6.2 Potential impacts from the Proposal

In the following sections the potential visual impacts of the proposed design are discussed separately from the potential impacts on archaeology. Figures 6.1 to 6.6 provide the design in relation to the curtilage of heritage items.

6.2.1 Analysis of Visual/Curtilage Impacts in key Heritage Areas

6.2.1.1 Section 1

The eastern end of the road safety works commence at Browntown (Figure 6.1). There are no listed heritage items in this locality. At the western end of Section 1, the Gatekeeper’s Cottage (MVO13), the proposal involves the construction of a pedestrian footpath around the eastern and northern side of the curtilage of the cottage (Figure 6.7). The proposal is within the existing road reserve. The general appearance of this area is overgrown and the current vegetation is not significant, it is mostly weeds (Figure 5.10, Figure 5.11, and Figure 5.12). The proposal in this area is considered to have no impact on the heritage significance of the Gatekeeper’s Cottage.

The design of the pathway links it into the remnant section of 20th-century roadway on the eastern side of the cottage. This provides vehicle access to the cottage (Figure 6.7). This vehicle access will need to be maintained. The western side of the new pathway links into the existing pedestrian footbridge over the railway and comes quite close to the gate access from the cottage to the pedestrian footbridge (Figure 5.12, Figure 5.13). The proposal maintains this pedestrian access from the cottage.

Figure 6.7: The proposal adjacent to the Gatekeeper’s Cottage involves the location of a footpath to the north, within the road reserve.
Figure 6.8: Mapping of proposed urban design in relation to the Gatekeeper’s Cottage. There will be tree plantings to provide privacy screening. This will restrict people on the pedestrian walkway being able to look down into the yard of the cottage. Compare with Figure 6.10.

Figure 6.9: Section showing that existing situation in relation to the cottage in this location; compare with Figure 6.10.
Figure 6.10: Section showing the proposal in relation to the cottage, compare with Figure 6.9. There is no change to the width of the road or any intrusion into the curtilage of the cottage. All works are within the road corridor. There are some minor changes to transfer the road corridor into a footpath.

6.2.1.2 Section 2
From a heritage impact perspective, few listed properties are likely to be affected by the proposal. The Toll House cottage and the front fence of Karawatha will not be affected and are outside of Section 2. The principal properties that will be affected by the proposed works are Exeter (MV012) at 149-51 Great Western Highway, the weatherboard cottage (MV068) at 135-139 and Ivanhoe at no. 94 Great Western Highway (Figure 6.3). The details of the proposal in relation to these items are discussed below.

Service Road
The major aspect of this proposal would be the insertion of a 6 metre wide service road parallel to the southern boundary of the highway (Figure 6.3, Figure 6.11). The service road requires the acquisition of land along the southern side of the highway. The service road would commence from about 5 metres to the south along Cecil Road, immediately west of heritage-listed Exeter cottage, and finish about 10 metres up Mount Piddington Road, in front of the Pumping Station (Figure 6.11). This service road passes through the front of the curtilage of the heritage-listed timber cottage at 135 to 139 Great Western Highway (MV068) (Figure 6.17, Figure 6.18, and Figure 6.20). There is to be a kerbed edge and a footpath along the southern side of the highway and a retaining wall within the curtilage of MV068. This retaining wall is typically 1.25 metres high but has a maximum height of 2.1 metres. There is also a footpath along the lower side of the service road.
An indicative cross-section, prepared by urban designers, Spackman Mossop Michaels (SMM), shows the timber cottage, large trees in its front garden, the proposed service road with shoulder (at left) and the 2.7m high retaining wall along the highway (Figure 6.18). These elements are shown in plan form in Figure 6.20.

Figure 6.11: This detail from Figure 6.3 shows a rounding off of the northwest corner of Exeter, intended to facilitate access in and out of Cecil Road and particularly the proposed service road. This would commence, as shown, from the western edge of Cecil Road and involve the resumption of a small amount of the front yard of the non-listed property there. The service road then cuts through the northern section of the curtilage of MV068 before terminating at Mount Piddington Road.

Figure 6.12: Corner of Exeter which requires rounding off so as to improve access to Cecil Road. Google streetview

Figure 6.13: Entry driveway to Exeter. The Holly at left would need to go, but not the large cypress. MWM 2013
Figure 6.14: The eastern end of the service road would commence at left, but proceed straight ahead, requiring the removal of the large cypresses and pines to the right.

Figure 6.15: View of the southern edge of the Great Western Highway, behind which the new service road would be built.

Figure 6.16: A fine collection of conifers, with Blue Spruce, left, in front of no. 135 Great Western Highway.

Figure 6.17: General view toward cottage no. 135-139 Great Western Highway.

Figure 6.18: Cross-section at chainage 16380 showing the proposed works in front of heritage-listed timber cottage (MV068) at no. 135-139 Great Western Highway. SMM 2013.
The principal visual effects of the side road in the sector opposite the Harley Avenue junction would be the replacement of the existing natural rock and clay batter slope with a retaining wall, and the removal of quite a number of mature or semi-mature cypresses and a few old pine trees. This would make this section of the roadway look visually much barer and harder, although fortunately in the case of some properties, there is a depth of tree plantings which would ‘come to the fore’ and visually replace some of those lost. In a few instances, such as the Blue Spruce in front of one of the non-heritage listed properties (Figure 6.16), such locally rare and valuable plants could be lifted and replanted.
SMM have prepared the above cross-section through the highway at the intersection with Harley Avenue (Figure 6.19). Although this image is only indicative at this stage, it is evident that generally little opportunity is likely to exist for the preservation of trees between the northern edge of the service road and the retaining wall. The verge looks as if it would only be just over one metre wide, and nothing could be grown which would either retain existing planting or permit anything other than a vine to soften the face of the nearly 4.5 metre high retaining wall. SMM have proposed two types of sandstone facing, which would seem appropriate.

Moving westward past that intersection, the heritage property most markedly affected by the service road is no. 135 Great Western Highway (MV068), a weatherboard house set back well from the present highway alignment. The construction of the service road would necessitate the removal of at least three or four large, mature trees (Figure 6.21, Figure 6.22, Figure 6.23, and Figure 6.24). Fortunately, however, there are other large trees within the front grounds of this property; and there do not appear to be any built elements within the front grounds that would need to be protected by means of a curtilage. In other words, the property curtilage could be moved southward without causing a loss of the place’s essential heritage significance, which lies with the building, rather than the grounds.
The service road would enter/exit about 10 metres up from the Great Western Highway on the eastern side of Mount Piddington Road (Figure 6.25, Figure 6.26). Although it would pass in front of the pumping station (upslope), there would be no loss of heritage value, since the station is not listed, and it would be located just to the east of the eastern boundary of the Conservation Area (Figure 5.15).

Figure 6.25: Service road to enter at left, where the signs are located.

Figure 6.26: Service road entry (arrowed) and pumping station.

Figure 6.27: Design drawing showing the realignment and widening of Mount Piddington Road. North is at the bottom. Roads and Maritime.
Realignment of bend of Great Western Highway
The proposal involves impacts within the curtilage of Ivanhoe and a Roads and Maritime S170 site which we consider does not have any archaeological potential. It also extends into the curtilage of Marthaville (Figure 6.4). On Figure 6.11 and Figure 6.27, the carriageway of Mount Piddington Road will be markedly widened where it joins the Great Western Highway. A little way to the west of it is the heritage-listed property Marthaville, another old weatherboard cottage with dairy outbuildings. However, it will not be adversely affected by the realignment of the highway that is intended to reduce the sharpness of the curve before it enters the centre of the village. As a depression or drainage swale is present in the landform of Marthaville, it is proposed to introduce some fill in front of the cottage to raise the level of the road and also a new footpath will be placed along the northern side of the road along this section (Figure 6.31).

Figure 6.28: General view of Marthaville, looking east. The proposed footpath would skirt the front of the paling fence.

Figure 6.29: Marthaville itself is well screened, and there would be no loss of trees within its grounds.

Figure 6.30: Existing Section C at chainage 16540, with Marthaville on the left of the image. SMM
Figure 6.31: Proposed Section C at chainage 16540, with Marthaville on the left of the image. SMM

Figure 6.32: The Ivanhoe property, with proposed acquisition land arrowed. North is at the bottom. Compare with Figure 6.4.

Figure 6.33: The present curve which needs to be softened. The corner of Ivanhoe is just behind the pines.

Figure 6.34: The realignment of the front fence would only commence eastward from the corner, arrowed.
The property boundaries/fences on Figure 6.32 are indicated by the symbol ---/---. As indicated by the red arrow, only the southeast corner of Ivanhoe’s grounds is proposed to be ‘shaved off’ by approximately 2 metres, principally to accommodate a footpath and narrow verge and the western end of a retaining wall. The wall is typically 4 metres high with a maximum height of 5.5 metres (Figure 6.4). There is a cluster of mature pine trees (shown in white relief) several metres to the north of the proposed realigned fence, but it is not anticipated that these would be adversely affected. It would appear from the images below that only one large shrub would need to be removed or relocated within the grounds.

Judging from the appearance of the grounds in this corner of the property, there would not seem to be any elements present which would need to be protected by maintenance of the existing (usual) boundary curtilage. Because the landform falls away to the north from the front boundary, it is intended that a low retaining wall would be necessary to support the realigned front fence. It is understood that this wall would not, in fact, be visible from the outside of the property – i.e. from the footpath, verge or carriageway. It would be visible only from within the grounds of Ivanhoe, but only at an oblique angle, to the left. If carefully built or faced with local stone, it could be made unobtrusive.

The retaining wall across the deep swale to the east would, however, be substantial, approximately 4-5 metres high, but as this would be across vacant land, where a detention pond may yet be built, there is very little opportunity for it to be viewed from the highway (Figure 6.32). There are no dwellings within these lots, and houses in Harley Avenue are sufficiently distant for the wall not to be visually intrusive.

**Hopper Street Area**

Moving westward, toward the intersection with Hooper Street (on the south) and Station Street (on the north), which forms the core of the village, some marked change will occur along the southern boundary of the highway (Figure 6.4). There is a row of nearly mature and handsome cypress trees set a little back from the road reserve (Figure 6.37, Figure 6.38), and it would be unfortunate if they were to be removed. While they have no specific heritage value, they do lie within the heritage conservation area, and help to soften the hard built form visible as a visitor enters the heart of the village. Mature plantings are one of the key values of the Conservation Area.
In order to provide the proposed footpath, which would commence at Hooper Street and proceed westward to Mount Piddington Road, it would be necessary to cut back into the existing road batter. While the surface of the latter is very patchy, with areas of bare clay, old tree stumps, and handmade dry stone walls, a footpath and modest retaining wall (drystone, preferably) would improve it. A SMM cross-section (Figure 6.40) shows the existing situation, with the cypresses at far left.
The cross-section of the proposed insertion of the new footpath (Figure 6.41) indicates the intention to retain the cypresses in return for which a modest retaining wall would need to be built. The retaining wall has a typical height of 1.5 metres and a maximum height of 1.8 metres. Discussions with the Roads and Maritime designer suggest that this has been superseded by a later design which removes the cypresses. In terms of visual softening, and maintaining the garden character of the village, it is most desirable that these cypresses be retained. It is likely they are now too large and mature to be able to be lifted and replanted without risk of loss of some of them. The expense would also be considerable.
Central Mount Victoria Urban Conservation Zone
The safety works proposed for the western sector of Mount Victoria village (Figure 6.42) do not materially affect any of the heritage properties along that stretch of the highway. Care has been taken to avoid interfering with the worker’s cottage on the corner of Grand View Road, and the generally level topography along Section 3 avoids the necessity of introducing significant retaining walls or batters. There are no works currently proposed within the park shown in Figure 6.42 which is between Sections 2 and 3.

Figure 6.42: The western sector of Mount Victoria village, looking from the Great Western Highway intersection with Station Street with the Memorial Park on the right. Google Streetview.

Figure 6.42 shows the mixture of mature endemic and exotic trees along this sector and the broad but often unformed or kerbed (or drained) shoulders. The width of the road corridor enables provision to be made for right-hand turn lanes where they are deemed appropriate without significant alterations.

Figure 6.43: Plan view of the proposed works along the central part of Section 3 of the village. There are some footpath works adjacent to MV057, MV041 and MV019. SKM 2013
**Upgrading of Footpath**

The footpath will be upgraded in front of four heritage buildings and will come close to their curtilages but will not involve impacts within the curtilages (Figure 6.4, Figure 6.5, and Figure 6.43). The first three items are all still within the Conservation Area, while MV053 is about 200 metres to the west and outside the Conservation Area:

- MV057: Post-War Brick Shop which pedestrian pathway to be augmented up until the property line.
- MV041: Selsdon, the pathway is directly outside the building, may have an impact on the fences associated with the property (they appear to have been built in the road reserve).
- MV019: Larsen Cottages: rear yard backs onto the highway in this area. Impact is the same as MV041.
- MV053: house, involves tie in works, and pavement works up until the property boundary, no direct impact (Figure 6.44).

![Figure 6.44: Urban design of the upgrading of the footpath to the east and west of Selsdon Street. North is at the bottom. SMM](image1)

![Figure 6.45: Detail of work proposed adjacent to MV053. The tie in works and pavement works up to the property boundary.](image2)
The proposal in relation to MV057 and MV053 are considered to have no impact on significance. The timber rail fence associated with Selsdon, the Berghofer store, was probably installed during the 20th century when it ceased to be a shop. Its removal should have no impact on significance. It would not have been present in a typical 19th-century streetscape. It was standard for stores to be built right on the front edge of the property and footpath. However, there would appear to be impacts on the two street trees (Figure 6.45). The one on the right is a London Plane Tree and possibly also the one on the left. They can withstand some impact on their roots, but the installation of a concrete or bitumen footpath could well be too much of an adverse impact.

Roads and Maritime have advised that the trees adjacent to Selsdon will be removed so that the road can be constructed. These trees are currently in poor condition as they are regularly trimmed/lopped to make space for the overhead electricity wires. Replacement trees will be provided following construction.

Detail relating to the number of trees to be removed in the proposal area is not available at this stage of the project and will be confirmed during detailed design.

Figure 6.46: Two trees and the fence may be impacted by the works in the footpath.

Larsens Cottages (MV019) are immediately west of Selsdon but they do not front onto the highway (Figure 6.43). The cottages face onto Montgomery Street. The proposed works may require the shifting of fences located within the road reserve back to the property boundary. As the backyard of these cottages is very large there should be no substantive heritage or curtilage issue in moving the fence of MV019 a short distance into the backyard.

Western End of the Proposal
The timber worker’s cottage in Figure 6.45 will not be impacted by the proposed road safety works, although the shoulder and kerbing will be improved. A small retaining wall will be provided for some metres into Grand View Road, which also happens to define the western edge of the conservation zone. It will be a visual improvement to the existing batter along that small sector. The SMM sections in Figure 6.47 show the minimal changes to the levels, and the welcome improvement of the visual quality of the shoulders and verges of this sector of the highway.
Figure 6.47: Central western sector, with worker’s cottage at left.

Figure 6.48: Junction of Great Western Highway with Grand View Road, with the unformed batter alongside the cottage.

Figure 6.49: Section D at chainage 17260. North is at the bottom. Roads and Maritime
6.2.2 Analysis of Archaeological impacts

The following heritage items and potential archaeological sites were discussed in detail in Chapter 5. Because of their proximity to the proposed works there is potential for impact.

- Soldiers Pinch 20th-century road (MV009)
- Culvert opposite Browntown
- Roads and Maritime land near Ivanhoe
- Ivanhoe (MV047).

Other heritage items discussed in this section are considered to have not potential archaeological resource which will be impacted by these proposed works. These include: Marthaville, Exeter and the timber cottage at 135-139 Great Western Highway.

6.2.2.1 Soldiers Pinch

The section of the Soldiers Pinch precinct within Section 1 includes two lengths of bypassed road constructed in the 20th century. These two sections of road are still in use as access to private properties located to the north and south of the current highway before it loops back over it and continues alongside it on the southern side, passing alongside the Railway Gatehouse that dates to the late 1860s (outside the study area).31

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 (Figure 5.3). Worked sandstone guttering was also identified on a section of the side of the road (Figure 5.4). The 1900s section of

31 Lavelle 2000:15.
The road was replaced by the current highway alignment in the 1950s, when the alignment was straightened incorporating a large cutting.\(^{32}\)

The proposed works where the modern highway crosses over the bypassed sections of the earlier road include shoulder widening and drainage works. Some of the fabric of the 20th-century road will be affected, particularly on the western side of the road where it has been proposed that the road shoulder be widened (Figure 6.51).

![Figure 6.51: The section of 20th-century road which is a draft heritage item is traced with dashed yellow lines. The approximate location of the Browntown culvert is marked with a blue dot. The green indicates the proposed area of shoulder widening. Roads and Maritime](image)

6.2.2.2 Browntown culvert

In front of the modern house at Browntown is a partially covered sandstone culvert. It is visible on the northern and southern sides of the highway (Figure 5.6, Figure 5.7). This culvert is possibly a 1840s Mitchell-period culvert\(^{33}\) with later concrete blocks covering the top. The face of the culvert on the southern side is mostly obscured by vegetation.

The works in this area are part of Section 1 of the proposed safety upgrade (Figure 6.48). These works have the potential to impact on the fabric of the culvert, which has been assessed as being of potential local significance. As the design section by SMM indicates (Figure 6.49), the culvert will be preserved within a built-up verge. The Roads and Maritime designer for this area noted that the widening of the shoulder will not require any change to the culvert as it can be contained within a pit, and a stormwater drain lid placed on top to preserve the culvert. The widening of the shoulder

\(^{32}\) Lavelle 2000:15.
is to provide a pedestrian pathway through this area rather than to carry loads. The proposed safety upgrade will have no impacts on the culvert.

Figure 6.52: The location of the heritage culvert at Browntown. SMM 2013.

6.2.2.3 Roads and Maritime land
Part of this property is listed on the Roads and Maritime S170 register. As outlined above it has been proposed that the alignment of the highway shift north, straightening the existing bend and creating a slightly new access from the Great Western Highway into Mount Piddington Road (Figure 6.48). This land is within Section 2 of the proposed safety upgrade.

The land within numbers 102, 104 and 108 are owned by Roads and Maritime and are included as a potential archaeological site on their S170 register.\footnote{RTA S.170 Register Inventory Sheet Vacant Lot – 102 Great Western Hwy, Mt Victoria. Accessed online: \url{http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4306006}, 27 November 2012.} No. 100, immediately to the west of Lot 102, was identified in Roads and Maritime’s S170 listing as containing the remains of a half-demolished Victorian house. Historical research undertaken by Dr. Ian Jack during an earlier phase of this...
project has shown that there is no evidence of occupation on the land (Appendix 1). In addition, the property appears to be a natural drainage point and would not have been suitable for housing. Casey & Lowe therefore believe this property does not have any historical significance, and does not have the potential to contain archaeological remains.\(^{35}\) As this land is considered to have no archaeological potential and therefore no archaeological significance (Section 5.4.2.5), the proposed works will therefore have no impact on potential archaeological remains.

### 6.2.2.4 Ivanhoe

Ivanhoe is within Section 2 of the proposed safety works. The straightening of the bend in the Great Western Highway in the Roads and Maritime vacant land, to the east of Ivanhoe, will also require the acquisition of the southernmost part of the Ivanhoe property (Figure 6.4). The works in this location will also include a small retaining wall with fence to accommodate the proposed raised road level.

It is highly unlikely that archaeological remains associated with earlier phases of the Great Western Highway or with the Ivanhoe property itself will be located in this area. The original structure at Ivanhoe is still standing, as are its outbuildings. There are no known structures in the location of the proposed works and therefore there is unlikely to be any potential relics which would reach the local significance threshold. The sandstone kerbing alongside the current Great Western Highway alignment may, however, be affected by the proposed works. It is likely to be removed during the proposed works. The kerbing are not archaeological relics and they are not protected under S140 of the *NSW Heritage Act 1977*.

![Figure 6.53: The location of Ivanhoe and the approximate location of the sandstone kerbing (red). North is at the bottom. Roads and Maritime](image)

\(^{35}\) RTA 5.170 Register Inventory Sheet Vacant Lot – 102 Great Western Hwy, Mt Victoria.
6.2.3 Construction Impacts

There is a single proposed construction compound stockpile site (Figure 6.4). It is located on Harley Street. This is not a listed heritage item. The historical research in Appendix 1.2 did not identify any potential archaeological remains in this area. There is no heritage impacts associated with the location of a compound in this area.

6.2.4 Vibration Impacts

A set of maps showing the extent of vibrations from construction works is in Appendix 2. *Technical Paper – Noise and Vibration* by SKM (June 2013) provides an analysis of noise and vibration impacts associated with the safety upgrade. This report identified guidelines for acceptable vibrations for heritage buildings (Table 2-7). In addition monitoring survey of noise was undertaken at a number of locations, including the Gatekeepers Cottage (MV013) (Table 2.8). Reference should be made to this report for guidance on how to manage and monitor noise and vibration impacts associated with heritage items. Key requirements identified in Section 5 of this report to avoided impacts include, ‘prior to construction commencing, a Construction Noise and Vibration Management Plan (CNVMP) would be prepared for the proposal’ (2013:34). Further detailed safeguards are identified in Table 5-1 of the noise and vibrations report.

The vibrations maps in Appendix 2 of this report identify that there are numerous heritage items within the 50 metre vibration zone. These are listed in Table 7.2.
## 7.0 Statement of Heritage Impact

### 7.1 Summary of Proposed Impacts on Heritage Items

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Proposed works</th>
<th>Conclusions</th>
<th>Visual/Curtilage</th>
<th>Archaeological</th>
<th>Vibration/Noise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soldiers Pinch 20th-century road (MV009)</td>
<td>Shoulder widening</td>
<td>No impact</td>
<td>No impact</td>
<td>Minimal impact on fabric</td>
<td></td>
</tr>
<tr>
<td>Browntown Culvert</td>
<td>Shoulder widening. Area where culvert is located will be in a drainage box.</td>
<td>None</td>
<td>No impact</td>
<td>No impact if culvert is protected as identified.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Gatekeepers Cottage (MV013)</td>
<td>New pedestrian footpath around the curtilage</td>
<td>None</td>
<td>None</td>
<td></td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Central Mount Victoria Urban Conservation Area (MV23)</td>
<td>Retaining walls, particularly in Sector 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>Minor element of the significance of the CMVUCA. The removal of the kerbing will have a Negligible Impact.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Marthaville (MV048)</td>
<td>Widening of Mount Piddington Road to the east</td>
<td>No impact</td>
<td>No impact</td>
<td></td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Exeter (MV012)</td>
<td>Acquisition of the southeast corner of the property for Cecil Road. Removal of some plantings</td>
<td>Minor impact</td>
<td></td>
<td>There are unlikely to be any potential archaeological relics in the front of this property. Therefore there are unlikely to be any impacts.</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Weatherboard cottage (MV068) at 135-139 Great Western Highway</td>
<td>Installation of a 6m wide service road parallel to the southern boundary of the highway. Removal of plantings. Proposal includes retaining wall, 4</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></td>
<td>No impact</td>
<td>Within vibration zone</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Proposed works</td>
<td>Conclusions</td>
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<td>Visual/Curtilage</td>
<td>Archaeological</td>
<td>Vibration/Noise</td>
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<tr>
<td></td>
<td>metres typical height.</td>
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<tr>
<td>Roads and Maritime Brookside vacant land</td>
<td>Substantial retaining wall</td>
<td>No impact due to the location of the retaining wall.</td>
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<td></td>
<td></td>
<td>No impact</td>
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<td></td>
<td></td>
<td>Within vibration zone</td>
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<tr>
<td>Ivanhoe (MV047)</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>
<td></td>
</tr>
<tr>
<td>Post-War Brick Shop Building (MV057)</td>
<td>Pedestrian footpath upgrading, up to property boundary</td>
<td>No Impact</td>
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<td></td>
<td></td>
<td>N/A</td>
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<td></td>
<td></td>
<td>Within vibration zone</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></td>
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<td></td>
<td></td>
<td>N/A</td>
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<td></td>
<td></td>
<td>Within vibration zone</td>
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<tr>
<td>Larsens Cottages (MV019)</td>
<td>Works in footpath are rear of property.</td>
<td>No Impact</td>
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<td></td>
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<td>N/A</td>
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<td></td>
<td></td>
<td>Within vibration zone</td>
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<tr>
<td>House (MV053)</td>
<td>Tie in works, and pavement works up until the property boundary</td>
<td>No Impact</td>
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<td></td>
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<td>N/A</td>
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<tr>
<td></td>
<td></td>
<td>Within vibration zone</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Distance from Vibrations</th>
<th>Technical Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browntown culvert</td>
<td>0-10m</td>
<td>Culvert requires higher level of management</td>
</tr>
<tr>
<td>Gatekeepers Cottage (MV013)</td>
<td>0-30m</td>
<td></td>
</tr>
<tr>
<td>Exeter (MV012)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Weatherboard Cottage (MV067)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Weatherboard Cottage (MV068)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Sunnihi (MV071)</td>
<td>30-50m</td>
<td></td>
</tr>
<tr>
<td>Acorn (MV070)</td>
<td>30-50m</td>
<td></td>
</tr>
<tr>
<td>Martavia (MV048)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Ivanhoe (MV047)</td>
<td>0-30m</td>
<td>Stone wall as western side may require higher level of management</td>
</tr>
<tr>
<td>Weatherboard shop (MV065)</td>
<td>0-30m</td>
<td></td>
</tr>
<tr>
<td>Imperial Hotel (MV006)</td>
<td>0-50m</td>
<td></td>
</tr>
<tr>
<td>Weatherboard Cottage (MV064)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Mount Victoria Gallery (MV062)</td>
<td>0-50m</td>
<td></td>
</tr>
<tr>
<td>Post Office/Stable (MV010)</td>
<td>10-50m</td>
<td></td>
</tr>
<tr>
<td>Concrete Steps (MV066)</td>
<td>30-50m</td>
<td></td>
</tr>
<tr>
<td>Mount Victoria Memorial Park (MV044)</td>
<td>0-50m</td>
<td></td>
</tr>
<tr>
<td>Stone retaining wall for highway (S170 item) (43096859)</td>
<td>0-10m</td>
<td>Stone wall require higher level of management</td>
</tr>
<tr>
<td>Wilson Memorial Gates (MV060)</td>
<td>30-50m</td>
<td></td>
</tr>
<tr>
<td>Cherished Belongings (MV058)</td>
<td>10-30m</td>
<td></td>
</tr>
<tr>
<td>Post-War Brick Shop Building (MV057)</td>
<td>0-30m</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Heritage Item</td>
<td>Distance from Vibrations</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>3</td>
<td>Brick house (MV061)</td>
<td>10-50m</td>
</tr>
<tr>
<td>3</td>
<td>Selsdon (MV041)</td>
<td>0-30m</td>
</tr>
<tr>
<td>3</td>
<td>Larsens Cottages (MV019)</td>
<td>30-50m</td>
</tr>
<tr>
<td>3</td>
<td>House (MV038)</td>
<td>30-50m</td>
</tr>
<tr>
<td>3</td>
<td>St Peter’s Anglican Church (MV007)</td>
<td>10-50m</td>
</tr>
<tr>
<td>3</td>
<td>House (MV053)</td>
<td>0-30m</td>
</tr>
</tbody>
</table>

### 7.2 Visual Analysis

Overall, there will be a visual improvement along most sectors of the Great Western Highway as it progresses through Mount Victoria village, particularly with the upgrading of the highway shoulders, kerbs, footpaths and verges (where possible). However, an effort will need to be made to avoid the removal of large, mature pines and cypresses along the highway as far as this is possible, and to limit the height of retaining walls to the minimum required. Use of *non-banded* sandstone for facing the retaining walls or batter slopes, as proposed by SMM, is also most desirable. The less formal and more natural style with split facing and variable block sizes is to be preferred.

### 7.3 Archaeological Analysis

The main issue is the treatment of the Browntown culvert. As this culvert is located in an area of proposed road widening and the establishment of a new raised verge, it may be affected by the proposed works. The Browntown culvert may be evidence of some of the earliest road building in the area, and if it is found to be a Mitchell-period culvert constructed in the 1840s, it would be of local heritage significance. Conversation with the road designers during site inspection in July 2013 indicated that works could be undertaken to protect the culvert. This would involve avoidance of the culvert itself during works and protecting it using road plates, before the reestablishment of the verge. This would adequately protect the heritage significance of the culvert.

The 20th-century stretch of road at Browntown will also be affected. This is listed as being of local significance and is part of the Soldiers Pinch precinct of abandoned road alignments. As part of the 20th-century road is within an area of proposed road widening, some of its fabric may be removed. However, as this section of road has already been impacted upon by the construction of the Great Western Highway, it is unlikely that the removal of part of the road will impact on its heritage significance. Care should be taken to minimise impacts in this area.

It is not anticipated that the widening of Mount Piddington Road, the movement of the highway to the north near Ivanhoe and the acquisition of the southernmost part of the Ivanhoe property will impact upon any archaeological remains associated with the Ivanhoe property itself. The proposed works do have the potential to impact upon sandstone kerbing on the edge of the Great Western Highway adjacent to the Ivanhoe property boundary. When the design for this part of the proposed works is finalised this item may require archival recording prior to its removal or impact.
8.0 Recommendations

8.1 Recommendations
The following recommendations are based on the heritage assessment (Chapter 5) identified proposed impacts (Chapter 6) and the Statement of Heritage Impact (Chapter 7).

Table 8.1: Recommendations to manage impacts arising from the safety upgrade.

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Recommendations</th>
<th>Visual/Curtilage</th>
<th>Archaeological</th>
<th>Noise/Vibration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soldiers Pinch 20th-century road (MV009)</td>
<td></td>
<td>None</td>
<td>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>
<td>None</td>
</tr>
<tr>
<td>Browntown culvert</td>
<td></td>
<td>None</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>
<td>Culvert requires higher level of management</td>
</tr>
<tr>
<td>Gatekeepers Cottage (MV013)</td>
<td>Maintain curtilage, provide plantings to protect privacy of residents and property.</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Central Mount Victoria Urban Conservation Area (MV023)</td>
<td>• Retaining of Cypresses on the southern side of the highway near intersection of Hooper and Station Streets. • The removal and replanting of locally rare and valuable trees. • Use of non-bonded sandstone and facing retaining walls and batter slopes where building retaining walls and batters.</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report for the precinct.</td>
<td></td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Visual/Curtilage</td>
<td>Archaeological</td>
<td>Noise/Vibration</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>Exeter (MV012)</td>
<td>Retain as many trees as possible.</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Weatherboard Cottage (MV067)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Sunnihi (MV071)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Acorn (MV070)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Marthaville (MV048)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Weatherboard cottage at 135 Great Western Highway (MV068)</td>
<td>Retain as many plantings as possible in construction of the service road.</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Roads and Maritime vacant land</td>
<td>While the retaining wall is not visible it still needs to be appropriately finished with stone to make it acceptable within the site.</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Ivanhoe (MV047)</td>
<td>Appropriately finish the stone retaining wall at the front with sandstone. Retain trees in the eastern section of land.</td>
<td>Archival recording of sandstone kerbing at front prior to its removal.</td>
<td>Stone wall as western side may require higher level of management.</td>
<td></td>
</tr>
<tr>
<td>Weatherboard shop (MV065)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Imperial Hotel (MV006)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Weatherboard Cottage (MV064)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Recommendations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-----------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Visual/Curtilage</td>
<td>Archaeological</td>
<td>Noise/Vibration</td>
<td></td>
</tr>
<tr>
<td>Mount Victoria Gallery (MV062)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Post Office/ Stable (MV010)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Concrete Steps (MV066)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></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>
<td></td>
</tr>
<tr>
<td>Stone Retaining Wall for highway (S170 item) (43096859)</td>
<td>None</td>
<td>None</td>
<td>Stone wall require higher level of management.</td>
<td></td>
</tr>
<tr>
<td>Wilson Memorial Gates (MV060)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Cherished Belongings (MV058)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></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>
<td></td>
</tr>
<tr>
<td>Brick house (MV061)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>Selsdon (MV041)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
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<tr>
<td>Larsens Cottages (MV019)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>House (MV038)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
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<tr>
<td>St Peter’s Anglican Church (MV007)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
<tr>
<td>House (MV053)</td>
<td>None</td>
<td>None</td>
<td>Implement recommendations of noise and vibration report.</td>
<td></td>
</tr>
</tbody>
</table>
9.0 Bibliography

9.1 Bibliography

Casey & Lowe September 2009, *Phase 2 Corridor Options, Historic Heritage, Mount Victoria to Lithgow*. Report for SKM on behalf of the NSW RTA.
Rosen, S. 2006b, “*That Den of Infamy, the No. 2 Stockade Cox’s River*, An historical investigation into the construction, in the 1830s, of the Western Road from Mt Victoria to Bathurst by a convict workforce”, unpublished PhD thesis for the University of Western Sydney.
Appendices

Appendix 1: Historical Research
   Appendix 1.1: History Extracts from Corridor Report
   Appendix 1.1: Subdivision of the Imperial Estate, Mount Victoria

Appendix 2: Vibration Maps
Appendix 1: Historical Research

Appendix 1.1: History Extracts from Corridor Report

Appendix 1.1: Subdivision of the Imperial Estate, Mount Victoria
Appendix 1.1: History Extracts from Corridor Study

History taken from: Casey & Lowe, Non-Aboriginal Heritage Preferred Route Corridor Study, Great Western highway Upgrade, Report to the Mount Victoria to Lithgow Alliance, July 2012.

Early Roads
The Darling Causeway is a narrow ridgeway running from Mount Victoria north to Bell (Figure Error! No text of specified style in document..2). The Grose River rises on its eastern escarpment, the River Lett on its western. The Causeway is a decisive watershed. The Causeway is the only route which connects the north and south sides of the Grose River gorge after the Lapstone monocline or Kurrajong Heights has been scaled from the coastal plain.

Coxs Road and its successors, consolidated as the Great Western Highway, have run to the south of the Grose gorge from 1814 to the present day, and almost all the small urban settlements of the Blue Mountains have developed along this Highway over the last 150 years.

Coxs Road was constructed between the years 1814 to 1815. After a series of explorations in the Blue Mountains beginning with Dawes and Johnston in 1789, a route across the plateau was finally established in 1813 by three settlers, anxious to find new grazing lands primarily for themselves. The route blazed by Blaxland, Lawson and Wentworth was professionally surveyed, refined and extended by George William Evans later in 1813. Governor Macquarie specially recalled Evans from his surveying duties in Tasmania to establish the new route to the west and to explore beyond as far as the site of the future Bathurst. Evans’ blazed route from Emu Plains to Bathurst was formed into a dray (‘wagon’) road by convict labour under the supervision of William Cox, the Windsor magistrate and entrepreneur, the governor’s man on the Hawkesbury. Coxs Road was completed over six months, from July 1814 to January 1815. The top of Mount York was reached on the 12 November 1814, but a preliminary reconnaissance of the descent had already convinced Cox that:

It is not possible to make a good road to go down and up again without going to a very great expense. I have, therefore made up my mind to make such a road as a cart can go down empty or with a very light load without a possibility of its being able to return with any sort of load whatever, and such a road will also answer to drive stock down to the forest ground.5

Mount York juts out into Hartley Vale with rock faces to the north and west whose geology and topography does not encourage road-building (Figure Error! No text of specified style in document..1). Cox’s solution was to go down the eastern side of the mountain and then turn north, turning west only when the valley floor was safely reached near the later Hartley Vale cemetery (Figure Error! No text of specified style in document..2).

Cox’s own judgement on the quality of his pass down to Hartley Vale was sound. Wheeled vehicles could go down only if logs were attached behind to act as brakes. Governor and Mrs Macquarie had to walk down the pass in 1815, while their carriage was manhandled over the steep and uneven surface.4 When the first farms were established beyond the mountains in 1821-22, soon followed by Collits’ Inn, there was every incentive to find an alternative descent.

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1 Based on the history by I. Jack 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.
William Lawson, one of the original three entrepreneurs of 1813, in 1822 had responsibility for road-building in the colony, and constructed a new stretch of road starting well to the east of Cox’s descent, going due north down the valley of what was later named Kerosene Creek, and then turning west to join Coxs Road on the floor of the valley (Figure Error! No text of specified style in document..2, Figure 3.3). This section of road is called Lawsons Long Alley.

In the following year, 1823, young Archibald Bell, the son of an important landowner at North Richmond, embarked on a series of three expeditions, with Aboriginal assistance, to find a route across the Mountains north of the Grose River. Despite the obstacle of Mount Tomah, Bell successfully blazed what is still known as Bells Line of Road in 1823. Once over Mount Tomah, the road followed the only practicable ridgeline to the Darling Causeway, where it turned south towards Mount Victoria and Coxs Road. But Bell’s road did not join Coxs Road on the plateau but instead turned west halfway along the Causeway and went down the only viable gully into Hartley Vale, above part of the headwaters of the River Lett. Alone among the four earliest descents, Bell’s route is still in use today for light vehicular traffic and is known as Hartley Vale Road. Once down the western escarpment, Bells Line of Road met Lawsons Long Alley and then, after passing the inn that Pierce Collits had established in 1823, the combined Lawson-Bell road merged into Coxs Road (Figure Error! No text of specified style in document..3).

In 1827 Hamilton Hume also saw the potential of the Causeway. Hume was already a well-known explorer, who in his twenties had enlarged the government’s knowledge of the Southern Highlands

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5 Karskens, Cox’s Way, 46.
6 State Records NSW, Map SZ 422.
and had discovered the Goulburn Plains (with James Meehan), the Yass Plains (with Barber and Broughton) and the Murray River (on his expedition with William Hovell to Port Phillip in 1824-25).  

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Figure Error! No text of specified style in document.2: The descent into Hartley Vale by Coxs Road (1814, red), Lawsons Long Alley (1822, green), and the Darling Causeway (blue). Victoria Pass, part of Mitchells 1830s road is arrowed (purple). Bells Line of Road links into the northern end of the Darling Causeway. Source: Pamphlet issued by Department of Lands, Sydney 1986.

---

In August 1827 Governor Darling offered a land-grant or comparable inducement to anyone who could find a better route to Bathurst. Hume, who was now 30 years old, publicly accepted the challenge and the *Sydney Gazette* described him as:

> the Australian Mungo Park...in quest of discovering some pass across the mountains to Bathurst, more facile and less dangerous that the only one at present unavoidable...Such men are real patriots.

After investigations in late September and early October 1827 Hume proposed a new route which bypassed the perils of Mount York and instead headed north from Mount Victoria up the Causeway to join Bells Line of Road, then turned west on the approximate line of the present Chifley Road but continued northwest onto the Newnes Plateau (Figure *Error! No text of specified style in document.*). Hume tactfully named the ridge Darling’s Causeway and publicised his ‘discovery’ in the *Sydney Gazette* of 14 December 1827. He did not acknowledge that Archibald Bell and surveyor Robert Hoddle had already marked out a road on the northern third of the Causeway. Nonetheless, although he was not the discoverer of the Darling Causeway, Hamilton Hume was the first person to have seen virtue in what, 40 years later, became the railway route from Mount Victoria to Bell.

Hume and surveyor Thomas Mitchell became firm friends. In November 1827 Hume showed Mitchell (who was not yet Surveyor-General) the country around and beyond Mount Victoria, including the Darling Causeway (Figure *Error! No text of specified style in document.*). On 29 November 1827 Mitchell reported to Darling that:

> As a line of road to Bathurst, which should avoid Mounts York and Blaxland, and also Cox's River, the line of Mr Hume seems to me the most eligible that can be found.

But Mitchell then goes on to tell Governor Darling of riding down the future Victoria Pass and extols the virtues of a straighter and more direct road:

> ....cattle would travel in a valley abundant in water and grass [Hartley Valley], and have a shorter journey to perform on mountains, where both these articles are very scarce. The road marked by Mr. Hume [along Darling Causeway] would not possess these advantages; the road on which it would continue is of the same formation, and its ravines are of the same character as the mountains...between Emu Ford and Mount York...In nearly every part, precipices of sandstone render it inaccessible from the valley, and confine the traveller to the mountains.

As a result, once becoming Surveyor-General, Mitchell refined his preference for Victoria Pass and in 1829-30 successfully insisted on that route, which became Mitchell’s Road. Despite the fact that Hume had been rewarded with an estate near Yass in 1828 as a reward from Darling for his proposed road along Darling Causeway, Mitchell quite clearly did not take any steps, once he became Surveyor-General in 1829, to improve the stretch of Darling Causeway from Mount Victoria north to Hartley Vale Road (Bells Line of Road). The road gangs at Mount Victoria were entirely occupied with the huge operation of building Mitchell’s Victoria Pass on his alternate road to Bathurst. Victoria Pass is a major convict built stone pass above the convict stockade site which is down in the Little Hartley Valley, at the foot of Mount Victoria (Figure 5.2).

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9 *Sydney Gazette*, 19 September 1827; O'Grady, ‘Hamilton Hume’, 351.
10 SRNSW, Map 5029.
12 Thomas L. Mitchell, *Report upon the Progress made in Roads, and in the Construction of Public Works, in New South Wales, from the year 1827 to June, 1855*, Sydney 1856, 6-7.
Figure Error! No text of specified style in document..3: Surveyor Larmer’s map of 1832 shows the various lines of road crossing Hartley Valley, from Coxs road, Lockyers and Mitchell’s lines. Source: State Records NSW, Map 5029.

Figure Error! No text of specified style in document..4: Hume’s route across the Darling Causeway (arrowed) in 1827, and Collits’ Inn down in the valley (circled). Detail from State Records NSW, Map 5029.
There is no reason to suppose that there was any further incentive to develop the southern part of the Causeway until after the railway was extended from Mount Victoria in the 1860s. Bells Line of Road from Collits’ Inn up Hartley Vale Road and north along part of the Darling Causeway to Bell was in use as a drove road from the 1830s onwards, but there is no evidence of anything more than a rough track south along the Causeway into Mount Victoria in the early Victorian period.

What changed all this was the decision to construct the western railway along the Darling Causeway and the building of the Great Zig Zag railway down into the Lithgow Valley.14 The contract to extend the rail line from Blackheath to Mount Victoria, then, via the Darling Causeway, to Bell and on to Mount Clarence was given to William Watkins on 19 January 1865. This section of the railway track was supposed to be completed by the end of 1866.15 However, the track from Blackheath as far as Mount Victoria station was not opened for regular traffic until May 1868, but work had been in progress along the Causeway and beyond for some time. In November 1868, the Sydney Morning Herald published special reports by a correspondent about progress on section 4, including the Darling Causeway (Figure Error! No text of specified style in document..2), and also on section 5, which included the Great Zig Zag. The account of work completed on section 4 appeared on 4 November:

A very convenient station-house, together with goods shed, and all necessary appliances, have been erected at Mount Victoria, where there is at present a thriving little community. Just beyond the station the line diverges from the main road, and proceeds in a northerly direction upon the Darling Causeway Range to avoid the steep descent into the Hartley Valley and to the steep ascent beyond. Passing through a number of cuttings, some of them pretty large, through sandstone rock interlaced with bands of ironstone rock, and over several embankments, we come to the tunnel through Mount Clarence, at about a mile from the end of the contract [for section 4].16

The rails were laid across the Causeway, close to the existing track and road and on their eastern side. Bells Line of Road and the track from the top of Hartley Vale Road south to Mount Victoria ran to the west of the new tracks (Figure Error! No text of specified style in document..2).

As a result, when the rail curved west at what became Bell it had to cross the line of Bells Line of Road. Because the road was not considered important, no level crossing was installed, so the north end of the Darling Causeway roadway was effectively closed to all wheeled traffic. The arrangement did not impede the passage of mobs of cattle or flocks of sheep or of pedestrians and horse-riders but drays and carriages were unable to cross. When the Governor, Lord Belmore, and his Countess, came to witness the monumental dynamite explosion which destroyed a faulty tunnel at the Great Zig Zag on 16 September 1868, they came by train to Mount Victoria and then by horse-drawn carriages not along the Darling Causeway but down Victoria Pass, through Bowenfels and round to Lithgow Valley. When they returned in the evening by the same route, the Governor, his wife and their party all had to walk up the final stretch of Victoria Pass since ‘the horses were knocked up’.

**Soldiers Pinch**

The area known as Soldiers Pinch at the eastern end of the preferred route corridor has a complicated history of road making from the earliest phase of settlement west of Sydney (Figure

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16 Sydney Morning Herald, 4 November 1868, 5 column 3.
5.1). This area posed problems for the early road builders, with improvements being made throughout the 19th and 20th centuries to better deal with the steep gradients and uneven ground. The first European road through the area was constructed by William Cox in 1814. The history of this road is outlined in detail in Section 3.2.1. The road was never intended as a permanent route but was more a symbolic gesture opening the colony to the west. Cox’s road was constructed using unskilled convict labour and rudimentary equipment.

Soldiers Pinch was included within the 44th mile. Cox’s journal notes that he reached this point in October 1814, but does not go into further detail. Grace Karskens notes that it is not clear whether Cox followed the line of Surveyor Evans’ of 1814 or of Surveyor McBrien of 1823.

During the 1820s and 1830s much of Cox’s dangerous road was improved by convict labour. From the 1830s parts of Cox’s original road were interspersed with newer road sections. It is possible that this was when the second alignment was constructed. This is located just to the south of the original alignment at the top of the knoll and is still visible today. Accounts throughout the 1840s suggest that little had been done to improve the road at Soldiers Pinch although whether these accounts refer to the original alignment or the improved version is difficult to ascertain. Louisa Meredith’s account of her trip to Bathurst in 1839 described the area of “Soldiers Pinch”:

In one place we came to an almost precipitous descent in the road, called “Soldiers Pinch” or “Pitch”, most probably from some accident which has happened there. It was a mass of loose stones, continually rolling from under the horses’ feet, and so steep as to be very fatiguing even to walk down, which I preferred doing, not being quite reconciled to such roads for driving on. At the foot lay huge masses and heaps of wood, trees of all sizes having been hooked onto the drays at the summit of the Pitch to, to prevent their rushing down suddenly, despite locked wheels, and overrunning the unfortunate oxen.

This is one of the first recorded instances of the use of the name “Soldiers Pinch”. A pinch is generally used to indicate an area of steep or narrow road sections. Thomas Mitchell referred to the Soldiers Pinch area in his Report on Roads, prepared in 1855. He referred to improvements he had suggested for the road in 1845 and included a sketch showing the angular bend of Cox’s road at the top of the knoll being cut off by a straighter line:

In the year 1845...he made a tour of inspection...returning along the Bathurst Road he pointed out to the officer then in charge of the iron-gangs on the mountains essential improvements...Near Blackheath, a place called Soldiers Pinch would be avoided as shewn on the accompanying sketch.

The officer referred to was Captain Bull, then commandant at the Blackheath Stockade. However, the road continued to be of concern. A newspaper article from 1851 refers to the improvements made by Captain Bull,

Captain Bull turned the road to avoid the Soldiers Pinch between Blackheath and Hartley... through neglect it has like many other parts of the road and become broken up and though it has hardly been opened three years, it is now fast going to decay. We have noticed Bulls line because this was one of the last works on the Bathurst Road performed by convict labour, and if it was worth the great expense bestowed in making it, it was surely worth a trifling outlay to keep it in repair.
In the 1860s a survey for the railway appears to have been constructed on an earlier road, probably following Mitchell’s suggested route of 1845. Railway upgrades in 1898 added a new alignment alongside the 1860s line which meant the abandonment of the original railway formation.

At some point in the mid 1840s or 1850s a looping road was established further to the north and east of Cox’s and Mitchell’s line (Figure Error! No text of specified style in document..5). The only evidence for dating this line of road is a retaining wall along its outside edge that appears to have been constructed by the same method as other convict-built retaining walls in the region. This line of road was in use as the Great Western Highway until 2003. Various improvements appear to have been made along the road, including early concrete culverts, probably dating to the early 20th century and a possible slight adjustment of alignment further to the northeast.

The 1840/50s road continued to the west with a bridge spanning a small creek. In 2000 this length of road was inspected by archaeologists. It has since been covered with fill from the 2003 realignment of the current Great Western Highway. The provenance of this buried section of road is slightly ambiguous, as this part of Mitchell’s road and a ‘Soldiers Pinch Bridge’ appear on a map from 1849 (Figure Error! No text of specified style in document..6). Maps from the early 20th century show this portion of the road to be largely unaltered (Figure Error! No text of specified style in document..7). However, by 1971 the westernmost part of the large ‘loop’ with its bridge appears to have been bypassed, and the road is depicted as being more angular (Figure Error! No text of specified style in document..8)

The buried section of road was described in 2002:

25 Blue Mountains State Heritage Inventory sheet Soldiers Pinch Abandoned Road Formation SHI no. 1170805.
26 Lavelle, S. 2002 Recording of Old Road Formation (1900 Road) Highway Deviation Works Soldiers Pinch Mount Victoria, NSW State Highway No. 5 Great Western Highway. Report for The Roads and Traffic Authority (NSW) and The Heritage Council of NSW, p. 3.
Because the road traversed a low gully or a ‘hollow’, it was necessary to maintain the grade of the road by creating an embanked formation – effectively a type of causeway across the low ground. There was also a creek crossing, which would have necessitated a bridge. The formation was approximately 7.5 metres wide at the top, with a maximum width of about 15 metres at the base, making it an embanked and battered (sloped) formation. Simple walls comprised of roughly coursed rubble work, unmortared, and using unworked local stone pieces supported each side of the embanked roadway. Although the embankment itself is up to 3 metres high in some parts, the areas of rubble walling are much lower, typically they were between 0.5 and 0.75 metres high. Rubble fill was also used to create the embankment itself. In the area of the creek crossing/former bridge site considerable washaway has occurred. One worked sandstone block was observed which, from its position might have been a surviving remnant from a former bridge abutment. No other walling or blocks forming an abutment were noted.27

![Image](image.png)

**Figure** Error! No text of specified style in document.6: Detail from an 1849 map showing ‘Soldiers Pinch Hill’ and ‘Soldiers Pinch Bridge’ (arrowed in red). At this time the road varies only slightly from that shown on 20th century maps (and still in use as the highway in 2000). The only difference is that at some point the section of road where the bridge is located was bypassed and replaced by a straighter road directed to the west. Bill Evans, RMS

Soldiers Pinch obviously continued to be an area of concern with a road deviation and other improvements carried out in 1900. A newspaper report from the time contained a letter from the Public Works Department, in response to criticisms regarding the project.

Public Works Department, Sydney, 24 August 1900:

SIR – With reference to the letter dated the 7th instant, presented by you from the Mount Victoria Progress Committee regarding the deviation of the Great Western Road at Soldiers’ Pinch, in which it is stated this deviation is about 28 chains in length, and will make but slight reduction in the grades, whereas if it had been made about 33 chains and had been taken to within one or two chains of the railway fence without forming curves like the letter “S” by crossing the road as at present, a comparatively level road would have resulted, I have to inform you that the matter has been carefully inquired into, and it is found that the deviation in question is 45 chains in length, not 28, and will very materially improve the road. I am to say,

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27 Lavelle, S. 2002:3
further, that sufficient reason does not exist to warrant the making of any alteration in the design. I have the honor to be, &c, ROBERT HICKSON, Under Secretary J. COOK, ESQ., M.P.28

Additional repair work must have been taking place at the same time. A newspaper article also refers to the unearthing of a coffin plate during works.

A correspondent to the Lithgow Mercury, in commenting on the deviation of the road at a place called ‘Soldiers Pinch’ near Mount Victoria, says: - In digging the ground to place a culvert in the lowest portion, an ancient coffin plate was unearthed. It is easy to see that it is very old, as it is of a much larger size than those in vogue at present.29

Figure Error! No text of specified style in document..7: Parish Map 1915 with the looping road of the 1840 /50s arrowed. Source: ©Lands Department

28 The Mountaineer, August 31, 1900. Quoted in Lavelle 2000; 11.
29 The Hawkesbury Advocate , August 31, 1900
Figure Error! No text of specified style in document. 8: Parish Map 1971. Source: ©Lands Department
APPENDIX 1.2: Subdivision of the Imperial Estate, Mount Victoria
Appendix 1.2: Subdivision of the Imperial Estate, Mount Victoria


Introduction
The Study Area consists of six separate titles on the north side of the Great Western Highway in Mount Victoria. After 1877, this land was part of the estate attached to the Imperial Hotel, the long triangular area bounded by Station Street on the west, the Great Western Highway on the south and Harley Avenue on the north. The six properties have the modern street numbers of 98, 100, 102, 104, 106 and 108, going from west to east. The group is shown, with these current numbers, within a bold red line in Figure 1.

![Figure 1. The Study Area, outlined in red, showing six allotments within the former Imperial Estate in Mt Victoria. Source: RMS map, 2012.](image)

The modern plan shows an easement between numbers 102 and 104, separating the group into two sub-groups of three. This is an historic divide, the boundary line between portion 168 on the west and portion 129 on the east. The original portions are clearly marked on the Hartley parish map (Figure 2), although the easement between them ‘for foot traffic and drainage’ was not introduced until the area was sub-divided area for future sale in 1915 (Figure 10).30

Mary Finn and portion 168

30 Sub-division plan of the Imperial Estate, Mt Victoria, to be auctioned on 24 November 1917, Mitchell Library, State Library of NSW, ZTP M6/10.
Portion 168 in Hartley parish, county of Cook, was trapezoidal in shape (Figure 2). Numbers 98, 100 and 102 within the Study Area occupy the south-east corner of this 40 acres (16 hectares).

![Figure 2. Portions 168 and 129 in Hartley parish, county of Cook. The approximate location of the study area is highlighted in yellow. Source: Map of Hartley parish, county of Cook, 2nd ed., 1888.](image)

The portion was first surveyed in 1853 and was described by the surveyor as:

A very indifferent piece of land, a very small portion of it being adapted for cultivation. The soil is sandy and in places very rocky. The timber principally Gum and [Str]ingy Bark, Water may be obtained on this land.31

Edward Sheppard sought to obtain the grant of the 40 acres in the early 1860s. He was probably a relative of George Sheppard who leased the toll-house nearby from 1851 until 1865 and owned the 5-acre portion 51 across the main road from the toll-house from 1852 until it was resumed for the railway. George then moved in 1863 to the conditional purchase of another 40-acre block (later portion 167) diagonally opposite Edward’s proposed grant and built the Welcome Inn there in 1864 (Figure 2).

Henry Bell had already in 1834 built the One Tree Hill Inn on his 40 acres (portion 90) opposite the land wanted by Edward Sheppard and this inn continued to function under the Perry family until the 1880s (Figure 2).32

In the event Edward Sheppard did not pursue his application for portion 168. Instead, in 1865, it was acquired by Mary Finn. Mary was the formidable matriarch of the Finn family which had dominated Hartley village since the 1840s. Her husband, John, had died in 1848 and through the 1850s his widow managed the Hartley store and benefited from the road

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31 Land and Property Information, Crown Plan C 187.1507. The plan is slightly damaged and some of the annotation has been lost. I have recreated lost letters in square brackets.
traffic generated by the gold rush. The prosperity of Hartley was threatened in the 1860s by the plans to route the new railway along the Darling Causeway from Mount Victoria to Bell and Lithgow, so Mary shrewdly invested in Mount Victoria and by 1868 had built the Royal Hotel (now the Victoria and Albert Guesthouse), which she leased to William Orbell. The building of the railway track, Mount Victoria railway station and marshalling yards took 4 acres off her land in the village and Station Street went through the middle of the remaining 36 acres (Figure 3), but the nett result was that Mary Finn controlled the approach route to the railway station and almost at once, certainly by 1869, stores and dwellings had been built on her land (Figure 4).

Mary Finn, however, continued to live in Hartley village, where her assets lost their value as road traffic dwindled and she became bankrupt in 1869. She lived on in relative poverty until 1884, but her interests in Mount Victoria were sold in the 1870s.

In the area later occupied by the Imperial Hotel, at the eastern corner of Station Street and the Bathurst road, a number of commercial buildings had been erected by 1869. There was a

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shed right on the junction of the two roads. To the east of the shed, back from the main road, a new store with two out-buildings had been built. Close to the store there was a 'Slaughter House &c' (Figure 4).

Figure 4. Crown plan of southern part of portion 168, Hartley parish, county of Cook, 1869. The inn shown on the south side of the road is Henry Bell’s One Tree Hill Inn, later Perry’s Family Hotel.37 Source: Copy in possession of Mt Victoria & District Historical Society.

Although these buildings lay to the west of the Study Area, a drainage channel for the distasteful effluents generated by the slaughter-house ran in a south-easterly direction across at least four of the six allotments under investigation and past a hut close to the main road just inside the neighbouring portion 129 (Figure 4). None of these features appears on later (or earlier) maps. This may be misleading, since most of the surviving maps do not show all buildings in such detail, but the highly precise sub-division plan of 1917 shows conclusively that all the 1869 features near the site of the Imperial Hotel had vanished (Figure 9).

Soon after 1870, a small school and a schoolmaster’s residence were also built on the site of the Imperial Hotel, but these, like the group of earlier buildings, were removed in 1877 when the new hotel was about to be built.38

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38 Silvey, Happy Days, p.31.
William Piddington and portion 129

In 1867, portion 129, the 40 acres immediately to the east of Mary Finn’s grant, had been taken up by a consortium of three, headed by William Piddington (Figure 5). Within two years at least four huts and a cottage had sprung up there.39 Of these only one hut was within the Study Area, on the western edge of the later number 104 (Figure 4).

Figure 5. Crown plan of portion 129, Hartley parish, county of Cook, surveyed by F.G. Finley, 1867. Source: Land and Property Information, Crown Plan C 332.1507.

William Richman Piddington was an English bookseller, who had migrated to New South Wales in 1838 at the age of 23. A bachelor, he continued in the book-trade throughout his life while being increasingly involved in state politics. From 1859 until 1877 he was a member of the Legislative Assembly, representing the Hawkesbury and therefore also the Blue Mountains. A friend of Parkes, he served as Colonial Treasurer in Sir Henry’s administrations of 1872 and 1877. In 1879 he was appointed to the Legislative Council in 1879 and retained this position until his death in 1887.40 Even before he became the local

39 Crown Plan of southern part of portion 168, Hartley parish, county of Cook, 1869. This shows also buildings on the western side of portion 129. I have not located any comparable plan of portion 129. Source: Copy in possession of Mt Victoria & District Historical Society.

member of Parliament, Piddington had taken a precocious interest in the Mountains and in Mount Victoria in particular. In the 1850s, well before the railway across the Mountains was built, he saw the possibilities of a mountain retreat. With two friends, James Milson junior (the son of Milson of Milsons Point) and Milson’s yachting associate, John P. Roxburgh, Piddington regularly rode to the Mountains for fresh air, exercise and the slaughter of native game. These ‘Three Dusty Citizens of Sydney’, as Sydney Punch called them, bought the old Toll House in the 1850s and used it regularly as a hunting lodge.41

John Roxburgh died in 1873, but his widow, Antilla, joined the triumvirate. The threesome went on to buy Mary Finn’s 36 acres in the heart of the village area. This meant that Piddington (as the most active and visible of the consortium) owned the Royal Hotel, while selling off other allotments within portion 168. One of these sales resulted in the erection of the Imperial Hotel in 1878 by John Leeming.42 Piddington bought land in the village for his own use and in 1876 engaged Horbury Hunt to build The Grange as his own residence. As a result William Piddington was, and remains, a highly significant figure in the development of Mount Victoria.43

The Imperial Hotel and the Imperial Estate
The Imperial Hotel was built on the corner of Station Street and the Bathurst road, where the shed, store and school had been located in the 1860s. But John Leeming had bought a substantial parcel of land from Piddington in 1877.44 Since portions 168 and 129 were now in common ownership, this parcel included the whole of the present study area and extended beyond the later Harley Avenue as far east as the railway line and as far north as what was then Royal Street, now partly represented by Patrick Street.45 The tourist map of Mount Victoria published by Gibbs, Shallard & Co. in 1882 and again in 1885 shows very plainly how long a frontage to the Bathurst road was controlled by the Imperial Hotel in the late Victorian and Edwardian period (Figure 6).

The relationship of the Imperial Estate, as it became known, with the Bathurst road had the potential to become vexed. A finely detailed Crown Road Plan of 1894 shows the Imperial’s southern boundary line in black at small, but variable, distances from the northern edge of the road alignment, shown in red (Figure 7).

42 Silvey, Happy Days, p.31.
43 R. Ian Jack, entry in State Heritage Inventory for The Grange, MV 033, data-base number 1170617; Brian Fox, Upper Blue Mountains Geographical Encyclopaedia, author, Bathurst, 2nd ed, 2001, p.120.
44 Silvey, Happy Days, p.31.
45 For Royal Street in 1917 see Figure 10 below.

Figure 7. Detail of map of Bathurst Road from Station Street, Mt Victoria, to the toll-house, surveyed by Francis J. Gregson, 1894. Source: Land and Property Information, Road Plan, R 5110-1603, sheet 1.
This 1894 map also shows that just at the junction between the two portions, where the main road bends sharply to the south, there was access to an old walking path to the Grose Valley (partly shown in the 1867 Crown Plan, Figure 5). Piddington was an enthusiast for walking tracks in the Mountains and constructed the track to Fairy Dell from his house The Grange in 1879.46

The south-western end of the nineteenth-century path to Grose Vale passed through number 104 in the study area or alongside it in the easement shown in the Deposited Plan of 1915 (Figure 10). It was resumed as a drainage easement by the Department of Main Roads in 1935.47

After Piddington’s death in 1887 a sub-division of the Imperial Estate was mooted by the then owner, William Beaumont. A plan was drawn up for twelve allotments, including the present study area, and an auction was advertised for January 1890 (Figure 8). A new road, 50 feet (15 metres) wide, was proposed, which would have occupied most of what is now number 98. This road was never built. The 1890 allotments were deeper than the ones which were actually created 25 years later, with a very different numbering sequence (Figures 9, 10) and they do not match the width of the present lots. The approximate equation, however, of the two schemes is:

<table>
<thead>
<tr>
<th>1890</th>
<th>New Road</th>
<th>44</th>
<th>43</th>
<th>42</th>
<th>41</th>
<th>40, 39</th>
<th>35, 34</th>
<th>33, 32</th>
</tr>
</thead>
<tbody>
<tr>
<td>1915</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5, 6</td>
<td>7</td>
<td>8</td>
<td>Harley Avenue</td>
</tr>
</tbody>
</table>

Figure 8. Auction sub-division plan of Imperial Estate, Mt Victoria, January 1890, prepared for the auctioneers, Richardson & Wrench Ltd of Sydney. Source: Mitchell Library, State Library of NSW, ZTP M6/23.

46 Fox, Upper Blue Mountains Geographical Encyclopaedia, p.61.
Figure 9. Auction sub-division plan of Imperial Estate, Mt Victoria, November 1917, prepared for the auctioneers, Henry F. Halloran & Co. of Sydney. Source: Mitchell Library, State Library of NSW, ZTP M6/10.

The sub-division of the Imperial Estate in 1917

Early in the twentieth century, the Imperial Hotel and its land were owned by Joynton Smith, the Sydney newspaper proprietor and entrepreneur, who also acquired the Carrington Hotel in Katoomba in 1911 and was leasing the Hydro Majestic at Medlow Bath. Smith sold the Imperial to William Lees in 1913. Lees also acquired the Royal Hotel at this time and remodelled it as the Hotel Mount Victoria.48

To finance his activities, Lees decided on a new approach to sub-dividing the Imperial Estate. In 1915 a Deposited Plan (Figure 10) was prepared ready for the sale, to be arranged by Henry F. Halloran & Co. of Sydney. The auction took place on 24 November 1917, when 41 allotments were available. Allotments 1 to 6, which make up the present Study Area, have now been allocated Great Western Highway addresses, the even numbers from 98 to 108.

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>98</td>
<td>100</td>
<td>102</td>
<td>104</td>
<td>106</td>
<td>108</td>
<td></td>
</tr>
</tbody>
</table>

48 Silver, Happy Days, pp.32, 34, 51-52.
Halloran & Co advertised the area for sale with characteristic hyperbole:

This Splendid Estate Comprises some of the Finest Business and Residential Sites, 2 minutes from the Railway Station, overlooking the Railway Line and adjoin[ing] two of the Great Tourist Hotels. ... Today, the thundering trains bear hundreds daily where [Blaxland, Lawson and Wentworth] laboured for 20 days and nights! Today new land is being opened up, new townships are growing and expanding, new business is developing all along the Mountain Railway; and Mt. Victoria is once more coming into its own as the favourite centre for tourists and sight-seers, and for comfortable pleasant homes.49

At the sale on 24 November 1917, lots 1 to 3 (numbers 98, 100 and 102) were acquired by Mrs Charlotte Ann Andy of Glebe Point Road in Sydney. She paid just over £200 (some $14,000 today) for lots 1 and 2 and a further £67 10s. for lot 3.

The brave expectations of Halloran & Co. were not, however, realised. The Improved Capital Value of all three lots remained virtually the same as the Improved Capital Value, so there was clearly no development and certainly no dwelling on any of the sites. The three lots passed to Charlotte’s husband, William Andy, but he too did not develop the land: in 1933

the improved and unimproved values were identical, and much lower than they had been in 1919.\textsuperscript{50}

Andy retained the three allotments until 1935, when they were all sold to a munitions worker, John Richard Bell, who presumably worked at the Small Arms Factory in Lithgow and lived down in the valley. Bell sold lot 1 (number 98) to S.K. Daniel in 1951. Three years later, Bell transferred title to lots 2 and 3 (numbers 100, 102) to his wife, who sold both lots to Blue Mountains Panorama Estates in 1957. Panorama Estates in turn sold part of lot 2 to Evelyn Hubbard in 1963 and part of lot 3 to the Department of Main Roads in 1970. There is no evidence of any development on any of the three properties.\textsuperscript{51}

The other three allotments in the Study Area, 4, 5 and 6 (numbers 104, 106, 108) were sold to Paul Lamerand, a French wool-buyer. Like Mr and Mrs Andy, Lamerand did not live in Mount Victoria and did not develop the land. He lived in Sydney and used the Pitt Street address of the sale auctioneers, Henry Halloran, to receive rate notices from the Blue Mountains Shire Council. Lamerand was Vice-President of the French Chamber of Commerce, with offices in the French consulate.\textsuperscript{52}

The Rate Assessment Books for Mount Victoria survive only sporadically and there is a gap between 1919 and 1930. By 1930 Lamerand had sold all three allotments to different people: lot 4 (number 104) to Horatio Brooks of Randwick; lot 5 (number 106) to Ernest Gentle of the Lands Office in Armidale; and lot 6 (number 108) to the Revd Silas Bembrick, a prominent Methodist minister, then at Ashfield.\textsuperscript{53}

There was no building on any of these three lots, 4, 5 and 6 (numbers 104, 106, 108): the improved and unimproved capital values were identical both in 1930 and in 1933.\textsuperscript{54} Although lot 6 (number 108) descended to Silas Bembrick’s schoolmaster son, Harry, he finally sold it without improvements to the Department of Main Roads in 1973. The Department had already acquired lot 4 (number 104) in two stages, first in 1935 and the residue in 1962.

**Conclusion**

Any human construction on any part of the Study Area happened only in the mid-nineteenth century.

In the 1860s the effluent channel from a slaughter-house ran eastwards through lots 1 to 4 (numbers 98, 100, 102, 104), and possibly further, more or less parallel to the Bathurst road as it curved southwards. The slaughter-house was removed before or during the laying of the foundations of the Imperial Hotel in 1878. As a result, its drainage channel, having lost its *raison d’être*, presumably silted up.

In 1869 a hut had been in existence on the western edge of lot 4 (number 104), very close to the main road. This hut had certainly been removed by 1917 and probably long before.

\textsuperscript{50} Blue Mountains Shire, Rate Assessment Book, Mount Victoria, microfiche at Springwood Local Studies Library, 1919, assessments 237, 238; 1930, 1933, assessment 290.

\textsuperscript{51} Austral Archaeology, RTA Heritage Inventory, SHI 4306006, 2004.

\textsuperscript{52} Blue Mountains Shire, Rate Assessment Book, Mount Victoria, 1919, assessment 236; *Sands Sydney, Suburban and Country Commercial Directory for 1919*, Sands, Sydney, 1919, p.1389.

\textsuperscript{53} Blue Mountains Shire, Rate Assessment Book, Mount Victoria, 1930, assessments 291, 292, 293.

\textsuperscript{54} Blue Mountains Shire, Rate Assessment Book, Mount Victoria, 1930 and 1933, assessments 291, 292, 293.
A track leading ultimately to the Grose Valley had left the Bathurst road at the junction of the two original portions, 168 and 129. This track was institutionalised both as a track and as a drainage easement in 1915, when the new allotments 3 and 4 (numbers 102, 104) were separated by a reserved roadway running north to the new Harley Avenue ‘for foot traffic and drainage’. This easement is technically still in existence, but does not appear to be a right of way.

The steepness of the slope close to the highway in the central part of the Study Area was a disincentive for any development (Figure 11).

Figure 11. The Study Area in 2012. Source: Photograph by Ian Jack, 7 December 2012.
Appendix 2: Vibration Maps
APPENDIX 2.1 I VIBRATION PLANS IN RELATION TO HERITAGE ITEMS

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

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

Distance from potential vibration impact zone
- 10 m
- 30 m
- 50 m

DATA SOURCES

Newcastle Spatial Team - Prepared by: KM
Checked by: VC
APPENDIX 2.2 | VIBRATION PLANS IN RELATION TO HERITAGE ITEMS

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

Distance from potential vibration impact zone:
- 0 m
- 10 m
- 30 m
- 50 m

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

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

16/10/2013 |  | Newcastle Spatial Team – Prepared by: KM | Checked by: VC

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**APPENDIX 2.2 | VIBRATION PLANS IN RELATION TO HERITAGE ITEMS**

Mount Victoria Escarpment Reserves Complex HCA

MV013: Karawatha House

MV011: Karawatha House

MV012: Gatekeeper's Cottage

4801719: Mount Victoria (125.8 km)

Footbridge UCA

Soldier's Pinch Abandoned Road Formation

Distance from potential vibration impact zone:
- 0 m
- 10 m
- 30 m
- 50 m

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

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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

LEGEND
- The proposal
- Construction footprint (5 m buffer)
- Retaining wall
- Potential compound stockpile site
- Heritage curtilage
- Heritage item
- Potential heritage item
- Heritage Conservation Area
- Soldiers Pinch Abandoned
- Road Formation
Distance from potential vibration impact zone
- 10 m
- 30 m
- 50 m

DATA SOURCES
APPENDIX 2.5 I VIBRATION PLANS IN RELATION TO HERITAGE ITEMS

DATA SOURCES

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

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

Distance from potential vibration impact zone
- 10 m
- 30 m
- 50 m
APPENDIX 2.6 VIBRATION PLANS IN RELATION TO HERITAGE ITEMS

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

Distance from potential vibration impact zone
- 10 m
- 30 m
- 50 m

DATA SOURCES