use.  
- Provide a pathway about 170 m long between Mount Piddington Road and Hooper Street, next to the westbound lane.  
- Provide dedicated right-turn bays into Harley Avenue and Mount Piddington Road.  
- Provide a left-in and left-out turning control at Hooper Street with signposting and line marking.  
- Moving the road about 20 m to the north between Mount Piddington Road and Hooper Street to improve the road alignment by easing the sharp curve.  
- Upgrade drainage, with kerb and guttering along the length of Section 2, including underground pipes to convey stormwater.  
- Provide 4 retaining walls to minimise environmental and property impacts.  
- Build a water quality and detention basin next to the eastbound lane, opposite Mount Piddington Road.  
- Relocation of underground utilities within the new service road. |
| Section 3: Between 90 m west of Station Street and immediately west of Mount York Road (chainage 16790 to chainage 17760) | - Widen the road shoulders up to about 2.5 m on both sides of the road.  
- Provide dedicated right-turn bays at Kanimbla Valley Road and Selsdon Street.  
- Line marking improvements on the highway immediately west of Mount York Road to create a dedicated left turn lane into Mount York Road.  
- Install a raised island in the median of Fairy Dell Road.  
- Remove the eastbound steel guardrail west of Grandview Road and relocate electrical poles and the pole-mounted transformer.  
- Provide a pedestrian refuge in the central median of the highway near Selsdon Street.  
- Provide a pedestrian pathway along both sides of the highway, for the length of Section 3.  
- Upgrade drainage, with kerb and guttering along the entire length of Section 3, including underground pipes to convey stormwater.  
- Build a water quality and detention basin on Fairy Dell Road.  
- Incorporate underground utilities into the proposed pedestrian pathway on both sides of the highway for the length of the section. |
| All sections | - Design speed would remain at 60 km/h.  
- Highway would remain a two-laned road (one lane in each direction).  
- Partial acquisition of 18 properties.  
- Install kerb and guttering south of the highway in all sections.  
- Improve the road surface by providing new pavement to tie-in to the vertical levels of the existing highway. |
In undertaking these upgrades minor road alterations would be required. These include the widening of the road, minor increases in the level of the road, the extension of road shoulders, and the creation of batters to support these works. Proposed works are contained within the existing road reserve of the Great Western Highway, except for Section 2, where they would extend marginally beyond the reserve.

1.3 Study Area
Mount Victoria village is situated in the Blue Mountains along the Great Western Highway, before westbound traffic descends Victoria Pass into the Hartley Valley (Figure 1.1). The project lies within BMCC local government area, and extends for about 2.3 kilometres from Browntown Oval to the east of the village and just west of Mount York Road. The local area consists of predominantly low density residential development with medium to steep terrain on either side of the Great Western Highway. The region is characterised by its natural features including the Blue Mountains National Park and the Blue Mountains World Heritage Area about 100 metres to the east of the Great Western Highway at its closest point. Portions of the proposal are located within the Sydney Drinking Water Catchment.

The Mount Victoria village safety upgrade extends between Browntown Oval to the east of the village, to the southeast of Mount Victoria village, and continues westward through to just west of the junction of the Great Western Highway with Mount York Road on the western side of Mount Victoria village (Figure 1.1). The study area is wholly located within the BMCC local government area.
FIGURE 1.1 | LOCATION OF THE STUDY AREA

Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

LEGEND
- The proposal
- Section boundary
- Existing highway
- Road
- Primary waterway
- Minor waterway
- Property boundary

Sinclair Knight Merz does not warrant that this document is definitive nor free of error and does not accept liability for any loss caused or arising from reliance upon information provided herein.

DATA SOURCES
Roads and Maritime Services 2013,
LPMA 2010, STREETWORKS 2001

SKM
18/10/2013 | I:\ENVR\Projects\EN04213\Technical\Spatial\GIS_Directory\ArcMap\Figures\TechnicalReports\MountVicHeritage\EN04213_GIS_Gen_F001_MV_Proposal_r2v1.mxd
Newcastle Spatial Team - Prepared by: RM
Checked by: VC
The proposal includes:

- New concrete safety barrier, footpath and pedestrian fence
- Widened shoulders with concrete lined drains, and underground pipes to convey stormwater
- Basic right turn at Victoria Falls Road
- Proposed water quality treatment
- New footpath including incorporation of underground utilities
- Potential stockpile and/or compound site

**LEGEND**
- The proposal
- Proposal area
- Retaining wall
- Pedestrian footpath
- Section boundary
- Existing highway
- Road
- Primary waterway
- Minor waterway
- Property boundary

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**DATA SOURCES**
- Roads and Maritime Services 2013
- LPMA 2010
- STREETWORKS 2001

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Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade
Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

Upgrade drainage for full length of Section 2

Improve road alignment between Mt Piddington Rd and Hooper St

Proposed stormwater detention basin with water quality control

Potential compound stockpile site

Widen road shoulders on both sides

New dedicated right turn bay

Left-in left-out turning control with signposting and line marking

Pedestrian pathway

New dedicated right turn bay

New two-way service road for shared vehicle and pedestrian use

Relocation of underground facilities
Line marking improvements creating left turn lane

Proposed stormwater detention basin with water quality control

Upgrade drainage - new kerb and gutter and underground stormwater pipes along both sides of the highway in Section 3

Pedestrian pathway along both sides of the highway in Section 3

New pedestrian pathway

Pedestrian refuge

New dedicated right turn bay

Potential compound stockpile site

Reinstate existing bus shelter

New dedicated right turn bay

Remove steel guardrail and relocate electrical poles and pole-mounted transformer

Widened road shoulders on both sides

Install raised splitter island

Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

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DATA SOURCES
Roads and Maritime Services 2013, LPMA 2010, STREETWORKS 2001
1.4 Purpose of the report

This report identifies and assesses heritage items or archaeological sites within the study area, and assesses the potential impact on those items by the proposed works. This report has had access to existing heritage inventory sheets provided by the BMCC. The heritage items identified within Mount Victoria village were mapped onto aerial photos based on data provided by BMCC. These inventory sheets typically provide historical background on individual heritage items, statements of significance and default curtilages based on property boundaries.

Chapter 2 outlines the legislative requirements relevant to this proposal. Chapter 3 provides a brief history of the study area. An overview of the site visit undertaken to assess the current condition of heritage items is included in Chapter 4. Chapter 5 provides information about each heritage item or site within the study area, and where relevant it then addresses the visual/curtilage issues and the significance of the remains. Chapter 6 investigates the impacts from the proposal on each item or site and their significance. The Statement of Heritage Impact is provided in Chapter 7. Conclusions and mitigation strategies to reduce impact on significance are outlined in Chapter 8. As extensive historical information has been presented in previous reports, additional historical research undertaken for this report is included in Appendix 1.

This Statement of Heritage Impact (SoHI) is part of the Review of Environmental Factors (REF) for the safety works in the Hartley Valley. The purpose of this study is to:

- Identify all listed and potential heritage impacts associated with the proposal, identify the statutory requirements and identify appropriate mitigation measures.
- To undertake an assessment of the potential heritage impacts during construction and operation, including visual and curtilage aspects.
- Recommend specific mitigation and management measures to minimise impacts from the proposal.

All stages of this work have involved an iterative relationship with the heritage consultants and the design team to avoid or reduce impacts where possible on the area’s heritage items and values.

1.5 Report Methodology

The heritage items addressed within this report were identified in the Non-Aboriginal Heritage Preferred Route Corridor Study for the Great Western Highway Upgrade (July 2012). The impacts from the proposal on heritage items, buildings and archaeological sites within Mount Victoria are limited. Consequently, the majority of items listed in Table 5.1 are not addressed in detail within this report as they are outside the proposal boundary. The heritage items discussed in detail are those located within and adjacent to the proposal which are likely to be directly and indirectly impacted by the design. The location of heritage items and sites in relation to the proposal are discussed in Chapters 5 and 6. This report was prepared in accordance with the NSW Heritage Manual (1996), Assessing Heritage Significance (2001), Levels of Heritage Significance (2008) and Assessing Significance for Historical Archaeological Sites and Relics (2009) and other relevant Heritage Council and Heritage Branch Guidelines.

In summary, the potential heritage items and known heritage items were identified by employing a variety of methods:

- Review of previous reports undertaken for this Mount Victoria to Lithgow upgrade.
- Review of heritage items listed under Blue Mountains Local Environment planning instruments and maps.
- Review of State Heritage Inventory for State Heritage Register (SHR) items and other heritage items.
Mount Victoria Village Safety Upgrade

- Review of relevant S170 registers and other registers, such as the National Heritage List.
- Site visits and visual inspection.

1.5.1 Previous Investigations and Non-Aboriginal Heritage Reports

The following background studies have been consulted and utilised as basis for the preparation of this report:

1.5.1.1 Corridor Options report (September 2009)

As part of the corridor options report (September 2009), Casey & Lowe, Dr Ian Jack and Mayne-Wilson & Associates undertook extensive investigations addressing four different corridor options. The 2009 report provided extensive historical research and some preliminary fieldwork, as well as preliminary analysis of curtilages and historic vistas. Aspects of the 2009 report are utilised in this report but only the most relevant issues are addressed while other aspects of the 2009 report will be referred to rather than extracted. The 2009 report is available on-line at: http://www.rta.nsw.gov.au/roadprojects/projects/western_region/mt_victoria_lithgow/project_documents/reports.html.

1.5.1.2 Non-Aboriginal Heritage Preferred Route Corridor Study for the Great Western Highway Upgrade (June 2012).

To address the preferred route corridor, Casey & Lowe subsequently prepared Non-Aboriginal Heritage, Preferred Route Corridor Study, Great Western Highway Upgrade (July 2012). This report built on the previous 2009 report by providing more detail about heritage items and archaeological sites within and adjacent to the preferred route corridor. It is noted that the safety upgrades were not part of the preferred route corridor.

Desktop

All heritage databases were reviewed for the corridor options report, including BMCC LEP and the information from the corridor options report was used. Sources consulted included the:

- State Heritage Inventory
- Blue Mountains Local Environmental Plan (1991)
- Blue Mountains Local Environmental Plan (2005)
- BMCC Heritage Review (2011)
- National Heritage List
- Register of the National Estate.

Surveys

Field survey was undertaken of critical parts of the study area to inspect areas where there was potential for impacts. Typically the surveys were used to examine known heritage items, or inspect potential heritage items or archaeological sites. These were undertaken throughout the project at various times: 19 April 2011; 27 April 2011, 10 May 2011 and 5 November 2012.

1.5.2 Further investigations for this report

1.5.2.1 Survey

Casey & Lowe used previous reports and mapping prepared for the heritage items and sites for the earlier proposed route corridor, as well as new mapping of heritage items and archaeological sites overlaid onto the proposal to determine which areas need to be investigated. Where it was considered that the team had previously undertaken sufficient fieldwork these items or sites were not revisited.
1.5.3 Overview of heritage curtilages
A search of the relevant heritage inventory sheets was undertaken to ascertain whether there was any landscape or archaeological items within the grounds of the heritage places that may be adversely affected by the proposal.

Curtilages proposed before the publication of the Heritage Office manual *Heritage Curtilages* in 1996 were usually based on *existing property boundaries*, and not often on the basis of the important heritage (and archaeological) elements they were actually known to contain. Moreover, in page 6 of that Manual, there is provision for the determination of *reduced* curtilages. It is noted that the Heritage Council has approved Development Applications which have proposed reduced curtilages for heritage-listed places in the past, e.g. for the subdivision of rural estates on the fringes of metropolitan Sydney. As BMCC identified default curtilages in 2009 these were adopted for the Mount Victoria to Lithgow project and are also adopted as the baseline curtilage in this report.

1.5.4 Overview of the visual analysis of heritage items
For the previous reports, such as the *Non-Aboriginal Heritage Preferred Route Corridor Study, Great Western Highway Upgrade* (Casey & Lowe 2012), the approach taken was to photograph the visual catchments out from and toward each of the heritage items and places along the corridor route, and then analyse them. This included the extent to which the views outward from and to those places were important, or whether they were necessarily limited, foreground views.

1.6 Authorship
This Statement of Heritage Impact was prepared by Dr Mary Casey, Director, Casey & Lowe and Jenny Winnett, Senior Archaeologist, Casey & Lowe. Warwick Mayne-Wilson, Mayne-Wilson & Associates, was responsible for the analysis and writing of visual and curtilage sections. Dr Ian Jack undertook additional historical research (Appendix 1). The report was reviewed by Tony Lowe, Director, Casey & Lowe Pty Ltd.

1.7 Acknowledgements
Vivira Cadungog, SKM
Andrew Spinks, SKM
Colin Hatswell, Roads and Maritime
Nina Kilpinen, Roads and Maritime
James Bairstowe, Roads and Maritime

1.8 Limitations
There were no particular constraints to producing this report. There was sufficient time and funding to complete this rep

1.9 Glossary
**Historical Archaeology (Non-Indigenous/European)**
Historical Archaeology (in NSW) is the study of the physical remains of the past, in association with historical documents, since the British occupation of NSW in 1788. As well as identifying these remains the study of this material can help elucidate the processes, historical and otherwise, which have created our present surroundings. Historical archaeology includes an examination of how the late 18th and 19th-century arrivals lived and coped with a new and alien environment, what they ate, where and how they lived, the consumer items they used and their trade relations, and how gender and cultural groups interacted. The material remains studied include:

- Archaeological sites:
  - below ground: these contain relics which include building foundations, occupation deposits, rubbish pits, cesspits, wells, other features, and artefacts.
above ground: buildings, works, industrial structures and relics that are intact or
ruined.
   - Cultural landscapes: major foreshore reclamation.
   - Maritime sites: infrastructure and shipbuilding.
   - Shipwrecks.
   - Structures associated with maritime activities.

Archaeological Potential
Archaeological potential is here used and defined as a site’s potential to contain archaeological
relics which fall under the provisions of the Heritage Act 1977 (amended). This potential is
identified through historical research and by judging whether current building or other activities
have removed all evidence of known previous land use.

Archaeological Site
A place that contains evidence of past human activity. Below ground sites include building
foundations, occupation deposits, features and artefacts. Above ground archaeological sites
include buildings, works, industrial structures and relics that are intact or ruined.

Archaeological Investigation or Excavation
The manual excavation of an archaeological site. This type of excavation on historic sites usually
involves the stratigraphic excavation of open areas.

Archaeological Monitoring
Archaeological monitoring is recommended for those areas where the impact of the works is not
considered to mean the destruction of significant archaeological fabric. Nevertheless the
disturbance of features both suspected and unsuspected is possible. In order to provide for the
proper assessment and recording of these features an archaeologist should inspect the works site at
intervals they consider to be adequate and to be ‘at call’ in case the contractor uncovers remains
that should be assessed by the archaeologist.

Monitoring is a regular archaeological practice used on many building and development sites.

Research Design
A set of questions which can be investigated using archaeological evidence and a methodology for
addressing them. A research design is intended to ensure that archaeological investigations focus
on genuine research needs. It is an important tool that ensures that when archaeological resources
are destroyed by excavation, their information content can be preserved and can contribute to
current and relevant knowledge.

Research Potential
The ability of archaeological evidence, through analysis and interpretation, to provide information
about a site that could not be derived from any other source and which contributes to the
archaeological significance of that site and its ‘relics’.

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
       Aboriginal settlement, and
   (b) is of State or local heritage significance.

\[1\] Taken from the Assessing Significance for Historical Archaeological Sites and ‘Relics’, 2009:11.
Relics were more recently further defined as:

Relevant case law and the general principles of statutory interpretation strongly indicate that a ‘relic’ is properly regarded as an object or chattel. A relic can, in some circumstances, become part of the land and be regarded as a fixture (a chattel that becomes permanently affixed to land).²

1.10 Abbreviations

C&L Casey & Lowe Pty Ltd
BMCC Blue Mountains City Council
BMCC LEP Blue Mountains City Council Local Environmental Plan
EIS Environmental Impact Statement
EPBC Environment Protection and Biodiversity Conservation
GBMWHA Greater Blue Mountains World Heritage Area
LEP Local Environmental Plan
LPMA Land and Property Management Authority
MWA Mayne-Wilson Associates
ML, SLNSW Mitchell Library, State Library of New South Wales
NHL National Heritage List
NLA National Library of Australia
NSW New South Wales
OEH Office of Environment and Heritage
REF Review of Environmental Factors
RNE Register of the National Estate
SKM Sinclair Knight Merz
SHI State Heritage Inventory
SHR State Heritage Register
SIX Spatial Information Exchange
SOHI Statement of Heritage Impact
SRNSW State Records, New South Wales
WHL World Heritage List

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2.0 Legislative Requirements

2.1 Commonwealth Legislation

2.1.1 Environmental Protection and Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) is the Australian Government’s central piece of environmental legislation. The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places — defined in the Act as matters of national environmental significance.

The eight matters of national environmental significance to which the EPBC Act applies are:

- World heritage sites
- National heritage places
- Wetlands of international importance (often called ‘Ramsar’ wetlands after the international treaty under which such wetlands are listed)
- Nationally threatened species and ecological communities
- Migratory species
- Commonwealth marine areas.
- The Great Barrier Reef Marine Park
- Nuclear actions.

In addition, the Act confers jurisdiction over actions that have a significant environmental impact on Commonwealth land, or that are carried out by a Commonwealth agency (even if that significant impact is not on one of the eight matters of ‘national environmental significance’). Where a project involves Commonwealth Government funding or decision making it is necessary to review any issues where there may be impacts on heritage items protected under the EPBC Act.

World Heritage

The EPBC Act enhances the management and protection of Australia’s heritage places, including World Heritage properties. It provides for the listing of natural, historic or Indigenous places that are of outstanding national heritage value to the Australian nation as well as heritage places on Commonwealth lands and waters or under Australian Government control.

The study area is adjacent to parts of the Greater Blue Mountains World Heritage Area (GBMWHA) which mostly runs along the eastern side of the Darling Causeway and north of the Great Western Highway east of Mount Victoria. Where Commonwealth funding is being contributed to a project, the Commonwealth government requires an analysis of any potential impacts that may affect the values of the World Heritage Area.

A declared World Heritage property is an area that has been included in the World Heritage List (WHL) or declared by the Minister to be a World Heritage property. Once a heritage place is listed under the EPBC Act, special requirements come into force to ensure that the values of the place will be protected and conserved for future generations. The EPBC Act provides for the preparation of management plans which set out the significant heritage aspects of the place and how the values of the site will be managed.  

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The values which led to the listing of the National Park on the WHL are all natural rather than cultural values. The GBMWHA was listed on the WHL in 2000 because it satisfies two of the criteria for natural values of outstanding universal significance:

- Be outstanding examples representing significant on-going ecological and biological process in the evolution and development of terrestrial, fresh-water, coastal and marine ecosystems and communities of plants and animals; and

- Contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation.5

Therefore the focus of the EPBC Act is the management of these natural values. Under the EPBC Act an action that will have or is likely to have a significant impact on World Heritage values may only be taken if the action is approved by the Australian Government Environment Minister or is taken in accordance with a management plan accredited by the Australian Government Minister.

Although no direct impacts are anticipated on the GBMWHA as a result of the proposal, care will need to be taken to ensure that adequate safeguards are put in place to manage any indirect impacts, eg runoff of poor quality water. Proposed safeguards are outlined in detail in the Review of Environmental Factors (Roads and Maritime 2013) prepared as part of the proposal.

Greater Blue Mountains World Heritage Area Strategic Plan

The management of the GBMWHA has been outlined in a strategic plan (January 2009) which summarises the responsibilities of the State and Federal agencies. It is noted that the GBMWHA is managed on a day-to-day basis by the National Park and Wildlife Services (NPWS) within the Office of Environment and Heritage (OEH).

Apart from its listing on the WHL, the strategic plan recognises that there are other values in the GBMWHA which are to be considered as part of the day to day management of the park by the NPWS. There are ten identified key management issues in the strategic plan ‘which complement and interact’ with the World Heritage values and also need to be managed appropriately. These other values include: geodiversity and biodiversity, water catchment, Indigenous cultural heritage, historic heritage, recreation and tourism, wilderness and scenic and aesthetic.

In summary, while the GBMWHA is listed for natural values, the cultural heritage values must also be managed appropriately. By doing this, the strategic plan ensures the long-term conservation of the reserves’ World Heritage values over-riding principle.6

National Heritage List

This list was reviewed in 18 July 2013 for the current report. There are no individual items/sites on this list within the study area, although it is noted the whole of the GBMWHA, which is adjacent to the study area, is included on this list for its natural values.7 This list is not discussed any further in this report.

7 Strategic Plan 2009:22.
Register of the National Estate (RNE)\(^8\)
The Register of the National Estate (RNE) was established in 1976 containing a national list of heritage items. With the introduction of the EPBC Act the National Heritage List and Commonwealth Heritage List were established. In 2007 the RNE was then no longer accepting new listings. Currently the RNE acts as a statutory register only where RNE items are owned by the Commonwealth or located on Commonwealth land. Two items included on the RNE are within the study area, and are listed in Tables 5.1. There are no longer statutory Commonwealth constraints or requirements attached to an item being on this list.

Status of the Register of the National Estate, February 2007
The Australian Heritage Council can no longer add places to or remove places or a part of a place from the RNE. In 2006, the EPBC Act, and the Australian Heritage Council Act 2003 were amended to, among other things, freeze the Register. Places may be protected under appropriate States, Territories and Local Governments heritage legislation. Under an agreement between the Commonwealth and States and Territories, it is intended that registered places will be considered for inclusion in appropriate Commonwealth, State/Territory heritage lists.

Registered places can be protected under the EPBC Act if they are also included in another Commonwealth statutory heritage list or are owned or leased by the Commonwealth. For example, registered places owned or leased by the Commonwealth are protected from any action likely to have a significant impact on their environment.

There is no provision in the EPBC Act for RNE places to be transferred to the NHL or the Commonwealth Heritage List.

2.2 State Legislation

2.2.1 Heritage Act 1977 (NSW)
The Heritage Act 1977 is a statutory tool designed to conserve the cultural heritage of NSW and is used to regulate development impact on the States heritage assists. Administered by the Heritage Branch, the Act details the statutory requirements for protecting historic buildings and places and includes any place, building, work, relic, movable object, which may be of historic, scientific, cultural, social, archaeological, natural or aesthetic value.

2.2.1.1 Division 9: Section 139, 140-146 - Relics Provisions - Excavation Permit
The main legislative constraint on archaeological remains is the relic provisions of the Heritage Act 1977.

According to Section 139:

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

(2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

(4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:

(a) any relic of a specified kind or description,

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(b) any disturbance or excavation of a specified kind or description,
(c) any disturbance or excavation of land in a specified location or having specified features or attributes,
(d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

A 'relic' is an item of 'environmental heritage' defined by the Heritage Act 1977 (amended) as:

those places, buildings, works, relics, moveable objects, and precincts of State or local heritage significance.

A relic is further defined by the Act as:

...any deposit, object or material evidence -
(a) which 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.

Any item identified as an historical archaeological site or relic cannot be impacted upon without an excavation permit. An excavation permit constitutes an approval from the Heritage Council for permission to ‘disturb’ a relic. An application for an excavation permit must be made to the Heritage Council of NSW (Section 140) (or its delegate) and it will take approximately eight weeks to be processed. The application for a permit must nominate a qualified archaeologist to manage the disturbance of the relics. There is a processing fee for each excavation permit application the details of which can be obtained from the Heritage Branch, Office of Environment and Heritage website.

Exceptions
An application for an Exception to Section 139(4) of the Act may be made where the impact is considered to be in accordance with the following categories:

(1A) An archaeological assessment, zoning plan or management plan has been prepared in accordance with Guidelines published by the Heritage Council of NSW which indicates that any relics in the land are unlikely to have State or local heritage significance.

(1B) The excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.

(1C) A statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.

There are new significance guidelines which apply to the assessment of the significance of relics or archaeological sites.

2.2.1.2 Section 57 Items on the NSW State Heritage Register
Many items of State significance are listed on the State Heritage Register (SHR) and their inclusion on the register identifies them as possessing values that are important to the NSW community. The study area is close to the SHR listed Hartley Historic Site.

The listing of an item on the State Heritage Inventory (SHI) does not offer it any statutory protection. Generally, a listing indicates that the item is scheduled elsewhere, such as on a Council’s LEP or on the State Heritage Register, or is a known relic.
2.2.1.3 Section 170 Registers
Under the NSW Heritage Act 1977 all government statutory authorities are required to maintain a Section 170 register which contains a list of heritage sites. According to Section 170:

(3) A government instrumentality shall establish and keep a register entitled the ‘Heritage and Conservation Register’.

(4) A government instrumentality shall enter in the register details of each item of the environmental heritage which is subject to an interim heritage order or listing on the State Heritage Register; or is listed in an environmental planning instrument under the Environmental Planning and Assessment Act 1979 as an item of environmental heritage, or could, in accordance with guidelines issued from time to time by the Heritage Council, be subject to an interim heritage order or listing on the State Heritage Register; and which in the case of a statutory body, is owned or occupied by the statutory body; or in the case of a Department head, is vested in or owned or occupied by, or subject to the control of, the appropriate minister or the Department.

The study area contains a property listed on the Section 170 (S170) register administered by Roads and Maritime. These agencies have approval over any impacts on these items and they are required to inform the Heritage Branch of any changes to significant items.

2.2.2 State Environmental Planning Policy (Infrastructure) 2007 – REG 14
State Government instrumentalities are required to consult the respective local council for any work proposed to a heritage item of local significance. Clause 14 of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) sets the requirements for such activity. The subject clause has been provided below:

14 Consultation with councils - development with impacts on local heritage
(1) This clause applies to development carried out by or on behalf of a public authority if the development:
(a) is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area, and
(b) is development that this Policy provides may be carried out without consent.
(2) A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies unless the authority or the person has:
(a) had an assessment of the impact prepared, and
(b) given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and
(c) taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

Based on the concept design there would be no impacts to the fabric of any locally-listed heritage items, however, there would be impacts to the curtilages of one draft heritage item that are not considered as minor or inconsequential (refer to section 4.3.4 for details). BMCC was consulted by Roads and Maritime on 23 August 2013. It is recommended that the Roads and Maritime take into consideration any notice from council within 21 days from when the notice is provided.
2.2.3 National Parks and Wildlife Act, 1974 (NSW)
The National Parks and Wildlife Act 1974 (NP&WA) provides physical protection to Aboriginal objects and places. It also provides protection to heritage items within National Park estates, both built items and archaeological sites and relics. In the case of this report the relevant park estate is the Blue Mountains National Park, which is located within the GBMWHA. There are no impacts on Parks land by this project.

2.3 Local Council Statutory Controls
All council statutory controls were reviewed for currency as of June 2013 and then further discussions were held with council planners about the review status of their Local Environmental Plans (LEP), which is under review.

2.3.1 Blue Mountains City Council
Various BMCC heritage items are located within the study area. Section 3.2 below lists those items. BMCC has a number of existing LEPs which are in the process of being updated. The BMCC heritage review (2011) will lead to a new heritage LEP.

2.3.1.1 Blue Mountains Local Environmental Plan (1991)
The heritage related clauses in this LEP are 25 (1) to (7). Typically council consent is required for any proposed impact on a known heritage item or any building, work or relic, tree or horticultural feature within a Heritage Conservation Area, although this requirement is superseded by the ISEPP requirements. Roads and Maritime would, however, need to undertake a Statement of Heritage Impact (SOHI) and consultation with council. Council may refer any such application to the Heritage Branch, OEH unless the works are considered to be minor. All heritage items identified within this LEP are listed below (Table 5.1). Only two heritage items are listed on the 1991 LEP: Soldiers Pinch (MV009) and Exeter (MV012).

2.3.1.2 Blue Mountains Local Environmental Plan (2005)
This is currently being reviewed by BMCC. All heritage items identified within this LEP and either directly or indirectly impacted by the proposal are listed below (Table 5.1). Eleven items on the 2005 BMCC LEP are potentially directly and indirectly impacted by the proposal and another 16 may be subject to indirect impacts relating to construction vibrations.

2.3.1.3 Blue Mountains City Council Heritage Review (2011 ongoing)
BMCC is in the process of undertaking a review of earlier planning documents to determine which heritage items should be gazetted, to provide consistency between documents and complete mapping. This will become the primary planning Heritage LEP for BMCC. This review is currently in hiatus as BMCC is responding to other issues relating to existing LEPs rather than continuing the production of a new heritage LEP. All items listed in Table 5.1 are taken from the Review and all inventory sheets were from this review. All inventory sheets from this review have now been uploaded to the State Heritage Inventory (SHI) and are available online.
3.0 History

3.1 Overview

To Europeans the Blue Mountains have offered both a challenge and an opportunity. Within months of white settlement at Sydney Cove in 1788, the colonists were aware that a major barrier lay to the west, just beyond the Hawkesbury-Nepean River. For the first Europeans, the Blue Mountains constituted the west wall of the Cumberland Plain. The building of the first road across the Mountains in 1814-15 by William Cox’s convicts and the unlocking of inland Australia was a necessary step in the transition from penal settlement to free colony.

To see the mountains as a barrier was, however, a very European construct. Before 1788 Aboriginal people did not consider the Blue Mountains to be a divider, but more of a meeting place. They lay on the periphery of several language groups. For the Wiradjuri, the Gundungurra and the Darug people, the Mountains were a natural point of contact. One result was that there was widespread Aboriginal knowledge of how to attain the table-top from the plains and valleys on all sides, including the west, and how to cross the climactic landscape of the table-top without abruptly terminating one’s journey.

The Blue Mountains are split in two by the gorge of the Grose River. From the hinterland of Sydney there proved to be only one viable traffic corridor across the mountain ridges south of the Grose and another, less patronised, corridor north of the gorge. The southern route, now the Great Western Highway, had recurrent narrow pinches along its ridge and the railway from the 1860s onwards had to share this minimal space. There were, and still remain, problems in ascending the eastern escarpment from the Hawkesbury-Nepean Valley onto both of the traffic corridors, north and south of the Grose, while the graver difficulties in descending from both these mountain routes to the Bathurst Plains are still unresolved.

The result of these physical constraints is that the present study area from Mount Victoria to Hassans Walls is criss-crossed with significant lines of earlier roadways. Its eastern perimeter is the narrow Darling Causeway, which runs from north to south and links the two sides of the Grose River gorge, but the Causeway also carries the railway line from Mount Victoria to Bell.

Current attempts to find a route down from Mount Victoria, Mount York and the Darling Causeway are another stage in two centuries of experimentation. If a new descent is built, it would be the eighth since William Cox’s convicts descended Mount York late in 1814. These include Coxs Road (1814-15), Lawsons Long Alley (1822), Bells Line of Road (1823), Lockyer’s Road (1828), Mitchells Road (1830s), and Berghofers Pass (1814).

The various vehicular descents into Hartley Valley, whatever their deficiencies, brought population into the valley once the west was opened to settlement in the 1820s. As a result, Hartley Valley, the core of the study area, with attractive grazing potential, was more densely populated in the early Victorian period than the Blue Mountains plateau above. The plateau became a holiday ground for city-folk with a dozen village service centres only after the western railway was fully functioning in the 1870s.

The late Victorian period brought major industrial development to Hartley Vale in the form of the most successful and long-lived oil-shale plant in Australia, flourishing in the Golden Age of Kerosene.

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9 Taken from I. Jack’s history in Casey & Lowe (2009) Phase 2 Corridor Options Historic Heritage, Mt Victoria to Lithgow. Report for SKM on behalf of the NSW RTA. September 2009 and Mount Victoria Urban Conservation Area, Inventory Sheet SHI 1172105.
and supplying lubricating oils for the Age of Steam. Heavy transport of materials and products was, however, largely by rail, not by road and the company built an incline up to the Darling Causeway where it joined a private tramway to the main western railway. In the twentieth century the impact of the motor car reinvigorated the Great Western Highway but also prompted the building of Berghofers Pass, the first alternative route to Mitchell’s Victoria Pass of 1832.

The land that now is part of the village of Mount Victoria was occupied by a stockade during the 1830s for convicts working on the construction of Mitchell’s new line of road. The village was then called One Tree Hill until it was renamed in 1868. At this time Mount Victoria became the terminus for the western railway line. By the mid 1880s Mount Victoria was a busy resort town with fine hotels, boarding houses, stores, and residences. For travellers to the Jenolan Caves it was a main stopping point on the journey.

The railway increased the population of the village to such an extent a school was opened in 1868 and is thought to be the oldest public school in the Blue Mountains. Large hotels for tourist accommodation opened throughout the following decades. The Royal Hotel, now the Victoria and Albert guesthouse opened in 1868, the Imperial opened in 1877 and the Grand, now the Manor House, in the 1890s. These buildings represent the importance Mount Victoria played as a tourist destination during the later 19th and into the early 20th century. Following World War 2 and the shift in focus from rail to car transport Mount Victoria became less important and Katoomba and Blackheath became the major tourist attractions. This 19th and 20th-century occupation is a remarkable concentration of approximately 50 significant heritage items in the urban area of Mount Victoria.
4.0 Site Visit

4.1 Previous site visits
The heritage consultants working on this proposal have undertaken a series of site visits in association with the development of the corridor options, the concept design, the preferred route corridor report and the current proposal. These reports and surveys are listed in Section 1.5.1.

4.2 Site visit 2013
A site inspection of the proposed Mount Victoria village safety upgrade was undertaken by Dr Mary Casey of Casey & Lowe and Warwick Mayne-Wilson, of Mayne-Wilson & Associates on Thursday 11 July 2013.

The purpose of the site inspection was to assess the current condition of the heritage items within the study area. Data recorded included the physical description of the site, its location, setting, fabric, current use and associated features.

An additional purpose of the site visit was to discuss the proposal with one of the Roads and Maritime designers to refine the consultants’ understanding of the proposed impacts. The key heritage items/areas inspected were focused in the section of the highway between Hooper Street and Station Street. This included the various heritage items and significant tree plantings, as well as Roads and Maritime vacant land on the northern side of the Great Western Highway, Ivanhoe, Marthaville, timber cottage number 135-139 Great Western Highway and Exeter. In addition, an inspection of the culvert near Browntown was undertaken. A list of relevant heritage items is provided in Table 5.1.
5.0 Heritage Assessment

5.1 Heritage items, Mount Victoria
A list of heritage items and potential archaeological sites within and adjacent to the Mount Victoria village safety upgrade study area are listed below. Twenty-nine heritage items are located along the highway and are potentially directly and indirectly impacted by the proposal (Table 5.1). Only items potentially directly impacted by the proposal are discussed in detail in section 5. Where items are indirectly impacted by the proposal, the nature of the indirect impact is described.

There are 13 heritage items/works/potential archaeological sites potentially directly impacted by the proposal:
- Soldiers Pinch 20th-century road (MV009)
- Culvert opposite Browntown
- Gatekeeper’s Cottage (MV013)
- Central Mount Victoria Urban Conservation Area (MV23)
- Exeter (MV012)
- Timber cottage (MV068)
- Roads and Maritime vacant land
- Ivanhoe (MV047)
- Marthaville (MV048)
- Post-war brick Shop building (MV057)
- Selsdon (MV041)
- Larsens Cottages (MV019)
- House (MV053).

5.2 Previous Heritage Assessment
The heritage items in the vicinity of the proposed design for the Mount Victoria village safety upgrade are listed in Table 5.1. As these items were discussed in detail within the Non-Aboriginal Heritage, Preferred Route Corridor Study for the Great Western Highway Upgrade report for the Mount Victoria to Lithgow Alliance (Casey & Lowe 2012), only those items within the current study area (listed above) will be assessed in this report, and only those items considered to present heritage constraints will be addressed in detail.

‘Heritage significance’ is a term used to describe the inherent cultural and historical value of an item. Significance may be contained within the fabric of a building or other place, in its setting and its relationship with other nearby items. The main aim in assessing significance is to produce a succinct statement of significance, which summarises an item’s heritage values. The statement is the basis for policies and management structures that will affect the item’s future (NSW Heritage Branch 2001).

The NSW State Heritage Branch recommends assessment of heritage items in a number of situations, which include:
- Making decisions about whether to retain an item.
- Considering changes to an item.
- Preparing a heritage study.
- Preparing a conservation management plan.
- Considering an item for listing on the State Heritage Register or on the schedule of heritage items in a local environmental plan, or
- Preparing a statement of environmental effects or a heritage impact statement as part of the development and building approval process.
5.3 Significance Assessment

The levels of heritage significance used in this report are provided by the BMCC Heritage Review. All of these inventory sheets and levels of significance are available online at the Heritage Division, SHI database. These identified levels of significance are supported by inventory sheets. The nature of various heritage values and the degree of these values were appraised according to the following criteria:\textsuperscript{10}

Criterion (a): Historic Significance - (evolution)
\textit{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)};

Criterion (b): Associative Significance – (association)
\textit{an item has strong or special association with the life or works of a person, or group of persons, or importance in NSW’s cultural or natural history (or the cultural or natural history of the local area)};

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)
\textit{an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the cultural or natural history of the local area)};

Criterion (d): Social Significance - (contemporary community esteem)
\textit{an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the cultural or natural history of the local area)};

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)
\textit{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)};

Criterion (f): Rarity
\textit{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)};

Criterion (g): Representativeness
\textit{an item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area)}.

To be assessed as having heritage significance an item must:
- meet at least one of the seven significance criteria
- retain the integrity of its key attributes

Items may also be ranked according to their heritage significance as having:
- Local Significance
- State Significance

\textsuperscript{10} NSW Heritage Office 2001.
Table 5.1: List of heritage items within close proximity to the proposed safety upgrade. Many items in this list area only affected by vibration impacts. LEP = Local Environmental Plan, SHR = State Heritage Register, NT = National Trust, RNE = Register of the National Estate, Reg = Registered, Ind = Indicative, Rem = removed for register, RM = Roads and Maritime

<table>
<thead>
<tr>
<th>SAFETY UPGRADE SECTION</th>
<th>Mapping/SHI No</th>
<th>ITEM NAME</th>
<th>STREET ADDRESS</th>
<th>LOCALITY</th>
<th>Significance</th>
<th>Date</th>
<th>LEP</th>
<th>SHR</th>
<th>ST PD</th>
<th>NT</th>
<th>RNE</th>
<th>WITHIN PROPOSAL</th>
<th>Direct Impact</th>
<th>Indirect Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MV009</td>
<td>Soldiers Pinch</td>
<td>Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>-</td>
<td>1991/ draft</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>YES</td>
<td>Minor</td>
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</tr>
<tr>
<td>1</td>
<td>-</td>
<td>Culvert, opp. Browntown</td>
<td>Great Western Highway</td>
<td>Browntown</td>
<td>Local</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>YES</td>
<td>Designed around</td>
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</tr>
<tr>
<td>1</td>
<td>-</td>
<td>Browntown houses &amp; site</td>
<td>Great Western Highway</td>
<td>Local</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>MV013</td>
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<td>1868</td>
<td>2005</td>
<td>yes</td>
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<td></td>
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<td>-</td>
<td>Railway footbridge</td>
<td>Railway crossing, Great Western Highway</td>
<td>Mount Victoria</td>
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<td>Rem</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>NO</td>
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<tr>
<td>2/3</td>
<td>MV023</td>
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<td>-</td>
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<td>-</td>
<td>2005</td>
<td>-</td>
<td>-</td>
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<td>Reg</td>
<td>YES</td>
<td>YES</td>
<td>VIBRATION</td>
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<td>MV006</td>
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<td>1-15 Station Street</td>
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</tr>
<tr>
<td>2</td>
<td>MV012</td>
<td>Exeter</td>
<td>149-151 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1890</td>
<td>1991</td>
<td>-</td>
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<td>MV067</td>
<td>Weatherboard Cottage</td>
<td>120 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>2005</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>MV068</td>
<td>Weatherboard Cottage</td>
<td>135-139 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1900/1911</td>
<td>2005</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>NO</td>
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<td>-</td>
<td>Roads and Maritime vacant land</td>
<td>102-108 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>c1914</td>
<td>2005</td>
<td>-</td>
<td>RM</td>
<td>-</td>
<td>-</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
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<tr>
<td>O</td>
<td>MV047</td>
<td>Ivanhoe</td>
<td>94 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1895-1910</td>
<td>2005</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>MV048</td>
<td>Marthaville</td>
<td>127 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1890-1900</td>
<td>2005</td>
<td>-</td>
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<td>NO</td>
<td>VIBRATION</td>
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<td>MV071</td>
<td>Sunnyside</td>
<td>14-16 Harley Avenue</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1970</td>
<td>2005</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>NO</td>
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</tr>
<tr>
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<td>MV070</td>
<td>Acorn</td>
<td>12 Harley Avenue</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1922</td>
<td>2005</td>
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<td>-</td>
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<td>NO</td>
<td>VIBRATION</td>
</tr>
<tr>
<td>2</td>
<td>MV065</td>
<td>Hoopers Corner</td>
<td>119 Great Western Highway</td>
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<td>Local</td>
<td>1914</td>
<td>2005</td>
<td>-</td>
<td>-</td>
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<td>NO</td>
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<td>MV064</td>
<td>Weatherboard Cottage</td>
<td>117 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>Early 20th century</td>
<td>2005</td>
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<td>VIBRATION</td>
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<td>2</td>
<td>MV063</td>
<td>Cafe and Cottage</td>
<td>115 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>Pre-1916</td>
<td>2005</td>
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<td>MV062</td>
<td>Mount Victoria Gallery</td>
<td>113 Great Western Highway</td>
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<td>Pre-1938</td>
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<td>MV010</td>
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<td>1896-97</td>
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<td>MV066</td>
<td>Concrete Steps</td>
<td>113, 119 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>Pre-1938</td>
<td>2005</td>
<td>-</td>
<td>-</td>
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<tr>
<td>3</td>
<td>MV057</td>
<td>Post-War Brick Shop Building</td>
<td>86 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1947-1960</td>
<td>2005</td>
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<td>3</td>
<td>MV041</td>
<td>Selsdon</td>
<td>82 Great Western Highway</td>
<td>Mount Victoria</td>
<td>Local</td>
<td>1887-1890</td>
<td>2005</td>
<td>-</td>
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<td>1880-1890</td>
<td>2005</td>
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<td>Mount Victoria</td>
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<td>1880-90</td>
<td>2005</td>
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<td>2005</td>
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<td>2005</td>
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<td>Local</td>
<td>1908</td>
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<td>92 Great Western Highway</td>
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<td>2005</td>
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<td>92 Great Western Highway</td>
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<td>Local</td>
<td>Post-WWI</td>
<td>2005</td>
<td>-</td>
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<td>Mount Victoria</td>
<td>Local</td>
<td>Late 19/ 20th century</td>
<td>2005</td>
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5.4 Heritage items in Mount Victoria

5.4.1 Section 1 of Safety Upgrade

5.4.1.1 Soldiers Pinch Abandoned Road Formations (MV009)

The Soldiers Pinch precinct to the south of Mount Victoria is a series of bypassed and abandoned lines of road dating between the early 19th and 20th centuries (Figure 5.2, Figure 5.8). The area was referred to as ‘Soldiers Pinch’ by travellers passing through the region from the early 19th century. The first specific reference dates to 1839 and comes from Mrs Louisa Meredith in her account of her journey to Bathurst. Similar accounts continued throughout the 1840s, with travellers remarking on the steepness of the area and the difficulties involved in its descent. Soldiers Pinch is a draft heritage item of Local significance and the following statement of significance is taken from State Heritage Inventory (SHI) form:

The Great Western Highway is one of the most historic road-lines in use in New South Wales. It was also an important link to the interior and to the Western goldfields and the present Great Western Highway has considerable symbolic significance as a direct successor to the earlier road alignments. It remains a continuing vital transport link. The recent improvements (widening, reconstruction, and deviation works) also continue a long and constant process of road redevelopment and improvement in response to constantly increasing traffic.

The remnant walling situated on the Soldiers Pinch corner, which may have been convict built, is a rare survival and provides primary physical evidence with the ability to demonstrate past construction techniques.

Unlike earlier Colonial and convict-built roads, twentieth-century roadworks have received almost no attention in relation to their possible heritage values. It is also unclear how much twentieth-century roadwork survives, however, this era of roadwork is probably the most under threat in terms of constant programs for the upgrading, realignment and widening of existing major roads. The now abandoned 1900 road alignment represents a rare survival in the Blue Mountains of a securely dated early twentieth-century road formation.

The Soldiers Pinch precinct includes two abandoned sections of Coxs Road, improvements suggested by Mitchell in 1845, a road dating to the 1840/50s forming a distinctive ‘S’ shaped portion of road over the existing Great Western Highway, portions of 1900s road and numerous trackways and service roads that may represent other early lines of road. The description on the BMCC inventory sheet for the Soldiers Pinch road formations indicates that it includes an abandoned section of Mitchell’s Road and a section of road constructed in the 1900s, currently in use as an access road to private property. While the inventory sheet does not map these locations, new plans provided by BMCC in 2011 indicated the location of the two western sections of the road, and list them as draft heritage items. The study area incorporates a length of road dating to the 1900s, and described as Area A, below. Only this section of road will be discussed any further.

Archaeological Analysis

For ease of interpretation the sections of road within the Soldiers Pinch precinct have been divided into three areas, A, B and C, moving north-west to south-east (Figure 5.2). Only Area A is within the study area, Area B and C have been discussed in an earlier report, and will not be included here.

12 SHI inventory sheet 1170805.
13 Casey & Lowe 2012, Non-Aboriginal Heritage Preferred Route Corridor Study for the Great Western Highway Upgrade, report to the Mount Victoria to Lithgow Alliance.
Figure 5.2: Soldiers Pinch sections of road. Yellow is the 1900s road, red represents the 1840/50s road, the purple line is a potential earlier version of the mid 1800s line. The blue dotted line is Coxs road of 1814, the blue dashed line is Coxs improved line of road of 1823. The black line is Mitchell’s deviation of 1845. Orange dots represent culverts. Largely taken from Lavelle (2002), Figure 8.
*Area A*

There are two sections of bypassed 20th-century road: one to the east of Browntown and another to the west of Browntown and providing access to the Gatekeeper’s Cottage (Figure 5.3).

When the road was inspected by Casey & Lowe in 2011 it was found to have gravel shoulders and an early 20th-century bitumen pavement running along the centre. Worked sandstone guttering was also identified on the southern side of the road to the east of Browntown (Figure 5.4). The early 1900s section of road was replaced by the current highway alignment in the 1950s, when the alignment was straightened incorporating a large cutting.\(^{14}\) In Area A the current Great Western Highway follows the alignment of an earlier stretch of road that may have been in place in the 1840s or 1850s. It is possible this was an alternative to Mitchell’s alignment further to the south.

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\(^{14}\) Lavelle 2000: 15.
5.4.1.2 Culvert, Great Western Highway, near Browntown oval

In front of the Browntown property is a partially-covered sandstone culvert on the northern edge of the highway (Figure 5.5, Figure 5.6). This culvert is possibly a 1840s Mitchell-period culvert\(^1\) with later concrete blocks covering the top or it may be a rebuild. As part of Mitchell’s road it would be of local significance. It is also quite possible that it was part of the 20th-century road realignment in this area and dates from this period.

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The Gatekeeper’s Cottage east of Mount Victoria village dates to the mid 1860s, when the narrowness of the transport corridor made it necessary for the railway to cross the line of the road at frequent intervals. It is listed on the BMCC LEP as an item of local heritage significance (Table 5.1). These level crossings were staffed by a resident gatekeeper. The Mount Victoria Gatekeeper’s Cottage was rendered redundant in 1902 and is now privately owned. It has retained its spatial relationship to the railway, although the raising of the Great Western Highway to the height of its roof, with a high concrete retaining wall, has reduced its heritage significance.

The Gatekeeper’s Cottage has a concrete retaining wall to the north above which sits the existing Great Western Highway. The railway forms the southern boundary. The Great Western Highway concrete retaining wall to the north of the cottage dates to the raising of the Great Western Highway to form the approach to the bridge that replaced the level crossing (Figure 5.10). The retaining wall has the remains of wooden roadside fencing bolted into it (Figure 5.11). It has been constructed with concrete steps approaching a side gate which is on the same level as the Great Western Highway and pedestrian footbridge (discussed below). The original landscaping of the cottage has been considerably altered on the western side.

The Statement of Significance identified the following values:

Cottages for gatekeepers beside level crossings were once quite common along the highway in the Blue Mountains, but only six of the original twelve remain and only four of them are habitable and on their original sites. The Mount Victoria gatekeeper’s cottage has retained much of its architectural integrity, interestingly laid out gardens and it spatial relationship to the

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railway. However it is severely compromised by the raising of the road to its roof level to form the approach to the bridge which replaced the level crossing. It has local significance, particularly in relation to the nearby tollhouse and Mount Victoria village.\textsuperscript{17}

\begin{figure}
\centering
\includegraphics[width=\textwidth]{figure5_8.png}
\caption{Location of the Gatekeeper’s Cottage and a section of the 20th-century Soldiers Pinch road.}
\end{figure}

\textsuperscript{17} http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170208
Figure 5.9: View of the Gatekeeper’s Cottage from the eastern side of the highway. Looking east along the highway. This road corridor is overgrown and has numerous weeds.

Figure 5.10: The concrete retaining wall at its highest point. The edge of the verandah is at the far right.

Figure 5.11: The eastern end of the retaining wall, with collapsed shed in front. The wall diminishes in height eastward.

Figure 5.12: Path between Gatekeeper’s Cottage (arrowed) and pedestrian bridge. Arrow indicates approximate location of the gate into the cottage.

Figure 5.13: Entry to pedestrian bridge from the east.
5.4.1.4 Mount Victoria pedestrian footbridge and 20th-century line of road
The Mount Victoria pedestrian footbridge was constructed in the location where the line of the previous Great Western Highway originally crossed the line of the railway (Figure 5.13). The previous line of the Great Western Highway dates to the late 19th/early 20th century and replaced Cox’s earlier alignment, along which the 1868 and current railway is constructed.

The former line of the 20th-century highway runs along the northern side of the Gatekeeper’s Cottage (Figure 5.8). The pedestrian bridge crosses over the railway line where the earlier line of road crossed over the line (Figure 5.12, Figure 5.13). In previous heritage reports the footbridge was listed as a RailCorp S170 item but it has since been removed from this register, following the 2009 review of the S170 register, and is no longer a heritage item.

5.4.2 Section 2 of Safety Upgrade
5.4.2.1 Central Mount Victoria Urban Conservation Area (MV023)
The Central Mount Victoria Urban Conservation Area (CMVUCA) village incorporates an extensive group of heritage items within an urban conservation area which adjoins the highway at the eastern end of the study area and then extends north along Darling Causeway where an important group of late 19th-century hotels is located. Many of the individual heritage items are small houses but there are occasionally large houses such as The Grange and Closeburn which were holiday homes for wealthy residents of Sydney. The 2005 BMCC LEP identified a curtilage for CMVUCA and assessed it as having State significance. The SHI description identified the following values:

The village of Mt Victoria is a distinctive townscape characterised by streets lined by buildings set in, and separated by, extensive open areas. Extensive stands of mature trees spread through the whole of the village. These physical attributes are reinforced by the hilly terrain on which the village is situated and which provides many striking and attractive vistas.

The Statement of Significance from the SHI states that:

Mount Victoria is unique amongst all of the villages in the City of Blue Mountains. It provides a great deal of evidence of the growth and development of the Blue Mountains with the advent of the railway line during the second half of the nineteenth century and the subsequent consolidation of road transport during the twentieth century. It was a most important railway terminus for many years and a major tourist destination until the era after World War I. These
Figure 5.15: Plan showing the Central Mount Victoria Urban Conservation Area as well as individual heritage items. SKM
aspects of its past are evident in built items such as the railway station and the large resort hotels that are still visual landmarks in the town. Its school is historically significant, being the first public school established in the Blue Mountains, and the early date of its post office underlines the importance of the village in the economy of the Blue Mountains at the end of the nineteenth century.

The village has great aesthetic significance because of the inter-relationship of its built fabric, placed in a setting characterised by open spaces and extensive stands of mature trees. This distinctive townscape is unlike any other in the City of Blue Mountains. The vistas presented on Station Street between the Great Western Highway and Montgomery Street are amongst the finest townscapes in the City of Blue Mountains. 18

Mount Victoria is the western-most village along the Great Western Highway through the Blue Mountains. It sits at the junction of the Darling Causeway, which connects it also to the Bells Line of Road. With the arrival of the railway line in 1868 it became an important railway terminus for many years and a major tourist destination until the 1920s. It became a popular hill resort centre during summer and autumn, which prompted the construction of a cluster of hotels, boarding houses, stores and cafes to cater to the tourists’ needs. Its public school and post office are said to be the oldest in the Blue Mountains. Although many village streets are relatively flat, excellent views are available from higher points at the edges of the village, particularly from along Mt York Road.

Several wealthy professional people or merchants from Sydney built substantial mansions within large grounds from the early 1880s, such as The Grange and High Lodge, with windbreaks or boundary plantings of Pines or other conifers (Figure 5.41, Figure 5.42, and Figure 5.43). Some later became boarding houses or schools. These are interspersed among more modest weatherboard houses built in generous grounds as weekenders for persons wanting to have respite or retreat from the hustle and bustle of Sydney and to grow some vegetables, fruit and flowers. These houses eventually became more substantial and permanent, and are now largely hidden behind mature trees. Several, such as Karawatha, Marthaville and Exeter, survive near the highway, but are also well hidden by mature trees. There is aesthetic value in the inter-relationship between the built fabric placed in a setting characterised by open spaces and mature trees. Although the streets within the village are relatively flat and views within it unremarkable, some excellent views are available from higher points and from the edges, including Station Street (Figure 5.16, Figure 5.17).

Figure 5.16: View down to the railway station with the Darling Causeway peeling off at the far left.

Figure 5.17: View of the core of the village, at the junction of Station Street with the highway. Google Streetview.

Some of the buildings along the western end of the village are simple weatherboard workers’ cottages, built right up to the front boundary, next to the footpath and grassed verge along the Great Western Highway. The highway corridor is particularly wide along this section.

Although important historically, neither the Gatekeeper’s Cottage nor the Toll Keepers cottage are within CMVUCA, but they once commanded the eastern entrance to the village. The centre of the...
village is marked by a small cluster of shops near the junction with Station Street (Figure 5.24), and the Imperial Hotel opposite is the most imposing landmark building within the village along the highway.

Figure 5.24: The small cluster of shops at the centre of the village, on the corner of Hooper Street and the Great Western Highway.

Figure 5.25: The Imperial Hotel, facing Station Street but also on the corner of the Great Western Highway.

**Visual Analysis**

Travellers come upon Mount Victoria village quite suddenly, partly because of the tall, thick vegetation around the houses around its edge, and partly because of the curve of the highway. The village itself has developed around the T-junction formed by the meeting of the highway with the Darling Causeway, and although this junction occurs near the top of the ridge, the village itself does not have remarkable views outward because of extensive vegetation. Because the village centre is at least a kilometre from the western edge of the Blue Mountains escarpment, there are no panoramic views from there, such as from the Mount York lookouts. There are also no panoramic views to the south or east. There are some glimpses to the north but these are distant and mostly of blue/green forest.

Although a great deal of the village has been listed as the Central Mount Victoria Urban Conservation Area (CMVUCA), most of this lies to the west of the Darling Causeway and north of the Great Western Highway (Figure 5.15). The only heritage element of State significance and listed on the SHR is the Mount Victoria Railway Station, and it has the main view down the slope from the cluster of hotels and small shops at the beginning of the Darling Causeway. This modest visual catchment has some aesthetic and social value, but as it extends uphill, well beyond the railway station, it cannot be formally declared part of the curtilage of the station but it is part of the CMVUCA.

The combination of core elements, hotels, shops, station and scattered dwellings makes this visual catchment worth protecting. For that reason, it has been identified as an area of visual sensitivity, and being a fairly short and narrow corridor, it would have a low visual absorption capacity. Even modest changes within it would be immediately apparent and have the potential to be visually disruptive or detrimental.

**5.4.2.2 Marthaville (MV048)**

Marthaville is listed on the BMCC LEP as an item of local heritage significance (Table 5.1). It is located on the southern side of the highway. The land on which Marthaville stands was originally part of Thomas Bell’s grant. In 1900 it was purchased from Elizabeth Bell by local blacksmith
Thomas Lanfranchi. By 1916 a house, shop and a garage had been built. By 1925 the house was known as Marthaville. The statement of significance is as follows:

Marthaville and the associated land is a rare example of a Victorian house in Mount Victoria with associated land providing small scale rural industry. Its remnant cow bail, fencing and landscaping have strong associations with the dairying on the property which provided milk to the village. Marthaville has substantial remnant trees including populus and cupressus (Jack et al. 1999).19

Marthaville is a timber cottage on high ground looking eastwards over the Roads and Maritime vacant land discussed below. It is associated with a garage/shed on lower ground (Figure 5.27) and what appear to be additional buildings/sheds to the rear of the house. In front of the house is an embankment which is a combination of residual elements, including a roughly laid dry stone wall along the top of the embankment.

5.4.2.3 Exeter (MV012)
Exeter House is a BMCC heritage item of local heritage significance. The area between the Toll House and Cecil Road was divided into 13 allotments in 1887. The four allotments closest to Cecil Road were purchased at this time, and the cottage now known as Exeter was constructed in 1890. The property was run as the first girls’ school in Mount Victoria. Exeter has been assessed as being of Local significance. The SHI statement of significance is as follows:

**Historical**: Exeter has local significance as the first girls’ schoolhouse in Mount Victoria and as a representative part of the process of sub-division taking place in the village later in Queen Victoria’s reign. **Aesthetic**: Exeter is a handsome example of a late Victorian house with gothic influences. The unusually high quality detailing for a mountain house includes the double gabled front, mock quoins, tall windows and ogee verandah roof. **Representativeness**: Exeter is a representative part of the process of sub-division taking place in the village later in Queen Victoria’s reign.  

Exeter is a single-storey late Victorian weatherboard cottage with a front verandah (Figure 5.28). Exeter occupies a property with an established garden and mature trees. It was difficult to obtain a good view of the cottage from the roadway.

![Figure 5.28: Exeter from the Great Western Highway. Google Streetview.](image)

5.4.2.4 Weatherboard Cottage at 135-139 Great Western Highway (MV068)
This cottage is a BMCC heritage item of local heritage significance (Table 5.1, Figure 5.29, and Figure 5.30). No. 135-139 Great Western Highway is a timber Federation cottage that has associations with the Lanfranchi family, which were prominent within the local community during the first half of the twentieth century. The property was originally part of Henry Bell’s grant. In 1911, two acres of land were transferred from Elizabeth Bell to railway signalman Francis Lanfranchi (the family also owned what was to become Marthaville). The house he constructed on the land was originally known as Eileen.  

The SHI statement of significance for the cottage states:

135-139 Great Western Highway has associations with the Lanfranchi family, which was prominent within the local community during the first half of the twentieth century. The scale, form and detailing of the cottage is characteristic of timber Federation era cottages, and similar

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to "Marthaville" at 127-129A Great Western Highway. The exterior of the cottage is quite intact.\(^{22}\)

This weatherboard timber cottage was examined from the road corridor only. It is located on higher ground through which the existing highway has been cut. The cottage is surrounded by substantial plantings, making it difficult to observe from the road (Figure 5.30, Figure 5.31). The large canopies near the boundary fence and the road suggest that the root zone may extend as far forward as the front fence - these would only be smaller root ends.

The structure appears to be a typical early to mid 20th-century single-storey cottage with a gabled roof and verandah (Figure 5.30). A small irregular retaining wall in poor condition and stone steps are located on the road verge (Figure 6.24, Figure 5.33). The wall has been laid directly on bedrock exposed during cutting for the current or earlier highway alignment. There was nothing to indicate the date of the retaining wall and steps, no bonding material being visible.

Mature European and native plantings are located throughout the property (Figure 5.30, Figure 5.31, Figure 5.32, and Figure 5.33). Some of these are located very close to the property boundary

within the road reserve. Although the large canopies suggest that the root zone may extend as far forward as the front fence, these would only be smaller root ends.

Figure 5.33: Large mature trees within the ground of MV068 are set about seven metres back from the front fence, near the road reserve.

5.4.2.5 Roads and Maritime Property
Nos 102, 104 and 108 are owned by Roads and Maritime and are included as a potential archaeological site on their S170 register (Figure 5.34). The S170 register did not identify the likely level of heritage significance as more research was required. No. 100, immediately to the west of Lot 102, was identified in the Roads and Maritime S170 listing as containing the remains of a half demolished Victorian house. However, historical research undertaken by Dr Ian Jack has shown that there is no evidence for any historical occupation of the land (Appendix 1). In addition, the property appears to be a natural drainage point and would not have been suitable for housing. We believe this property should be removed from Roads and Maritime’s S170 Register, and consider that it does not have any heritage significance.

The land to the east of Ivanhoe is a wide drainage swale, heading northward downslope to Harley Avenue, full of blackberry bushes, garden escape plants, and weeds (Figure 5.36, Figure 5.39). On its western edge is a copse of mature pine trees, half of which appears to be within the grounds of Ivanhoe (Figure 5.35, Figure 5.37, and Figure 5.38).

The study area was only examined visually from the road reserve in 2012 and again in 2013. While permission had been granted to enter the Roads and Maritime-owned land, the site was overgrown with blackberries, and sloped sharply to the north (Figure 5.36). The site contains blackberries, weeds, semi-mature European trees and escaped garden plants. A large copse of pine trees is located to the west edge of the study area.


24 RTA S.170 Register Inventory Sheet Vacant Lot – 102 Great Western Hwy, Mt Victoria.
A modern culvert is located on the southern side of the Great Western Highway, potentially linking to a culvert or drainage ditch on the northern side. The 20th-century culvert is constructed of concrete, with the potential remnant of disturbed stone retaining wall above (Figure 5.40). It was noted that the current Great Western Highway alignment has been built up to deal with the slope of the land in this location.

This site is considered to have no archaeological potential or heritage significance other than its relationship to the CMVUCA.

Figure 5.34: Plan showing the location of the Roads and Maritime land and the two blocks to the west, one of which reportedly contained the partially demolished house. West of this is Ivanhoe and grounds (MV047).

Figure 5.35: The pines are both behind the eastern boundary fence of Ivanhoe as well as being on the adjacent lot owned by Roads and Maritime. C&L 2012.

Figure 5.36: The steepness of the edge of the drainage swale (Great Western Highway No. 12) is evident. The southeastern corner of Ivanhoe’s fence is visible at top right (arrowed). C&L 2012.
Figure 5.37: Southeast corner of the Ivanhoe fence adjacent to Roads and Maritime land. C&L 2012.

Figure 5.38: The copse of mature pine trees east of the cottage. C&L 2012.

Figure 5.39: View to the east across the drainage swale over the Roads and Maritime lands on the eastern edge. C&L 2012.

Figure 5.40: Culvert on the southern side of the Great Western Highway. C&L 2012.
5.4.2.6 Ivanhoe (MV047)
Ivanhoe is on the BMCC LEP as a site of local heritage significance (Figure 5.34, Figure 5.41, Figure 5.42, and Figure 5.43). Ivanhoe was originally part of Nary Finn’s grant of 1868. In 1894 the land was obtained by Mary Ann Dewer and her husband Ebenezer Dewer. After Ebenezer’s death in 1904 Mary built a cottage on the land at some point prior to 1914. Mary Ann Dewer lived in Woolloomooloo so she may have used the cottage as a holiday house. By 1918 the cottage was known as ‘Eucalyptus’. After Mary’s death the property was sold to Miss Charlotte Pope and council rate records note the house and adjoining cottage were sold for 600 pounds in 1924. It was at this time that the cottage was named Ivanhoe. It has since changed hands multiple times. The statement of significance is as follows:

"Ivanhoe" is representative of late nineteenth/early twentieth century timber cottages in the Blue Mountains. Its architectural character and detailing, along with its generally intact condition, make it amongst the finest dwellings still standing in the village.26

Figure 5.41: Ivanhoe cottage in 1999. It is currently being restored. SHI, MV047, I. Jack.

Ivanhoe is located opposite Marthaville, on the northern site of the existing highway (Figure 5.42, Figure 5.43). It consists of a main house on the western side, and a small cottage at the eastern end which sits close to the front of the block. The heritage inventory sheet indicates that it is actually the small cottage that was originally called Ivanhoe rather than cottage hidden behind the stone wall at the western side of the property. The later house sits well back from the high paling front fence, and is masked by trees and shrubs (Figure 5.42). There is a grassed verge between the property’s front fence and the highway kerb (Figure 5.44).

Ivanhoe cottage was examined visually from the road reserve. It is a single-storey timber and brick cottage with brick chimneys. The cottage is surrounded by extensive gardens and therefore slightly obscured from the road reserve. A large copse of pine trees is located on the western side of the property and extends into the adjoining Road and Maritime land (Figure 5.37). The cottage is located quite close to the road corridor, behind a timber paling fence. In addition, approximately 20 metres of sandstone kerbing is located on the edge of the Great Western Highway, running from the driveway of Ivanhoe to the west (Figure 5.45). The kerbing has no particular significance but is a remnant of the earlier streetscape in this area. It contributes little to the significance of the Conservation Area and its removal is not considered to have any impact on the heritage significance of the Conservation Area.

Figure 5.42: The western end of Ivanhoe with the later house hidden behind the stone wall and plantings. Note the remnant stone kerbing in the foreground. Google Streetview.

Figure 5.43: The earlier cottage sits close to the front fence, on the western end of its lots. Compare with 1999 Figure 5.41.

Figure 5.44: The road verge between the front fence of Ivanhoe and the road shoulder is about 6m wide at the eastern end of the property.
5.4.2.7 MV057 – Post-War Brick Shop Building
This shop is located at no. 86 Great Western Highway is a single-storey building with a gabled roof (Figure 5.47, Figure 5.46). It is a heritage item of local significance on the BMCC LEP 2005 (Table 5.1). The southern face has face brick, while other walls are in common brick. The roof is corrugated iron. Part of the building, which extends out from its western side, is clad with fibro. The facade of the building has a display window consisting of nine square panes and a door at one side with a highlight over which are protected by a cantilevered awning, and a stepped parapet with a simple brick coping and decorative panels of contrasting toned bricks. The Statement of Significance identifies the following heritage values:

86 Great Western Highway is the only commercial building to have been erected in Mount Victoria during the immediate post World War II era. Its location away from the village centre suggests the influence of motor vehicles on patterns of life at this time. It is also one of the few buildings in the village to show the overt influence of a consciously modernist twentieth century architectural style.27

Figure 5.46: Mapping of heritage items at the western end of the Mount Victoria Urban Conservation Area and to the west. Items discussed in this area are: MV057, MV041, MV019 and MV053.

Figure 5.47: No. 86 Great Western Highway (MV057).
5.4.2.8 Selsdon MV041
Selsdon is a parapeted single-storey skillion roof building built on the alignment of the Great Western Highway and Selsdon Street boundaries (Figure 5.46, Figure 5.48). It is a heritage item of local significance on the BMCC LEP 2005 (Table 5.1). Built as a combined shop and residence it has a shop entry on the chamfered corner with shop windows facing each street. At the sides of the shop small verandahs provide entry to the residence. The shop portion of the building has parapeted rendered walls coursed in ashlar with recessed panels below the window openings. A curved awning to the shop front has a timber valance at the ends. The building fronts onto both the Great Western Highway and Selsdon Street. It was built between 1887 and 1890 by John William Berghofer (1840-1927), a significant resident of Mount Victoria, and leased out to various shopkeepers.

Figure 5.48: Selson (MV41) on the corner of the highway and Selsdon Street, looking northwest.

The Statement of Significance identifies the following heritage values:

The house is a significant representative example of an early village store in the Mountains, built for leasing to a storekeeper who could live on the premises. Strategically placed near the top of Victoria Pass (or later Berghofer’s Pass), the store was a significant necessity in early Mount Victoria, both to locals and to travellers. The significance of the owner is high. Berghofer was a prominent entrepreneur and politician, well known in Kanimbla, Mount Victoria and Little Hartley, who left his mark through, in particular, the construction of Berghofer’s Pass to allow early cars a better route down the mountains to the west than Victoria Pass then offered.28

5.4.2.9 Larsens Cottages MV19
Immediately to the west of Selsdon are two semi-detached cottages which do not front onto the highway, rather they face Montgomery Street to the north (Figure 5.46). They are heritage items of local significance on the BMCC LEP 2005 (Table 5.1). These cottages were built as an investment by the owner of Selsdon, John William Berghofer, between 1880 and 1890. They were leased to visitors to the Mountains in the later 19th and early 20th century. Berghofer was a prominent entrepreneur and politician, well known in Kanimbla, Mount Victoria and Little Hartley, who left his mark through, in particular, the construction of Berghofer’s Pass to allow early cars a better route down the mountains to the west than Victoria Pass then offered. They are a pair of semi-detached cottages with intact Victorian features such as the original dormer windows and ogee form

verandah. The semi-detached and terraced cottage form is unusual in the Blue Mountains and these cottages are a fine example of the type. The values identified in the Statement of Significance are:

The semi-detached pair of cottages built as an income-earning investment through leasing to visitors to the Mountains in the later nineteenth and early twentieth century is a significant representative example. The significance of the owner, however, is unusually high. Berghofer was a prominent entrepreneur and politician, well known in Kanimbla, Mount Victoria and Little Hartley, who left his mark through, in particular, the construction of Berghofer’s Pass to allow early cars a better route down the mountains to the west than Victoria Pass then offered. They are a pair of semi-detached cottages with intact Victorian features such as the original dormer windows and ogee form verandah. The semi-detached and terraced cottage form is unusual in the Blue Mountains and these cottages are a fine example of the type.29

5.4.2.10 House at 57 Great Western Highway (MV053)
The weatherboard worker’s cottage at 57 Great Western Highway is an item of local heritage significance on the BMCC LEP 2005 (Table 5.1). It is a single-storey double-gable roofed cottage with a skillion connection between the two gables. It has a broken back verandah fronting the highway and a single brick chimney on the western side of the cottage. There are plantings at the rear, including an ilex tree is in the northwest corner of the yard, a rhododendron is in the west yard, Cotoneaster and ligustrum are on the east boundary. This cottage is set back further from the highway than the cottage at 71 Great Western Highway. The SHI sheet provides no information on the history of this house. It is typical of a late 19th-century Victorian weatherboard workers’ cottage. These cottages are an important characteristic of the Central Mount Victoria Urban Conservation Area.30

The property consists of a single-storey weatherboard cottage built quite close to the Great Western Highway. A separate rear wing was visible from the road corridor. The cottage appears to

have retained its original verandah, with a low picket fence on the boundary with the highway and plantings surround the cottage. It was built between 1880-1890 and is assessed as being of local significance. The Statement of Significance for this cottage identified the following values:

The cottage at 57 Great Western Highway is a good, reasonably intact example of a Victorian worker’s cottage in the Mount Victoria area. These cottages are an important characteristic of the Mount Victoria townscape. Research is required to document and assess the historical significance of its ownership and occupancy.
6.0 Impacts from the Proposal

6.1 The proposal
Rods and Maritime proposes to upgrade a section of the highway through Mount Victoria village in the Blue Mountains, New South Wales. The upgrade extends about 2.3 kilometres and is comprised of three sections, from 400 metres west of Browntown Oval (east of Mount Victoria village) to just west of Mount York Road (in this report, this is referred to as ‘the proposal’). Key features of the proposal are outlined in Table 6-1 and illustrated in Figures 6.1 to 6.6. Key elements of the proposal are also illustrated in Figures 1.2 to 1.4.

Table 6.1 Key elements of the proposal

<table>
<thead>
<tr>
<th>Section</th>
<th>Proposed safety improvements</th>
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</table>
| **Section 1: Between 400 m west of Browntown Oval and 240 m west of Victoria Falls Road (chainage 15400 to chainage 15880)** | - Widen the road shoulders up to about 2.5 m on both sides of the road.  
- Provide a basic right turn into Victoria Falls Road.  
- Provide a concrete safety barrier, new pedestrian footpath (about 80 m long) and pedestrian fence next to the Gatekeepers Cottage.  
- Provide a pedestrian pathway about 160 m long next to the westbound lane between about chainage 15400 and 15600  
- Upgrade drainage, with kerb and guttering along the length of Section 1, including underground pipes to convey stormwater.  
- Water quality treatment next to the eastbound lane, near Victoria Falls Road.  
- Incorporation of underground utilities within the proposed pedestrian pathway between chainage 15490 and 15560. |
| **Section 2: Between 200 m east of Harley Avenue and 20 m east of Station Street (chainage 16130 to chainage 16660)** | - Widen the road shoulders up to about 3 m on both sides of the road.  
- Build a 6 m wide and 230 m long two-way service road. This road would provide safe access to private properties on the southern side of the highway between Cecil Road and Mount Piddington Road. This service road would have shared vehicle and pedestrian use.  
- Provide a pathway about 170 m long between Mount Piddington Road and Hooper Street, next to the westbound lane.  
- Provide dedicated right-turn bays into Harley Avenue and Mount Piddington Road.  
- Provide a left-in and left-out turning control at Hooper Street with signposting and line marking.  
- Moving the road about 20 m to the north between Mount Piddington Road and Hooper Street to improve the road alignment by easing the sharp curve.  
- Upgrade drainage, with kerb and guttering along the length of Section 2, including underground pipes to convey stormwater.  
- Provide 4 retaining walls to minimise environmental and property impacts.  
- Build a water quality and detention basin next to the eastbound lane, opposite Mount Piddington Road.  
- Relocation of underground utilities within the new service road. |
| **Section 3: Between 90 m west of Station Street and immediately west of Mount York Road (chainage 16790 to chainage 17760)** | - Widen the road shoulders up to about 2.5 m on both sides of the road.  
- Provide dedicated right-turn bays at Kanimbla Valley Road and Selsdon Street.  
- Line marking improvements on the highway immediately west of Mount York Road to create a dedicated left turn lane into Mount York Road.  
- Install a raised island in the median of Fairy Dell Road.  
- Remove the eastbound steel guardrail west of Grandview Road and relocate electrical poles and the pole-mounted transformer.  
- Provide a pedestrian refuge in the central median of the highway near |
In undertaking these upgrades minor road alterations would be required. These include the widening of the road, minor increases in the level of the road, the extension of road shoulders, and the creation of batters to support these works. Proposed works are contained within the existing road reserve of the Great Western Highway, except for Section 2, where they would extend marginally beyond the reserve.
Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

FIGURE 6.1 I THE PROPOSED DESIGN

LEGEND

- The proposal
- Construction footprint (5 m buffer)
- Retaining wall
- Potential compound stockpile site
- Soldiers' Pinch Abandoned Road Formation
- Heritage curtilage
- Heritage item
- Potential heritage item
- Heritage Conservation Area

DATA SOURCES
Roads and Maritime Services 2013,
LPMA 2010, STREETWORKS 2001,
SKM 2011, 2013

Newcastle Spatial Team - Prepared by: RM
Checked by: VC
Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

FIGURE 6.2 | THE PROPOSED DESIGN

LEGEND
- The proposal
- Construction footprint (5 m buffer)
- Retaining wall
- Potential compound stockpile site
- Soldiers Pinch Abandoned
- Road Formation
- Heritage curtilage
- Heritage item
- Potential heritage item
- Heritage Conservation Area

DATA SOURCES
Roads and Maritime Services 2013,
LPMA 2010, STREETWORKS 2001,
SKM 2011, 2013

Newcastle Spatial Team – Prepared by: KM
Checked by: VC

0 60
Metres

16/10/2013
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Mount Victoria Village Safety Upgrade

FIGURE 6.3 THE PROPOSED DESIGN

LEGEND
- The proposal
- Construction footprint (5 m buffer)
- Retaining wall
- Potential compound stockpile site
- Soldiers Pinch Abandoned
- Road Formation
- Heritage curtilage
- Heritage item
- Potential heritage item
- Heritage Conservation Area

DATA SOURCES
Roads and Maritime Services 2013,
LPMA 2010, STREETWORKS 2001,
SKM 2011, 2013

Newcastle Spatial Team - Prepared by: KM
Checked by: VC
FIGURE 6.5 | THE PROPOSED DESIGN

Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade

DATA SOURCES
Roads and Maritime Services 2013,
LPMA 2010, STREETWORKS 2001,
SKM 2011, 2013

Legend:
The proposal
Construction footprint (5 m buffer)
Retaining wall
Potential compound stockpile site
Soldiers Pinch Abandoned Road Formation
Heritage curtilage
Heritage item
Potential heritage item
Heritage Conservation Area
FIGURE 6.6 | THE PROPOSED DESIGN

Statement of Heritage Impact, Non-Aboriginal Heritage
Mount Victoria Village Safety Upgrade