

HERITAGE IMPACT STATEMENT

2-4 CAMBRIDGE STREET, EPPING

4 NOVEMBER 2016
SH912
FINAL
PREPARED FOR CSH EPPING

URBIS

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EXECUTIVE SUMMARY

The following Heritage Impact Statement (HIS) has been prepared to assess the heritage impacts of the proposed redevelopment of 2-4 Cambridge Street, Epping (herein referred to as 'the subject site'). This HIS accompanies a Development Application (DA) for the proposed works.

The subject site is situated within Epping Town Centre and in close vicinity to Epping Railway Station. The subject site comprises of two separate allotments, being a late 20th century 3 storey building located at 4 Cambridge Street (presently occupied by the Seventh Day Adventist Church) and a small carpark to the south of this building, located at 2 Oxford Street. It is proposed to amalgamate and redevelop the site for a new multi-storey residential tower development.

The subject site falls within the area covered by Hornsby Local Environment Plan (LEP) 2013 and the Hornsby Development Control Plan (DCP) 2013. It is not a local heritage item under Schedule 5 of the LEP; however, it is located adjacent to a local heritage listed item being the '*School of Arts*' and garden fronting Oxford Street (9 Oxford Street) (item I391).

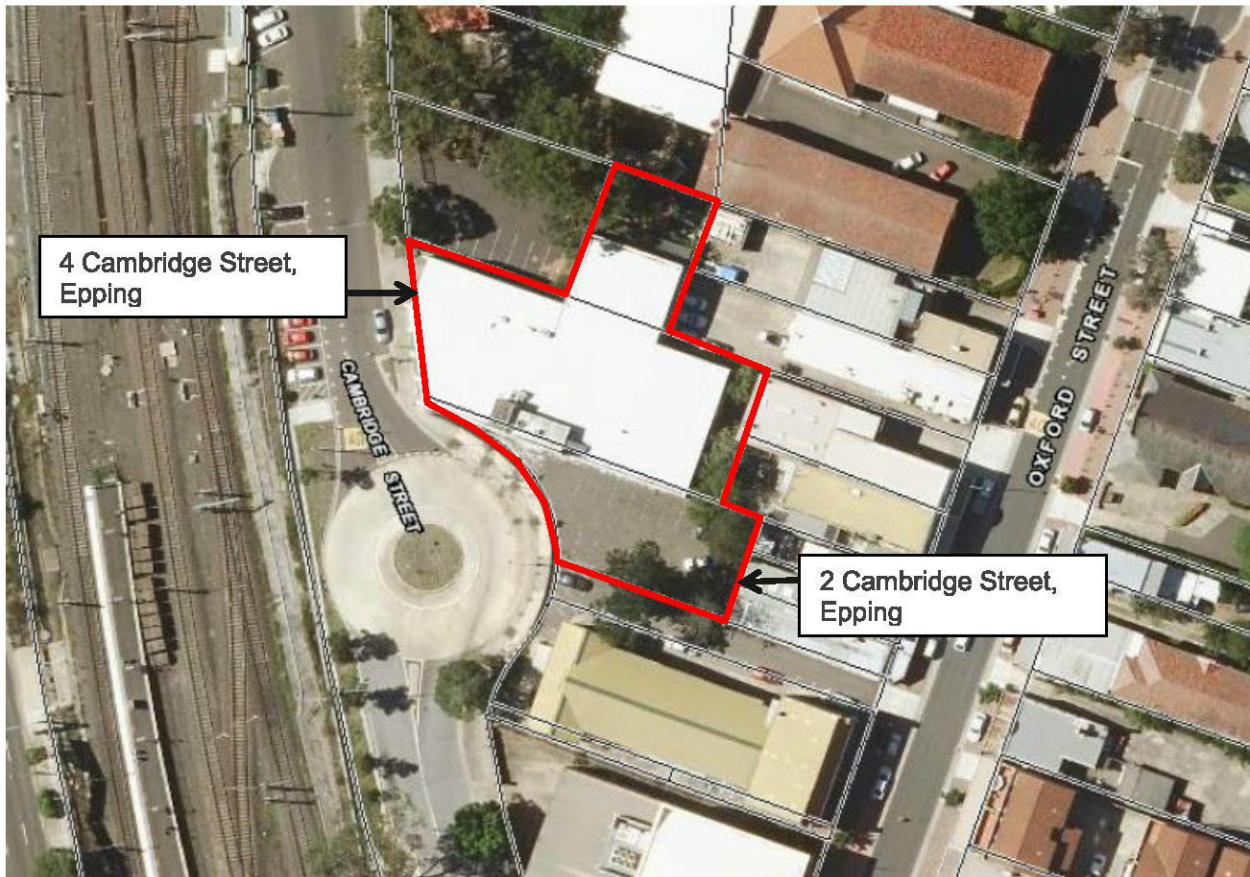
An HIS assessing the potential impact of the proposed works on the visual setting of the adjacent heritage item is therefore required. The proposed works have been assessed in relation to relevant controls and provisions contained with the LEP and DCP and the following conclusions have been drawn:

- The extant building on the subject site comprises of a late 20th century building of contemporary fabric with no identified heritage significance. Its retention is not required on heritage grounds.
- The proposed works will have no physical impact on the adjacent heritage item or its curtilage. The existing curtilage and immediate setting of the heritage item is wholly retained by the proposed works without impact.
- Principal views to the heritage item from Oxford Street will be wholly retained and conserved with the tower forming part of the visual backdrop of the building, without significantly impacting on its presentation to the streetscape.
- There is already a visual and physical separation (laneway) between the heritage item and the site of the proposed new development. Further, it is recognised that the existing context of the rear of the heritage item has already been modified due to the laneway and roundabout.
- The heritage item is recessed from the laneway and fronts Oxford Street. The side (secondary) facades of the heritage item have simple pilasters and windows and no other architectural features. The rear of this building is ancillary and was not designed to be seen/appreciated 'in the round' from the rear and is not a principal view and does not substantially contribute to the rear Cambridge Street streetscape.
- The proposed new building is designed with a podium base which is aligned with the laneway boundary to visually allow the tower to be setback above. The proposed podium base will improve on the present circumstance which comprises of a blank brick wall and will create greater visual prominence to the heritage item. The proposed podium base provides a more pedestrian scale for the tower base and responds to the heritage item and streetscape context in its scale.
- Further, the podium will have an articulated façade and entry to the laneway, with the edge treated as an open façade with supporting columns and punched openings to the roof and open landscaped planters, some of which are at grade to open up the vista through the covered entry way to the upper residential lobby and main commercial entry. This allows the podium entry to positively engage and activate the laneway whilst substantially reducing the mass of the podium and respecting the heritage item. (Figure 3 and Figure 4).
- The proposed new development will comprise of high quality contemporary materiality, with the podium base complementing the setting of the laneway. The tower is setback above and is articulated with a simple expression and curved wrap around balconies with glazed balustrades and three simple vertical façade elements including the core. The transparent balustrading of the balconies visually create additional setback of the tower element.

- The construction of the proposed new building is within an area that has an approved maximum building height of up to 72m (23 storeys). The potential visual impact that multi-storey developments in the immediate area may have on heritage items in the vicinity has been both recognised and accepted by the planning process and relevant controls.
- Although it is acknowledged that the new building will be visible in the vicinity of the heritage item, the visual impacts associated with this are considered to be reasonable and acceptable when considered within the wider context of future larger scale development of Epping Town Centre and in the vicinity of Epping Railway Station. As detailed above, the design of the podium and tower form also seeks to mitigate the impacts of scale through sympathetic design.

The proposed works provide an opportunity to redevelop the site with a new high quality and contemporary building.

In accordance with the above observations, the proposed redevelopment of the subject site is supported from a heritage perspective.



Source: Six Maps with Urbis overlay

1.3. METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Branch guideline 'Assessing Heritage Significance' (2001). The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999 (revised 2013).

The proposal has been assessed with reference to the relevant controls and provisions contained within the Hornsby Local Environment Plan (LEP) 2013 and the Hornsby Development Control Plan (DCP) 2013.

1.4. AUTHOR IDENTIFICATION

The following report has been prepared by Fiona Binns (Associate Director) and Alicia Vickers (Consultant). Stephen Davies (Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

1.5. LIMITATIONS

- Archaeological works are excluded from this scope of works.
- Historic research contained within this report relies on desktop analysis and references existing historical documentation.

1.6. THE PROPOSAL

It is proposed to amalgamate the two allotments comprise the subject site, demolish the extant 20th century building located at 4 Cambridge Street and redevelop the site for a new multi-storey residential tower development.

The proposed new development will comprise of three levels of basement carparking, a two storey podium to Cambridge Street and tower setback above of generally 72m (23 storeys), including 21 storeys of residential apartments above the podium, with additional trafficable roof terrace.

This HIS responds to Development Application drawings prepared by Zhinar Architects, issued October 2016 and listed below:

Table 1 – DA drawings list

DA Drawings	
▪ DA-06.04	▪ DA-06.14
▪ DA-06.05	▪ DA-06.15
▪ DA-06.06	▪ DA-06.16
▪ DA-06.07	▪ DA-06.17
▪ DA-06.08	▪ DA-06.18
▪ DA-06.09	▪ DA-06.19
▪ DA-06.10	▪ DA-06.20
▪ DA-06.11	▪ DA-06.21
▪ DA-06.12	
▪ DA-06.13	

Figure 2 – The proposed new development



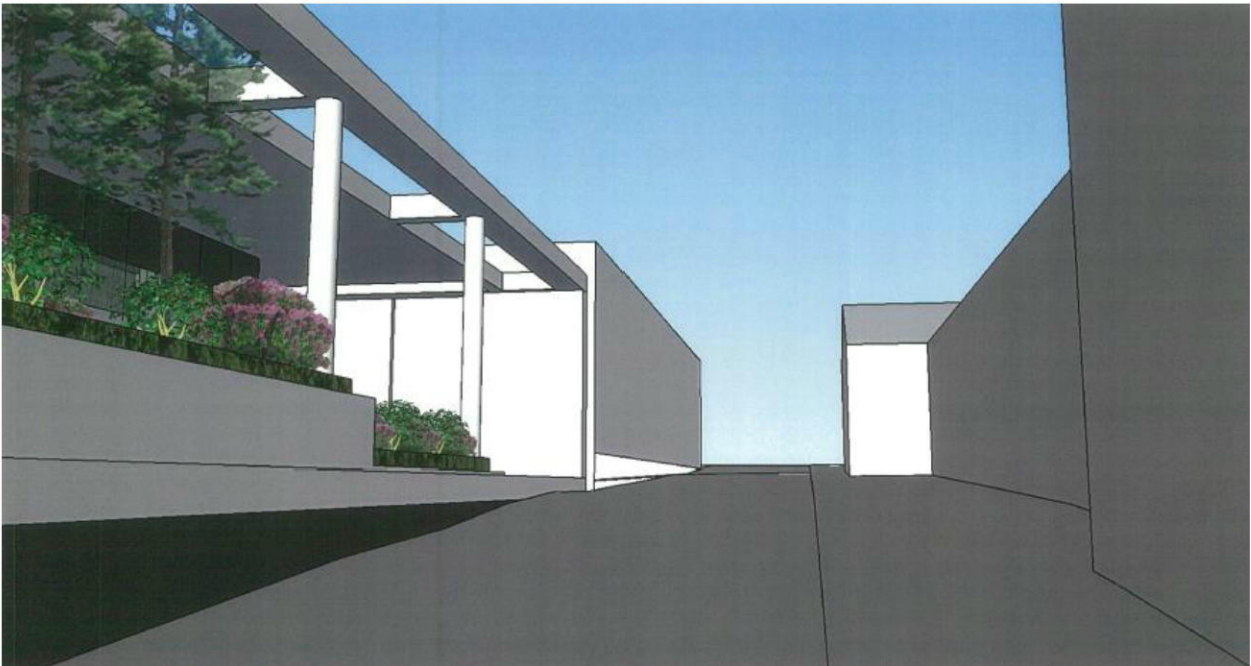
Source: Zhinar Architects

Figure 3 – The proposed new development showing podium is designed to address the laneway and respond to the scale of the heritage item and the subject site.



Source: Zhinar Architects

Figure 4 – The proposed new development showing podium is designed to address the laneway and respond to the scale of the heritage item and the subject site.



Source: Zhinar Architects

2. SITE DESCRIPTION

2.1. AREA DESCRIPTION

The subject site is located in Epping, in the Local Government Area of Hornsby, approx. 18km north-west of the Sydney Central Business District (CBD).

The subject site is located in Epping Town Centre and is in close proximity (100m) to Epping Railway Station. Oxford Street, the main street in the locality, extends between Cambridge Street and Norfolk Road. Existing development along Oxford Street comprises of medium density (1-3 storey) commercial and residential buildings, as well as some public buildings and churches.

A number of existing buildings in the streetscape date from the early 20th century, including the School of Arts building at 9 Oxford Street, a group of shops at 10-16 Oxford Street and the Our Lady of Christians Parish Church at 29 Oxford Street.

Recent changes to planning controls for the Epping Town Centre have increased the permissible height limits in the area, which are expected to result in considerable change to the urban character of the streetscape, with future higher density development, including some recent approvals along Oxford Street.

2.2. SITE DESCRIPTION

The subject site is located at 2-4 Cambridge Street, Epping. It comprises of two separate allotments, being a late 20th century 3 storey building located at 4 Cambridge Street (presently occupied by the Seventh Day Adventist Church) and a small carpark to the south of this building, located at 2 Oxford Street. The combined site area is 1.785m².

The extant building at 4 Cambridge Street comprises of a late 20th century reinforced concrete framed building with aluminium framed glazing and vertically expressed concrete fins to its principal (Cambridge Street) western elevation. Its secondary side and rear facades comprise of blank brick walls with no detailing of note and it has a flat metal roof. The building is presently occupied by the Seventh Day Adventist Church and includes a conference centre, bookshop and an administration office.

The Cambridge Street frontage comprises of a brick retaining wall with timber fence and an existing roundabout. A wide laneway provides access to Oxford Street.

Adjacent to the laneway, at 9 Oxford Street, comprises of the local heritage listed School of Arts Building (1916) which has a principal frontage to Oxford Street. This is a substantial two storey Federation period building of brick construction. It is rectangular in form with a hipped and tiled roof with gabled ends.

Its principal front facade (to Oxford Street) comprises of original and intact detailing including a recessed front entranceway with timber panelled front doors and a triangular pediment above, contrasting horizontal stucco detailing, brick parapet to gables, narrow timber framed double hung windows with multi-paned glass and brick headers to upper level and similar wider windows to lower level with awnings above.

It is noted that the side and rear facades of the School of Arts building are secondary and ancillary and comprise of little detailing. The side (northern) façade is recessed from the laneway and has simple pilasters and windows and no other architectural features.

Figure 5 – Existing site images



Picture 1 – Principal (western) façade of the subject site.



Picture 2 – View to southern side of the subject Adventist Church showing adjacent carparking and brick retaining wall and fence.



Picture 3 – View showing roundabout and rear of heritage item to the south.



Picture 4 – Side (southern) blank façade of the subject site.



Picture 5 – Cambridge Street streetscape view. Station to left.



Picture 6 – Existing stairway and fence to Cambridge Street.

Figure 6 – External images of the heritage listed School of Arts Building



Picture 7 – Principal (eastern) façade to Oxford Street.



Picture 8 – Secondary (northern) façade.



Picture 9 – View from north east on Oxford Street showing northern (side) façade.



Picture 10 – View from Cambridge Street to rear of heritage item.



Picture 11 – Detail view of the northern façade.



Picture 12 – View of existing laneway to the north of the heritage item.

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY

3.1.1. Development of Epping Town Centre

The following area history (Section 3.1.1) is sourced directly from the Epping Town Centre Heritage Review undertaken by Perumal Murphy Alessi Heritage Consultants in March 2013.

“European use of the area dates back to the 1820s when timber getters started to open up the area and a timber sawing mill was established. Some orcharding and garden activities followed, however, prior to 1880 development was very limited and little evidence from this period survives to the present day. Most of the land on the eastern side of the railway line was part of the Field of Mars, an area of over 6000 acres dedicated in 1804 as Common Land for the use of the personnel of the NSW Regiment. The area to the west was granted to naval officers. Like most areas it was the opening of the railway line (in 1886) that proceeded a period of rapid development. The opening of the railway meant that local farmers had more access to markets. They prospered and constructed larger homes. Railway workers and wider population were attracted to the area and a wave of subdivision erased evidence of the earlier rural phase.

The development of the railway and road networks traditionally and continues to bring about change in the area. In 1892 the railway line was upgraded and duplicated, providing improved and faster services to the Sydney region. The “bridge” over the railway line and creating Bridge Street and Epping township expanded with land opening up on the on the eastern side of the line. The East Epping area was part of a subdivision of the former Government Common in October 1886. The streets were all named after English towns or counties, probably due to the fact that subdivision occurred at the time of the 50th anniversary of Queen Victoria’s reign and population was mostly British. Subdivision of the area to the south and area including Essex Street was subdivided in 1899 when the name “Epping” was officially adopted for the area. The name was derived due to the many trees in the area after “Epping Forest” in England and area was described as being like a “country village” at this time.

As most of the early development was on the eastern side of the railway, a number of shops also emerged in the area, particularly near the station. The growing population also resulted in the Education Department’s decision to construct a centralised public school in the area. In January 1900 a site of over 2 acres on the corner of Norfolk Road and Pembroke Street was purchased for £350. In July a tender was accepted for the erection of the building which was completed in June 1901. The first enrolment was for 94 pupils and by the end of the first month is number increased to 135. The School has continued to develop with more buildings added in 1911, 1913, 1922 and since that time. The early buildings largely remain in a bushland setting and school continues to be a local focus in the area.

Major works were competed at Epping Station in 1900 when new platforms and main platform building (which remains today) were constructed. Like most of the rail network the Station continued to be developed, largely in accordance with improvements to the overall system, but also to cater for the needs of the local population. The works have continued to the present, with major cross country link and triplication of the line through Chatswood and major upgrade of the complex, including construction of new overhead bridges and lifts completed in 2009.

Land to the west of the station remained bushland and orchards for some time, however, the area was gradually developed from 1900 to the Second World War. In early 1895 a block of land on the corner of Bridge Street and Railway Street (now Rawson Street) was offered for sale and Mrs D Nicholas and Mr J Stewart gave the land to the Presbyterian Church and a large a hall and later Church were built. From the Presbyterian Church in Bridge Street to the corner with Epping Road was vacant land with only some wattle growing on it. In 1895 a Mr Fox started a grocery business in a shop erected by James Sonter on the corner of High and Bridge Streets. This was later neighboured by three cottages (now occupied by Nos. 2-14 Bridge Street). The block was owned by James Sonter who wanted to sell it for £500. It was finally sold in 1914, to a Mr Nicholas, the station master at Epping who realised that the district was growing, because f the greater number of people travelling by train. He sold the land one year later for £2,000 to John Howie, a builder, who in turn sold it to another builder H Pollock. The rising cost of the land being indicative of the growth of the area.

*The completion of Epping Road in 1940 and improvement of road networks recognised an increase in private car ownership and with mass car ownership came further development and an Inter-war period of subdivision and development in the area. The overall improvements continued into the Post-war period and building boom of the 1950s which saw a significant change in the character of the area, particularly the western side of the railway line. Like many established areas in Sydney some medium density residential development occurred, particularly near the railway line, in the 1960s to the 1980s. Further improvements of the road networks and addition of the M2 Motorway and improvements to the Station has also resulted in a recent resurgence of larger scale residential and commercial development in the area, a trend which continues and is being explored today due to Epping's relatively "central" and easily accessible location."*¹

Figure 7 – Oxford Street, Epping c1900s



Source: Painting Joyce Armstrong, available at <<http://historyservicesnswblog.blogspot.com.au/2010/10/convict-heritage-of-oxford-street.html>>

¹ Perumal Murphy Alessi Heritage Consultants, *Epping Town Centre Heritage Review*, March 2013.

3.2 BRIEF SITE HISTORY—2-4 CAMBRIDGE STREET, EPPING

The subject site was originally part of Allotments 11-13 of Section 1 of the Field of Mars Subdivision, granted to Benjamin Samuels, of Queensland, by Crown Grant under the “Field of Mars Common Resumption Act 1874” in 1887.

As outlined in Appendix A, there is potential that the subject site was in the location of the former Barren Hills Sawmill, which is known to have operated at its peak between c1831-1836 (refer Appendix A for summary history). Figure 8 and Figure 9 below are overlays provided in the Casey and Lowe archaeological assessment as well as Figure 10 from the Hornsby Development Control Plan, that suggests the sawmills were within or in the proximity of the subject site; however, the exact location has not been determined.

In 1891, the land comprising of the subject site was acquired by John Campbell, builder and shortly after passed through various owners including John O’Shea and Mary Agnes Davis both in c1895, as well as Edith Cowlshaw and Eustace Henson, both in 1908. Henson was a Civil Servant in Epping. The subject site was likely vacant land at this time. Oxford Street developed as a commercial shopping street and residential area following the opening of Epping Railway Station in 1892. Most of the early development occurred on the eastern side of the railway, a number of shops emerged near the station.

In 1909, William Mallaby acquired the entire allotment 12 (which covers most of the present site), which originally extended between Oxford Street and Cambridge Street. Historic research indicates that Mallaby was responsible for the early development of the site with c1910 shops fronting Oxford Street and with a dwelling to the rear of the site (likely those seen on the 1943 aerial). The following description of the shops and dwelling are provided in a newspaper article of the time:

“Mr Mallaby’s new shops are now finished and occupied, and they are undoubted credit to the district. The large plate-glass windows are handsomely furnished with brass and marble work, and the dwellings attached are fitted with all conveniences. The contractors were Messers Purcell and Spendley.”²

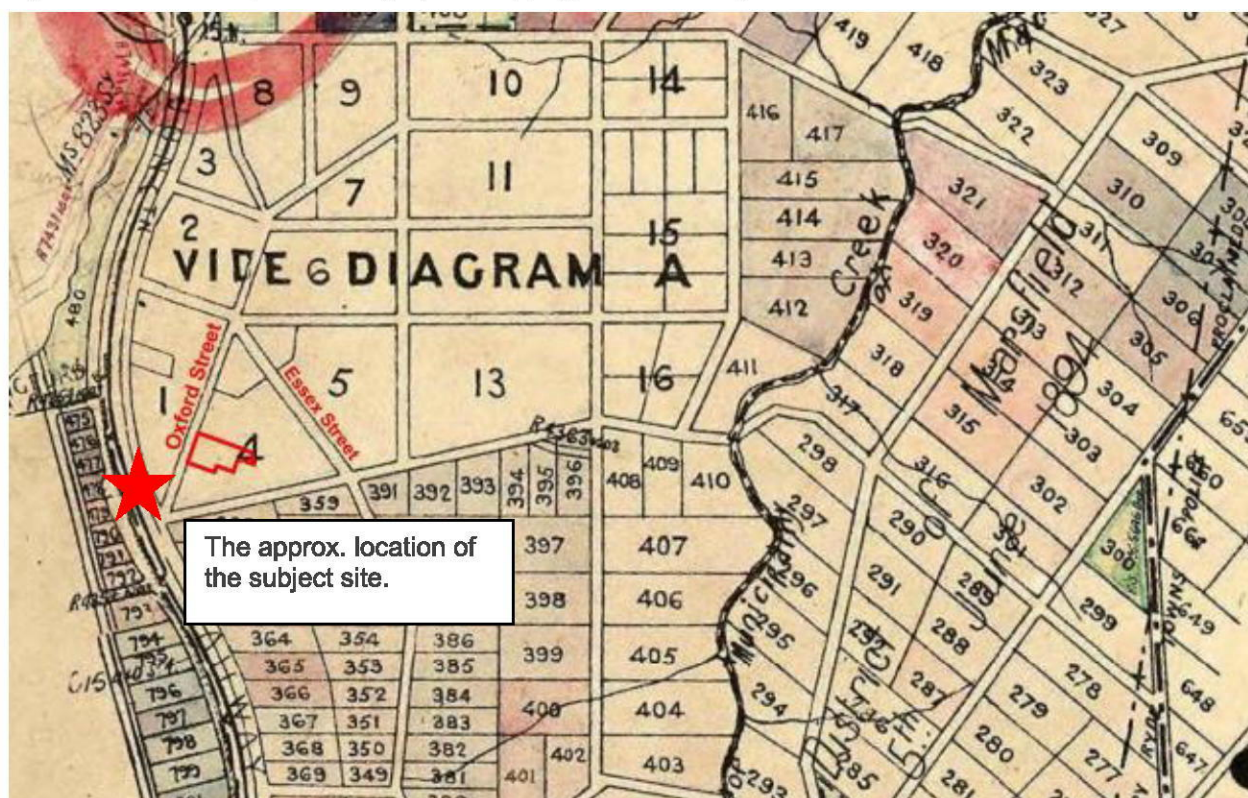
These shops still survive in this location fronting Oxford Street, albeit they have been substantially modified; however, the dwelling to the rear has since been demolished for the present carpark on the subject site and the new roundabout. In 1946, William Mallaby sold the site to Oliver Joseph, having owned the site for approx. 37 years. In 1947, Michael Henry Richards, a Company Director of Sydney acquired the subject site and in 1952, he sold the property to Henry Roberts and Rose Roberts as joint tenants. Lillian Rose Roberts inherited the property in 1967.

It is assumed the previous dwelling on the subject site was demolished c1975 when Brodie Holdings Pty Ltd (a real estate developer) acquired the site. In 1980, the property was leased to the Australian Telecommunications Commission, who occupied the property up until around 1990.

The present building and carpark on the subject site are late 20th century constructions (likely post 1990).

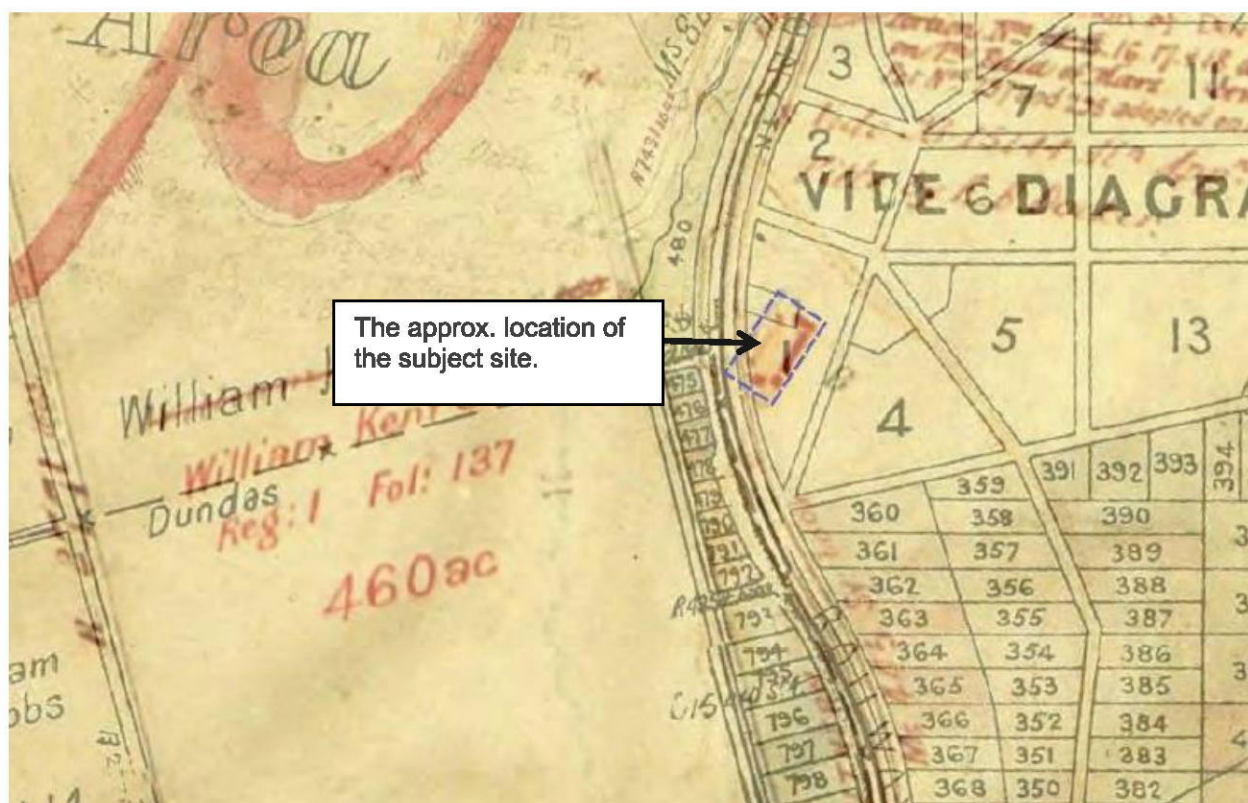
² The Cumberland Argus and Fruitgrowers Advocate, *Epping*, 1910, p8.

Figure 8 – Subdivision plan showing layout of Epping, 1894. The subject site is indicated



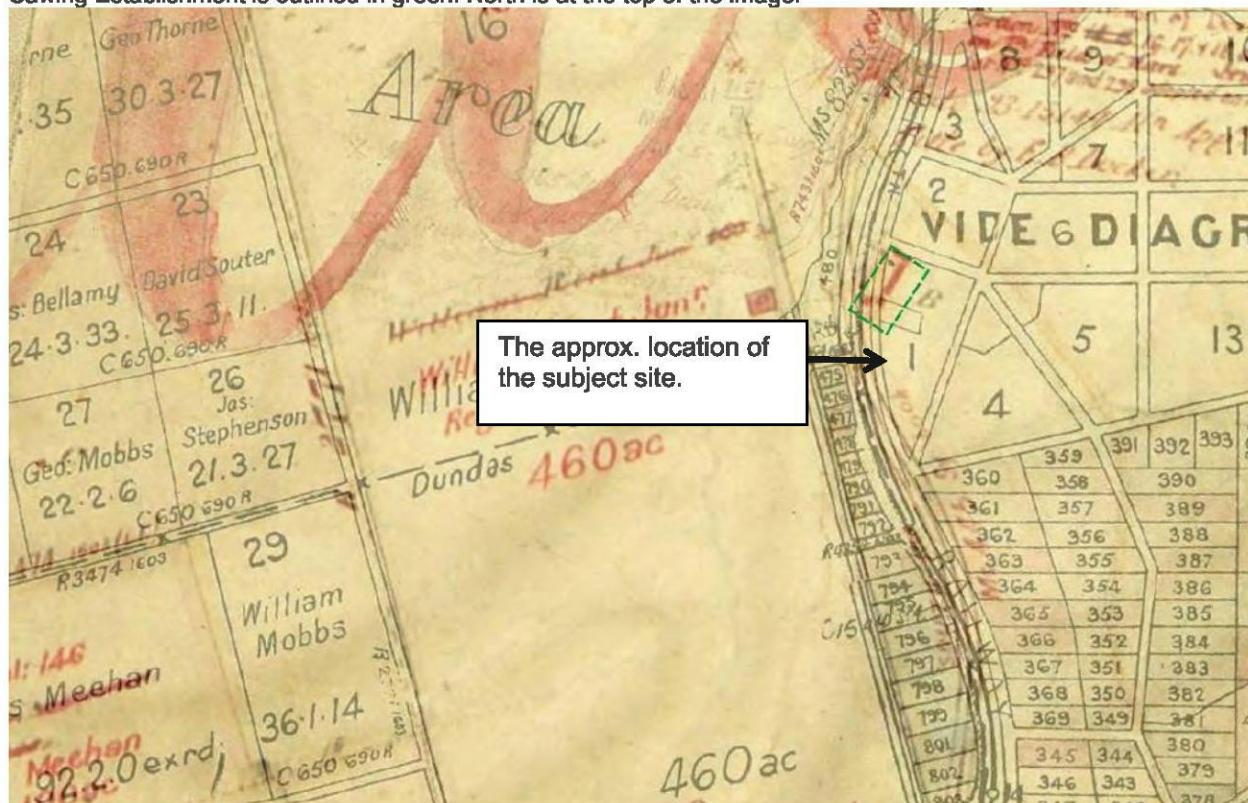
Source: Department of lands

Figure 9 - Alignment 1 overlay of Abbott's 1831 plan and the 1894 subdivision plan. The Barren Hills Sawing Establishment is outlined in blue. North is at the top of the image.



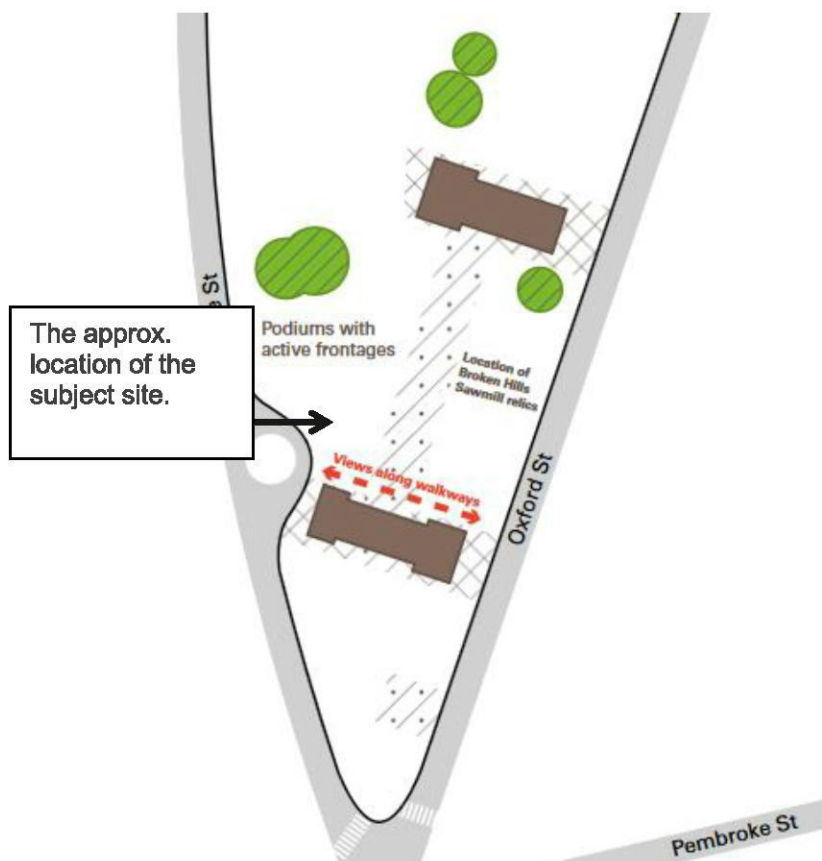
Source: Casey & Lowe AIA

Figure 10 - Alignment 2 overlay of Abbott's 1831 plan and the 1894 subdivision plan. The Barren Hills Sawing Establishment is outlined in green. North is at the top of the image.



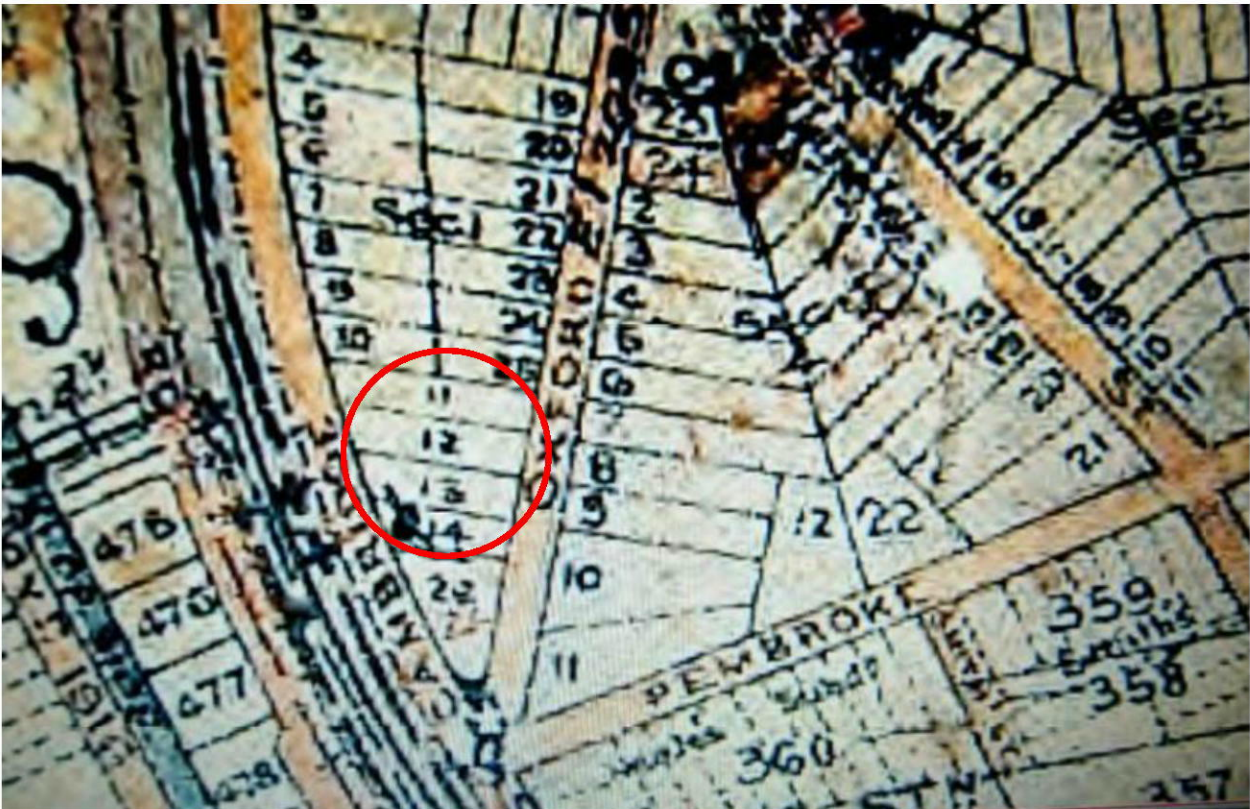
Source: Casey & Lowe AIA

Figure 11 – Cambridge Street Epping Precinct, showing that the DCP suggests the indicative location of the Barren Hills archaeological relics



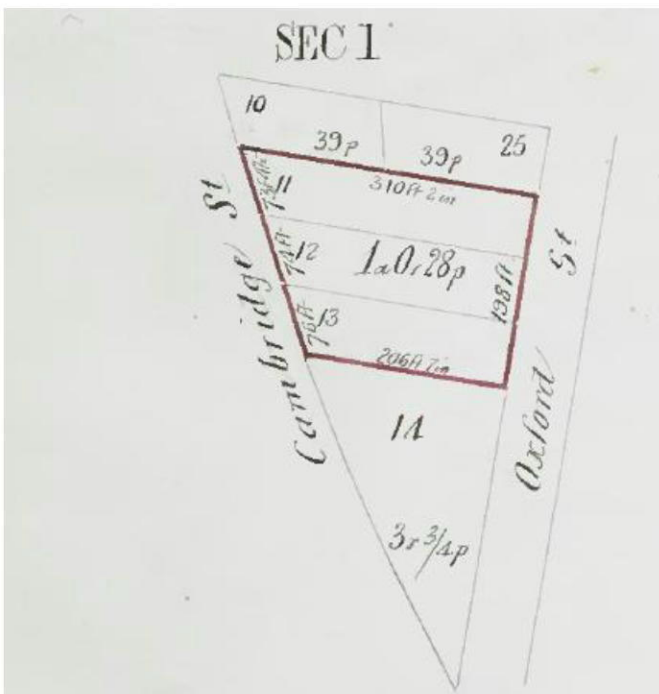
Source: Hornsby DCP 2013 p122.

Figure 12 –1886 Field of Mars subdivision around Oxford Street, Epping, showing the subject site originally part of Lot 12 and part of Lot 13 of Section 1.



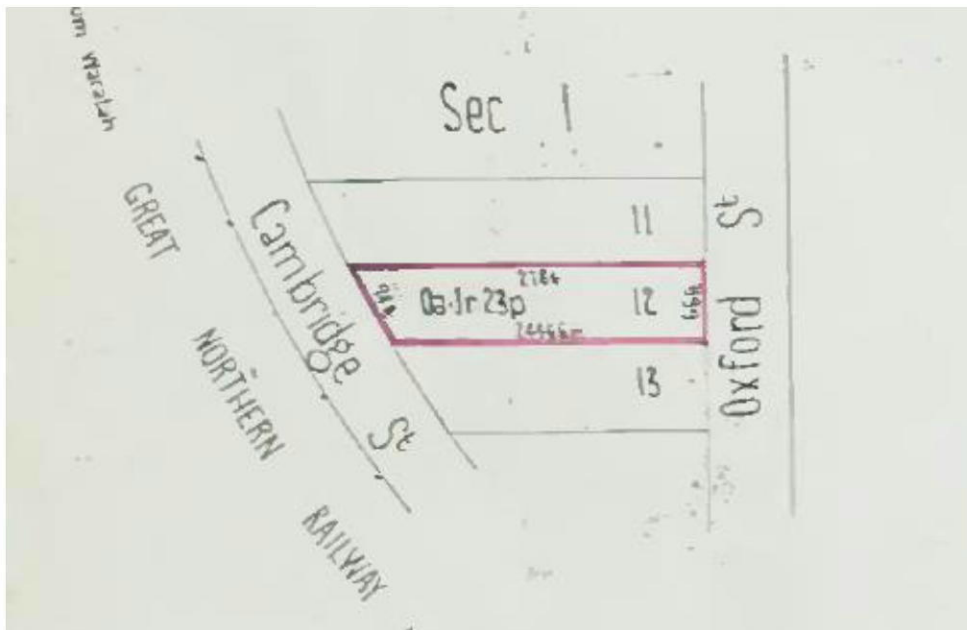
Source: Parish Map of Field of Mars, County of Cumberland

Figure 13 – Land acquired by Benjamin Samuels (allotment 11,12 and 13) (including the subject site) in 1887.



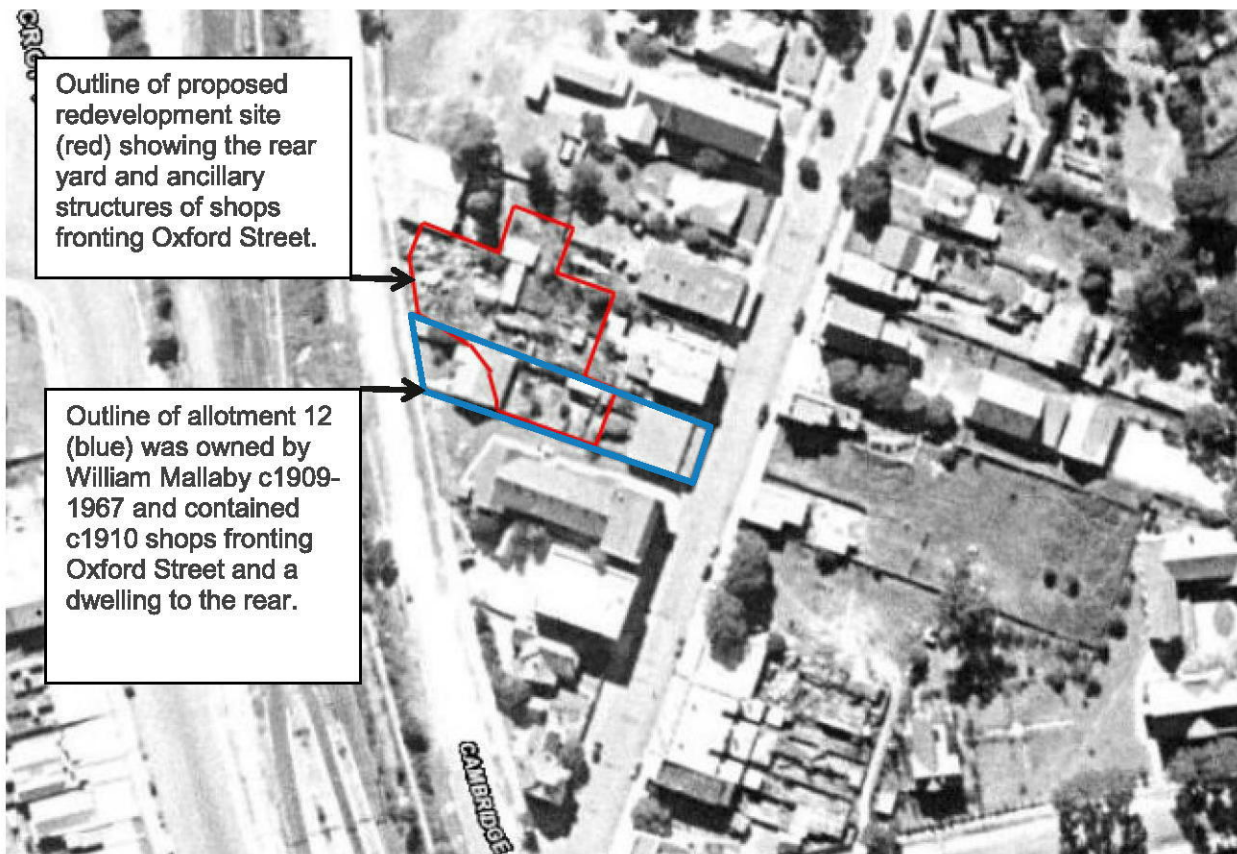
Source: Volume 851 Folio 246.

Figure 14 – Allotment 12 acquired by William Mallaby in 1909.



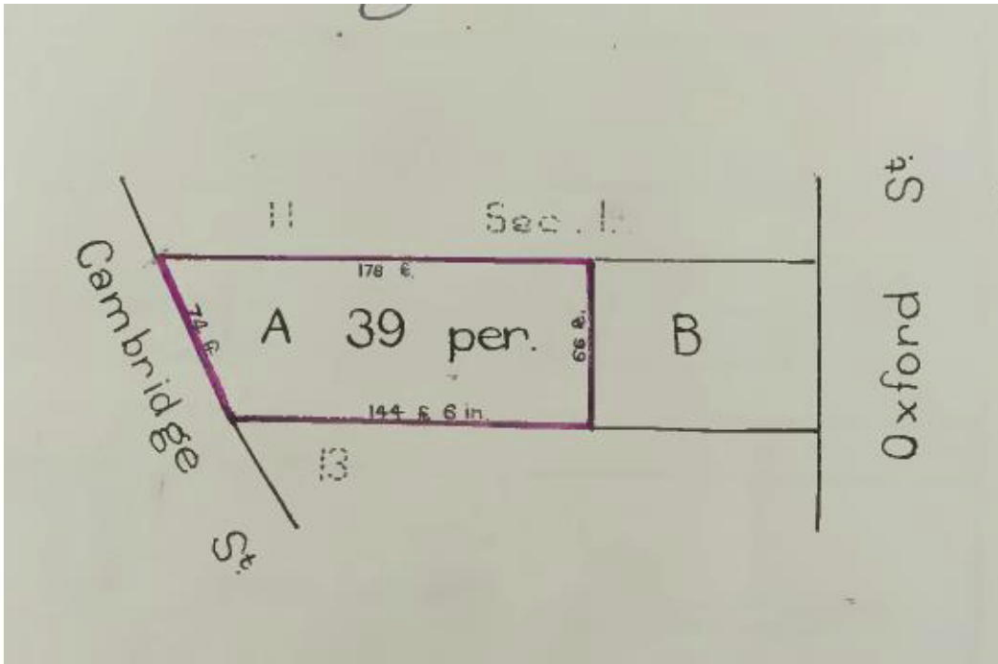
Source: Volume 1987 Folio 158.

Figure 15 – 1943 aerial showing previous structures existing on the subject site.



Source: Six Maps with Urbis Overlay

Figure 16 – The subject site (4 Cambridge Street), being now Allotment A and part of adjacent Allotment 13 (carpark), 1947.



Source: Volume 1987 Folio 158

3.3. DATE OF CONSTRUCTION

Historic research indicates that the existing building on the subject site is a late 20th century construction. The carpark was also constructed in the late 20th century and appears to be the site of a former early 20th century dwelling.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise a place's heritage values – why it is important, why a statutory listing was made to protect these values.

The subject site comprises of a late 20th century building of contemporary fabric and has no identified heritage significance. The purpose of this report is to review the potential heritage impacts with regard to the proximate heritage item. Therefore, the relevant Statement of Significance is provided below.

4.2. STATEMENT OF SIGNIFICANCE FOR HERITAGE ITEM IN THE VICINITY

The following Statement of Significance has been sourced from the NSW Office of Environment and Heritage Database listing form for the heritage item as follows:

“Substantial two storey Federation period building. Quality brickwork and render detail. Little altered. Social and historical significance for its role as a community centre”³

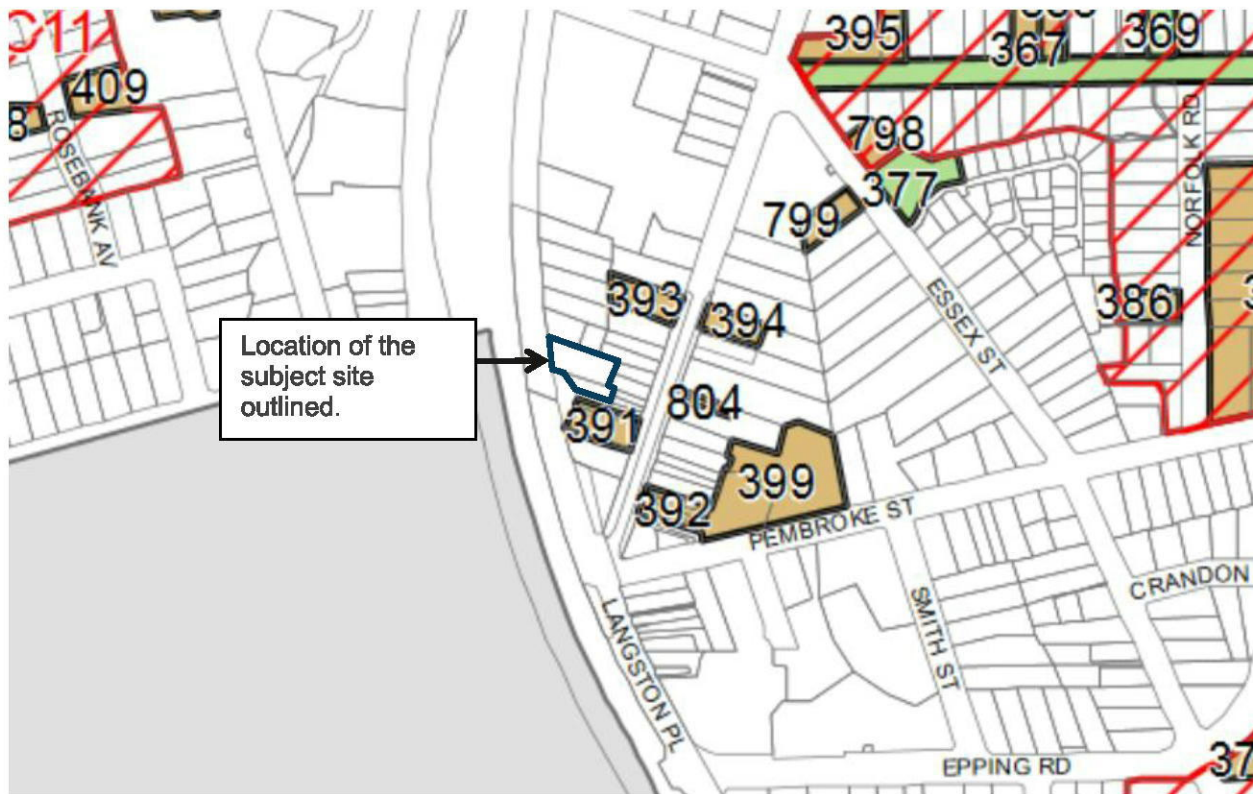
³ NSW Office of Environment and Heritage Database Listing Form (Database ID: 1780106).

5. IMPACT ASSESSMENT

5.1. HERITAGE LISTING

The subject site falls within the area covered by Hornsby Local Environment Plan (LEP) 2013 and the Hornsby Development Control Plan (DCP) 2013. It is not a local heritage item under Schedule 5 of the LEP; however, it is located adjacent to a local heritage listed item being the 'School of Arts' and garden fronting Oxford Street (9 Oxford Street) (item I391).

Figure 17 – Heritage map showing the subject site adjacent to the heritage listed *School of Arts Building* (item 391)



Source: Hornsby LEP 2013 (Map 012)

5.2. STATUTORY CONTROLS

5.2.1. Hornsby Local Environmental Plan (LEP) 2013

The proposed works are addressed in the table below in relation to the relevant clauses in the LEP.

Table 2 – Local Environmental Plan

CLAUSE	DISCUSSION
5.10 Heritage Conservation	
(1) Objectives	
(a) to conserve the environmental heritage of Hornsby.	<ul style="list-style-type: none"> This Heritage Impact Statement (HIS) has been prepared to assist the consent authority in their assessment of the submitted DA.
(b) to conserve the heritage significance of	The proposal includes the redevelopment of the

CLAUSE	DISCUSSION
<p>heritage items and heritage conservation areas, including associated fabric, settings and views.</p> <p>(c) to conserve archaeological sites.</p> <p>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.</p>	<p>subject site. The extant site building is not a heritage listed item and has no identified heritage significance; however, the subject site is in the vicinity of a local heritage listed item.</p> <p>The HIS assesses the proposal against the relevant provisions in the LEP and DCP, primarily those for 'Development adjacent to a heritage item'.</p> <p>Integral aspects of the sites design development have considered the sites heritage context, and the proposed new development has been designed to mitigate heritage impacts as discussed in detail under the below DCP provisions and heritage office guidelines.</p> <ul style="list-style-type: none"> Archaeological works are outside of the scope of this heritage report, which concerns development adjacent to a heritage item. However, according to historical research and as indicated in the DCP (see Figure 10 above) there is potential for archaeological remains of the former sawmill to be within or in the proximity of the subject site.
<p>(4) Effect of proposed development on heritage significance</p> <p>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</p>	<ul style="list-style-type: none"> This HIS has been prepared to assist the consent authority in their assessment of the submitted DA. This HIS has assessed the proposed development in relation to the heritage significance and visual setting of the adjacent heritage item and considers the proposed works against the relevant provisions in the LEP and DCP (refer to part 5 below and DCP provisions).
<p>(5) Heritage assessment</p> <p>The consent authority may, before granting consent to any development:</p> <p>(a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the</p>	<ul style="list-style-type: none"> It is noted that the subject site is adjacent to the heritage listed 'School of Arts' building located fronting Oxford Street at 9 Oxford Street, Epping. The proposed new development will have no physical heritage impact on the heritage item and minimal visual impacts as the tower is located on Cambridge Street with principal views of the heritage item being from Oxford Street to the east. Whilst the tower will be apparent in views it will form part of a backdrop development with the heritage item

CLAUSE	DISCUSSION
heritage item or heritage conservation area concerned.	<p>continuing to be read in the context of Oxford Street and maintaining its presentation and prominence to the streetscape. It is noted that the rear of the heritage item is ancillary, is not required to be viewed in the round and does not contribute to the rear Cambridge Street streetscape.</p> <ul style="list-style-type: none"> The proposed development incorporates a podium and a tower setback above, which reduces its overall massing and scale, with the podium responding to the immediate low scale context of the laneway and Cambridge Street (2-3 storeys). <p>Refer also to the DCP provisions and heritage office guidelines below.</p>

5.2.2. Hornsby Development Control Plan (DCP) 2013

The proposed works are addressed in the table below in relation to the relevant provisions in the DCP.

Table 3 – Development Control Plan

PROVISION	DISCUSSION
Part 9—Heritage	
9.4.1 Development in the vicinity of heritage items and Heritage Conservation Areas	
<p>Desired Outcome</p> <p>a. New work that is sympathetic to the heritage significance of nearby heritage items, or adjoining heritage conservation area, and their settings</p> <p>Prescriptive Measures—Heritage items</p> <p>a. Design and siting of new work should complement the form, orientation, scale and style of the heritage item.</p> <p>b. Adequate space should be provided around the heritage item to allow for its interpretation.</p> <p>c. Development should maintain significant or historic public domain views to and from the heritage item.</p> <p>d. Original or significant landscape features that are associated with the heritage item and which contribute to its setting should be retained.</p>	<ul style="list-style-type: none"> The proposed new works provide for a two storey podium to Cambridge Street, which is designed to respond the two storey scale of the heritage item, with the tower setback above, which will mitigate the proposed mass and scale of the new tower development visually from the streetscape. The proposed new building complies with the applicable 72m height limit for the site. It is recognised that the proposed new development occurs in an area which will continue to be subject to multi-storey development and this has been enabled by the existing LEP and DCP controls. Although the proposed new development will change the visual backdrop of the Heritage item from Oxford Street, it is considered the subject site forms part of a higher density area near Epping Train Station, which will comprise of

PROVISION	DISCUSSION
	<p>future larger scale development, which will change the urban context of the streetscape. This is consistent with recent approvals in the immediate vicinity. As noted above, the heritage item retains its visual prominence from its principal Oxford Street frontage.</p> <ul style="list-style-type: none"> ▪ The existing laneway between the subject site and the heritage item will be retained which already provides a visual and physical separation between the subject site and the heritage item. ▪ The proposed new development will be wholly located on the subject site and will have no impact on existing principal sightlines to the heritage item as views from Oxford Street. Views to the rear of the heritage time are non-significant. ▪ There are no significant landscape features associated with the School of Arts building site that would be affected by the proposed works.

5.3. HERITAGE OFFICE GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage Office's 'Statement of Heritage Impact' guidelines

Table 4 – Heritage Office Guidelines

QUESTION	DISCUSSION
<p>The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:</p>	<ul style="list-style-type: none"> ▪ The proposed works will have no physical impact on the adjacent heritage item, its special features or its curtilage, which will be wholly retained and appreciated. ▪ Principal views from Oxford Street to the heritage item will be wholly retained and conserved without impact. Existing views from the rear are non-significant and the building was not designed to be viewed 'in the round' at the rear, where it has simple side and rear facades. ▪ The proposed new two storey podium to Cambridge Street will respond to the two storey height of the heritage item, and it will address the laneway and assist activating it. The proposed podium design will provide for a

QUESTION	DISCUSSION
	<p>better response visually to the laneway than the existing building on the subject site, which has a blank brick wall to its southern façade.</p>
<p>New development adjacent to a heritage item</p> <p>How does the new development affect views to, and from, the heritage item?</p> <p>What has been done to minimise negative effects?</p> <p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p> <p>Why is the new development required to be adjacent to a heritage item?</p> <p>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p> <p>Is the development sited on any known, or potentially significant archaeological deposits?</p> <p>If so, have alternative sites been considered? Why were they rejected?</p> <p>Is the new development sympathetic to the heritage item?</p> <p>In what way (e.g. form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item?</p> <p>How has this been minimised?</p> <p>Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>The proposed works have been assessed in relation to relevant controls and provisions contained within the LEP and DCP and the following conclusions have been made:</p> <ul style="list-style-type: none"> ▪ The extant building on the subject site comprises of a late 20th century building of contemporary fabric with no identified heritage significance. Its retention is not required on heritage grounds. ▪ The proposed works will have no physical impact on the adjacent heritage item or its curtilage. The existing curtilage and immediate setting of the heritage item is wholly retained by the proposed works without impact. ▪ Principal views to the heritage item from Oxford Street will be wholly retained and conserved with the tower forming part of the visual backdrop of the building, without significantly impacting on its presentation to the streetscape. ▪ There is already a visual and physical separation (laneway) between the heritage item and the site of the proposed new development. Further, it is recognised that the existing context of the rear of the heritage item has already been modified due to the laneway and roundabout. ▪ The heritage item is recessed from the laneway and fronts Oxford Street. The side (secondary) facades of the heritage item have simple pilasters and windows and no other architectural features. The rear of this building is ancillary and was not designed to be seen/appreciated 'in the round' from the rear and is not a principal view and does not substantially contribute to the rear Cambridge Street streetscape. ▪ The proposed new building is designed with a podium base which is aligned with the laneway boundary to visually allow the tower to be setback above. The proposed podium base will improve on the present circumstance which

QUESTION	DISCUSSION
	<p>comprises of a blank brick wall and will create greater visual prominence to the heritage item. The proposed podium base provides a more pedestrian scale for the tower base and responds to the heritage item and streetscape context in its scale.</p> <ul style="list-style-type: none"> ▪ Further, the podium will have an articulated façade and entry to the laneway, with the edge treated as an open façade with supporting columns and punched openings to the roof and open landscaped planters, some of which are at grade to open up the vista through the covered entry way to the upper residential lobby and main commercial entry. This allows the podium entry to positively engage and activate the laneway whilst substantially reducing the mass of the podium and respecting the heritage item (Figure 3 and Figure 4). ▪ The proposed new development will comprise of high quality contemporary materiality, with the podium base complementing the setting of the laneway. The tower is setback above and is articulated with a simple expression and curved wrap around balconies with glazed balustrades and three simple vertical façade elements including the core. The transparent balustrading of the balconies visually create additional setback of the tower element. ▪ The construction of the proposed new building is within an area that has an approved maximum building height of up to 72m (23 storeys). The potential visual impact that multi-storey developments in the immediate area may have on heritage items in the vicinity has been both recognised and accepted by the planning process and relevant controls. ▪ Although it is acknowledged that the new building will be visible in the vicinity of the heritage item, the visual impacts associated with this are considered to be reasonable and acceptable when considered within the wider context of future larger scale development of Epping Town Centre and in the vicinity of Epping Railway Station. As detailed above, the design of the podium and tower form also

QUESTION	DISCUSSION
	<p>seeks to mitigate the impacts of scale through sympathetic design.</p> <ul style="list-style-type: none"> ▪ Archaeological assessment is outside the scope of this report; however the historical assessment, details the potential for the site to form part of remains of an early/mid 19th century sawmill, the exact location of which has not been determined.

6. CONCLUSION AND RECOMMENDATIONS

The proposed works have been assessed in relation to the relevant controls and provisions contained within the Hornsby LEP 2013 and the Hornsby DCP 2013, as well as the Heritage Office Guidelines.

The construction of the new building is proposed in an area that has an approved maximum building height of 72 metres (23 storeys), the purpose of which is to encourage higher density development. The potential visual impact that multi-storey developments in the immediate area may have on heritage items in the vicinity has been both recognised and accepted by the planning process and relevant controls, and therefore any development in the vicinity is required to consider the proximate heritage item and accordingly mitigate heritage impacts through sympathetic design.

The subject proposal seeks to achieve this through the sympathetic podium and setback tower form as detailed in Section 5 above. Design advice provided at the Pre-DA has been considered in the podium design; however, we do not believe that a further nominal increase in setback of the tower than that proposed would substantially alter the setting to the heritage item or improve on potential impact.

It is considered that the heritage item will continue to maintain its prominence in views from Oxford Street.

In accordance with the above observations, the proposed development is supported from a heritage perspective and is recommended for approval.

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**APPENDIX A EXTRACT OF HISTORY FROM
ARCHAEOLOGICAL IMPACT ASSESSMENT
PREPARED BY CASEY & LOWE FOR 30-42
OXFORD STREET EPPING (FOR GROCON),
OCTOBER 2015**

2.0 Historical Background⁹

2.1 The First Sawing Establishment in Pennant Hills, 1817-1831

Timber has been in constant demand in European Australia for housing, for vehicles, for boats, for utensils, for fuel. In the early colonial period, convict labour was organised to fell trees and to work the timber. By the Macquarie period, a key area for lumbering of all sorts ran from Parramatta northeast to the hills of modern Hornsby. Processing was largely done in Sydney and Parramatta, while in the 1810s and 1820s felling and initial sawing were organised in government 'establishments' set up in what are now West Pennant Hills and Epping. There were other saw-milling camps, notably at Lane Cove (up to c.1818)¹⁰ and at Longbottom near Burwood (in the early 1820s)¹¹, but the two in the modern shire of Hornsby were significant, alone or together, from late in Macquarie's governorship until 1831.

The modern shire of Hornsby was still quite heavily wooded in Macquarie's time, whereas by 1819 'all the valuable wood within Eight miles of Sydney [had] been cut down for some years past'.¹²

Major Druitt, the colony's chief engineer from 1817 until 1822, had responsibility for supplies of wood. He had made the life of the convict timber-getters more onerous by insisting on the use of hardwoods, ironbark, stringy bark and blue gum, as well as soft cedar.¹³ Druitt recognised that the work of the sawyers, both in the forest and at the saw-pits, was particularly tough. He told Commissioner Bigge in 1819 that:

I consider the wood cutter's gang as the heaviest employment. They have first to fell the Timber, then to cross-cut it, then to split it with iron wedges into billets and afterwards to load in [sic] on the carts.¹⁴

In his evidence to the Bigge Commission late in 1819, Druitt explained how the quality and quantity of timber at Lane Cove had deteriorated and was supplemented under his direction by a new saw-milling establishment at Pennant Hills after 1817.¹⁵ The new camp was constructed in West Pennant Hills, to the southwest of the present intersection of Hull Road with Pennant Hills Road (now the Cumberland Highway), about halfway between Thompsons Corner and Beecroft Road (**Figure 2.1**). The site of the establishment is shown, along with the original alignment of the principal roads, in Abbott's 1831 map of the Field of Mars (**Figure 2.2**). Abbott shows that the buildings originally lay on both sides of Pennant Hills Road, but that little survived by 1831.¹⁶

⁹ 'The Barren Hills Sawing Establishment, A History', Ian Jack for Ian Jack Heritage Consulting Pty Ltd, September 2015.

¹⁰ R. Hawkins, 'Axed: the Forgotten History of Sydney's North Shore', unpub. 2012, pp.36-37.

¹¹ *Historical Records of Australia*, series 1, X, p.697; XI, pp.207, 549; XIV, pp.637, 647.

¹² Evidence of Major Druitt, Chief Engineer, to the Bigge Commission, November 1819, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1, p.85.

¹³ Druitt's evidence, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1, p. 91; M. Austin, 'Druitt, George (1775-1842)', *Australian Dictionary of Biography*, vol.1, Melbourne University Press, Carlton, 1966, pp.324-325.

¹⁴ Druitt's evidence, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1 p.70.

¹⁵ Druitt's evidence, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1 p.13.

¹⁶ State Records NSW, Map 2713. Ralph Hawkins places the Pennant Hills Establishment site at the intersection of Hull Road with Pennant Hills Road ('Axed', p.42), but Abbott plots it farther to the south-west.

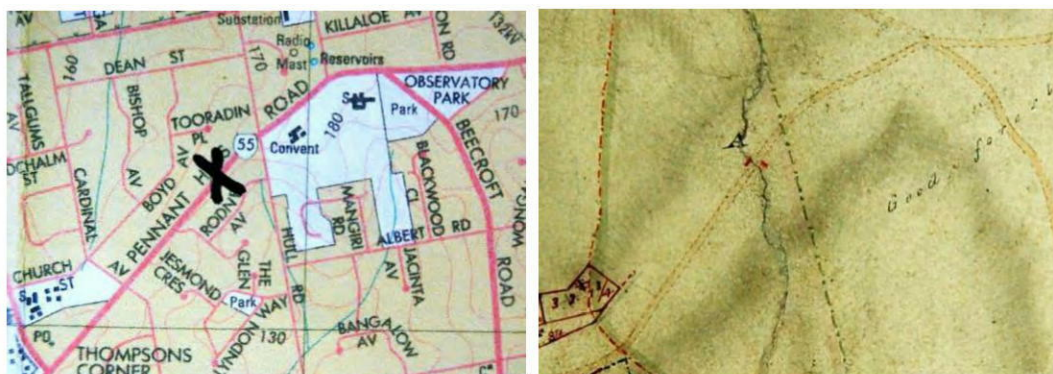


Figure 2.1 (left). The approximate location of Pennant Hills Sawing Establishment, marked X, on 1:25,000 map, Hornsby, 9130-4S.

Figure 2.2 (right). The location of Pennant Hills Sawing Establishment, marked A on John Abbott's map of the Field of Mars, surveyed in 1831. Source: State Records NSW, Map 2713.

Macquarie and Druitt had erected temporary huts, of weather-board and bark, for the superintendent and overseers of some 80 convicts at Pennant Hills. Each hut had its own 'enclosed Kitchen Garden attached to it'.¹⁷ Bigge, who collected evidence about Pennant Hills in 1819, talked, however, of substantial wooden 'cottages or barracks of different dimensions', occupied by 73 convicts mostly employed as 'sawyers, shingle-splitters, and basket-makers'.¹⁸ Bigge refers to barracks as if they were merely larger huts with multiple occupancy, but Major Druitt's evidence in fact said that: 'some few [of 103 convicts] are in bark Huts and the remainder in a wooden Barrack'.¹⁹ It seems likely, therefore, that Macquarie's retrospective account of Pennant Hills was not fully informed of developments under Druitt.

Bigge also reported that there was a 'very decent' chapel at Pennant Hills, a weatherboard building said to be capable of holding 150. Regular services were conducted by one of the convicts, according to the overseer's evidence to Bigge, or by one of the missionaries according to Macquarie.²⁰

Although in 1822 when Macquarie compiled his long list of his achievements as governor he did not include any timber-getting camp in the Hornsby area other than Pennant Hills, the decision to transfer most of its activities to a new establishment at Epping, called Barren Hills, seems to have been taken about 1820. There has been confusion because the name Pennant Hills continued to be used occasionally from 1821 onwards when it is certain that Barren Hills is intended.

There is no impelling evidence of any large gangs of timbermen at West Pennant Hills in the 1820s, but it is likely that there was still sporadic activity. The last occasion on which the saw-pits at West Pennant Hills are known to have been used is 1831, when surveyor Abbott noted on his map of the Field of Mars that 'there are now sawyers at work' at the 'old Government Sawing Establishment', but he shows only two small buildings on either side of Pennant Hills Road, in sharp contrast to the complex which he shows in footprint at Barren Hills.²¹

¹⁷ *Historical Records of Australia*, series 1, X, p.696.

¹⁸ Bigge, *Report of the Commissioner of Inquiry into the State of the Colony of New South Wales*, London, 1822, p.25.

¹⁹ Druitt's evidence, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1 p.82.

²⁰ Evidence of Patrick Kelly, overseer at 'Pennant Hills', State Library of NSW, Mitchell Library, Bonwick Transcripts, 3 September 1820, BT 11, pp.4929-4930; Bigge, *Report*, pp.25-26; *Historical Records of Australia*, series 1, X, p.696.

²¹ State Records NSW, Map 2713.

2.2 The Barren Hills Sawing Establishment, 1821-1831

By December 1821, all or most of the timber-getters previously at West Pennant Hills had been moved to a new camp at what is now Epping. The Barren Hills Establishment was located just to the east of the initial location of the later Epping railway station, as clearly shown on an 1831 map which not only sketches the unique footprint of the 1820s complex, but was also annotated in the 1880s with the new rail line (Figure 2.3).²²

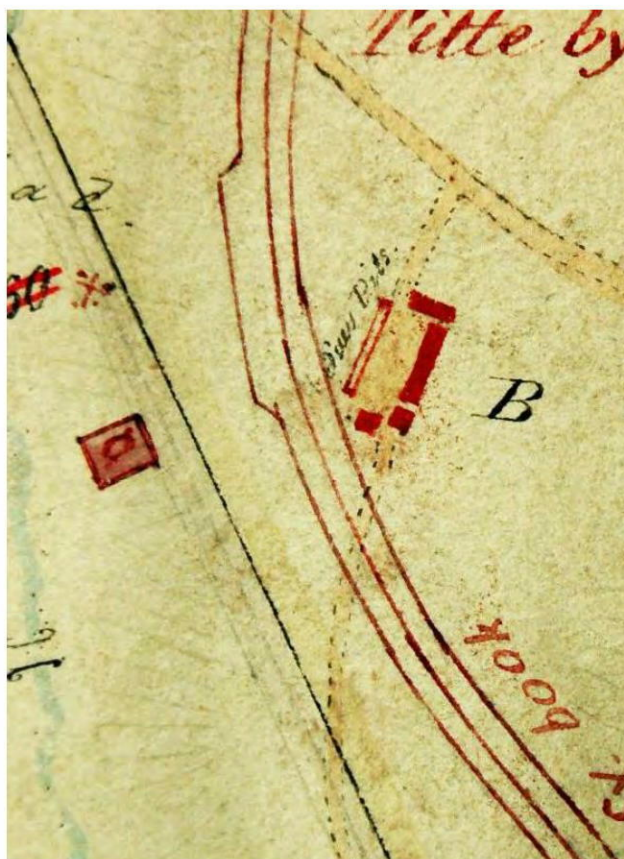


Figure 2.3 The Barren Hills Sawing Establishment, shown in footprint form in 1831. The alignment of the railway was added to Abbott's map in the 1880s. Source: State Records NSW, Map 2713.

There is no key to the uses of the structures shown in the 1831 map. Abbott's notes on his map explain only that 'B' represents 'The New Establishment'. It seems certain, however, that the narrow rectangle on the west side which is left uncoloured does conform to the description 'Saw Pits' written alongside. It is likely that these saw-pits were wholly or partly covered. The Chief Engineer of the colony, Major Druitt, told Commissioner Bigge in October 1819 that he had 'established covered Saw pits at Pennant Hills'.²³ He was also responsible for the facilities at Barren Hills, so it would not be surprising if elevated roofs were supplied there also. The Principal Superintendent of Convicts, William Hutchinson, also told Bigge that at the Sydney lumber-yard 'a range of covered Saw pits have been constructed'.²⁴ Some protection from the weather was a normal provision at this time.

²² State Records NSW, Map 2713.

²³ Druitt's evidence, State Library, Mitchell Library, Bonwick Transcripts, BT 1 p.13.

²⁴ Evidence of William Hutchinson, State Library, Mitchell Library, Bonwick Transcripts, BT 1 p.167.

The long rectangular building on the east side of the complex, directly opposite the saw-pits, is almost certainly a convict barracks, such as Druitt had already erected at West Pennant Hills.²⁵

The smaller rectangular building enclosing the northern end of the Barren Hills complex has been interpreted as a chapel.²⁶ This attribution relies on Macquarie's account of 'Pennant Hills' in his list of public works achieved during his entire governorship and on Bigge's report, based on 1819 and 1820 information. The preferred interpretation is that this account refers to West Pennant Hills and not to Barren Hills.²⁷ Although the minutes of the Wesleyan Methodist District Meeting make it clear that the Methodist missionary Benjamin Carvosso preached regularly to prisoners at Barren Hills in 1824 and that there were still fortnightly services there in 1825, this is not conclusive evidence that there was a dedicated chapel.²⁸ As a result the function of the northern building remains uncertain.

The general interpretation of the two smaller huts at the south end of the Barren Hills complex is that they housed the superintendent, an overseer and for a constable. It is known that there was a married constable in residence in 1828, because a coroner's inquest was held after the sudden death of his wife.²⁹

Barren Hills did not lie on the two sides of an existing thoroughfare, as the camp in West Pennant Hills had done. Instead it was entered at the northwest corner by a spur road from the southward extension of the present Beecroft Road. This track entered the establishment's central open space at the north end of the sawpit. The track then left the establishment from the southeast corner, beside the overseers' huts, and swung in a south-westerly direction over the Bent land grant to join what is now Marsden Road, through what Abbott described as 'Good forest land' (Figure 2.4).

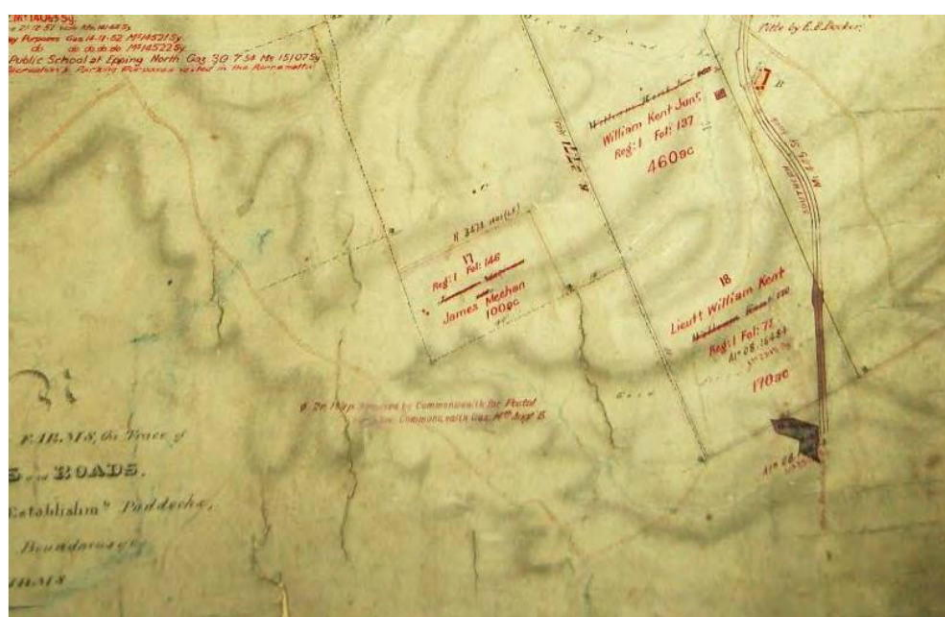


Figure 2.4 The road running southwest from the Barren Hills Establishment to join Marsden Road in the lower centre of this detail from Abbott's 1831 map. Source: State Records NSW, Map 2713.

²⁵ Druitt's evidence, State Library, Mitchell Library, Bonwick Transcripts, BT 1 p.82.

²⁶ W.G. Hallwood, *History of Epping*, [1966], p.4; Hawkins, *Convict and Settlers*, pp.22, 23; Hawkins, 'Axed', pp.50-51.

²⁷ A. Bickford, 'Archaeological Report on Barren Hills Sawing Establishment c.1821 - c.1831, Oxford Street, Epping', report to Planning & Infrastructure NSW, February 2103, p.21.

²⁸ D. Lightfoot and S. Pacey, *No Longer Barren: A History of Methodism in Epping and the Heritage of the Uniting Methodist Church*, Oxford Street, Epping 2010, p.18. The Revd Walter Lawry, another Methodist, had preached to prisoners at 'Pennant Hills' in 1820 and 1821: but it is not clear where these services took place (Lightfoot and Pacey, p.15).

²⁹ *Australian*, 3 September 1828, p.3.

Some two kilometres to the west of the Barren Hills Establishment there was another saw-pit owned by Public Works in Parramatta. It is marked 'C' on the upper centre of the detail of Abbott's map shown as Figure 2.4. On the earliest parish map, undated, but likely to be drawn in the early 1830s, this area is shown as an area for cedar cutting (Figure 2.5). Druitt exaggerated when he told Bigge that there was no cedar left at Pennant Hills by 1819.³⁰

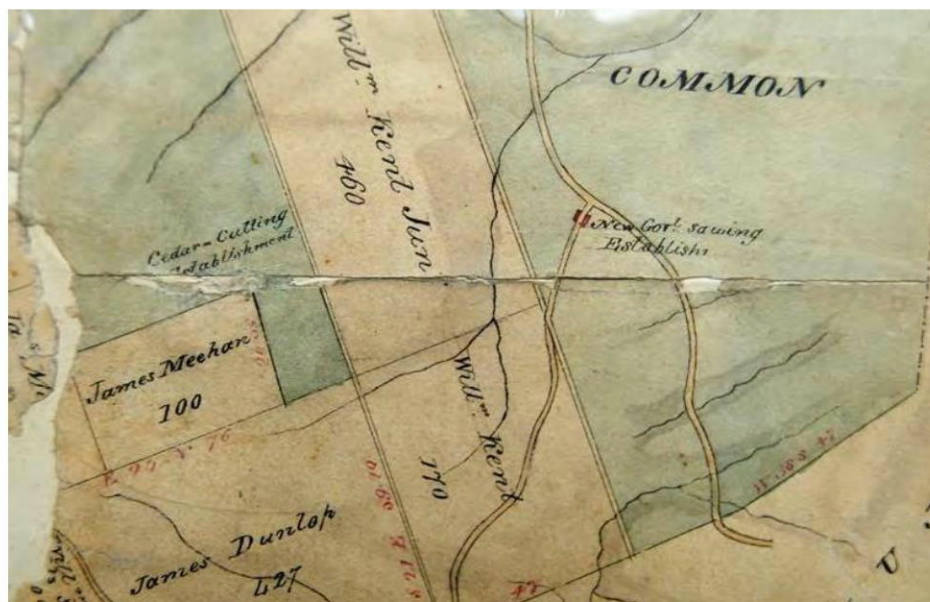


Figure 2.5 The Barren Hills ('New Govt.') Sawing Establishment in the 1830s. To the west there is a 'Cedar Cutting Establishment', marked 'C' in Figure 2.4. Source: State Library of NSW, Mitchell, Library, Map 00033.

The number of convicts at work at Barren Hills over the 1820s fluctuated between 90 and 35, but the numbers steadily declined. Figures are not available for all years: figures unequivocally for Barren Hills survive only from 1821, 1825, 1828 and 1829. The peak of 90 mechanics and labourers in 1821 had gone down to 69 in 1825.³¹ In 1826 the number of convicts absconding from Barren Hills soared for a norm of one a year to ten, but the causes are not known.³² The average total of labourers during the year 1828 was 58 and in 1829 it was 44, but the greater detail of the original returns for the 1828 census gives a rare glimpse of the community occupying the establishment on 20 October 1828.³³

Of the 45 male residents, including the superintendent (John Fowler), the overseer and the clerk, the overwhelming majority were men in their 20s or 30s in October 1828. Superintendent Fowler was the only man over 60 - there were only four others over 50 and seven between 40 and 49. There were no children: the youngest resident was nineteen.

The trades of the convicts were specialised within the timber industry:

charcoal-burners	3
clearer of saw-pits	1
dressers of shingles	2

³⁰ Druitt's evidence, State Library of NSW, Mitchell Library, Bonwick Transcripts, BT 1, pp.84-85.

³¹ *Historical Records of Australia*, series 1, XI, p.549;

³² *Sydney Gazette*, 5 January 1826, p.4; 12 January 1826, p.4; 11 February 1826, p.4; 15 April 1826, p.3; 3 June 1826, p.4; 10 August 1826, p.3; 30 December 1826, p.4; *Australian*, 12 August 1826, p.3.

³³ *Historical Records of Australia*, series 1, XIV, p.647; XV, p.386; original census returns, 1828, State Records NSW, Reel 2552, 4/1239.1, sub 'Field of Mars'.

fellers of timber	1
sawyers	11
splitters of posts	6

And then there were the supporting occupations: a blacksmith, a wheelwright, five bullock-drivers, a hut-keeper, a watchman, two stock-keepers, a 'basket collector', two men cutting grass and a barber.

In addition to these 45 men, there were two wharfingers down on the Parramatta River, responsible for the shipment of the timber to the lumber yards.

There were also two female convicts, aged 34 and 42, but the returns are silent about their duties.³⁴

The 1828 census also reminds one of how much forest land there still was in the Field of Mars. Out of a total of over 9,000 acres, only 1810 acres had been cleared and of those 1810 acres only 753 were cultivated. Despite a decade of tree-felling, the vistas were not all of Barren Hills, nor of Barren Ridges. Barren Ridges was an alternative name for the establishment which is first recorded in 1826 and was used intermittently along with Barren Hills until the closure of the establishment in 1831.³⁵

In the return of the average number of convicts employed during the calendar year 1829, the 'Wood Cutting Establishment' at Barren Hills appears for the last time. There were no mechanics and the number of labourers was now 44.³⁶ On 17 March 1831 the position of constable at Barren Ridge was discontinued,³⁷ in September the bullocks were sent to Emu Plains³⁸ and the last of the wharfingers ended his duties late in November 1831.³⁹

The complex of saw-pits, huts and barracks was then in process of closure when John Abbott surveyed them and drew their footprints in his fine map of the entire area in 1831.⁴⁰ It was disused, but still described as the 'New Government Sawing Establishment', when an anonymous surveyor prepared the first map of the parish of the Field of Mars in the early 1830s and included a diagrammatic view of Barren Hills with two rectangular structures, one on each side of the simplified track (Figure 2.8).⁴¹

³⁴ Original census returns, 1828, State Records NSW, Reel 2552, 4/1239.1, sub 'Field of Mars'.

³⁵ *Australian*, 12 August 1826, p.3; 3 September 1828, p.3; *Sydney Gazette*, 16 August 1826, p.3; 4 October 1826, p.3; 2, 29, 31 March 1831, p.1; 2, 5 April 1831, p.1.

³⁶ *Historical Records of Australia*, series 1, XV, p.386.

³⁷ *Sydney Gazette*, 26, 29, 31 March 1831, p.1; 2, 5 April 1831, p.1.

³⁸ Colonial Secretary to overseer at Emu Plains, State Records NSW, 4/3719, p.476, quoted by Hawkins, 'Axed', p.56 note 254.

³⁹ Hawkins, 'Axed', p.56, without reference.

⁴⁰ State Records NSW, Map 2713.

⁴¹ State Library of NSW, Mitchell Library, Map M0033.



Figure 2.6 The Barren Hills Establishment in the early 1830s, schematically pictured on two sides of a public road. Source: State Library of NSW, Mitchell, Library, Map 00033.

2.3 The Barren Hills Site, 1831 to 1880

Over the 1830s everything of use is likely to have been stripped from the buildings and saw-pits at Barren Hills, and the same would be true of the older establishment at West Pennant Hills. By 1847 the establishment to the north had been forgotten and Barren Hills had become known as the 'Old Sawing Establishment' (Figure 2.7). No remains of buildings or other features were shown on the site in Galloway's map of 1847, while the West Pennant Hills establishment was entirely omitted.⁴²

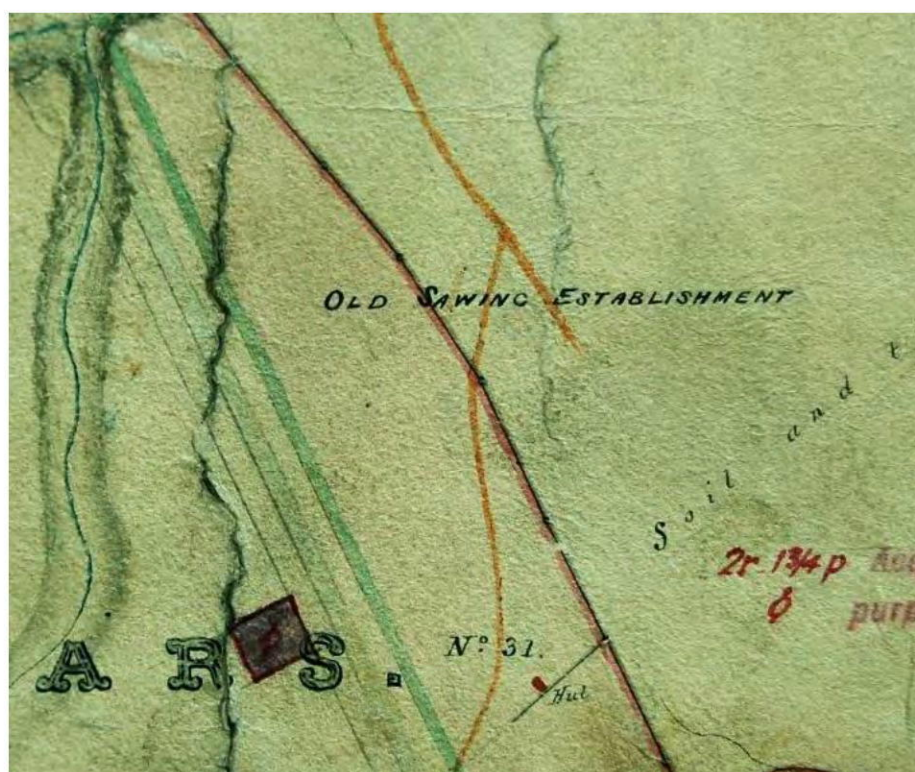


Figure 2.7 Barren Hills shown as the 'Old Sawing Establishment' in 1847. Source: Galloway, map of Field of Mars Common, State Records of NSW, Map 2718.

⁴² Galloway, map of Field of Mars Common, 1847, State Records NSW, Map 2718.

The Barren Hills site was abandoned but in 1850 the saw-pits were still usable and Frank Gallard, who died in 1914, recalled how in January 1850 he 'came down to Barren Ridge Camp, still sawing with father'. Later that year his father died and Frank, still living near the old establishment, took his two brothers 'in turn into the [saw-]pit to work with me and had to work hard to make ends meet'.⁴³

By the early 1880s, the site was no longer in any sort of informal use. The northern rail line was under construction from Strathfield to Hornsby. In 1884 a correspondent wrote in the *New Zealand Mercury* about Barren Hills:

...a short distance to the right of the [new railway] line where there is a cleared space, once a convict camp and extensive sawpit (100 yards [Hawkins suggests 200 feet] in length) where the convicts employed their time. If one chooses to ponder over the silent tale told by the rude heaps of stones and straggling clumps of briars which mark the spot where stood the convict hearths many a fancied scene of by-gone days and deeds might be conjured up.⁴⁴

All this changed with the opening of the Field of Mars (now Epping) railway station very close to the former saw-milling camp in September 1886.

2.4 The Barren Hills Site, 1886 to present

On 2 October 1886, immediately after the opening of the Field of Mars railway station, the area to the east of the railway line, including the whole saw-milling site, was sold in over 300 allotments of various sizes (Figure 2.8).⁴⁵

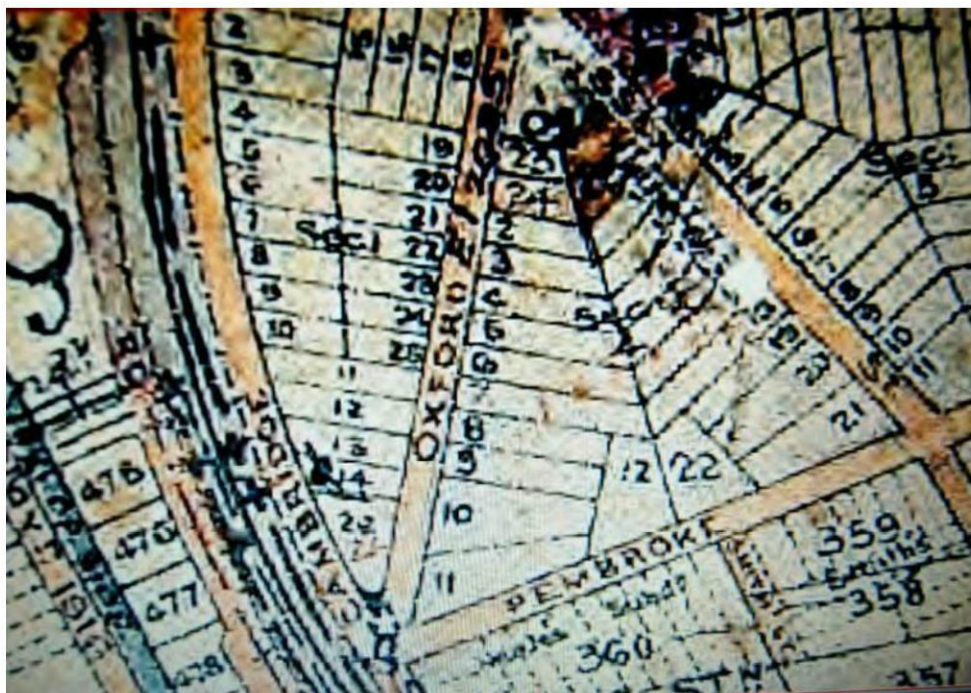


Figure 2.8 The 1886 sub-division around Oxford Street, Epping. Source: Parish map of Field of Mars, County of Cumberland, 7th ed., 1894.

⁴³ 'Reminiscences of Frank Gallard', quoted by Hawkins, 'Axed', p.57.

⁴⁴ *Cumberland Mercury*, 7 June 1884, quoted by Hawkins, 'Axed', p.58. This newspaper is not available on Trove.

⁴⁵ *Sydney Morning Herald*, 7 September 1886, p.12; 15 September 1886, p.15; *Australian Town and Country Journal*, 11 September 1886, p.7.



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