

# **Old Northern Road Widening at intersection with Francis Street Castle Hill Statement of Heritage Impact**



Report to MERC PROPERTY P/L

April 3 2018

Executive Summary & Recommendations – See Pages 4 & 5

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**HERITAGE ADVICE**

**APRIL 2018**

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## **1 EXECUTIVE SUMMARY**

### **1.1 Introduction**

Heritage Advice was commissioned by MERC Property P/L to prepare a Statement of Heritage Impact (SOHI) for submission to The Hills Shire Council and Roads and Maritime Services (Roads and Maritime) regarding road widening at the intersection of Old Northern Road and Francis Street.

The upgrade to the intersection is proposed by planning and roads authorities to address existing capacity issues and accommodate growth and development across the Castle Hill town centre.

### **1.2 Heritage Items**

This Report examines the potential impacts of several Options for the Road Design to establish a sound basis for decisions that may affect the following heritage items:

- |      |                                  |                           |                     |                     |
|------|----------------------------------|---------------------------|---------------------|---------------------|
| I 50 | Castle Hill House                | 6-10 Francis Street       | Lot 234, DP 1005876 | Local Item          |
| I 58 | The Old Parsonage                | 210 Old Northern Road     | Lot X, DP 418941    | Local Item          |
| I 59 | Former St Paul's Anglican Church | 221–225 Old Northern Road | Lot 120, DP 817356  | State Heritage Item |
| I 60 | "Wansbrough House"               | 230 Old Northern Road     | Lot 4, DP 533918    | Local Item          |

### **1.3 Initial Options Assessed**

The initial Options labelled "X" & "Y" were based primarily on traffic design principles. When assessed according to heritage impact methodology, the direct impacts to the curtilage of the State Heritage Item would be unacceptable:

- The frontage would be alienated from the SHR defined curtilage.
- The road alignment would be closer to the buttress of the Tower / Spire
- The steps from the footpath to the forecourt and most of the forecourt would be lost.
- Existing landscape plantings that frame the Spire would be lost
- No space would be left to mitigate these impacts.

### **1.4 Initial Findings**

*For these reasons both options "X" & "Y" were found to be unacceptable in terms of heritage impact to the State Item – the Former St Paul's Church.*

*Further Options "2A" and "2B" were found to have similar impacts to Options "X" & "Y" and were deemed unacceptable in terms of heritage impact to the State Item – the Former St Paul's Church.*

### 1.5 Additional Options

Suggestions were provided and Options “1A” & “1B” drawn:

- These have no direct heritage impacts on the curtilage of the Former St Paul’s Church State Heritage Item.
- They differ in terms of the extent of acquisition required from the Town Houses on the western side of Old Northern Road.

*Of these two, Option 1A would be preferred as it maintains a 3.5 m footpath zone in front of the Church but at the cost of greater acquisition of frontage from the courtyards of Townhouses 1-7 in Strata Plan 62840.*

In order to achieve a more equitable sharing of property acquisition impacts, the further Option labelled “1C” was developed:

- This involves a reduction in the footpath zone on the eastern side in front of the Church to 2.75 m and on the western side in front of the townhouses of 2.5 m.
- This retains the existing footway and steps in front of the Church with no reduction in the defined plot boundary curtilage of the Item.
- The impact to the setting of the Church is minor as the existing features and relationships at the front of the Church are maintained.
- Acquisition of a section of the courtyards of Nos 1-7 in the Townhouse Strata Plan 62840 is limited to 1 m, leaving a courtyard depth of 8.0 m.

### OPTION “1C” IS THE PREFERRED AND RECOMMENDED OPTION

### 1.6 Recommendation:

*It is recommended that proposed road widening for construction of the traffic lights and dedicated turning lane at the intersection of Old Northern Road with Francis Street be designed with:*

- *Eastern Footpath zone of 2.75 meters in front of the Former St Paul’s Church State Heritage Item*
- *Western Footpath zone of 2.5 meters along the boundary with courtyards of Townhouses 1-7 of Strata Plan 62840.*
- *Acquisition of 1.0 m of the courtyards of Townhouses 1-7.*
- *No Acquisition of any of the curtilage of the State Heritage Item.*
- *Maximum retention of curtilage, fencing and landscaping to the Local Heritage Items:*
  - I 50 Castle Hill House*
  - I 58 The Old Parsonage*
  - I 60 “Wansbrough House”*

## 2 INTRODUCTION

### 2.1 Location of Proposed Widening

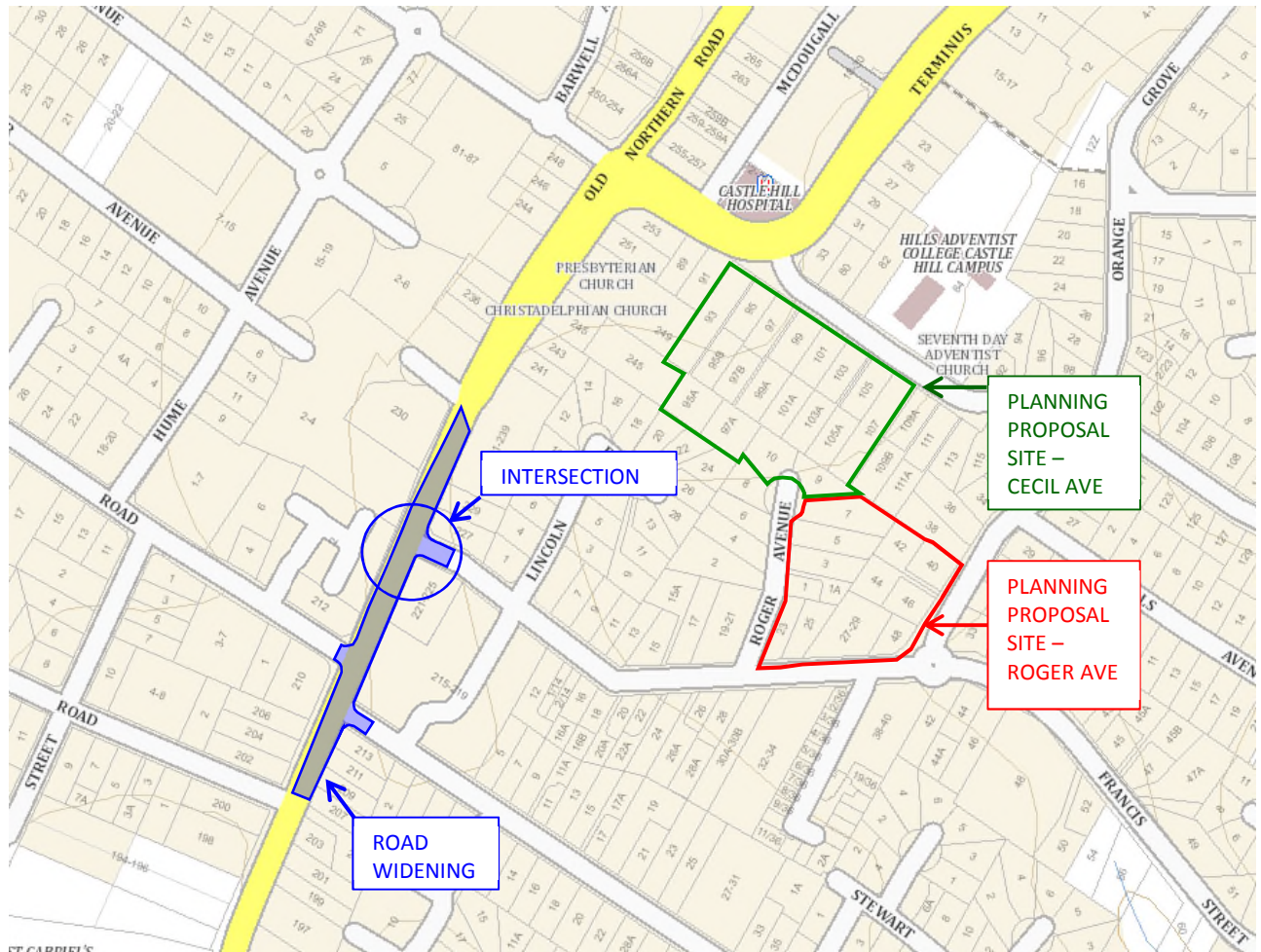


Figure 1: Map showing Indicative Locations of Intersection with Francis Street; Road Widening Area and the Planning Proposal Site  
Source: LPI SIX Mapping Notations Added: Heritage Advice



## **2.2 Background – Planning Proposals**

An upgrade to the intersection of Old Northern Road and Francis Street is proposed by planning and roads authorities to address existing capacity issues and accommodate growth and development across the Castle Hill town centre.

The purpose of the proposed road widening would be to improve traffic conditions at the intersection and surrounding road network. The proposed widening would provide a right turn lane on Old Northern Road into Francis Street. It would also require installation of traffic signals at the intersection.

The Parking and Traffic Study prepared by TDG indicated a requirement for traffic signals at the intersection of Old Northern Road & Francis Street to alleviate the delays currently experienced during peak traffic periods. Additional analysis by TDG shows that traffic signals alone would not improve these traffic conditions and an exclusive right turn lane is needed, in addition to the traffic signals.

The proposed road widening is required to provide the right turning lane and the traffic lights.

There is an existing need for upgrading of the intersection and the benefits extend both to traffic originating from Francis Street and to traffic along Old Northern Road affected by vehicles turning right into and from Francis Street.

These works are required regardless of any new development occurring feeding traffic via into Francis Street onto Old Northern Road.

It is likely that the present constraints distort traffic flows for a considerable distance within the network surrounding this intersection, due to avoidance and doubling back adopted by motorists to make best use of the limited turning opportunities in peak traffic conditions.

This is required to address current congestion and potential future congestion arising from development of areas accessed via Francis Street.

## **2.3 Options Examined**

Options examined include several variations of the one design.

The initial Options labelled “X” & “Y” were based primarily on traffic design principles.

Options “1A” & “1B” were prepared in response to initial comments from Heritage Advice:

- These have no direct heritage impacts on the curtilage of the Former St Paul’s Church State Heritage Item.
- They differ in terms of the extent of acquisition required from the Town Houses on the western side of Old Northern Road.

Options “2A” & “2B” were variations of the initial options which differed mainly in terms of the widths of the footpath zones on the eastern and western sides.

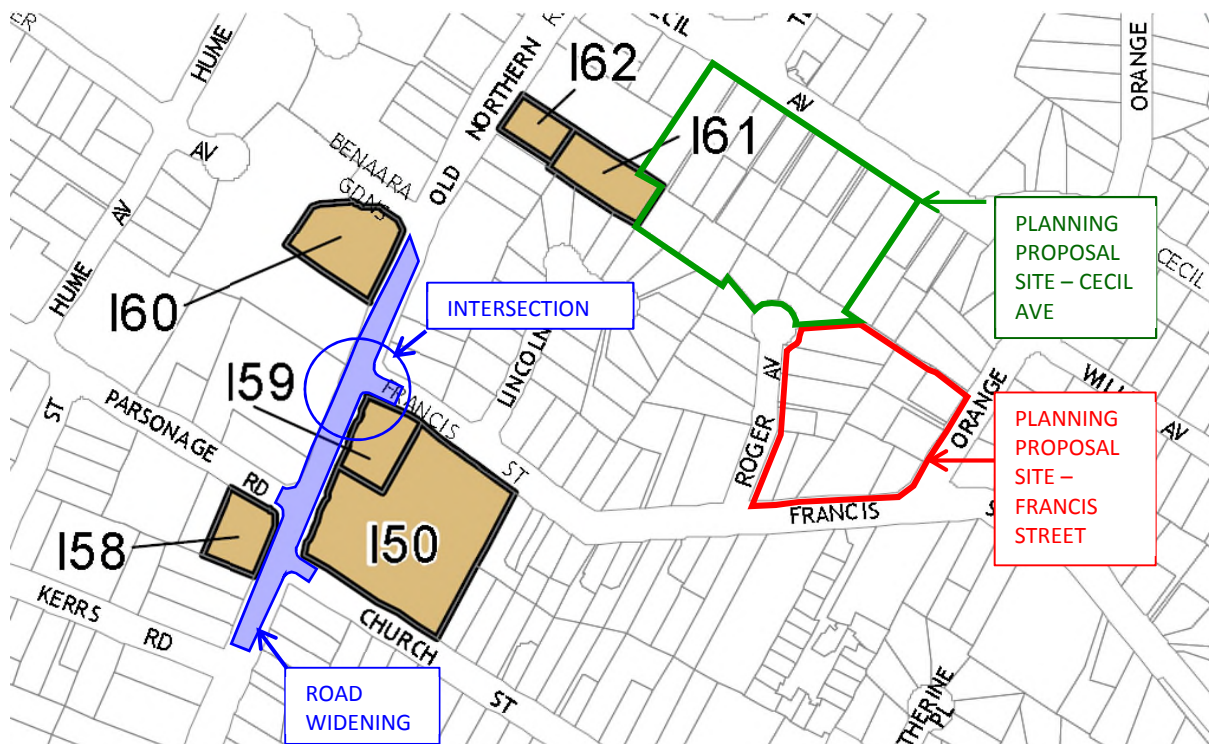


Figure 2: Area Map &amp; Heritage Map extract

Source: Hills LEP Map 24

## 2.4 Heritage Status

Schedule 5 of The Hills Shire Council Local Environmental Plan 2013 (LEP) lists Local and State Heritage Items. The excerpt below shows LEP listings for Items which are located along Old Northern Road as shown on the LEP Heritage Map Sheet 24. There are no Conservation Areas affected by the road widening.

SUBURB	ITEM NAME	ADDRESS	PROPERTY DESCRIPTION	SIGNIFICANCE	ITEM NO
Castle Hill	Castle Hill House	6-10 Francis Street	Lot 234, DP 1005876	Local	I50
Castle Hill	The Old Parsonage	210 Old Northern Road	Lot X, DP 418941	Local	I58
Castle Hill	Former St Paul's Anglican Church	221-225 Old Northern Road	Lot 120, DP 817356	State	I59
Castle Hill	"Wansbrough House"	230 Old Northern Road	Lot 4, DP 533918	Local	I60
Castle Hill	St Paul's Cemetery	247 Old Northern Road	Lot 11, DP 1053193	Local	I61
Castle Hill	Christadelphian Church	245 Old Northern Road	Lot 12, DP 1053191	Local	I62

## 2.5 Potential Heritage Impacts - Items

Road widening to improve the intersection of Francis Street with Old Northern Road may have potential for impacts to the heritage items adjoining or "in the vicinity"

Items I 61 & I 62 are beyond view from the area of the road works and would not be regarded as "in the vicinity" in terms of heritage impacts from the road widening due to the effective visual separation.

Items I 50; I 58; I 59 & I 60 would be within the visual catchment of the area of the proposed road widening and are assessed in more detail in terms of potential heritage impacts.



## 2.6 Significance of State Heritage Item

### 2.6.1 Outline History – Former St Paul’s Church Item 59

In Castle Hill, the former Government barracks building was used (and named St Simon’s) for church services from 1839 until 1861, when the Church of St Paul’s was opened.<sup>1</sup>

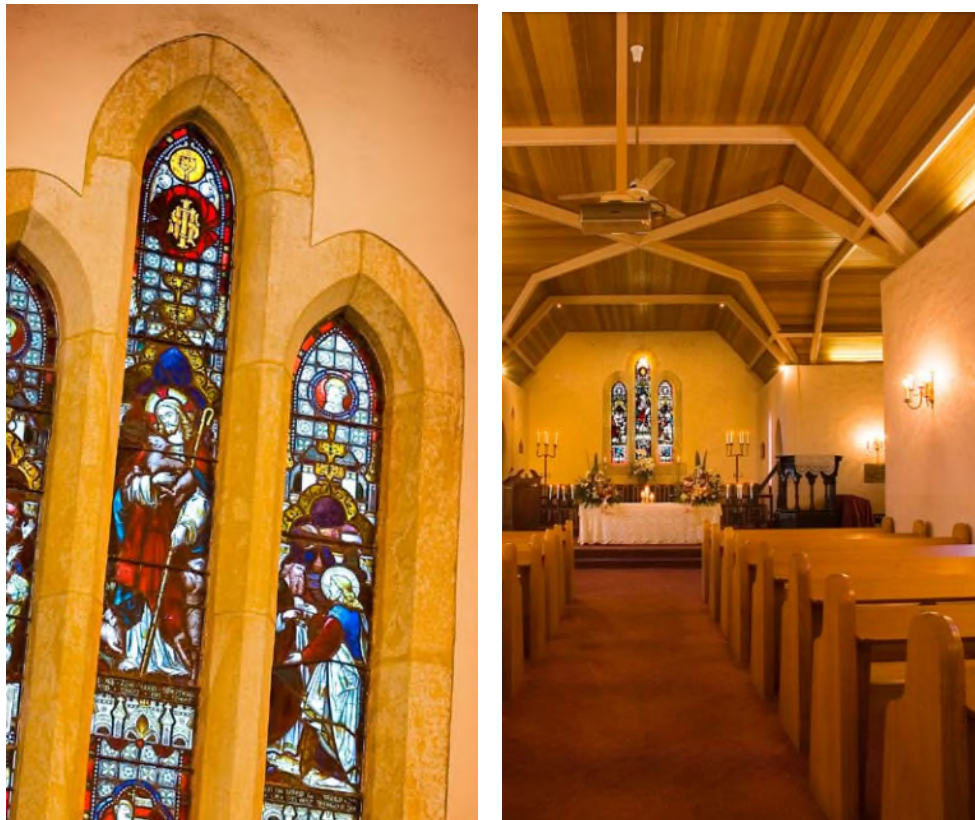
The property is now owned and operated by Allan Drew Funerals.<sup>2</sup>

“The site and chapel are rich in history. Originally owned by Thomas McDougall and known as “Lorn Farm” it was sold in 1853 to Dr Richard Greenup who donated a portion of it so the church could be built for the community.

On 11 April 1861, the Church of St Paul’s Castle Hill opened her doors. After 122 years of service, the church was deemed too small and new premises were built on Old Northern Road in April 1984.

The original church however, was still used for one service each Sunday until January 1985 when a fire caused extensive damage.

St Paul’s remained derelict until 1990 when it was bought by Allan Drew Funerals and the fire gutted old church was restored to her former glory.



*Figure 3: Recent web photos of reconstructed interiors of Former St Paul’s Church – Item 59*

*Source: [www.allandrewfunerals.com.au](http://www.allandrewfunerals.com.au)*

<sup>1</sup> <http://www.ddac.org.au/history/>

<sup>2</sup> [https://www.allandrewfunerals.com.au/content/dam/invocare/Allan%20Drew/Allan%20Drew\\_Brochure\\_8pp.pdf](https://www.allandrewfunerals.com.au/content/dam/invocare/Allan%20Drew/Allan%20Drew_Brochure_8pp.pdf)

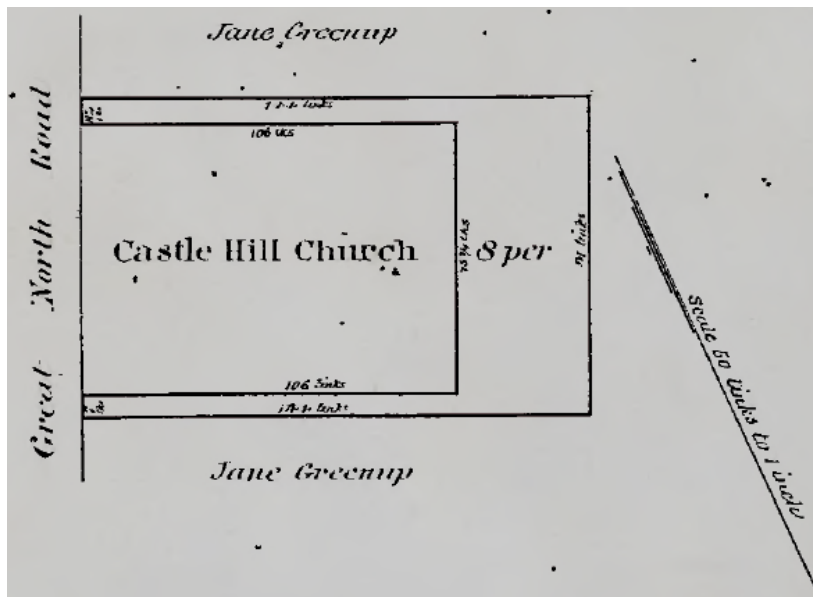


Figure 4: Excerpt from Land Titles Certificate Volume 69 Folio 175 showing original allotment.

#### 2.6.2 Assessment of Significance – Former St Paul’s - Item 59

The interiors of the Church were destroyed by a fire in 1985. The present interiors are a reconstructed to a contemporary design. They are sympathetic in intent and permitted the church to be successfully adapted for re-use as a funeral chapel. Consequently, the Church’s heritage significance relies on retaining the exterior fabric, expression and design of the Church and on maintaining its relationship to its surroundings.

The Tower and Spire provide landmark qualities which would be diminished by any reduction of the separation between the Church and to the footpath and road.

There is a change of levels between Old Northern Road footpath and the Church’s small forecourt which is bridged by a set of three steps, partly encroaching on the road reserve. Presumably this adjustment results from the levels of the roadway established at a previous road forming. This has marginal effect on access as the Funeral Home Chapel (former church) is accessed mainly from the entry off Francis Street.

Given the minimal separation between the tower and the alignment of Old Northern Road, any reduction would alter the setting of the church and detract from the presentation of the Tower and Church within Old Northern Road streetscape and its setting generally.

The SHR inventory sheet provides no Statement of Significance. It does indicate that the Item was listed for the historical theme of *“Religion-Activities associated with particular systems of faith and worship”*.

#### 2.6.3 Indicative Statement of Significance – Former St Paul’s - Item 59

While the scope of this report does not allow a complete assessment against the SHR criteria, the available material indicates Historical and Aesthetic (Design & Landmark) Values at a State Level and further values to the Local Government Area in terms of Historical Associations and Social Significance.



#### 2.6.4 Curtilage Assessment – Former St Paul’s – Item 59

The SHR indicates a lot boundary curtilage equivalent to that in Figure 4 extracted from Certificates of Title.

The following analysis indicates the nature of an extended boundary curtilage that is evident. This has been noted in the past as part of the CMP Studies for Wansbrough House<sup>3</sup>



Figure 5: RTA Aerial Photo from 1943 showing the original Church Site outlined.

Comparison indicates areas where Old Northern Road were subsequently widened (outlined pink).

This aerial photo dating to 1943 shows the relationship of the Church to Old Northern Road. The design of the Church and the placement of its tower and spire show the intent of the design was to fix the building as a local landmark. The aerial photo shows trees and shrubs at the entry and this remains an integral part of the approach to the Church.

<sup>3</sup> Gary Stanley – Architect, Landscape Architect , Heritage Advisor – Proposed Landscape HIS

The outlined areas along Old Northern Road show areas of later road widening, noting that the Church appears to have been spared from any adjustments in the past.

## 2.7 Significance of Local Items – Items I 50; I 58 & I 60

While the scope of this report does not allow a complete assessment against the SHR criteria, the available material indicates Historical and Aesthetic (Design & Landmark) Values at a State Level and further values to the Local Government Area in terms of Historical Associations and Social Significance.

Inventory Sheets on the State Heritage Inventory contain little or no detail regarding these Items. A Conservation Management Plan was prepared for “Wansbrough House” in connection with its conservation and adaptive re-use.<sup>4</sup>

The Summary Statement of Significance in the “Wansbrough House” CMP indicates values that include the following statements:

*“The house and garden are historically and aesthetically significant at the local level as representative of the Late Victorian development in the Castle Hill area.”*

*“Its setting is enhanced by the enclosure of the mature garden area fronting Old Northern Road and by the large trees that screen it on all sides.”*

These Statements would apply generally to Items I 50; I 58; & I 60 and point to Historical, Aesthetic and Landscape (Garden) Significance.

## 2.8 Background – Planning Proposal Traffic Studies

TDG’s Traffic Study (July 2017) regarding the Cecil Avenue Planning Proposal noted:

*“Thus the surrounding road network would easily accommodate the traffic generated by the proposed development, more particularly the intersection of Francis Street with Old Northern Road where traffic signals would be required including the provision of an exclusive right turn lane from Old Northern Road.”<sup>5</sup>*

TDG’s letter of 13 November 2017 indicated their initial assessment that:

*“The intersection design concepts indicate a potential need for the acquisition of a narrow strip of Old Northern Road frontage of two of the heritage properties, being the former St. Paul’s Anglican Church at 221-225 Old Northern Road (I59), to a depth of approximately 2.0m.*

*It also shows widening over the Castle Hill House property at 6-10 Francis Street (I50), to a depth of approximately 1.0m to 1.5m. Neither the intersection performance improvements nor the acquisition of land is expected to impact the main historic building structures on these properties.”<sup>6</sup>*

This Report provides a review and more detailed analysis of the potential impacts to the State Item and Local Items “In the Vicinity” of the proposed Road Widening works.

<sup>4</sup> “Wansbrough House” Conservation Management Plan - NBRSP & Colin Israel – Heritage Advice - Revised May 2013

<sup>5</sup> TDG – Planning Proposal - Merc Property Pty Ltd - Mixed Residential Development at Cecil Avenue, Castle Hill

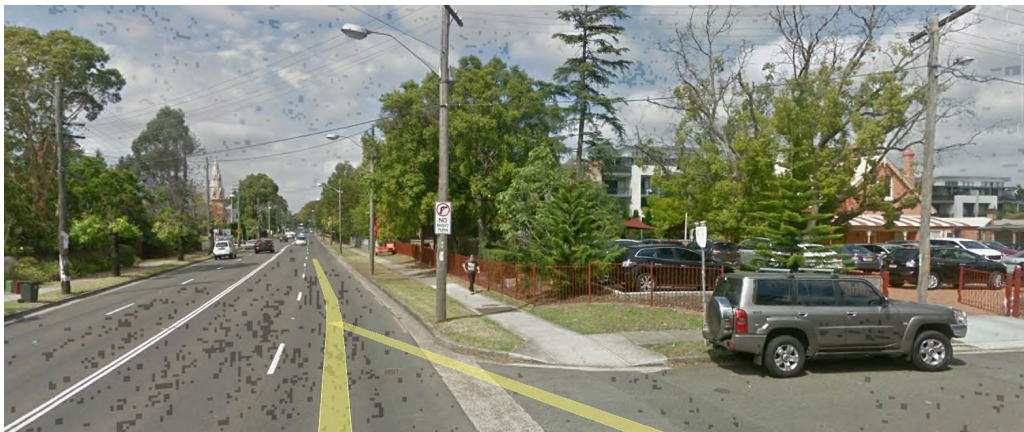
<sup>6</sup> TDG Ref: 13561-5 0 - 13 November 2017



## 2.9 Views of the Road Widening Study Area



*Figure 6: View looking north along Old Northern Road showing landmark qualities of the St Paul's Spire.*



*Figure 7: View looking south along Old Northern Road with Spire evident as a landmark feature.*



*Figure 8: View looking south east at intersection of Francis Street from Old Northern Road showing prominent presentation of St Paul's Church and spire.*

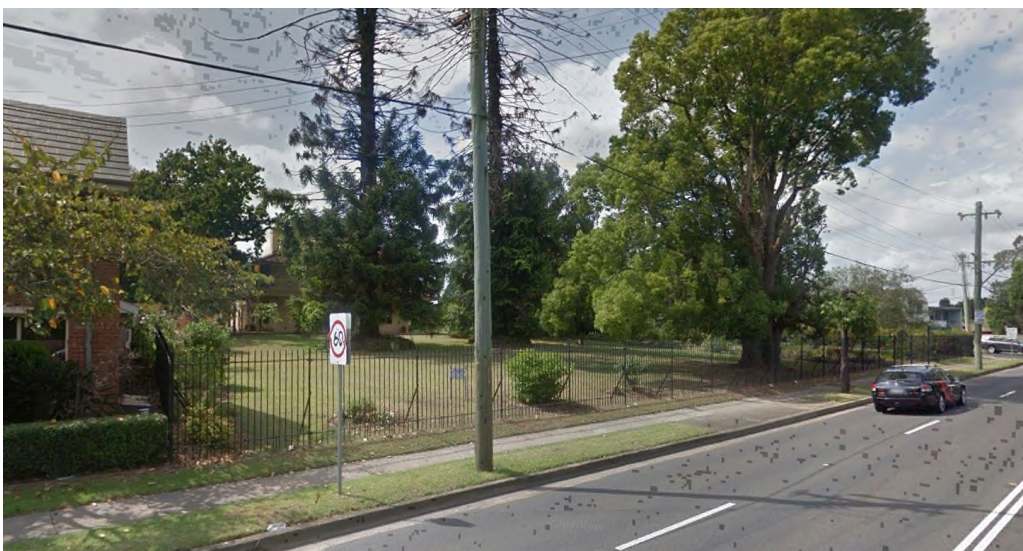




*Figure 9: View from Old Northern Road towards The Old Parsonage at corner of Parsonage Road.*



*Figure 10: View looking north west towards "Wansbrough House" restored and adapted as a Child Care Centre.*



*Figure 11: View looking south west from Old Northern Road at Castle Hill House showing extensive garden setting - Item 58.*



### 3 HERITAGE ASSESSMENT - OPTIONS "X" & "Y"

#### 3.1 Reason for the Proposed Road Widening

The purpose of the proposed road widening would be to improve traffic conditions at the intersection and surrounding road network. The proposed widening would provide a right turn lane on Old Northern Road into Francis Street. It would also require installation of traffic signals at the intersection.

The proposed road widening is required to provide the right turning lane and the traffic lights.

There is an existing need for upgrading of the intersection and the benefits extend both to traffic originating from Francis Street and to traffic along Old Northern Road affected by vehicles turning right into and from Francis Street.

These works are required regardless of any new development occurring feeding into Francis Street.

#### 3.2 Options – General Notes

Options examined include several variations, essential of the one design:

- Initial Options – Labelled "X" and "Y"  
These Options were based on an assumption that acquisition from the Former St Paul's State Item could occur on the eastern side of Old Northern Road
- Options 1A & 1B  
These Options were based on an assumption that acquisition from the Former St Paul's State Item could not occur on the eastern side of Old Northern Road
- Options 2A & 2B  
These Options were based on the assumption that some acquisition could occur along both sides of the road

A major point of contention was whether the existing footpath could or should be reduced and the various options reflect different approaches. The Hills Shire Council have indicated in preliminary discussions that the minimum widths for footpaths should be 3.5 meters. The options consider various combinations of footpath width, location of acquisitions of property frontages for the road widening and the implications of reduced width for the footpaths.

Generally, the following design parameters are common to All of the options:

1. Traffic Lane widths = 3.2 meters
2. Turning Lane Width = 3.0 meters
3. Storage Length = 130 meters
4. Lateral Movement Lengths = 60 meters

The Initial Options also had an underlying assumption that acquisition of private property from the Townhouses along the western side of Old Northern Road would either be least favoured or would be unacceptable in terms of planning or other controls. This assumption has been tested in the consideration of Options 1A; 1B, 2A & 2B as further described.

### 3.3 Impact Assessments – Initial Options “X” & “Y”

Two options, “X” & “Y” were prepared by TDG initially and assessed by Heritage Advice for heritage impacts to the Items in the Vicinity and to The State Heritage Item.

Common features of the designs for “X” & “Y” were the widths of the traffic and turning lanes; the storage length and the lateral movement lengths. The distinguishing features were the widths of the footpaths; locations for the road widening and land acquisition requirements.



Figure 12: Initial Option “X”:

Footpaths 3.5 meters; Road widening 932 sq m; Land Acquisition 400 sq meters



Figure 13: Initial Option “Y”:

Footpaths 2.5 m; Road widening 665 sq m; Land Acquisition 201 sq m

### 3.4 Impact to Items “In the Vicinity” – Options X & Y

Impacts to the Local Heritage Items “In the Vicinity” were minor as reduction of curtilage along the frontages was negligible, relative to the size of the allotments affected.

No	Item	Heritage Impact
I 50	Castle Hill House	Some loss of curtilage along Old Northern Road 0.5 to 1 m in width / no impacts to structures
I 58	The Old Parsonage	No loss of curtilage or impacts to structures – Footpath Reduced
I 60	“Wansbrough House”	No loss of curtilage or impacts to structures – Footpath Reduced

### 3.5 Impact to the State Heritage Item – Options X & Y

Impacts to the State Heritage Item were substantial as both options reduce the setback from Old Northern Road to the Tower and Spire. These Impacts represent the “worst case” for the purposes of analysis.

Refer to Figure 14 of detail survey marked to show relevant features.

No	Item	Heritage Impact
I 59	Former St Paul’s Anglican Church	<p>Loss of curtilage of 1.0 to 1.5 m in width means the setback to the base of the tower would be reduced from 2.7 m to 1.2 m.</p> <p>This would not be sufficient to allow for replacement of steps from footpath to threshold of front door within the tower</p> <p>The small amount of landscaping would also be removed with little space for reinstatement.</p> <p>The 1943 RTA Aerial shows trees and shrubs forming a buffer between Old Northern Road and St Paul’s.</p>

### 3.6 Impact to the State Heritage Item – General Assessment / Significance

The interiors of the Church were destroyed by a fire in 1985. The present interiors are a reconstructed to a contemporary design. They are sympathetic in intent and permitted the church to be successfully adapted for re-use as a funeral chapel. Consequently, the Church’s heritage significance relies on retaining the exterior expression and design of the Church and on maintaining its relationship to its surroundings.

The Tower and Spire provide landmark qualities which would be diminished by closer proximity to the footpath and road.

Given the minimal separation between the tower and the alignment of Old Northern Road, any reduction would alter the setting of the church and detract from the presentation of the Tower and Church within Old Northern Road streetscape and its setting generally.

These impacts would similar for both Options “X” & “Y” as these designs show the road widening occurring mostly on the eastern (Church) side of Old Northern Road.

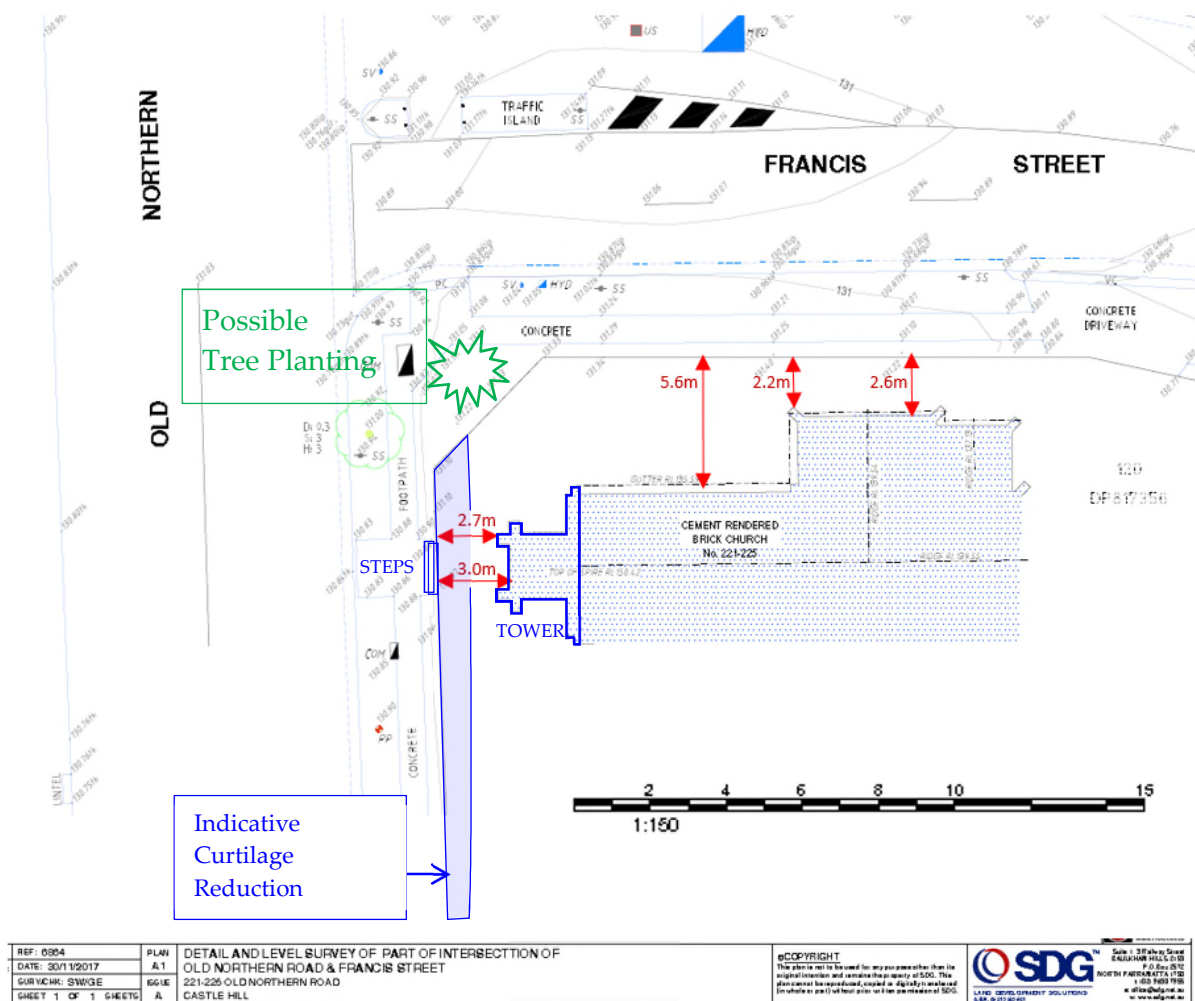


Figure 14: Detail Survey of State Heritage Item – Former St Paul's Anglican Church showing proximity of the Church's Tower to Old Northern Road and indicative road widening for Options "X" & "Y"

Source: SGD – Heritage Advice Notations Added

### 3.7 Potential for Mitigation

The very small setback of the Tower and Spire from the existing Old Northern Road alignment gives little scope for mitigation through landscaping or other measures. Important elements including the steps and small main entry forecourt would be distorted, if not removed, altering the presentation of the Church within the streetscape.

The impacts are independent of the change of use that has occurred and even of the lack of functionality of the original main entry doors facing Old Northern Road. If anything, those changes make it more important that the Church retains its existing setting as a primary means of interpretation of the original relationships.

Clearly the selection of a prominent site and the siting of the Church so prominently within the streetscape are deliberate design intentions and contribute to an understanding of the historical relationships of the Church to the Castle Hill community in the past.

Previous roadwork resulted in the splayed corner at the intersection. There is some potential for planting a suitable tree with a tall straight trunk at this splay to reinforce the vertical form of the Spire.

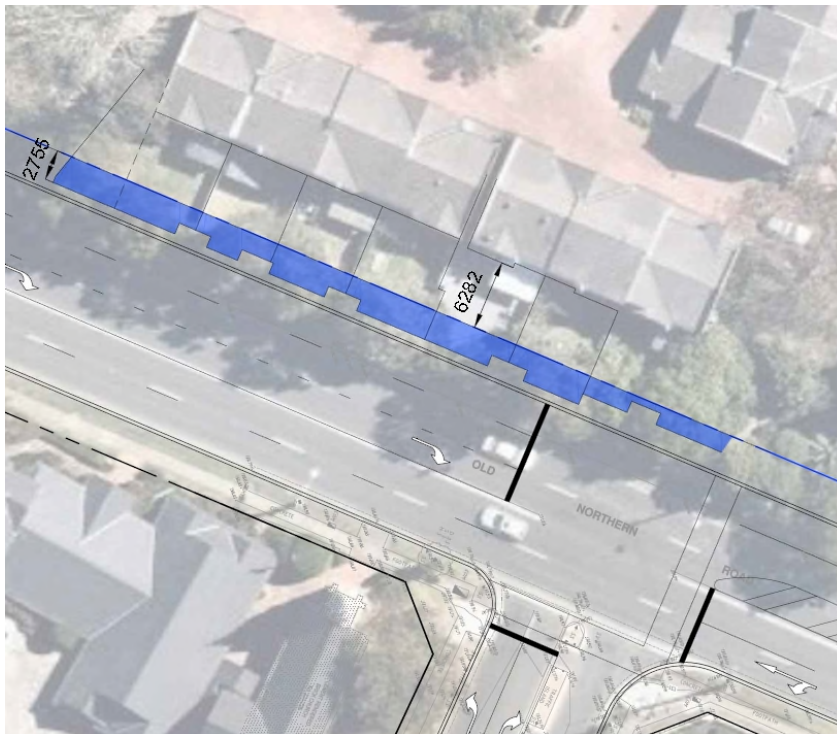


### 3.8 Conclusions from Analysis of Options “X” & “Y”

The analysis of Options “X” & “Y” leads to the conclusion that Road Widening that requires acquisition of part of the road frontage of The Former St Paul’s Church – State Item SHR 00332 / Local Item I 59 would have detrimental impact to the significance and setting of the Church and Spire. This would detract from the Items ability to demonstrate the original relationship of the Former St Paul’s Church to Old Northern Road and the landscape setting generally.

### 3.9 Impact Assessments – Options “1A” & “1B”

Option 1A comprises road widening mainly on the western side, affecting townhouses opposite the Former St Paul’s State Item. In order to achieve footpath widths of 3.5 meters and no loss of curtilage for the State Item, acquisition of parts of the townhouses’ individual open space courtyards would be required. The remaining depth of the courtyards would be 6.28 meters, a reduction of 2.76 meters. *See Figure 15 Below*



*Figure 15:*

*Shows Option 1A with reduction to courtyards to Townhouses if no reduction is to occur to the Former St Paul’s State Heritage Item and Footpaths are 3.5 meters in width on both sides of Old Northern Road.*

*(Townhouses 1 to 7 inclusive of Strata Plan 62840)*

APPROXIMATE LAND REQUIRED (126m<sup>2</sup>)

*See Also Figure 16 next page.*

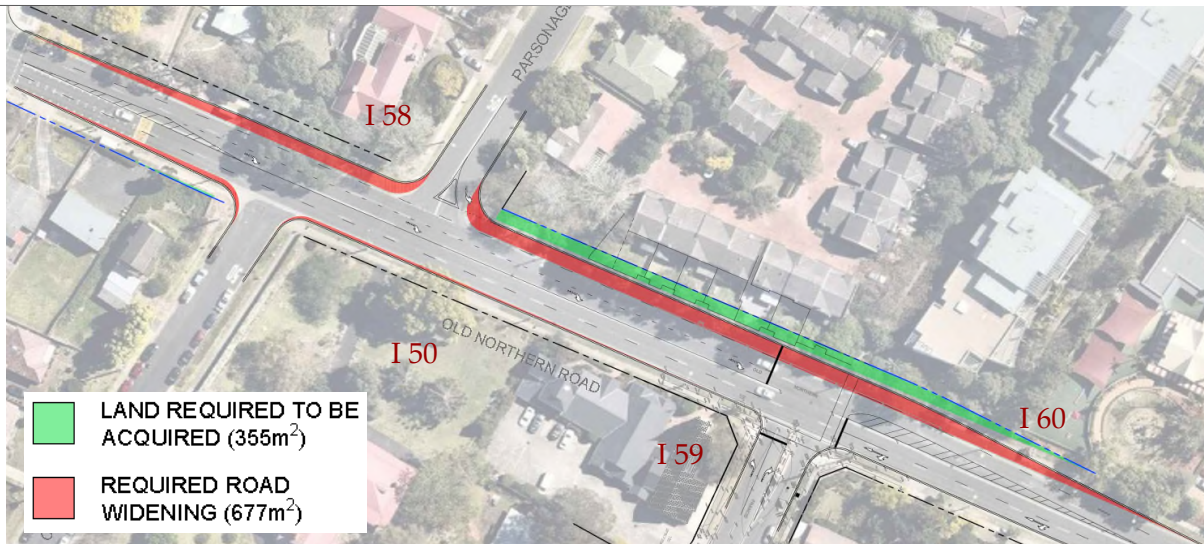


Figure 16: Initial Option "1A":

Footpaths 3.5 meters; Road widening 677 sq m; Land Acquisition 355 sq meters

Option 1B comprises road widening on both the eastern and western sides, affecting both the townhouses and the Former St Paul's State Item.

In order to minimise acquisitions, the footpath widths are reduced to 2.5 meters and there is no loss of curtilage for the State Item. Less acquisition of parts of the townhouses' individual open space courtyards would be required. The remaining depth of the courtyards would be 8.28 meters, a reduction of 0.76 meters. *See Figure 17 Below*

It should be noted that, in addition to the opposition of The Hills Shire Council on technical / planning grounds, a reduction from 3.5 meters to 2.5 meters would have some impacts to the setting of the State Heritage Item although not directly to the its heritage curtilage. The impacts would represent the continuation of a process of erosion that has occurred since the Church and Road were first constructed.

Such impacts are to some extent inevitable, however options with such implications should be adopted as a "last resort" rather than be seen as a convenient and expedient compromise.

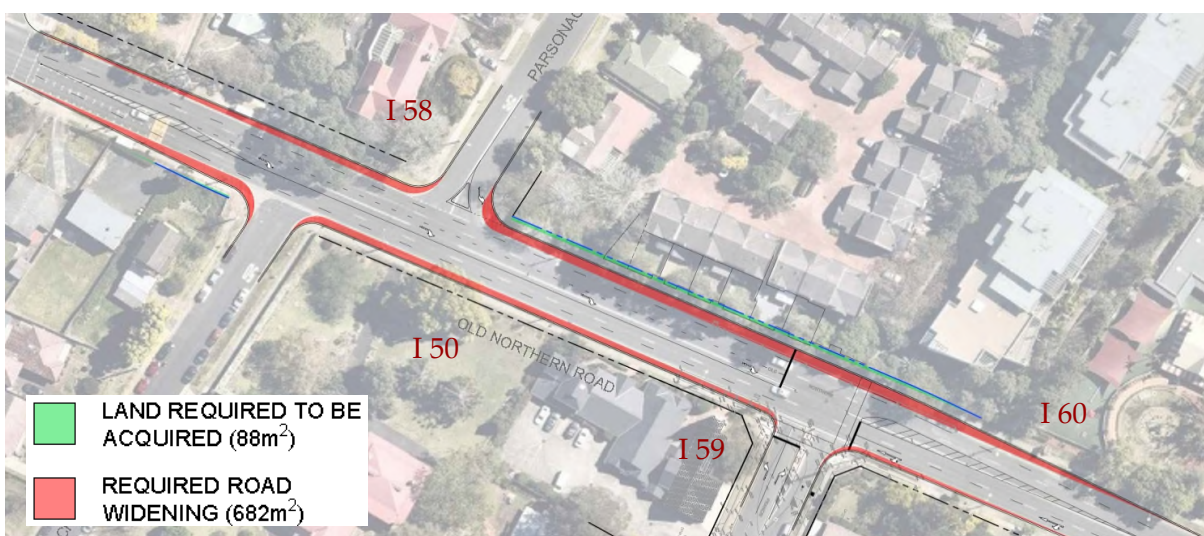


Figure 17: Initial Option "1B":

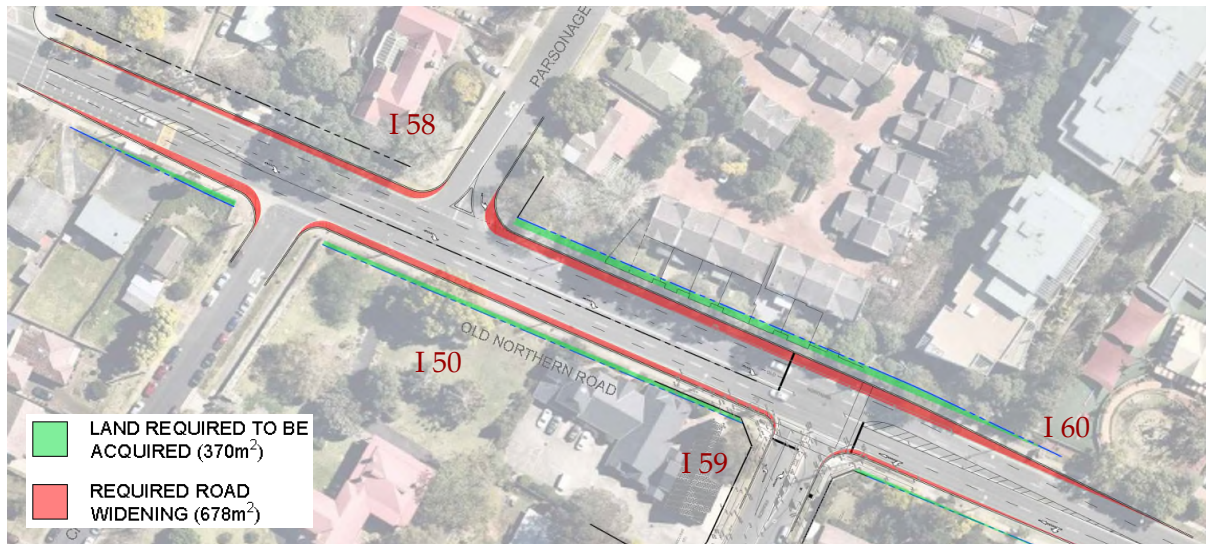
Footpaths 2.5 meters; Road widening 682 sq m; Land Acquisition 88 sq meters



### 3.10 Impact Assessments – Options “2A” & “2B”

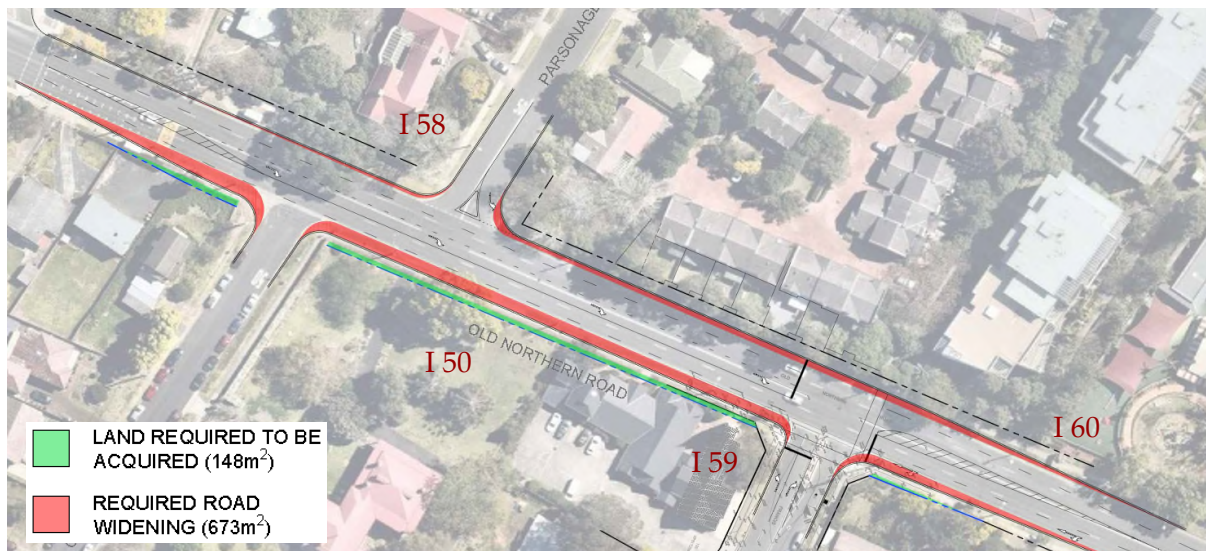
Option 2A comprises road widening mainly on the western side, affecting townhouses opposite the Former St Paul’s State Item. In order to achieve footpath widths of 3.5 meters and some loss of curtilage for the State Item, acquisition of parts of the townhouses’ individual open space courtyards would be required. The remaining depth of the courtyards would be 7.28 meters, a reduction of 1.76 meters.

*See Figure 18 Below*



*Figure 18: Initial Option “2A”:*

*Footpaths 3.5 meters; Road widening 678 sq m; Land Acquisition 370 sq meters*



*Figure 19: Initial Option “2B”:*

*Footpaths 2.5 meters; Road widening 673 sq m; Land Acquisition 148 sq meters*

Option 2B comprises road widening mainly on the eastern side, with no acquisition required of townhouses opposite the Former St Paul’s State Item. This is achieved by adopting a footpath width of 2.5 meters and results in some loss of curtilage for the State Item similar to Option 1B above: i.e. impacts to setting and some loss of curtilage, again representing a process of erosion. Such impacts would not be recommended except as a “last resort”. *See Figure 19 Above*

## **4 COMPARATIVE ASSESSMENT OF OPTIONS**

### **4.1 Numerical Analysis**

The Table below summarises the numerical factors for the purposes of comparison.

As previously, it should be noted that all options have the following common features:

1. Traffic Lane widths = 3.2 meters
2. Turning Lane Width = 3.0 meters
3. Storage Length = 130 meters
4. Lateral Movement Lengths = 60 meters

In terms of the traffic engineering solution, each of the options would result in the desired traffic outcomes. Otherwise the options differ in terms of:

5. Width of Footpath
6. Extent of Land Acquired
7. Location of Land acquired and resulting impacts variously to:
  - a. Curtilage of the Former St Paul's Church & / or
  - b. Private Courtyards to Townhouses 1 to 7 inclusive of Strata Plan 62840

The main heritage impacts can be summarised as follows:

Options X & Y:

Both require reduction to the curtilage of the State Heritage Item.

Option X requires Acquisition of 400 m sq and road widening of 932 m sq.

Option Y requires Acquisition of 201 m sq and road widening of 655 m sq.

It does not satisfy Council's requirement for footpaths 3.5 m wide.

Options 1A & 1B

Option 1A requires acquisition of 126 m sq of the private courtyards of Townhouses 1-7 of SP 62840 but does not impact on the curtilage of the State Item.

Total acquisition is 355 m sq and road widening of 677 m sq.

Option 1B requires less acquisition from the Townhouses ( 28 m sq) but the reduced footpath width has some heritage impact to the setting of the State Item but no reduction to its curtilage.

Total Acquisition is 88 m sq and road widening is 682 m sq.

Option 2A requires acquisition of 76 m sq from the courtyards of the townhouse and some reduction to the curtilage of the State Heritage Item.

Total Acquisition is 370 m sq and road widening 678 m sq.

Option 2B requires no acquisition from the townhouses and total Acquisition of 148 m sq.

Road widening would be 673 m sq.

## 4.2 Comparative Analysis – Impacts of Options on State Heritage Item

### 4.2.1 Options “X” & “Y”

Option	Road Reservation (width)	Footpath Widths (meters)	Road Widening (sq meter)	Land Acquired (sq meter)	*Townhouses courtyards Reduced by (meters)	*Townhouses Area Acquisition (sq meter)	Notes  *Townhouses Pt 1-7 in SP 62840
X	23.8	3.5	932	400	N/A	N/A	
Y	21.8	2.5	665	201	N/A	N/A	

For Options “X” & “Y” :

- Reduction of curtilage of State Item across road frontage varies between 0.5 to 1.5 meters.
- This would result in direct impacts to the Church as the frontage would be alienated from the SHR defined curtilage. In addition, the road alignment would be closer to the buttress of the Tower / Spire and involves a loss of steps from the footpath to the forecourt which would also be reduced leaving.
- This has been reduced by previous road changes judging from the RTA 1943 Aerial Photo.
- A further consequence would be the loss of existing screen vegetation and deep soil potential.

***For these reasons both options “X” & “Y” are deemed unacceptable in terms of heritage impact to the State Item – the Former St Paul’s Church.***

### 4.2.2 Options “1A” & “1B”

Option	Road Reservation (width)	Footpath Widths (meters)	Road Widening (sq meter)	Land Acquired (sq meter)	*Townhouses courtyards Reduced by (meters)	*Townhouses Area Acquisition (sq meter)	Notes  *Townhouses Pt 1-7 in SP 62840
1A	23.4	3.5	677	355	2.76	126	Courtyard depth = 6.28 m
1B	21.4	2.5	682	88	0.76	28	Courtyard depth = 8.28 m
1C	22.4	2.75 east	680	370	1.00	49	Courtyard depth = 8.04 m
		2.5 west					

Options “1A” & “1B”:

- These Options have no direct heritage impacts on the curtilage of the Former St Paul’s Church State Heritage Item.
- They differ in terms of the extent of acquisition required from the Town Houses on the western side of Old Northern Road. Of the two, Option 1A is preferred as it maintains a 3.5 m footpath zone in front of the Church.

Compromise Option “1C”

In order to achieve a more equitable sharing of property acquisition impacts, the further Option labelled “1C” is proposed.

- This involves a reduction in the footpath zone on the eastern side in front of the Church to 2.75 m and on the western side in front of the townhouses of 2.5 m.
- This allows for the retention of the existing footpath and steps in front of the Church with no reduction in the defined plot boundary curtilage of the Item.
- The impact to the setting of the Church is minor as the existing features and relationships at the front of the Church are maintained.
- Acquisition of a section of the courtyards of Nos 1-7 in the Townhouse Strata Plan 62840 is limited to 1 m, leaving a courtyard depth of 8.0 m.

***OPTION “1C” IS THE PREFERRED AND RECOMMENDED OPTION***

### 4.2.2 Options “2A” & “2B”

Option	Road Reservation (width)	Footpath Widths (meters)	Road Widening (sq meter)	Land Acquired (sq meter)	*Townhouses courtyards Reduced by (meters)	*Townhouses Area Acquisition (sq meter)	Notes  *Townhouses Pt 1-7 in SP 62840
2A	23.4	3.5	678	370	1.76	76	Courtyard depth = 7.28 m
2B	21.8	2.5	673	148	0	0	No change
S							

### 4.3 Impacts of Recommended Option 1C on Local Items “In the Vicinity”

#### New development adjacent to a heritage item – Refer Fig 17 (Similar)

<b>I 50 - Castle Hill House</b>	<b>I 58 - The Old Parsonage</b>	<b>I 60 - “Wansbrough House”</b>
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How is the impact of the new development on the heritage significance of the item or area to be minimised?

<b>I 50 I 58 I 60</b> <ul style="list-style-type: none"> <li>No Curtilage Reduction</li> <li>Existing Landscaping Remains</li> <li>Existing footpath paving retained</li> </ul>
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Why is the new development required to be adjacent to a heritage item?

<ul style="list-style-type: none"> <li>Road Widening follows route of original ridgeline road now known as Old Northern Road.</li> </ul>
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How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

<b>I 50 I 58 I 60 (Generally)</b> <ul style="list-style-type: none"> <li>Each of the Local Items retains a substantial area of land</li> <li>These are Reduced Plot Boundary Curtilages</li> <li>Gardens and significant trees are present and would not be affected OR</li> <li>If some effects are discerned through detailed design, sufficient garden area remains to permit remedial planting or landscaping if required.</li> <li>Structures are well separated from the road and not likely to be impacted.</li> </ul> <b>I 60 - “Wansbrough House”</b> <ul style="list-style-type: none"> <li>This Local Item has been conserved and sympathetically adapted in recent years</li> <li>A CMP exists to provide guidance and policies relating to conservation issues.</li> </ul>
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How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

<b>I 50 I 58 I 60 (Generally)</b> <p>The proposed road widening maintains the original ridge-line route of this early road in the Area. While widening signals a change in scale reflecting the increasing traffic within and through the area, this is not a direct affect of the road widening.</p> <p>In relation to each of the Items, the recommended Option “1C” has the least affect on the properties including boundary curtilage, fencing &amp; landscaping.</p> <p>The recommended design largely retains the existing elements within the streetscape and does not disrupt any of the existing relationships between the items or distort their ability to demonstrate the early phases of development that are still evident within this landscape.</p>
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I 50 - Castle Hill House	I 58 - The Old Parsonage	I 60 - "Wansbrough House"
Selection of the "Least Intrusive" Option is the primary means of minimising potential for negative effects from the required road widening.		
Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?		
<b>I 50 I 58 I 60 (Generally)</b> No – past roadworks are likely to have removed any meaningful artifacts.		
<ul style="list-style-type: none"> <li>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</li> </ul>		
<b>I 50 I 58 I 60 (Generally)</b> The Proposed Road Widening represents incremental change. It maintains the original route of the road and its relationship to the individual Local Items.		
<ul style="list-style-type: none"> <li>Will the additions visually dominate the heritage item? How has this been minimised?</li> </ul>		
<b>I 50 I 58 I 60 (Generally)</b> <ul style="list-style-type: none"> <li>As a pavement, the proposed road widening would not obstruct or dominate the Items.</li> <li>Care may be needed to restrict signage or other street furniture and to detail road elements with a preference for recessive tones and colours, where this does not reduce safety standards.</li> <li>The proposed traffic lights should preferably be located away from the Church.</li> <li>Similarly, any replacement of services, including the electrical pole should, if feasible, be replaced with an underground connection or diversion, to avoid visual clutter in front of the Church.</li> <li>The Local Items should also be kept clear of unnecessary signage.</li> <li>These would be matters for the detailed design and construction phases of a Road Widening project.</li> </ul> <p>In physical terms, the road widening is unlikely to challenge or dominate the Items.</p> <p>In terms of increased traffic, the additional elements</p>		

#### **4.4 Findings**

Only Option 1A satisfies the requirement for 3.5 meter wide footpaths with no impacts to the setting or curtilage of the State Heritage Item.

Other options either do not meet the 3.5 m wide footpath requirement or result in impacts to the setting or curtilage of the State Heritage Item.

None of the other options including “X”; “Y”; 1B; 2A or 2B would be acceptable in terms of impacts to the setting of the Former St Paul’s Church.

In part the conclusion of this report is that a footpath of 2.5 meters in width would result in impacts to the setting of St Paul’s even in those cases where the Lot Boundary Curtilage is not reduced.

It should be noted from the summary table that a reduction in the width of the footpath from 3.5 meters to 2.5 meters results in a substantial reduction in the extent of land to be acquired particularly from the Townhouses.

This suggests by Interpolation that a compromise with 3.0 m wide footpaths would be a more equitable and balanced solution requiring a similar acquisition as Option 2A but without the resulting heritage impacts. This is summarised in the Table as Option “1C”

**The finding of this report supports implementation of Option 1A.**

As Option 1A involves acquisition of private property we have considered a compromise that reduces such acquisitions to the minimum necessary to effect the road widening with minimal impacts to the curtilage of the Former St Paul’s Church State Heritage Item.

**Option 1C as outlined in the Summary Table comprising a 2.75 m wide footpaths along the eastern side and 2.5 m wide footpath along the western side of Old Northern Road would be equally acceptable in heritage terms.**

***CONCLUSIONS AND RECOMMENDATIONS ARE CONTAINED IN THE  
EXECUTIVE SUMMARY STATEMENT LOCATED ON PAGES 4 & 5 OF THIS REPORT.***