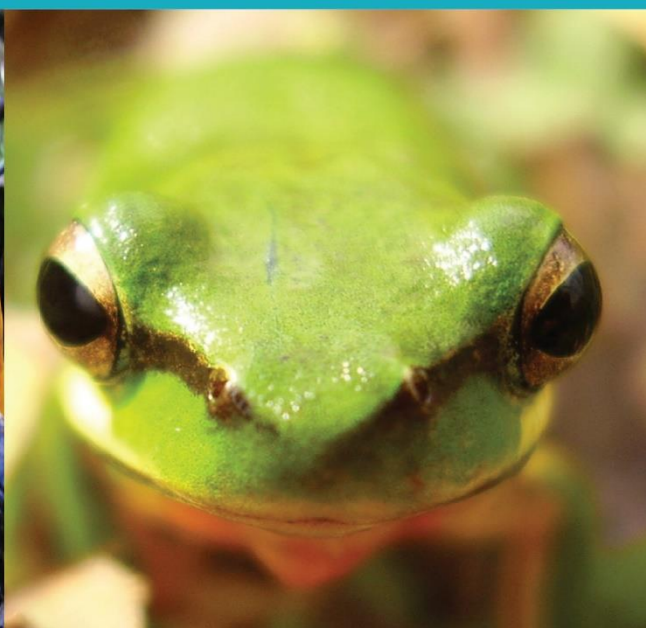




TRAVERS BUSHFIRE & ECOLOGY

A TBE ENVIRONMENTAL COMPANY



HISTORIC HERITAGE ASSESSMENT

Proposed Development

7A-11 Racecourse Road, 5-9 Faunce Street and 36
Young Street
West Gosford

26 June 2023

(REF: 18URB09.2)

HISTORIC HERITAGE ASSESSMENT

Proposed Development

7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street, West Gosford

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Date:	26/06/23
File:	18URB09.2



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The mapping is indicative of available space and location of features which may prove critical in assessing the viability of the proposed works. Mapping has been produced on a map base with an inherent level of inaccuracy, the location of all mapped features is to be confirmed by a registered surveyor.

EXECUTIVE SUMMARY

Travers bushfire & ecology was engaged by Urbis on behalf of Busways to prepare an Historic Heritage Assessment (HHA) for a proposed transport depot at Lots 71, 72, 73, 74 DP810836, Lot 6 DP801261, Lot 20 DP758466, Lot 18 DP1100223, Lot 16 DP 1079150, Lot 15 DP1100216, Lot 13 and 14 DP1100206, Lot 12 DP1100110, Lot 11 DP758466 and Lot 1 DP651249 at 7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street, West Gosford.

This report assesses if there are any historic values present within the study area, with the main focus of the assessment being a rail line and unidentified tunnel which were unearthed during test pitting works in the study area.

This assessment is confined to the Lots in which the rail line and tunnel were located, being Lot 12 DP1100110 and Lot 11 DP758466 for the tunnel and Lots 71, 72, 73, 74 DP810836 for the rail line. Should any historical heritage materials, features and/or deposits be found beyond these assessed locations, then further archaeological assessment may be required.

Conclusions

After undertaking background research into the history of the study area, a site inspection and conducting Ground Penetrating Radar works, the rail line and tunnel have both been assessed has been assessed as holding little heritage value, and they do not fulfil the criteria for local or state heritage listing.

Discovery of historical heritage materials, features or deposits

All archaeological relics are protected under the Heritage Act, regardless of whether they are known or unknown. An unexpected finds protocol should therefore be in place to mitigate heritage material which may be uncovered during works.

If at any time during the proposed construction, historical heritage materials, features and/or deposits are found, the following actions should be undertaken:

- All construction that could potentially harm the historical heritage, features or deposits would cease (including stopping all construction within at least 10 m). Only construction that is required to comply with occupational and environmental health and standards and/or to protect the historical heritage should occur. Construction that does not have the potential to harm the historical heritage would continue only if it were outside the minimum 10 m buffer.
- The on-site supervisor would inform the Project Manager of the discovery.
- A suitably qualified and experienced archaeologist would be contacted as soon as practicable in relation to the unexpected discovery of any historical heritage and would be responsible for recording, in detail, the location and context of any historical heritage. Any materials, features and/or deposits would be analysed and/or catalogued and any official site records would be created or updated (where appropriate). The archaeologist would also make recommendations for the management of the historical heritage in relation to the project.
- It is preferable to avoid impacts on historical heritage where possible. If avoidance is not possible, the archaeologist would conduct a salvage excavation. The aims of the salvage excavation would be to obtain as much information as possible from the historical heritage materials, features and/or deposits.
- The archaeologist would provide a report detailing the excavation, salvage and analysis results to Heritage NSW (Department of Premier and Cabinet) at the completion of the salvage.

The proponent would be responsible for the costs associated with the assessment, cataloguing, labelling, packaging etc. of any historical heritage materials, features and/or deposits. Work would recommence within the area of exclusion:

- When the appropriate protective measures have been implemented
- Where the relevant records have been updated and/or completed.
- Where all parties agree there is no other prudent or feasible course of action.

Discovery of human remains

In the event that construction of the proposal reveals possible human skeletal material (remains) the following procedure would be implemented:

- As soon as the remains are exposed, all construction would halt at that location immediately and the on-site supervisor would be immediately notified to allow assessment and management.
- The on-site supervisor would contact police.
- The on-site supervisor would contact Department of Planning, Industry and Environment (DPIE) Environment Line on 131 555 and Heritage NSW on (02) 9873 8500.
- A physical or forensic anthropologist would inspect the remains in situ (organised by the police unless otherwise directed by police) and make a determination of ancestry (Aboriginal or non-Aboriginal) and antiquity (pre-contact, historic or forensic).
- If the remains are identified as forensic, the area would be deemed a crime scene.
- If the remains are identified as Aboriginal, the site would be secured and DPIE and all Aboriginal stakeholders would be notified in writing.
- If the remains are identified as non-Aboriginal (historical) remains, the site would be secured and Heritage NSW would be contacted.

The above process functions only to appropriately identify the remains and secure the site. From this time, the management of the area and remains would be determined through one of the following means:

- If the remains are identified as a forensic matter, management of the area would be determined through liaison with the police.
- If the remains are identified as Aboriginal, management of the area would be determined through liaison with the client, DPIE and registered Aboriginal stakeholders.
- If the remains are identified as non-Aboriginal (historical), management of the area would be determined through liaison with the client and Heritage NSW.
- If the remains are identified as not being human, then work would recommence once the appropriate clearances have been given.

LIST OF ABBREVIATIONS

CHL	Commonwealth Heritage List
DPC	Department of Premier and Cabinet
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Cth)
GPR	Ground Penetrating Radar
Heritage Act	Heritage Act 1977
ISEPP	State Environmental Planning Policy (Infrastructure) 2007 (NSW)
HHA	Historic Heritage Assessment
LEP	local environment plan
LGA	local government area
NHL	National Heritage List
NSW	New South Wales
REF	Review of Environmental Factors
RNE	Register of the National Estate
s	Section
s170	Section 170 Heritage and Conservation Registers
SHR	State Heritage Register
TBE	<i>Travers bushfire & ecology</i>

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1. BACKGROUND

1.1 Project background

Travers Bushfire and Ecology was engaged by Urbis, on behalf of Busways, to prepare an Historic Heritage Assessment (HHA) for the proposed construction of a bus depot on Racecourse Road, Faunce Street and Young Street, West Gosford. During service location and test pit excavations on site conducted by Stantec Australia, former rail lines and a tunnel were uncovered. Before further intrusive works can proceed, an assessment of these items to determine what, if any, heritage values they hold must be conducted.

1.2 Study area

The study area is located on Lots 71, 72, 73, 74 DP810836, Lot 6 DP801261, Lot 20 DP758466, Lot 18 DP1100223, Lot 16 DP 1079150, Lot 15 DP1100216, Lot 13 and 14 DP1100206, Lot 12 DP1100110, Lot 11 DP758466 and Lot 1 DP651249 at 7A-11 Racecourse Road, 5-9 Faunce Street and 36 Young Street West Gosford. The study area is located in the Parish of Gosford, County of Northumberland. The study area is located within the Central Coast Local Government Area (LGA). Figure 1-1 shows the location of the study area.

This assessment is confined to the Lots in which the rail line and tunnel were located, being Lot 12 DP1100110 and Lot 11 DP758466 for the tunnel and Lots 71, 72, 73, 74 DP810836 for the rail line. Should any historical heritage materials, features and/or deposits be found beyond these assessed locations, then further archaeological assessment may be required.

1.3 The proposal

The proposal includes the construction of a bus depot with the development including the following works:

- Demolition of existing structures and tree removal within the study area
- Bulk earthworks to level and terrace the site
- Construction of a new bus depot comprising of:
 - a) A workshop and office buildings
 - b) Bus wash and fuel bays
 - c) Approximately 113 car parking spaces
 - d) Approximately 96 bus parking spaces with electric bus charging facilities
- Associated site works including earthworks, retaining walls, drainage, essential services and landscaping.

Figure 1-2 shows the proposed works.

1.4 Aims and methodology

This HHA report addresses the following outcomes:

- Statutory overview: identification of the statutory constraints which apply to the proposed works
- Historical overview: analysis of the history of the study area in order to inform the assessment of heritage significance and archaeological profile of the site
- Physical evidence at the site: a site inspection of the study area which is used to further inform this assessment and amend or confirm the historical analysis
- Significance assessment: use of the standard NSW assessment criteria to develop a statement of heritage significance which entails the assessment of the study area with respect to the immediate region and the individual significance of items identified within the study area.
- Recommendations: recommend strategies to manage the impacts of the proposed works on the heritage significance of the study area and its components. The assessment will also provide recommendations for unexpected finds during excavation activities.

The methodology used for this HHA is consistent with the Australia ICOMOS Burra Charter (2013) and the NSW Department of Planning (Heritage Division) publication, *Assessing Significance for Historical Archaeological Sites and Relics* (NSW Heritage Office, 2009).



Figure 1-1 – Location of study area

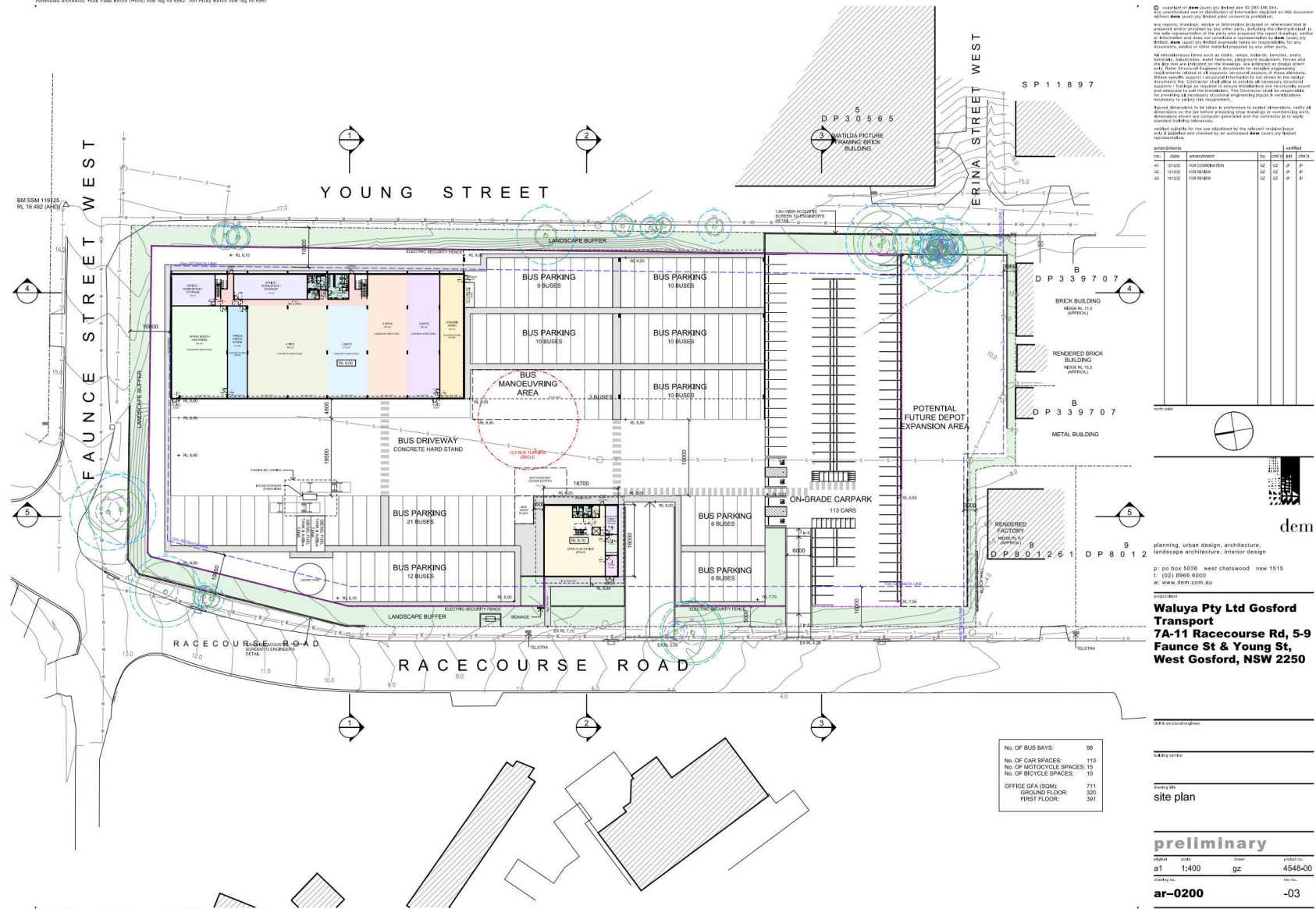


Figure 1-2 – Proposed Works

(Source: DEM, 14.12.2022)

2. LEGISLATIVE AND PLANNING CONTEXT

A number of planning and legislative documents govern how historic heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the proposal.

2.1 Commonwealth legislation

2.1.1 *Environment Protection and Biodiversity Conservation Act 1999 (Cth)*

The *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* includes 'national heritage' as a matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also established the National Heritage List (NHL) and the Commonwealth Heritage List (CHL). The following is a description of each of the heritage lists and the protection afforded to places listed on them.

(a) Commonwealth Heritage List

The CHL is established under the *EPBC Act*. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with Actions on, or impacting upon Commonwealth land, and actions by Commonwealth agencies (Significant Impact Guidelines 1.2). The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of places. If an action is likely to have a significant impact, an *EPBC Act* referral must be prepared and submitted to the Minister for approval.

(b) National Heritage List

The NHL is a list of places with outstanding heritage value to Australia, including places overseas. Any proposed actions on NHL places must be assessed for their impact on the heritage values of the place in accordance with Management of National Environmental Significance (Significant Impact Guidelines 1.1). The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on a matter of National Environmental Significance, including the national heritage value of places. If an action is likely to have a significant impact, an *EPBC Act* referral must be prepared and submitted to the Minister for approval.

(c) Register of the National Estate

The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places worth keeping for the future. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the *EPBC Act*. The RNE is maintained on a non-statutory basis as a publicly available archive.

2.2 State legislation

2.2.1 *Environmental Planning and Assessment Act 1979 (NSW)*

The *Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act)* requires that environmental impacts are considered in land-use planning, including impacts on Aboriginal and non-Aboriginal heritage. Part 5 of the *EP&A Act* is designed to ensure public authorities fully consider environmental issues before they undertake or approve activities that do not require development consent.

2.2.2 State Environmental Planning Policy (Infrastructure) 2007 (NSW)

The *State Environmental Planning Policy (Infrastructure) 2007 (NSW) (ISEPP)* aims to facilitate the effective delivery of infrastructure across the state. Division 4 sets out general requirements for exempt development while Division 5 sets out general requirements for complying development. If the Project is neither exempt or compliant, Development Consent will need to be sought through the appropriate consent authority.

(a) Central Coast Local Environmental Plan 2022

The *EP&A Act* requires councils to consider environmental effects when assessing new developments. Heritage is one of the matters for consideration. Sites of environmental heritage (including historic heritage sites and sometimes Aboriginal heritage sites) are protected by gazetted Local Environmental Plans (LEP) and Development Control Plans (CP) which specify the constraints on development in the vicinity of these sites unless being assessed under Part 5 of the *EP&A Act*. The Central Coast LEP 2022 has provided a Schedule (Schedule 5) of Environmental Heritage which provides statutory protection for those items listed.

Development consent is required for any of the following:

- Demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)
 - i. a heritage item
 - ii. an Aboriginal object
 - iii. a building, work, relic or tree within a heritage conservation area
- altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item
- disturbing or excavating an archaeological site while 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
- disturbing or excavating an Aboriginal place of heritage significance
- erecting a building on land
 - i. on which a heritage item is located or that is within a heritage conservation, or
 - ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance
- subdividing land
 - i. on which a heritage item is located or that is within a heritage conservation area, or
 - ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

2.2.3 The Heritage Act 1977 (NSW)

(a) State Heritage Register

The Heritage Council of NSW maintains the State Heritage Register (SHR). Only those items which are of state-level heritage significance in NSW are listed on the SHR. Listing on the SHR controls activities such as alteration, damage, demolition and development. When a place is listed on the SHR, the approval of the Heritage Council of NSW is required for any major work, including the following:

- Demolishing the building
- Carrying out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place or land within the precinct.
- Altering the building, work, relic or moveable object.

An application under Section (s) 60 of the *Heritage Act 1977 (Heritage Act)* must be made to the Heritage Council in order to carry out such activities.

In some circumstances an s60 permit may not be required if works are undertaken in accordance with the *Standard Exemptions under the Heritage Act 1977 (NSW)*. In 2020, the Heritage Council removed the requirement for proponents to apply for formal exemption approval in favour of a three-tiered approval system. For works to occur which require no approval the works need to comply with specified activities/works and the relevant standards outlined in the *Standard Exemptions under the Heritage Act 1977 (NSW)* guidelines. It should be noted that fewer exempt works are covered by this pathway than were previously covered by the section 57 exemption application process.

If the works are not assessed as meeting the relevant standards, then either a Fast Track or regular s60 application under the *Heritage Act*. An s60 Fast Track application are for works which may have little or no adverse impact on the heritage significance of the heritage item. The statutory timeframe for approval for an s60 Fast Track is 21 days, whereas a normal s60 can take up to 40 days to be approved. The new Heritage Management System allows proponents to lodge and review the status of active heritage applications.

(b) Archaeological relics

Part 6 Division 9 of the *Heritage Act* protects archaeological 'relics' from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in NSW that is not included in the SHR. A 'relic' is defined by the *Heritage Act* as:

Any deposit, object or material evidence which relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and has local or state significance.

Section 139 of the *Heritage Act* requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to Section 140), unless there is an applicable exception (pursuant to Section 139(4)). If there is an exception, an Excavation Permit Exemption Notification Form must be submitted and endorsed by the Director of Heritage Branch for places not listed on the SHR.

In some circumstances an s140 permit may not be required when excavating land in NSW. In accordance with the NSW Government Gazette (no. 110, 5 September 2008) Schedule of Exceptions to subsection 139 (1) and (2) of the *Heritage Act*, made under subsection 139 (4):

Excavation or disturbance of land of the kind specified below does not require an excavation permit under section 139 of the Heritage Act, provided that the Director-General is satisfied that [certain criteria] have been met and the person

proposing to undertake the excavation or disturbance of land has received a notice advising that the Director-General is satisfied that:

(c) A statement describing the proposed excavations 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.

An Excavation Permit Exception Notification Form is required to be submitted to the NSW Heritage Branch with appropriate supporting information (such as this heritage assessment). If the Director of the Heritage Branch is satisfied of the relevant matters relating to the proposal, a copy of the forms will be endorsed by the Heritage Branch and returned to the applicant.

Section 146 of the *Heritage Act* requires any person who is aware or believes that they have discovered or located a relic must notify the Heritage Council of NSW providing details of the location and other information as required.

(c) Works

The *Heritage Act* identifies 'works' as a category separate to relics. 'Works' refers to evidence of past infrastructure which may be buried, and therefore be 'archaeological' in nature and with the potential to provide information that contributes to our knowledge. Exposure of 'works' does not trigger reporting obligations under the *Heritage Act*. However, good environmental practice recognises the archaeological potential of such discoveries and the need to balance these against the requirements of the development.

3. BACKGROUND

3.1 Regional history

The city of Gosford covers an area of 1,029 square kilometres and is located within 80 km of both Sydney and Newcastle.

Very quickly after the arrival of the First Fleet at Sydney Cove it was clear that reliable sources of water and food would have to be found quickly in order for the settlement to survive. In early March 1788, Governor Arthur Phillip led a small part of officers and marines on an exploratory voyage along the coast to the north of Sydney Harbour. The party briefly explored Broken Bay, including a tributary known as the north-west arm; later known as the north-east arm and eventually Brisbane Water. The following year a more thorough investigation of the area was conducted. The area was again discounted for agricultural use owing to the rugged landscape and was left untouched. The Hawkesbury River was discovered by the party during this second voyage, which was to provide the colony with good farming land necessary for survival.

European settlement of the Gosford district began in the 1820s with the main points of entry being Brisbane Water in the east and Mangrove Creek (a tributary of the Hawkesbury River) in the west. The early settlement of the district can be divided into the pioneering era when the district's resources were exploited and little development took place (approx. 1821-1831) and the development era when considerable growth occurred in population and industry (approx. 1832-1843).

In the pioneering period, the attractions of the Brisbane Water area were its proximity to Sydney and its wealth of timber resources. The shores of the waterways were occupied by small groups of settlers whilst the timbered country on Erina and Narara Creeks were occupied by the gentry.

A government township was laid out in the 1830s at the head of Brisbane Water, on land between Erina and Narara Creeks. The township was to be named in honour of an early landowner named Frederick Hely and called Point Frederick, however when the survey plan was sent to Governor Gipps for approval, it was returned with the notation '...to be called Gosford'.

Following the early settlers in the 1830s and 1840s were timber-getters, lime burners and eventually ship builders. Lime burners collected shells from the many Aboriginal middens or from large natural shell deposits around the shores. The shells were sent to Sydney to be burned to make lime for use in the building industry. Demand for shells gradually became diminished as limestone became easier to quarry and shell resources became exhausted.

In the early 19th Century the Brisbane Water economy was based on timber getting, lime burning, small scale farming and grazing. However, from the 1880s changes began to take place in the land use activities of the district. Shipbuilding had commenced at Blackwall, Cockle Creek, Broadwater and Webbs Reef in the 1860s and continued, using local timber, into the 20th Century. Timber-getting also prospered throughout the 19th century when shipbuilding became secondary to the timber industry.

Citrus orchards were planted on farms from 1880 where timber getters had cleared the land and climate and soils were suitable. As roads were developed, farming spread to Somersby Plateau. In 1897 the district produced 3% of the state's citrus crop, increasing to 21% by 1921 and 34% in 1928.

The number of buildings in Gosford increased slowly. Other early townships in the Gosford District were at East Gosford, Kincumber and Blackwall where the main shipbuilding yard was

located. Until the 1880s, the district's timber and other produce went to Sydney by water, since few land routes were available.

The railway, which was completed in 1887, provided opportunities for the commencement of tourist activities in the area. Large numbers of tourists used railway services to travel to Woy Woy and Gosford for fishing, hunting and sightseeing trips. Guest houses were developed to accommodate this rising demand for overnight or holiday accommodation. Railway access encourage other industries, including dairying around Wyong. In 1925, the newly formed Main Roads Board began construction of the Pacific Highway. This road was completed in 1930 and made travel to the Gosford area much easier than before. The 1945 replacement of the Hawkesbury River car ferries with a new road bridge also led to a rapid increase in the number of day-trippers to the area.

Since the mid-20th Century there has been exponential urban development in Gosford, largely brought about by improvements to the rail and road systems, as well as secondary industry growth and State planning policies which see Gosford as part of an expanding Sydney region. In recent times, the expansion of metropolitan Sydney, the availability of private and public transport and improved road systems have combined to change to development of Gosford from a rural community prior to World War II to that of a city containing some secondary and service industries related to the tourist trade. Agriculture and horticulture continue in the mountain areas, but in declining importance to employment and production.

3.2 History of the study area

Contained within the study area is the termination of the former Gosford Racecourse Branch rail line. This line was opened in late 1916 and included a level crossing which crossed the Pacific Highway at the intersection with Racecourse Road. The branch ran for a total of 1.6 km. A pedestrian station to service Gosford Racecourse was opened on race days and for other special occasions when high numbers of spectators were anticipated. The station was closed in 1970, but the line continued to be used for freight trains servicing the meatworks beyond the level crossing. The entire branch was closed in 1993 when the highway through the area was expanded from two lanes to six.

As well as the rail line termination, the study area was previously the site of a brickworks owned and operated by Sterland Brother's Limited. This brickwork was one of a number of sites in the Gosford township owned and operated by the Sterland Brothers, with others including a timber yard, sawmill and a hardware store with an associated storage area. The Sterland Brothers Company was a well-known building supplier and hardware store across the Central Coast during the 20th Century. The company provided building materials to many prominent building projects across the Central Coast, including the Terrigal-Wamberal RSL clubhouse and the Rambler Motel and have now transitioned into providing software to assist building companies with their operations.



Figure 3-1: Sterland Brothers brickworks



Figure 3-2: View of chimney stacks within the brickworks complex



Figure 3-3: Brickworks complex in the mid-1980s following its closure



Figure 3-4: Chimney stack in the mid-1980s

Historical aerals from 1964 (Figure 3-5), 1975 (Figure 3-6), 1990 (Figure 3-7) and 2005 (Figure 3-8) show that the study area has been subject to considerable development, industrial land use and revegetation over the past fifty years.

- In 1964 there is a rail line which enters the study on the aerial image with five trains visible on the line to the southeast of the study area, indicating that the rail line is still in use at this point in time. The Sterland Brothers brickworks occupies the majority of the study area. Two chimney stacks are visible.
- In 1975 the study area has been almost entirely cleared of vegetation. There has been significant development across the whole of the site for industrial purposes. The rail line appears to be no longer in use, and much of the line has been concreted over. The line terminates to the south of the study area and is not visible within the study area boundary.
- In 1990, the sheds in the southern part of the study area and access roads have been removed, and there has been some revegetation.
- Revegetation has continued through 2005, and the north-eastern quadrant of the study area is being used for industrial purposes. There is little visible evidence remaining from the industrial land use from 1975.

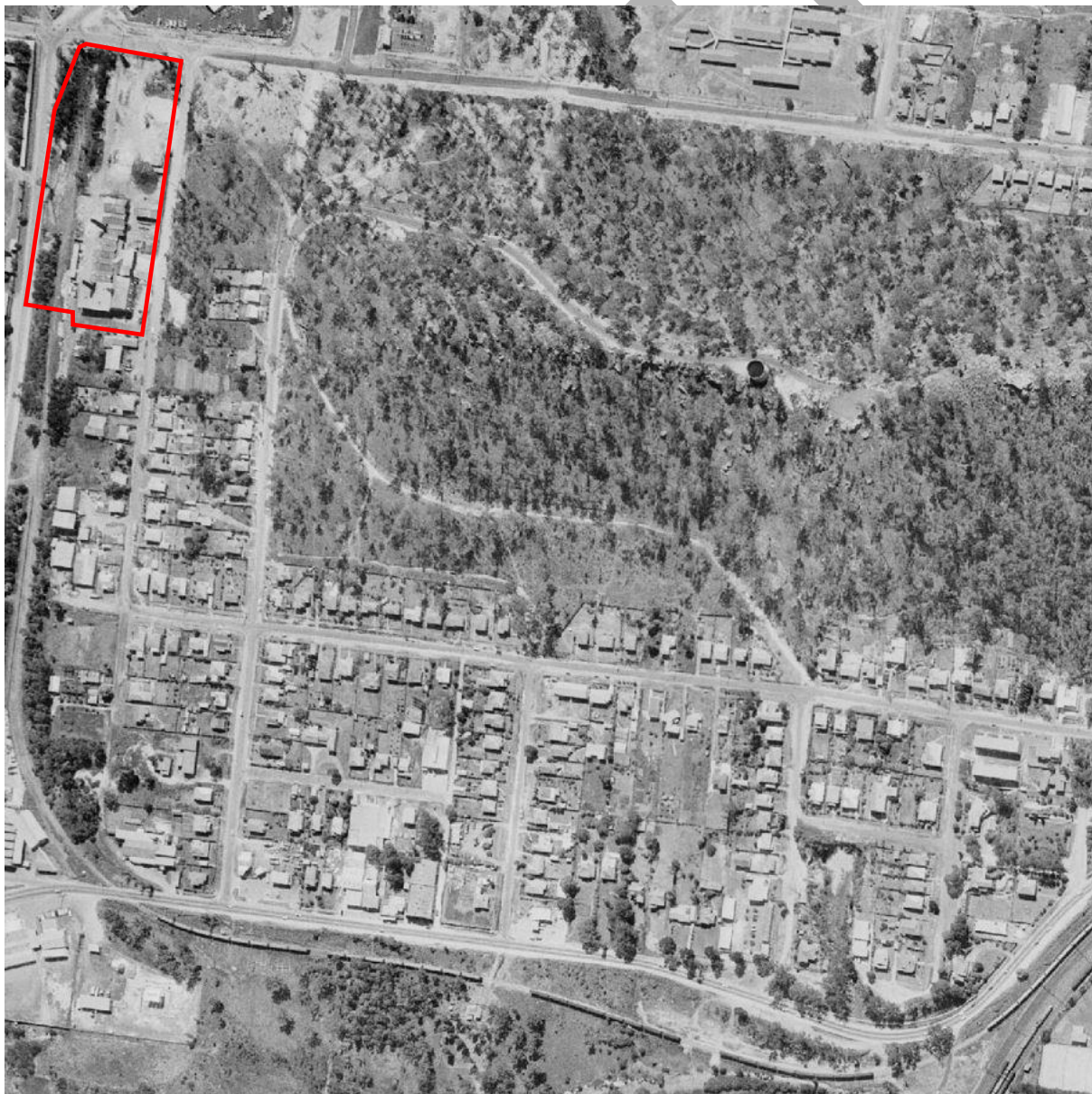


Figure 3-5: 1964 historical aerial



Figure 3-6: 1975 historical aerial



Figure 3-7: 1990 historical aerial



Figure 3-8: 2005 historical aerial

Parish maps of the study area from 1935 (Figure 3-9), 1958 (Figure 3-10) and 1968 (Figure 3-11) show a railway line along the western boundary of the study area, terminating in the northwest corner. The station servicing Gosford Racecourse is also visible in the maps, but lies outside the study area:

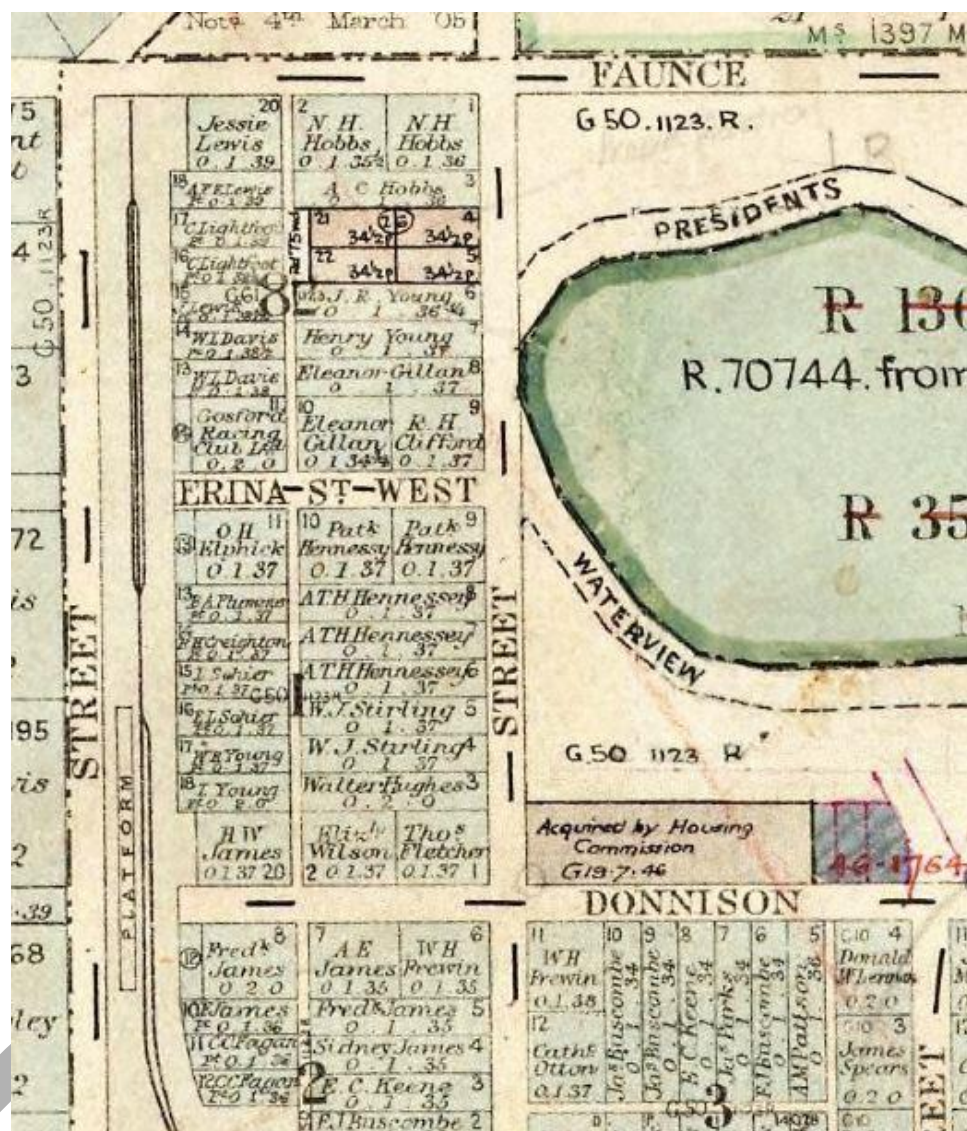


Figure 3-9: 1935 parish map

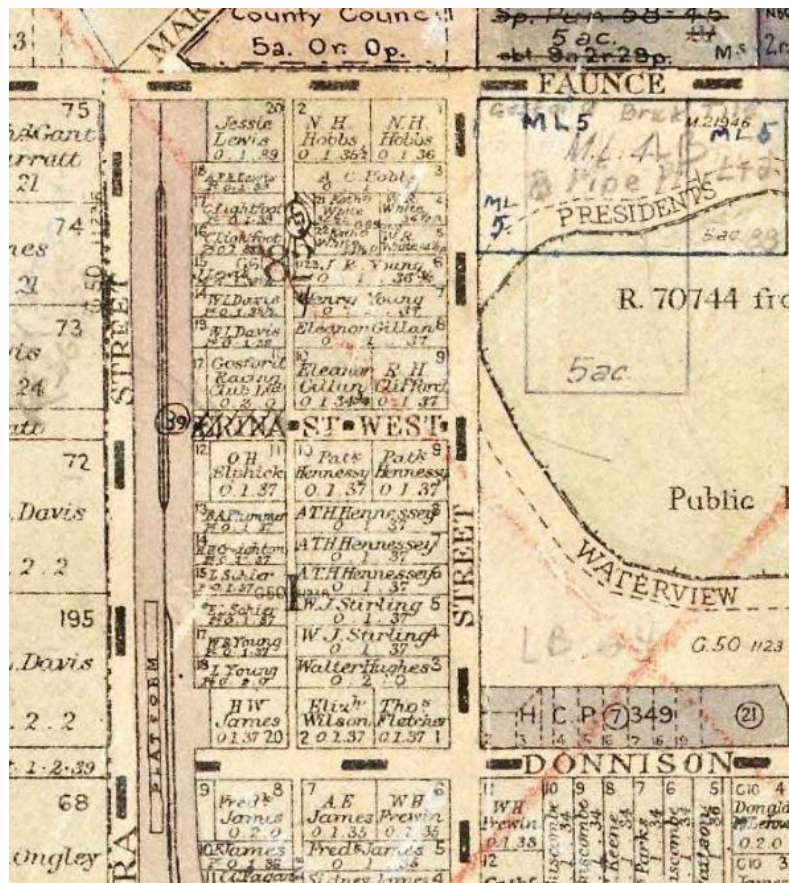


Figure 3-10: 1958 parish map

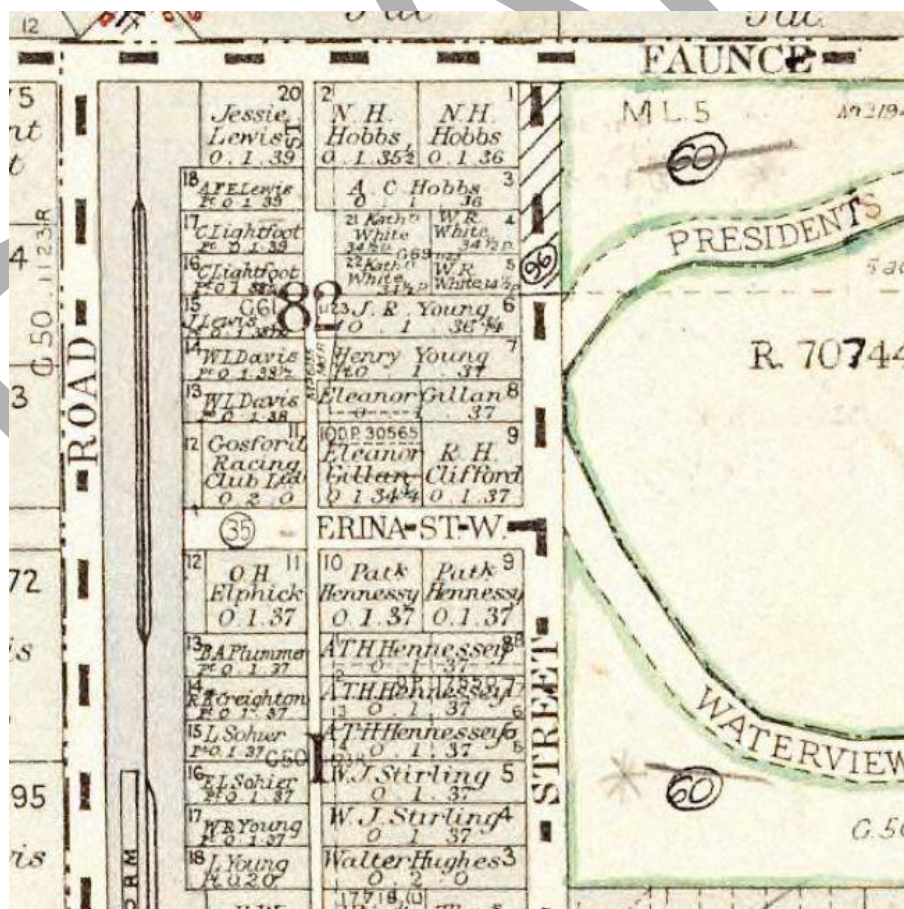


Figure 3-11: 1968 parish map

4. VISUAL INSPECTION

A visual inspection was undertaken on Wednesday 17 May 2023 by Samuel Riley (Archaeologist, TBE).

Upon arrival at the site, it was observed that the test pits in which the rail line and tunnel had been identified had been backfilled, and the finds were no longer visible from the surface (Figure 4-1). Several loose bricks were visible on the surface of the pit in which the tunnel was identified (Figure 4-2). As the pits had been filled in, a significance assessment was unable to be carried out during this inspection.

TABLE 4-1: SITE INSPECTION PHOTOGRAPHS (S. RILEY 17.05.23)

Photograph	Description
	Figure 4-1: View west of backfilled test pit within the study area. This pit is where the unidentified tunnel was discovered
	Figure 4-2: Brick identified on the surface of backfilled test pit

An additional inspection was undertaken on Tuesday 6 June and Wednesday 7 June 2023 by Samuel Riley (Archaeologist, TBE) and Emily Klumpp (Drone Ecologist, TBE) to conduct non-intrusive Ground Penetrating Radar (GPR) works. The purpose of the GPR work was to determine the extent and intactness of both the rail line and the tunnel system to allow for a significance assessment of both.

The area where the tunnel and rail line were identified were traversed with the GPR using a grid pattern, with transects walked at 0.5 m intervals.


The tunnel was able to be identified using the GPR, and was found to extend at least 3 m east of the test pit in which it was unearthed. The extent of the tunnel further east was unable to be determined as the steep terrain and dense vegetation made the use of GPR in this area impossible. The depth of the identified section tunnel ranges from 30 cm to 60 cm. The floor of the tunnel sits at a depth of between 3.5-4 m consistently across the GPR data. The tunnel turns to the north approximately 0.5-1 m west of the test pit. The tunnel was not identified after this turn to the north, indicating that the tunnel either ends or has collapsed beyond this point. The overall distance of identified tunnel is approximately 6-8 m. Given its location, it is likely that the tunnel was used in association with a kiln and chimney stack used to bake bricks when the Sterland Brothers brickworks was located on the site.

At each point where the tunnel was identified a handheld GPS point was taken. These points have been used to map the identified extent of the tunnel which is shown in Figure 4-8.

The Racecourse rail line was not able to be identified using GPR. This may be due to the proximity of other subsurface features, poor subsurface reflectivity or the condition of the rail line itself. As a result, the heritage assessment on this has been completed using the background research and archival photography and maps of the rail line.

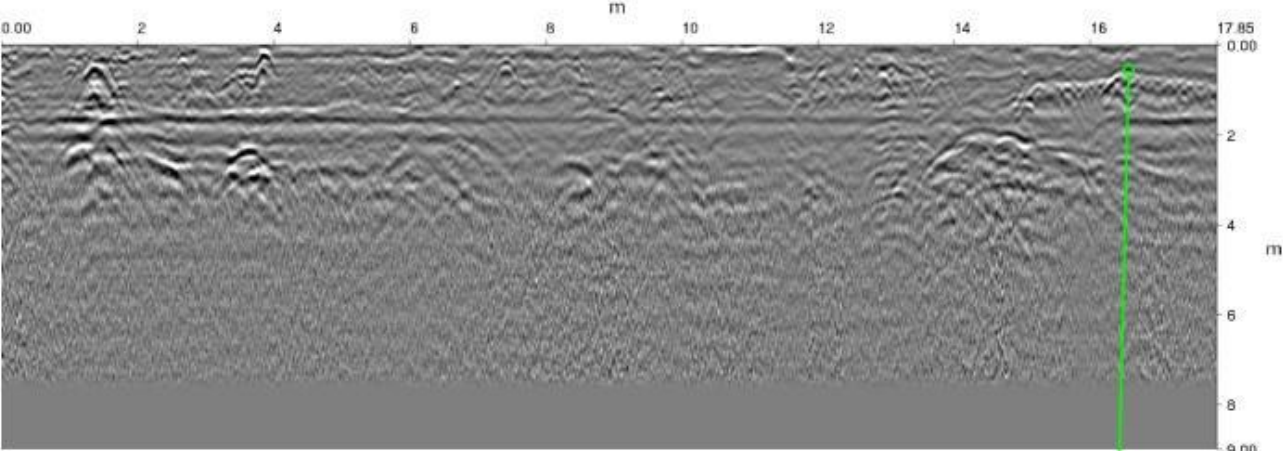
It must be noted that not all buried features can be detected and mapped in consideration of their depth, location, material type, geology and proximity to other utilities.

TABLE 4-2: SITE INSPECTION PHOTOGRAPHS (S. RILEY 6 & 7 JUNE 2022)

Photograph	Description
	<p>Figure 4-3: Picture of tunnel during test pit works by Stantec, facing west (Source: Stantec)</p>

Photograph	Description
<div data-bbox="197 309 277 357"> </div> <div data-bbox="344 309 584 389"> <p>CR Kennedy JL 6/06/2023 12:23 PM</p> </div> <div data-bbox="792 309 1055 357"> <p>Sydney office</p> </div> <div data-bbox="1352 309 1648 389"> <p>Swath 10/25 Shallow Channel Part 1/2 [0.00m;17.85m]</p> </div> <div data-bbox="277 429 1559 895"> </div> <div data-bbox="277 895 577 943"> <p>Propagation velocity: 30.0 cm/ns v: propagation velocity of marker</p> </div>	<p>Figure 4-4: Tunnel identified at a depth of approximately 60 cm. The peak of the tunnel is identified by the green arrow</p>

Photograph	Description
<div data-bbox="197 309 277 357"> </div> <div data-bbox="340 309 586 389"> <p>CR Kennedy JL 6/06/2023 12:23 PM</p> </div> <div data-bbox="792 309 1057 357"> <p>Sydney office</p> </div> <div data-bbox="1348 309 1653 389"> <p>Swath 11/25 Shallow Channel Part 1/2 [0.00m;17.85m]</p> </div> <div data-bbox="277 890 577 941"> <p>Propagation velocity: 30.0 cm/ns v: propagation velocity of marker</p> </div> <div data-bbox="1393 976 1563 1066"> <p>Tunnel (16.60m;0.58m) v: 30.0 cm/ns</p> </div>	<p>Figure 4-5: Tunnel identified at a depth of 58 cm. The green circle is placed approximately in the centre of the tunnel.</p>

Photograph	Description
<div data-bbox="197 309 280 359"> </div> <div data-bbox="338 309 584 389"> <p>CR Kennedy JL 6/06/2023 12:23 PM</p> </div> <div data-bbox="792 309 1055 352"> <p>Sydney office</p> </div> <div data-bbox="1346 309 1648 389"> <p>Swath 12/25 Shallow Channel Part 1/3 [0.00m;17.85m]</p> </div>  <div data-bbox="280 892 577 940"> <p>Propagation velocity: 30.0 cm/ns v: propagation velocity of marker</p> </div> <div data-bbox="1391 975 1565 1067"> <p>Tunnel (16.55m;0.58m) v: 30.0 cm/ns</p> </div>	<p>Figure 4-6: Tunnel identified at a depth of 58 cm. The green circle is placed approximately in the centre of the tunnel.</p>

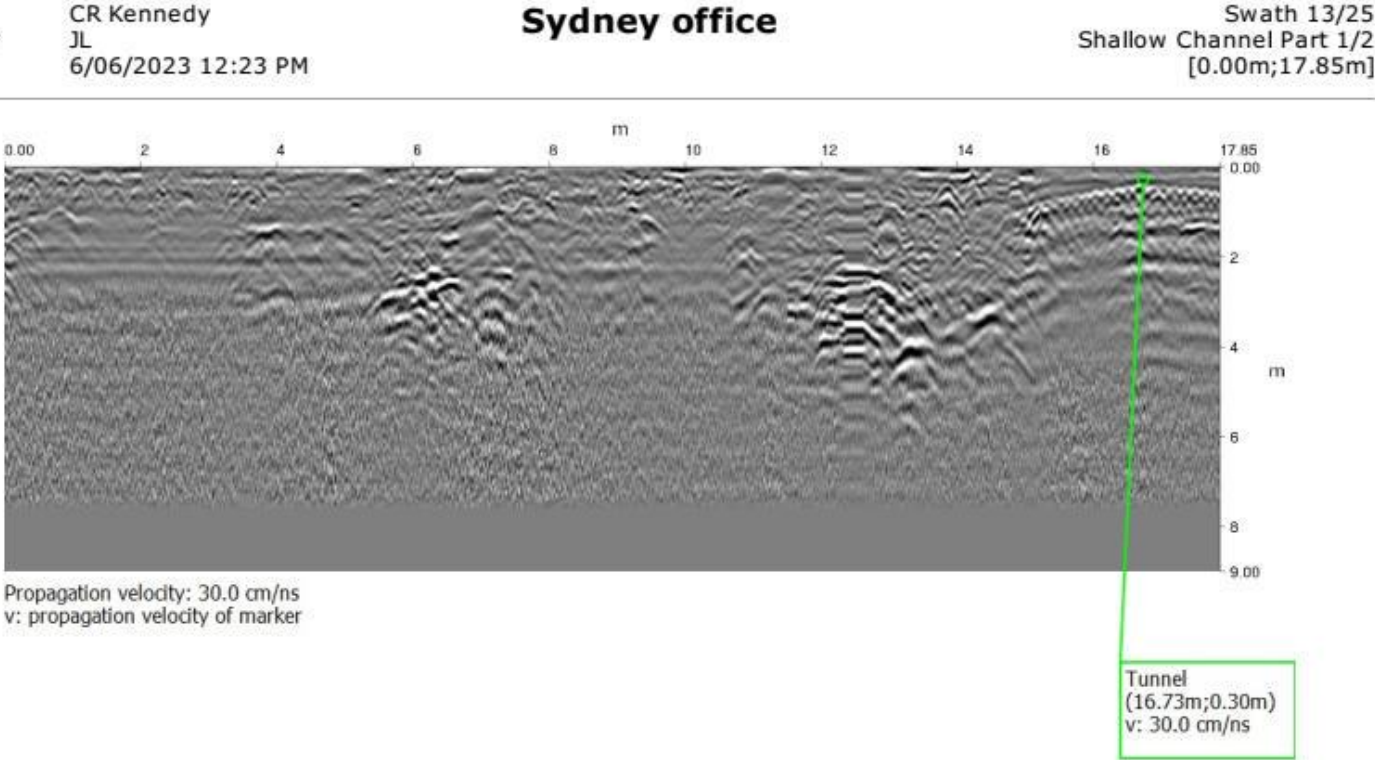
Photograph	Description
 <p>CR Kennedy JL 6/06/2023 12:23 PM</p> <p>Sydney office</p> <p>Swath 13/25 Shallow Channel Part 1/2 [0.00m;17.85m]</p> <p>0.00 2 4 6 8 10 12 14 16 17.85</p> <p>0.00 2 4 6 8 9.00</p> <p>Propagation velocity: 30.0 cm/ns v: propagation velocity of marker</p> <p>Tunnel (16.73m;0.30m) v: 30.0 cm/ns</p>	<p>Figure 4-7: Tunnel identified at a depth of 30 cm. The green circle is placed approximately in the centre of the tunnel</p>



Figure 4-8: Mapped extent of subsurface tunnel within study area

5. ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

This section provides an assessment of the archaeological profile of the study area. This assessment is based on the evidence derived from the historical context and visual inspection of the study area. This profile contributes to the assessment of the cultural significance of the study area.

Archaeological potential is defined as the likelihood that an area may contain physical evidence related to earlier phases of occupation, activity and/or development. Physical evidence can encompass structural remains and footings, occupational deposits, artefacts and/or features. These archaeological remains have the potential to contribute to our knowledge and understanding of the development of the study area, the wider region and its association with the community. The potential for preserved archaeological evidence can range from very low to high.

TABLE 5-1: GRADING OF ARCHAEOLOGICAL POTENTIAL

Grade	Definition
Very Low	The degree of ground disturbance suggests minimal or no potential for any archaeological evidence to survive.
Low	It is unlikely that any archaeological evidence survives.
Moderate	Some archaeological evidence associated with a particular historical phase or feature survives. It may be subject to some disturbance.
High	It is likely that archaeological evidence associated with this historical phase or feature survives intact

5.1 Analysis of potential archaeological evidence

Below presents an analysis of the archaeological potential of the identified historical phases, using the historical assessment and the known integrity of the study area

TABLE 5-2: ARCHAEOLOGICAL POTENTIAL OF HISTORIC PHASES

Historical Phase	Analysis of archaeological potential
Phase 1: Pre-European Aboriginal Landscape	Not applicable – the assessment of Aboriginal archaeological potential is beyond the scope of this report. Refer to <i>TBE</i> (2022) for an assessment of Aboriginal cultural heritage.
Phase 2: The Aboriginal-European Contact Landscape	The potential for an archaeological profile from this phase is very low.
Phase 3: 20 th Century brickworks and rail line	Only a small section of tunnel remains. No associated building foundations were located. Any heritage value related to the rail line will likely be found in association with the disused Racecourse station to the south of the

Historical Phase	Analysis of archaeological potential
	study area. The potential for an archaeological profile from this phase is low.

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6. SIGNIFICANCE ASSESSMENT

6.1 Basis for assessment

The concept of cultural heritage significance helps in estimating the value of places. Items which are likely to be of significance are those which 'help an understanding of the past or enrich the present and which will be of value to future generations' (Australia ICOMOS 2000:12). In Australia, the significance of a place is generally assessed according to the following values:

- Aesthetic value
- Historic value
- Scientific value
- Social value

6.1.1 Criteria for assessing significance

The NSW Heritage Council has adopted specific criteria for heritage assessments, which have been gazetted pursuant to the Heritage Act. The seven criteria upon which the following assessment of significance is based are outlined below:

TABLE 6-1: HERITAGE ASSESSMENT CRITERIA

Criteria	Description
Criterion (a): Historical Significance	An item is important in the course, or pattern, of the cultural or natural history of the Australian, NSW or local area
Criterion (b): Associative significance	An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history
Criterion (c): Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW
Criterion (d): Social significance	An item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons
Criterion (e): Research potential	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history
Criterion (f): Rarity	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history
Criterion (g): Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW cultural or natural places or cultural or natural environment

The Heritage Council also assess integrity and intactness in relation to heritage places.

Components of the NSW Heritage Manual, published by the NSW Heritage Office and Department of Urban Affairs and Planning (NSW Heritage Office 2001) (now the Heritage

Division, Department of Premier and Cabinet), set out a detailed process for conducting assessments of heritage significance. This assessment of significance has been undertaken in accordance with these guidelines.

6.1.2 Grading of heritage significance

Different components of a place may make a different relative contribution to its heritage value. For example, loss of integrity or condition may diminish significance. In some cases, it is constructive to note the relative contribution of an item or its components. The below table provides an outline as a guide to assessing values of significance (NSW Heritage Manual 2001:11).

TABLE 6-2: GRADING OF HERITAGE SIGNIFICANCE

Level of significance	General conservation principles
Exceptional	<p>Elements of exceptional significance are key to the understanding of the place, as they represent its major characteristics and are generally original elements. They may also be rare or exceptional examples of their type.</p> <p>Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the same materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored.</p>
High	<p>Elements of high significance are major components of the place and important to understanding its significance and development over time. These elements may include later but sympathetic additions to the place or original elements, which have been altered sympathetically.</p> <p>Fabric of high significance should generally be retained, conserved or restored using sympathetic methods and materials. Minor changes or alterations to fabric of high significance are permissible, where changes are relatively minor, fabric is not obscured and changes are reversible.</p>
Moderate	<p>Elements of moderate significance have some heritage value but are not key components to understanding the place or its significance. This may include later, introduced fabric or elements in poor or modified condition, which cannot be reasonably conserved.</p> <p>Fabric of moderate significance may be altered if necessary, provided such alteration does not compromise the overall significance of the heritage item</p>
Little	<p>Elements of little significance are minor components of the site, elements which have been altered over time or which make little contribution to the significance of the place. They may include items such as fittings and fixtures which have been changed many times over the life of the item.</p> <p>Fabric of little significance may be altered, removed or replaced as necessary, but such actions should not damage or obscure fabric of higher significance.</p>
Intrusive	<p>Intrusive elements are those later additions to a site which obscure or compromise elements of the site's significance. Such elements are not sympathetic to the site and may obscure the understanding of the place.</p> <p>Wherever possible, intrusive elements should be removed and replaced (if necessary) with new elements which are sympathetic to the place. New intrusive elements should not be introduced to a place</p>

6.2 Significance assessment

6.2.1 Rail line

It is likely that any heritage significance the rail line would hold would be associated with the former Racecourse station, located to the south of the study area. The rail line within the study area holds no research potential and does not comprise of any rare or historically significant features.

The section of railway located within the study area has been assessed as holding little heritage value and does not meet the threshold for heritage listing at either state or local level.

6.2.2 Tunnel

The Sterland Brothers are a prominent contributor of building materials and hardware across the Central Coast region in the 20th Century. Much of the heritage value associated with the Sterland Brothers brickworks within the study area has been destroyed through previous demolitions of structures associated with the brickworks. As a result, very little surface evidence remains that a brickworks once stood on the site.

The identified tunnel is likely to have been used in association with a chimney stack and kiln used to bake bricks. Only a small section of the tunnel was identified under the surface, approximately 6-8m long. No other features associated with the Sterland Brothers Brickworks were detected during the survey. The tunnel has been assessed as holding no research potential due to its short length and its isolation as the only detected structure within the study area remaining from the brickworks. Given these factors, it has been assessed as holding little heritage value, and does not fulfil the criteria for local or state heritage listing.

Given the considerable ground disturbance and widespread use of fill across the site, it is considered unlikely that additional heritage items will be identified within the study area.

7. CONCLUSIONS

7.1 Site specific management measures

No further heritage assessment and approvals are required prior to works being undertaken in regards to the rail line or the identified section of tunnel.

This assessment is confined to the Lots in which the rail line and tunnel were located, being Lot 12 DP1100110 and Lot 11 DP758466 for the tunnel and Lots 71, 72, 73, 74 DP810836 for the rail line. Should any historical heritage materials, features and/or deposits be found beyond these assessed locations, then further archaeological assessment may be required.

If the proposed works as discussed in Section 1.3 are changed, altered or extended, then a reassessment of the works as they apply to the heritage significance of the item may be required.

7.2 General management measures

7.2.1 *Discovery of historical heritage materials, features or deposits*

All archaeological relics are protected under the Heritage Act, regardless of whether they are known or unknown. An unexpected finds protocol should therefore be in place to mitigate heritage material which may be uncovered during works.

If at any time during the proposed construction, historical heritage materials, features and/or deposits are found, the following actions should be undertaken:

- All construction that could potentially harm the historical heritage, features or deposits would cease (including stopping all construction within at least 10 m). Only construction that is required to comply with occupational and environmental health and standards and/or to protect the historical heritage should occur. Construction that does not have the potential to harm the historical heritage would continue only if it were outside the minimum 10 m buffer.
- The on-site supervisor would inform the Project Manager of the discovery.
- A suitably qualified and experienced archaeologist would be contacted as soon as practicable in relation to the unexpected discovery of any historical heritage and would be responsible for recording, in detail, the location and context of any historical heritage. Any materials, features and/or deposits would be analysed and/or catalogued and any official site records would be created or updated (where appropriate). The archaeologist would also make recommendations for the management of the historical heritage in relation to the project.
- It is preferable to avoid impacts on historical heritage where possible. If avoidance is not possible, the archaeologist would conduct a salvage excavation. The aims of the salvage excavation would be to obtain as much information as possible from the historical heritage materials, features and/or deposits.
- The archaeologist would provide a report detailing the excavation, salvage and analysis results to Heritage NSW (Department of Premier and Cabinet at the completion of the salvage).

The proponent would be responsible for the costs associated with the assessment, cataloguing, labelling, packaging etc. of any historical heritage materials, features and/or deposits. Work would recommence within the area of exclusion:

- When the appropriate protective measures have been implemented
- Where the relevant records have been updated and/or completed.
- Where all parties agree there is no other prudent or feasible course of action.

7.2.2 *Discovery of human remains*

In the event that construction of the proposal reveals possible human skeletal material (remains) the following procedure would be implemented:

- As soon as the remains are exposed, all construction would halt at that location immediately and the on-site supervisor would be immediately notified to allow assessment and management.
- The on-site supervisor would contact police.
- The on-site supervisor would contact Department of Planning, Industry and Environment (DPIE) Environment Line on 131 555 and Heritage NSW on (02) 9873 8500.
- A physical or forensic anthropologist would inspect the remains in situ (organised by the police unless otherwise directed by police) and make a determination of ancestry (Aboriginal or non-Aboriginal) and antiquity (pre-contact, historic or forensic).
- If the remains are identified as forensic, the area would be deemed a crime scene.
- If the remains are identified as Aboriginal, the site would be secured and DPIE and all Aboriginal stakeholders would be notified in writing.
- If the remains are identified as non-Aboriginal (historical) remains, the site would be secured and Heritage NSW would be contacted.

The above process functions only to appropriately identify the remains and secure the site. From this time, the management of the area and remains would be determined through one of the following means:

- If the remains are identified as a forensic matter, management of the area would be determined through liaison with the police.
- If the remains are identified as Aboriginal, management of the area would be determined through liaison with the client, DPIE and registered Aboriginal stakeholders.
- If the remains are identified as non-Aboriginal (historical), management of the area would be determined through liaison with the client and Heritage NSW.
- If the remains are identified as not being human, then work would recommence once the appropriate clearances have been given.

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