

**North West Rail Link Project**  
**Bella Vista Station Precinct**  
European Heritage Assessment

Prepared for  
Aver

August 2015 • Issue B  
Project number 14 1121

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**Document/Status Register**

Issue	Date	Purpose	Written	Approved
P1	24.10.2014	Preliminary Report	CMJ	
P2	26.11.2014	Draft Report for Team Review	CMJ	
P3	18.12.2014	Final Draft Report	CMJ/MC	
P4	13.03.2015	Revised Final Draft Report	CMJ/MC	
A	18.03.2015	Final Report	CMJ/MC	CMJ
B	17.08.2015	Amended Final Report	CMJ/MC	CMJ

## 1 INTRODUCTION

### 1.1 Background and purpose of the report

This European Heritage Assessment has been prepared by Tanner Kibble Denton Architects together with Casey & Lowe Pty Ltd to accompany the application for the proposed rezoning of the Bella Vista Station Precinct. It provides an assessment of the impact of the proposals on the cultural significance of the precinct and recommends heritage management strategies for inclusion in the planning documents to protect the cultural significance of the precinct.

### 1.2 Bella Vista Station Precinct

The Bella Vista Station Precinct covers approximately 472 hectares, and includes the area within an 800 metre radius, or roughly a 10 minute walk, of the new Bella Vista Station. The boundary has also taken into account the surrounding road network, natural features, and the development pattern of the area.

The Precinct covers two local government areas. Land on the eastern side of Old Windsor Road is located within the Hills Local Government Area, and land on the western side of Old Windsor Road is within the Blacktown Local Government Area.

The map at Figure 1 shows the current land use zones for the Bella Vista Station Precinct to the east of Windsor Road, within The Hills Council LGA and to the west of Windsor Road, within the Blacktown City Council LGA.

### 1.3 Heritage management context

There are three built heritage places identified within the Bella Vista Station Precinct:

1. Bella Vista is listed on the State Heritage Register (Item No. 00754). It is also identified as the Bella Vista Homestead Complex Heritage Conservation Area in The Hills Shire LEP 2012 (HCA 2);
2. “Isabella” at 3 Maley Grove, Glenwood is listed on the Blacktown LEP 2013 (Item I27), and
3. Old Windsor Road (including the original section of road and culvert within the road reserve) is listed on the Hills Shire LEP 2012 as an archaeology item (Archaeology Site A2). The road also forms part of the ‘Old Windsor Road and Windsor Road Heritage Precincts’ (OWR4—Meurant’s Lane Alignment), which is on the RMS S170 Heritage and Conservation Register (Item 4301011).

### 1.4 Methodology and terminology

This report has been prepared consistent with *The Australia ICOMOS Charter for Places of Cultural Significance 1999* (The Burra Charter). The Burra Charter is widely acknowledged as the principal guiding document to conservation work and has been adopted widely as the standard for best practice in the conservation of heritage places in Australia.

The historical information and significance assessment in this document have been extracted from previous studies—updated, where necessary to reflect more recent changes. Some limited additional research and analysis has been undertaken where inconsistencies in previous studies or additional clarification have been required.

### 1.5 Author identification

This document was prepared by Megan Jones, Principal of Tanner Kibble Denton Architects and Dr Mary Casey, Director of Casey & Lowe Pty Ltd.



Figure 1 Current land use zoning within the Bella Vista Station Precinct. The area to the east of Old Windsor Road is within The Hills LGA and the area to the west is within the Blacktown City Council LGA. Not to scale.  
Source: Draft Structure Plan (Cox 2013).

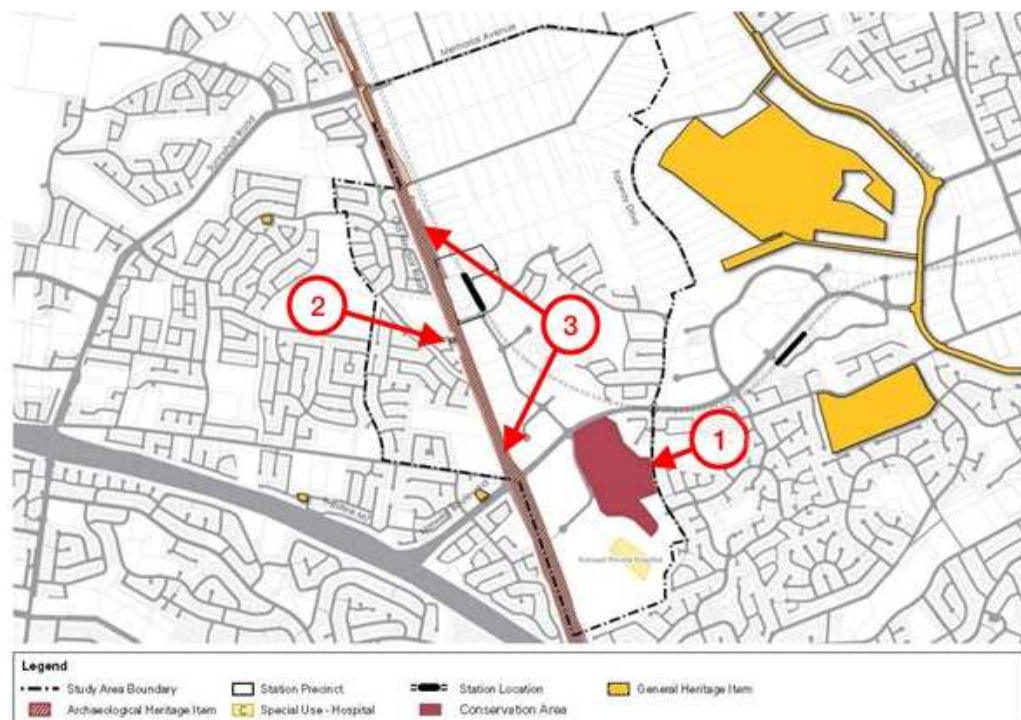


Figure 2 Bella Vista Station Precinct plan with location of the heritage items. Not to scale.  
(1 – 'Bella Vista', 2 – 'Isabella' and 3 – Old Windsor Road.)  
Source: Draft Structure Plan (Cox 2013) with TKDA overlay 2015.

## 2 HISTORICAL BACKGROUND

### 2.1 Preamble

This European Historical Summary is based on the “European Historical Context of the Study Area” section of the North West Rail Link EIS 1—European Heritage Report prepared by Godden Mackay Logan in March 2012. It provides a general historical overview of the districts through which the route of the NWRL passes as well as historically important areas close by. It outlines the historical context (including a brief history of European settlement and land use) in those regions where the NWRL is to be built.

### 2.2 Early European Settlement

#### 2.2.1 Overview

Early European settlement in the general area of the proposed North West Rail Link was shaped by three major influences: the creation of Windsor and Old Windsor Roads connecting Parramatta with the Hawkesbury farms allowing clusters of farms to gather along these roads from as early as the late 1790's; the government farm and stock reserve at Castle Hill created in 1802; and the Field of Mars Common created in 1804, which was not released for sale until the 1800's. These developments created, restricted and repelled settlement within the Precinct.

#### 2.2.2 Early Settler Farms

Governor Phillip led an exploration party through this area in 1791. His party left Rose Hill (Parramatta), travelling north for a couple of miles and then turning to the northwest. The following year David Burton was instructed to examine the country around Parramatta in search of good land suitable for cultivation and in 1794 Governor Grose made 22 land grants at Windsor. A track from Parramatta to access these grants (Old Windsor Road) was cut the same year and went via the Toongabbie Government Farm. In 1813 Governor Macquarie organised for the construction of a new alignment for part of the road between Parramatta and Kellyville (Windsor Road) which would avoid the hilly section which Governor King had called Seven Hills. Macquarie also organised for the existing road between Kellyville and Windsor to be upgraded. A toll system was introduced to pay for the new road which had 70 bridges, with toll booths at Rouse Hill and North Parramatta.

In the early years these roads were the focus of the local communities and a means of bringing supplies and of selling produce and stock. Inns, sly grog shops and hotels were established along the roads and became easy targets for bushrangers who were active in the district in the 1810's and 1820's. The first land grant within the locality was 30 acres made to William Joyce, a pardoned convict in 1794. His land fronted the newly cut track to the Hawkesbury (Old Windsor Road) and straddled Toongabbie Creek. Other land grants soon followed clinging closely to this early road.

Free settler Mathew Pierce received a large grant in the area which he named Kings Langley. At Baulkham Hills several grants of 100 acres or over were made to pioneer settlers, many of whom became successful farmers. The largest grant, 980 acres made jointly to Joseph Foveaux and Charles Grimes fronted Old Windsor Road. Foveaux ran more than 1200 Merino sheep on his farm which was sold to John and Elizabeth MacArthur in 1815. They called this property Seven Hills farm. In 1821 the farm was purchased by the Pearce family and re-named Bella Vista.

In 1802 Baulkham Hills was one of six new districts created for administrative purposes by the Governor King. His purpose was to place stock in these districts within the reach 'of the industrious independent settler'.<sup>1</sup> In 1810 Governor Macquarie visited Baulkham Hills and praised the orderly and well cultivated farms of the district.

<sup>1</sup> McClymont J 2003, *Baulkham Hills Shire: Pictorial History*, pp 28-29.

The largest land grant in the Pennant Hills area was to Dr John Savage, a doctor attached to Parramatta Hospital in 1804. His 290 acre grant covers much of today's West Pennant Hills. When he left the colony in 1835 his land was subdivided and sold as smaller farm lots which then supported a growing local population.<sup>2</sup>

Cherrybrook farm west of Savage's landholdings contained 65 acres and was settled in 1839 by Joseph Harrison. Here he planted orchards including peaches, apricots, pears, plums, and citrus fruit. Many years later the farm became a dairy but kept its name.

The Kellyville district (named after Hugh Kelly, an Irish former convict turned land owner) remained semi-rural for most of the nineteenth and twentieth centuries. By 1829 Hugh Kelly had become one of the largest land owners in the district. He operated a coaching service between Parramatta and Windsor by 1832 and had bought the right to collect tolls at Howe's Bridge over South Creek.<sup>3</sup>

Rouse Hill is named after Richard Rouse a prominent free settler who arrived in the colony in 1801. His first grant here was in 1802 and his second grant was in 1816. Rouse built his home, Rouse Hill House, from 1813-18. Rouse was made superintendent of public works for Parramatta, Richmond and Windsor, and is best known for building the tollhouse and turnpike at Parramatta in 1811, and for supervising the construction of Parramatta Hospital, completed in 1818.

Rouse Hill gained early notoriety as the location of the colonies only convict uprising, the battle of Vinegar Hill. On 4 March 1804, 200 convicts from the Government Farm at Castle Hill rose in rebellion against the British Colonial authority. They had planned to march to Parramatta but were headed off by government troops and turned and headed for Windsor. By the time the troops caught up with the convicts they were on the hills near Windsor Road and this is where the battle took place. The convicts were quickly defeated and the ringleaders hanged. The area of the battle lies close to the present day suburb of Rouse Hill part of which was originally called Vinegar Hill. The exact location of the site of the uprising is still debated. A monument with a plaque commemorating the event can be seen within the Castlebrook Lawn Cemetery on Windsor Road at Kellyville Ridge.

Agriculture was the district's first industry. Wheat and corn were the principal crops while sheep were raised for meat and wool. As the western plains developed and the climate proved superior for wheat and wool, fruit growing began to dominate the Hills District. Pioneer George Suttor grew the first oranges in the district which in 1807, he claimed were the first to be sent to the Sydney markets. This was the beginning of the area becoming the premier orange growing district in the Colony.<sup>4</sup>

### 2.2.3 Castle Hill Government Farm

A huge area of 34, 539 acres (14,000 hectares) covering much of the later parish of Castle Hill, was set aside for 'Government Purposes' by Governor King 1803. Governor Phillip, in his travels through the area in 1791, had intended this area to be a stock farm. This prevented settlement in the north eastern part of the Precinct. An extensive common of 5, 830 acres was also set aside along the track to Castle Hill which led up to the government farm (now part of Old Northern Road). King had established this farm in 1801 as part of a plan to revitalise public farming and provide food for the colony. By 1802 300 convicts were stationed there.<sup>5</sup> This land covered where Rogan's Hill, Glenhaven and Cherrybrook now stand and stretched as far as Glenorie in Hornsby Shire and across to Kellyville. The assignment of numerous Irish convicts to this isolated outstation led to the Colony's only convict uprising in 1804 which became known as the Battle of Vinegar Hill.

<sup>2</sup> Metzke M 2004, *Hornsby Shire: Pictorial History*, p70-71.

<sup>3</sup> Bowd D 1986, *Hawkesbury Journey: Up the Windsor Road from Baulkham Hills*, p29-31, Galea M 1983, *History of Kellyville*, pp50-61.

<sup>4</sup> McIymont J 2003, *Baulkham Hills Shire: Pictorial History*, p19-21.

<sup>5</sup> Jervis J 1929, *The Beginnings of a settlement in the Parish of Castle Hill*, RAHSJ, Vol 15, p226.

### 2.3 Intensification and Diversification, 1880s-1950s

The land between Parramatta and the Castle Hill District was used to grow oranges, apples, plums, peaches and apricots. The castle Hill District boasted splendid orchards, model farms and numerous houses by the 1890s.<sup>6</sup> Citrus growing continued into the early part of the twentieth century and for many years, most of Sydney's citrus products were grown in the Hills District.

The issue of transporting the fruit to market saw a tramway open in 1902 which went from Parramatta to Baulkham Hills. The tram line operated from Parramatta to Castle Hill from 1910 with the terminus lying just south of the intersection of Old Northern Road and Old Castle Hills Road. In the early 1920s the old tram line was converted to railway standards and the railway commenced on 28 January 1923 with the new railway terminus constructed on what is today known as Arthur Whiting Reserve.

The railway line was extended to Rogan's Hill on 24 November 1924.<sup>7</sup> The line generally followed the roadway and was called a 'pinch penny' service, having no platforms and with all tickets sold on board trains. Castle Hill Railway station was not manned so a junior porter sold tickets on the steam train.<sup>8</sup> As the use of vehicular traffic increased, patronage of the train line decreased and the railway eventually closed in 1932.

The existence of the railway accelerated the residential subdivision of old estates in the areas adjacent to the line, in particular around the urban areas of Castle Hill and Baulkham Hills. One result of the desirable climate, enhanced transport facilities and increasing middle class prosperity was the creation of large houses in substantial garden settings, commonly referred to as 'country retreats'. Typically they were located along major ridgelines such as Old Castle Hill Road to take advantage of the impressive views. This dress circle ridge became the location for many large houses such as Glenhope (1895), Dunrath, Pine Ridge and Fairholme (1890s).

At Bella Vista Farm, Edward Henry Pearce operated what by 1890 was recognised as one of the largest orchards in the colony. This was complemented by a dairy and other farming activities. The land remained a working farm until the late 1990s when much of the land was subdivided and sold for development.

### 2.4 Suburban Expansion, 1960s-Present

From the 1960s the Precinct became the focal point of the NSW Government's plan to make residential land available in the expanding Sydney area. Old orchards, rough roads and timber framed cottages gave way to suburban blocks, and sealed roads with kerbs and gutters. Baulkham Hills saw much red-brick residential development during the 1960s.

Until the mid-1990s, the area around Bella Vista Farm was primarily used for small-scale agriculture. Since then, significant changes have become apparent as this area now incorporates a burgeoning residential area and a busy business district. The homestead and old farm buildings have been preserved and this portion of the former Pearce family property is now owned by The Hills Shire Council.

<sup>6</sup> Jeans D 1972, *An Historical Geography of NSW to 1901*, p209.

<sup>7</sup> Oakes J 2008, *Sydney's Forgotten Park and Rural Railways*, Australian Railway Historical Society, p73-96.




<sup>8</sup> <http://www.thehills.nsw.gov.au/external/hillsvoices/Brucelrwin.htm>.



### 3 HERITAGE SIGNIFICANCE

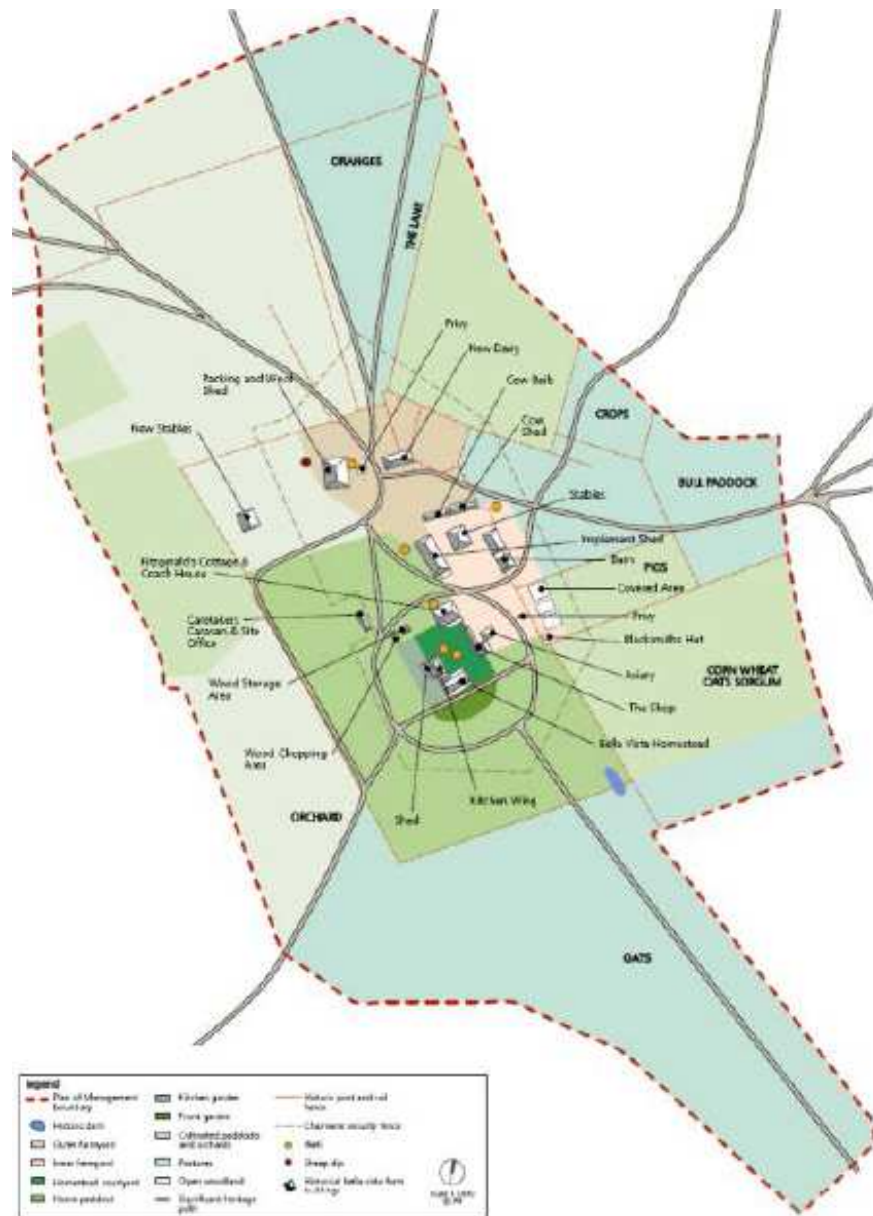
#### 3.1 Built Heritage

The following schedule provides an overview of the significance of the three built heritage places identified within the Bella Vista Station Precinct.



1	Bella Vista Homestead Complex
Overview History and Description	<p>Bella Vista comprises of an entire 1870s farming community including the large 19th century homestead, all virtually untouched for 100 years.</p> <p>The complex of farm buildings is prominently sited within a park-like rural landscape created by the cultural plantings and remaining indigenous trees.</p> <p>The overall physical condition of Bella Vista is poor. Archaeological potential is high. Two Aboriginal sites have been identified at Bella Vista and it is likely that others exist.</p>
Significance	<p>Bella Vista is a rare surviving record of rural development on Sydney's Cumberland Plain, with associations of Aboriginal occupation in the area from East Coast European settlement (1795) until recent times.</p> <p>It demonstrates the changing nature and structural organisation of Australian rural activity. Early land settlers John and Elizabeth Macarthur owned the lands and used them for grazing their Spanish 'merino' breed sheep.</p> <p>Three generations of the Pearce family owned the farm (direct descendents of Matthew Pearce the first settler in the Parramatta district) and were responsible for the development of the farm.</p> <p>The farm represents the evolution of farming activities typical of a class of land owners in Australia.</p>
Listings	SHR No: 00754, The Hills LEP 2012 Heritage Conservation Area C2.
Images	  





1 Bella Vista Homestead Complex



Bella Vista Homestead plan showing the layout of the buildings, access ways, paddocks and other items associated with the former working farm. Not to scale. Source: Spackman + Mossop 2008.

<b>2</b>	<b>"Isabella" 3 Maley Grove, Glenwood</b>	
Overview History and Description	<p>c 1905 single storey Federation style dwelling, full brick construction, corrugated iron roofing with decorative plaster ceilings, open fire places, boxed window seats and French doors opening onto a wrap-around verandah.</p> <p>The house originally fronted Old Windsor Road.</p>	
Significance	Local historical significance	
Listings	Blacktown LEP 2015 Item 27.	
Images		

<b>3</b>	<b>Old Windsor Road (from Seven Hills Road to Memorial Avenue)</b>	
Overview History and Description	<p>Francis Grose, as Acting Governor, ordered the building of a road to the Windsor Area (then Mulgrave Place) as soon as he had permitted settlement there by 22 emancipists and others in 1794. This was a walking and riding track and was expanded and improved in 1812 into a cut road by Governor Macquarie.</p> <p>The road was the only land link between Parramatta and the Hawkesbury linking the struggling settlement at Sydney Cove, and the larger settlement at Parramatta with the grain growing farms along the Hawkesbury.</p> <p>The line of Grose's road is still virtually unchanged and is the stretch from the Brickworks 700m south of Meurants Lane to its junction with the Windsor Road, 5km north is still unchanged.</p> <p>The impressive cuttings with bush vegetation on the 1km around Meurants Lane give the best vista anywhere in the state of an 18th century road modified by Macquarie.</p> <p>The stone culvert is part of Macquarie's 1812 improvement of Grose's 1794 road to the Hawkesbury, although the structure as it survives is likely to have been reconstructed later in 19th century.</p> <p>It was certainly in existence by 1885 when it shows on a detailed map.</p>	
Significance	<p>A powerful evocation of the earliest road to the Hawkesbury, with original cuttings through the steep hill and appropriate bush vegetation with no habitation in sight. Of the highest historic significance as it was the basic means of land communication between Sydney/ Parramatta and the "bread basket" of the Hawkesbury in the first two generations of settlement.</p> <p>The road has the potential to yield valuable information about early road construction and design.</p> <p>The sandstone culvert 200m south of Meurants Lane on the disused portion of the Old Windsor Road is of Local significance as it is part of one of the earliest road systems of the Colony. It possesses technical and research value embodied in its construction; associative significance in its association with early road builders of the Colony, Lt. Francis Grose and surveyor Charles Grimes. The culvert is a rare remnant of early road infrastructure, more so as the road upgrades in the area are either impacting physically on the original road alignment or in this case, the original alignment has been abandoned and neglect is a potential threat to the culvert's survival.</p>	

3	<b>Old Windsor Road (from Seven Hills Road to Memorial Avenue)</b>	
Listings	The Hills LEP 2012 Archaeological Item A2, RMS s170 Heritage and Conservation Register.	
Images		

### 3.2 Archaeological Sites

Since the 1980s the locality of Rouse Hill and Baulkham Hills has been the subject of a number of European archaeological reports. The first main report was *Archaeological study of the land within the Shire of Baulkham Hills*, by Mary Dallas, Richard Mackay and Grace Karskens (1989). This is a substantial and important report which influenced all subsequent European archaeology reports for the Rouse Hill Infrastructure projects and all preliminary reporting for the North West Rail Link. It covered all of The Hills LGA but none of the Blacktown LGA part of the Precinct.

In 1993 Casey & Lowe undertook a series of archaeological reports for the Rouse Hill Infrastructure, Stages 1, 2 and 3. The relevant reports for this project include:

- *Historical Archaeological Survey of the Rouse Hill Infrastructure Project (Stage 1) Works*, July 1993.
- *Historical Archaeological Heritage Study and Assessment of Old Windsor Road and Windsor Road, Rouse Hill*, for Rouse Hill Infrastructure Project (Stage 1) Works, September 1993.
- *Historical Archaeological Survey of the Infrastructure Project (Stage 1) Works, Additional Sites*, October 1993.

North West Rail Link EIS reporting relevant to this project includes:

- *Godden Mackay Logan 2012: North West Rail Link, EIS 1 - Major Civil Works, European Heritage Reports*, report prepared for NWRL Planning Approval Team, March 2012. This was Technical Paper 3 of the EIS.

For the North West Rail Link construction stages the European archaeological component was undertaken by EMM. This reporting involved the archaeological excavation of two sites within the Precinct. While there are some gaps in these reports such as land titles research, the subsequent archaeological programs confirmed the presence of archaeological remains. The relevant reports are:

- *Archaeological Assessment and Research Design, Kellyville Station*, 12 August 2013.
- *Archaeological Assessment and Research Design, Swan Inn, Old Windsor Road to White Hard Drive*, September 2013.

It should be noted that as all the 1990s and 2012 reports are related to infrastructure they are linear in nature and do not cover the same footprint as the Bella Vista Station Precinct.

The following schedule provides an overview of the significance of the archaeological sites in the Bella Vista Station Precinct:

Bella Vista Homestead	
Previous Investigations	<p>Bella Vista has been the subject of a number of archaeological projects and reporting, the most recent include:</p> <ul style="list-style-type: none"> <li>• Bella Vista Farm Park (SHR 754) 'Sheep Dip' adjoining Building N 'Packing Shed' (N-11-12). 2 Elizabeth Macarthur Drive Bella Vista NSW: Archaeological assessment, heritage impact statement, research design &amp; excavation methodology, AMAC 2003.</li> <li>• <i>Archaeological Assessment &amp; Survey: Bella Vista Farm Park (SHR 754)</i>, AMAC 2005 (draft).</li> <li>• <i>Archaeological excavation programme 2002-2005: initial conservation tasks Bella Vista Farm Park</i>, AMAC 2006.</li> <li>• <i>Bella Vista Farm, Conservation Management Plan, Review and Upgrade – FINAL</i>, Worley Parsons, The Hills Shire Council, May 2012.</li> </ul>
Listing and Significance	<p>Bella Vista is a State Heritage Register listed site (0754) for its buildings, cultural landscape and archaeological sites, both Aboriginal and European.<sup>9</sup> The Statement of Significance for the European archaeology written in 2005 stated:</p> <p><i>The study site SHR item 754 has been historically examined, and the impacts of works since 1979 reviewed. A series of test excavations trenches were dug around the main building and several other locations in order to provide information about the nature of the deposition in those places with the view to reducing the ground level to positively affect run-off. In all cases but one the test excavation identified deposition or features of nil, low or moderate significance. Only in the location, now identified as a sheep dip, adjoining the packing shed (building N) was a relic of state significance identified.</i></p> <p><i>The courtyard area trenches I-IV, XIV-XV produced substantially deposition from the Jones period which it has been determined is of lesser significance. Part of the Jones period additions to the site have already been removed. While the other trenches around outbuildings VI-XI identified almost no depositional material, trench IX adjoining building G in fact identified unrecorded repairs to the structure in the 1980s.</i></p> <p><i>The significance of all the archaeological relics associated with the buildings already identified in the CMP is of a high state significance (although none has been tested to identify their exact nature and extent). The significance of all of the archaeological relics associated with buildings discovered by survey is likely to be the same, but has not been tested.</i></p> <p><i>The tanks excavated (7-9) are of high local and state significance, and are both rare and unusual in form. The contents of the tanks have as yet to be fully examined but appear to be related to the end of the Pearce phase (1950).</i></p> <p><i>In summary Bella Vista Farm Park (SHR item #754) has a high and rare degree of potential scientific archaeological significance vested in data that can contribute to the understanding of the history of NSW and the locality, the rise and decline of stock farming and orchards in the district and, its associations with the Pearce family and to a lesser extent Joseph Foveaux, Charles Grimes, John Macarthur and James</i></p>

<sup>9</sup> <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045705>

	<p><i>Robertson, (though only Robertson appears to have developed or used the property in any way other than for the grazing of stock) (AMAC, 2005; draft).<sup>10</sup></i></p> <p>This is considered to be a State significant archaeological site.</p> <p>The main Bella Vista site is very large and it is likely to include all significant archaeological remains. Refer to Figure 5. It is noted that the May 2012 CMP for Bella Vista did not look at the reports by AMAC listed above. Figure 4 shows the location of key outbuildings and site activities and sites with the Bella Vista farm. The area adjoining the SHR land to the west and south has some archaeological potential (Figure 4).</p>
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#### Old Windsor Road and Windsor Road

Listing and Significance	Both Old Windsor Road and Windsor Road are listed heritage items and are within the Bella Vista Station Precinct. Refer to Section 3.1.
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#### Archaeological Sites Identified by Previous Reports

Lowana (RH/2)	
Description and Significance	This site is within a modern subdivision on Balmoral Road outside the proposed Opportunity Sites.

#### Site of the Battle of Vinegar Hill

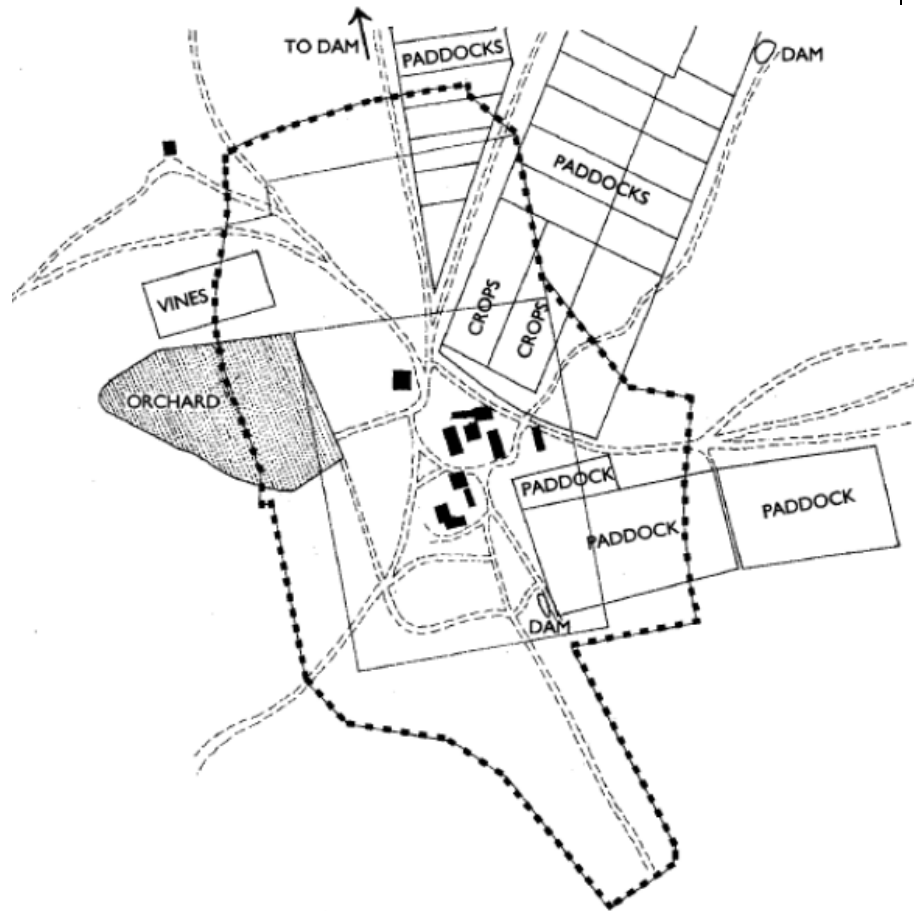
Description and Significance	<p>The exact site of the Battle of Vinegar Hill, the key location associated with this significant Irish Convict Rebellion in 1804, is uncertain.</p> <p>There are a number of possible sites of the battle but none have been proven. The site may include buried remains of the dead and evidence of the battle, such as musket shot or gun flints.</p> <p>There is a memorial at Castlebrook Memorial Park which is located to the northwest of the current proposal and locations are unlikely to be this far to the south of Second Ponds Creek. The site of the battle may be of State significance.</p>
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<sup>10</sup> <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=5045705>

# Land adjacent to Bella Vista Homestead

Description and  
Significance

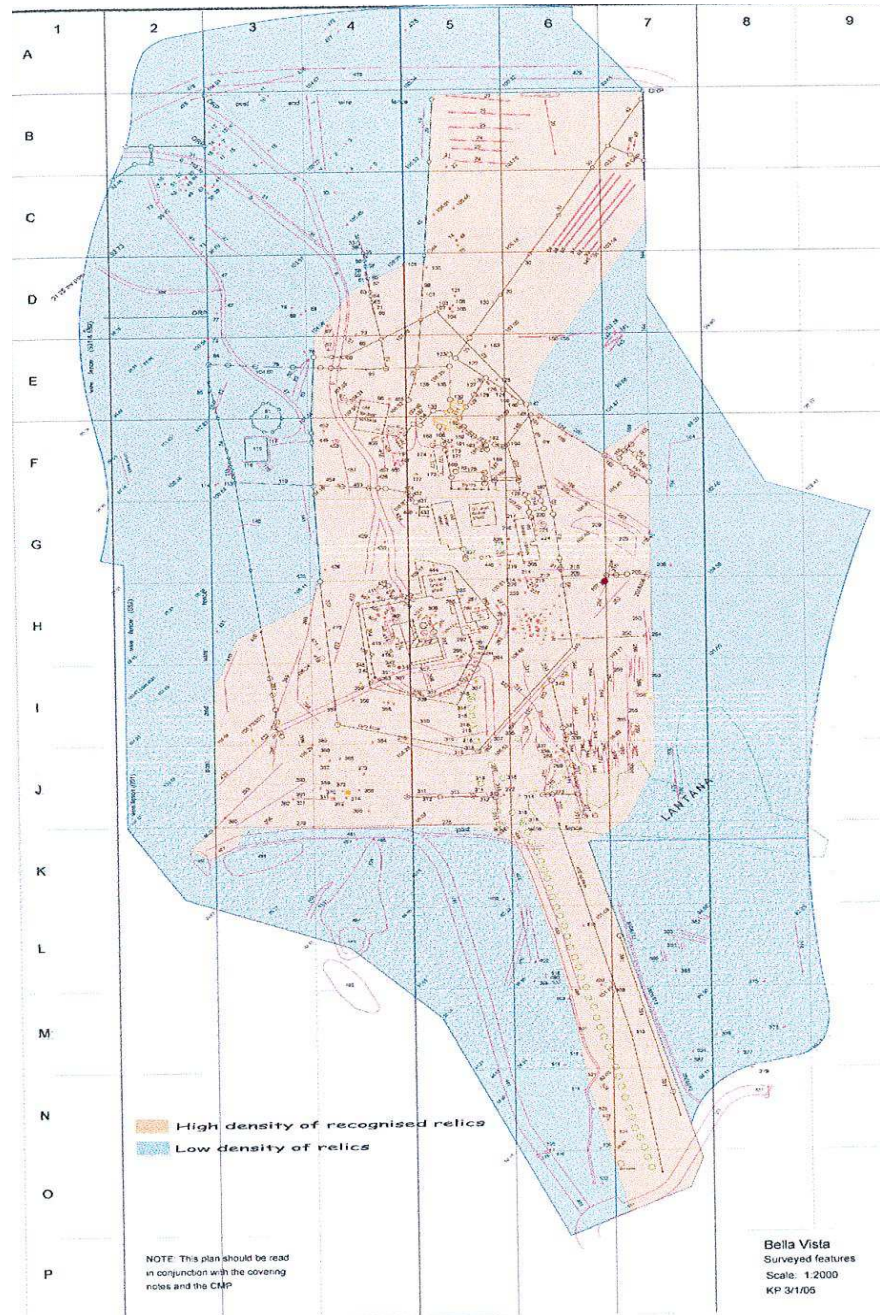
The extent of the archaeology associated with Bella Vista farm is only known for the land within the SHR curtilage. But as indicated by the figure below there is potential for archaeological evidence relating to Bella Vista to survive to the west, north and east of this curtilage.



Analysis of pattern of land use adjacent to boundary of the curtilage. Not to scale.  
Source: 2000 CMP.



Land adjacent to Bella Vista Homestead



Archaeological Zoning Plan for Bella Vista Homestead. Not to scale.  
Source: AMAC 2005



## 4 DESCRIPTION OF THE PROPOSAL

### 4.1 North West Corridor Strategy

The \$8.3 billion North West Rail Link (NWRL) is Australia's largest public transport infrastructure project currently under construction and a priority rail project for the NSW Government.

The 23 kilometre line, from Epping to Cudgegong Road, will connect to Sydney's wider rail network and include eight new stations. Demand for new homes and jobs in north western Sydney is expected to increase, which creates a significant opportunity to comprehensively plan for the future, by providing for new homes, jobs and recreational opportunities in desirable communities close to public transport.

The Department of Planning and Environment and Transport for NSW, in collaboration with relevant local councils and State agencies, finalised the North Rail Link Corridor Strategy in September 2013. The Corridor Strategy, including Structure Plans for precincts surrounding each of the eight new North West Rail Link stations, was prepared to integrate land use and transport planning to meet current and emerging challenges with future expected growth in the North West region, and:

- identifies future visions for the precincts surrounding the new stations,
- projects housing and job growth for each precinct and the corridor as a whole, and
- establishes a framework for managing future land use change.

The Corridor Strategy provides the community with an understanding and certainty for how the corridor will change and grow into the future, as well as establishing a framework for infrastructure needs to be delivered as the area grows. In particular, it will allow infrastructure agencies and service providers to identify, prioritise and co-ordinate the delivery of infrastructure upgrades in accordance with each precinct's long term growth potential, providing increased transparency about the area's growth infrastructure pipeline.

In October 2013, the Hills Shire Council unanimously resolved to partner with the Department of Planning and Environment in implementing parts of the strategy by nominating the area around the planned Kellyville/Bella Vista/Showground station as an Urban Activation Precinct. The Urban Activation Precinct program is a State government led planning process which aims to increase the number of homes and jobs close to transport nodes.

### 4.2 Bella Vista Station Precinct

The Bella Vista Station Precinct was announced by the NSW Government in August 2014. The precinct is one of number of Priority Precincts which aim to provide for more homes, jobs and improved public spaces close to transport and services. One of the key goals for Priority Precincts is to increase housing choice and affordability by delivering increased housing supply in an environmentally, socially and economically sustainable manner.

The vision for the Bella Vista Station Precinct is for a business and commercial destination, as well as providing for a mix of housing types within walking distance of the new station, and ensuring the heritage, open space network and natural environment is protected.

The Bella Vista Station Precinct is a long term project that will be delivered over the next 25 years.

The following map, illustrates the rezoning proposal.

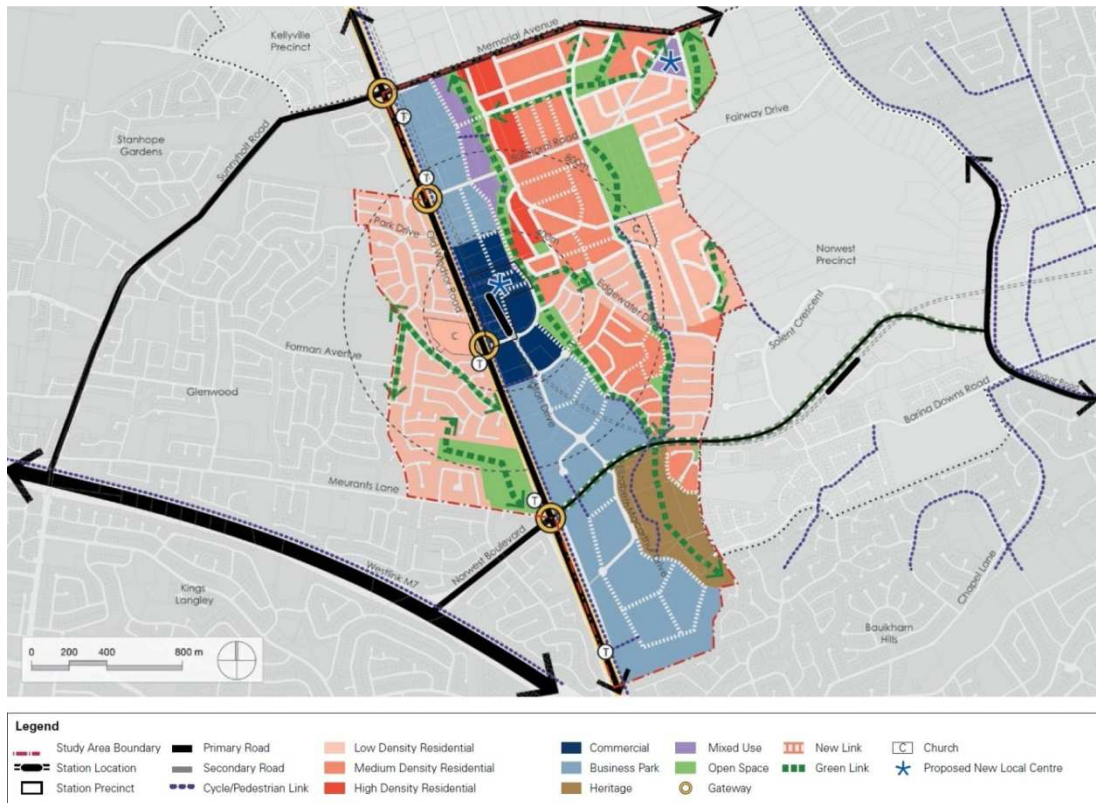


Figure 3 Bella Vista Station Precinct Draft Structure Plan. Not to scale.  
Source: Draft Structure Plan (Cox 2013)

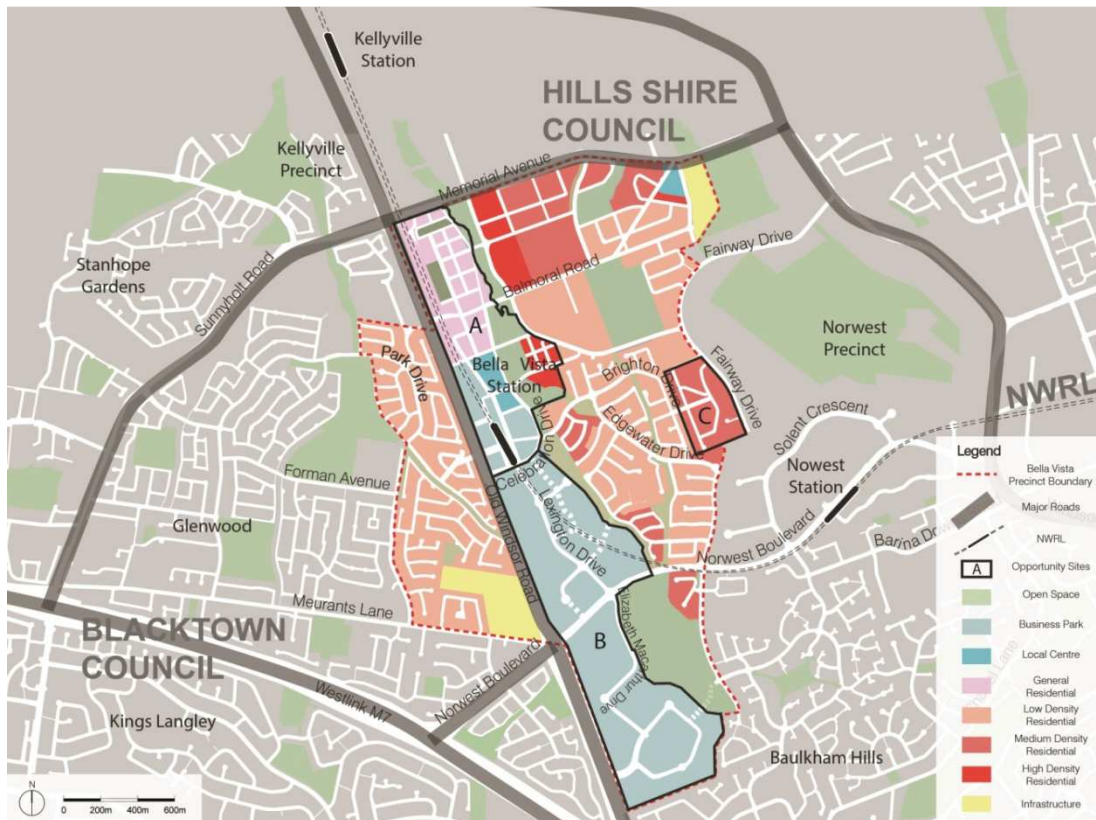


Figure 4 Bella Vista Station Precinct Structure Plan. Not to scale.  
Source: AJ+C, 2015.

## 5 ASSESSMENT OF HERITAGE IMPACT

### 5.1 Impact on built heritage sites

The proposed rezoning of opportunity sites within the Bella Vista Station Precinct is unlikely to have a physical impact on the three built heritage places. There are no development proposals or other works and the proposed opportunity sites to be rezoned are outside of the lot boundaries of these heritage places. However, the proposal to increase the density and height of development adjacent to the Bella Vista Homestead Complex (within Opportunity Site B) has the potential to impact views to and from this heritage place.

The 2000 Conservation Management Plan for the Bella Vista Urban Homestead Complex nominates the significant views and The Hills LEP 2012 and The Hills DCP 2012 contain the planning controls for adjacent development to retain these views. While the building heights proposed for within Opportunity Site B are generally consistent with the DCP controls, there are some areas where the proposed heights would extend above the maximum heights established in the DCP. To avoid adverse impacts the DCP will need to include more detailed controls such as upper level setbacks etc to ensure that views to and from the Bella Vista Homestead Complex are appropriately retained. Future development applications for these sites will also need to address the potential for adverse impacts on the significant views.

### 5.2 Conservation Management Plan for Bella Vista Farm 2012

The 2012 Conservation Management Plan (2012 CMP) for Bella Vista Farm prepared by Worley Parsons contains the following text and recommendations in relation to the conservation of significant views:

#### *Views*

*The views to and from Bella Vista are an extremely important aspect of the cultural significance of the place. It is important for the development of the surrounding area for both suburban housing and as a business park to be carefully controlled so that it does not impact on the vistas and panoramic views into and out of the site.*

*The views from the site will be one of the reasons for visiting the site in the future. Careful design of rooflines within view corridors is to be undertaken. There is also potential for facilities to take advantage of views being incorporated at upper levels of new buildings (such as terraces). Provision can also be made for viewing points within the curtilage and as part of the Greenway and other spaces around the site. Public access is to be provided to parts of the site to enable access to views.*

*Current and any future planning controls for adjoining sites need to contain provisions to protect and define view corridors including to the top of the ridge and establish building height controls.*

*Action 5.5.8 Where possible retain the vistas of the ridge upon which Bella Vista sits, from the south, as one of the Seven Hills after which the area was named. Interpret the significance of the vernacular name: Seven Hills.*

*Action 5.5.9 Maximise retention of the panoramic views of the surrounding district from the house, after which the property was named.*

*Action 5.5.10 In any future review of planning controls retain the significant view corridors of the ridge top, including significant plantings and pastures.*

*Action 5.5.11 Maximise retention of views to:*

- *The vernacular farm buildings and pastures from the north/north west;*
- *The homestead, gardens, significant plantings and pastures from the south/south west; and*
- *The Bunya Pine avenue and pastures from parts of Old Windsor Road on the west, and New Windsor Road from the east.*



*Action 5.5.12 Proposals for development adjoining Bella Vista must assess the visual impact through photomontages, three dimensional drawings and/or other graphic tools.*

*Action 5.5.13 Where possible, view corridors are to be clearly identified in planning controls.*

The 2012 CMP does not include visual analysis diagrams to define the significant views but refers to The Hills Draft DCP 2011, which includes controls based on the visual analysis extracted from the 2000 Conservation Management Plan for Bella Vista Farm prepared by the Heritage Division, Department of Public Works & Services and Otto Cserhalmi + Partners.

### 5.3 The Hills Local Environmental Plan 2012

The Hills LEP 2012 Height of Buildings Map 016 shows the maximum allowable height of development adjacent to the Bella Vista Homestead Complex Conservation Area.

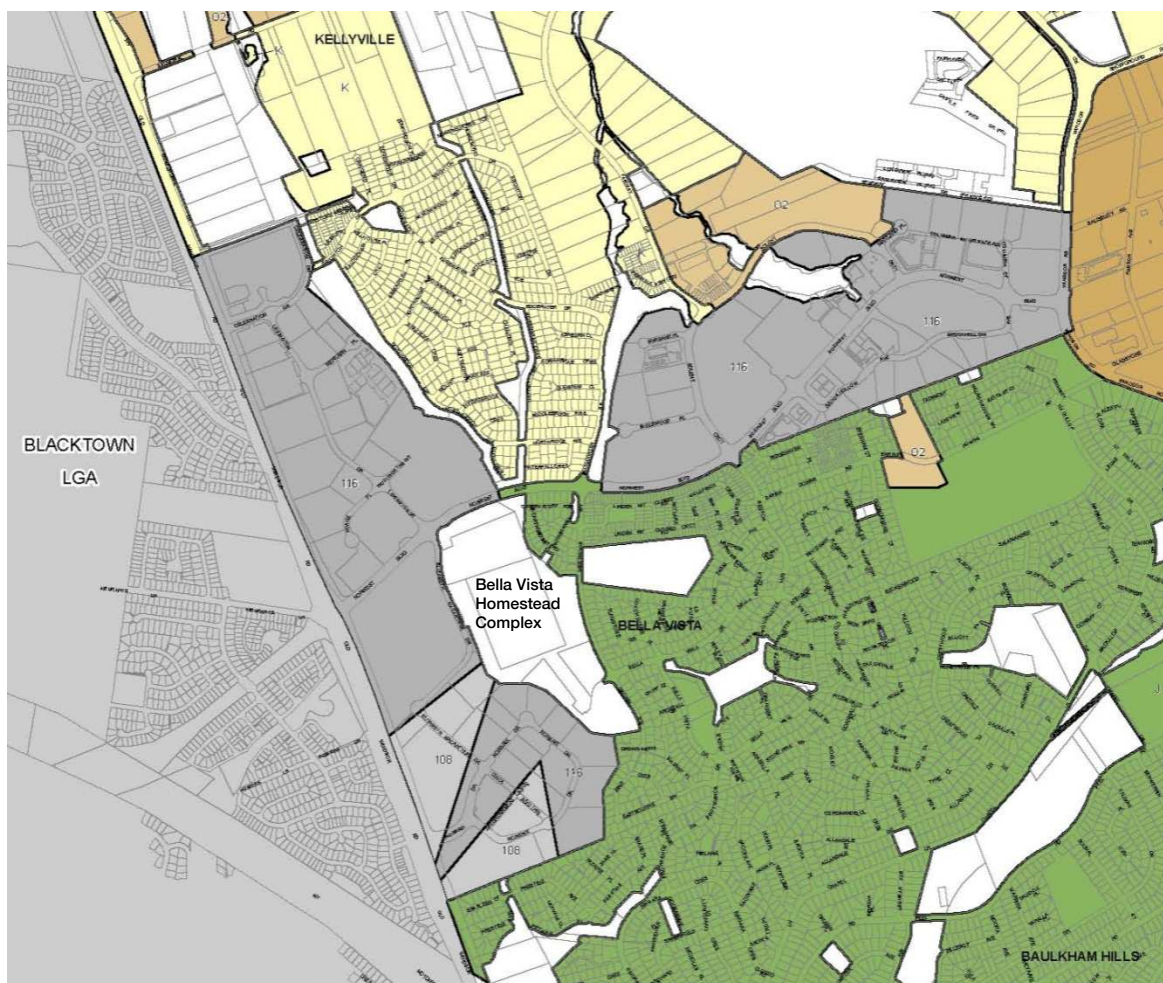


Figure 5 Extract from LEP 2012 HOB\_016. The grey areas on this plan indicate the maximum height of buildings in relation to AHD. Not to scale.  
Source: The Hills LEP 2012.



## 5.4 The Hills Development Control Plan 2012

The Hills DCP 2012 contains detailed controls for development adjacent to Bella Vista Homestead Complex Conservation Area.

Part B Section 6 Business 2.6 Height of Buildings, contains Objectives and Development Controls for the height of buildings. The relevant Objectives and Development Controls are reproduced below.

### ***Objectives***

(iv) *To retain significant views to and from the Bella Vista Farm conservation area, in particular the following:*

- *Vistas from the Homestead generally south.*
- *Vistas from the outer farmyard generally north.*
- *Views into the site from the former alignment of Old Windsor Road.*
- *Views into the site from Norwest Boulevard.*
- *Distant views to the site from the Castle Hill Seventh Day Adventist Church site and Pearce Family Cemetery.*

### ***Development Controls***

#### ***For land in Norwest Business Park:***

*Views from Bella Vista Farm Park*

(f) *Views and vistas available from Bella Vista Farm Park as shown above the dotted line on the photomontages in Appendix D 4 shall be retained in any re-development of lands surrounding Bella Vista Farm Park.*

*Views to Bella Vista Farm Park*

(g) *No structure is to be erected within the hatched area marked A on the Development Control Plan map in Appendix C of this DCP Section.*

(h) *The height of any built structure within the view corridors marked B and C shall not intersect a plane generated by a straight line drawn from the survey points noted on Old Windsor Road and the survey points noted within the Bella Vista Farm Park as shown in Appendices C and D of this Section of the DCP.*

*Note. The intent of these controls is to ensure that views of the Homestead and the prominent ridgeline to the south are visible when viewed from the specific locations along Old Windsor Road and the Pearce Family Cemetery (Lot 100 DP 707538).*

The corresponding DCP diagrams and images are reproduced below:

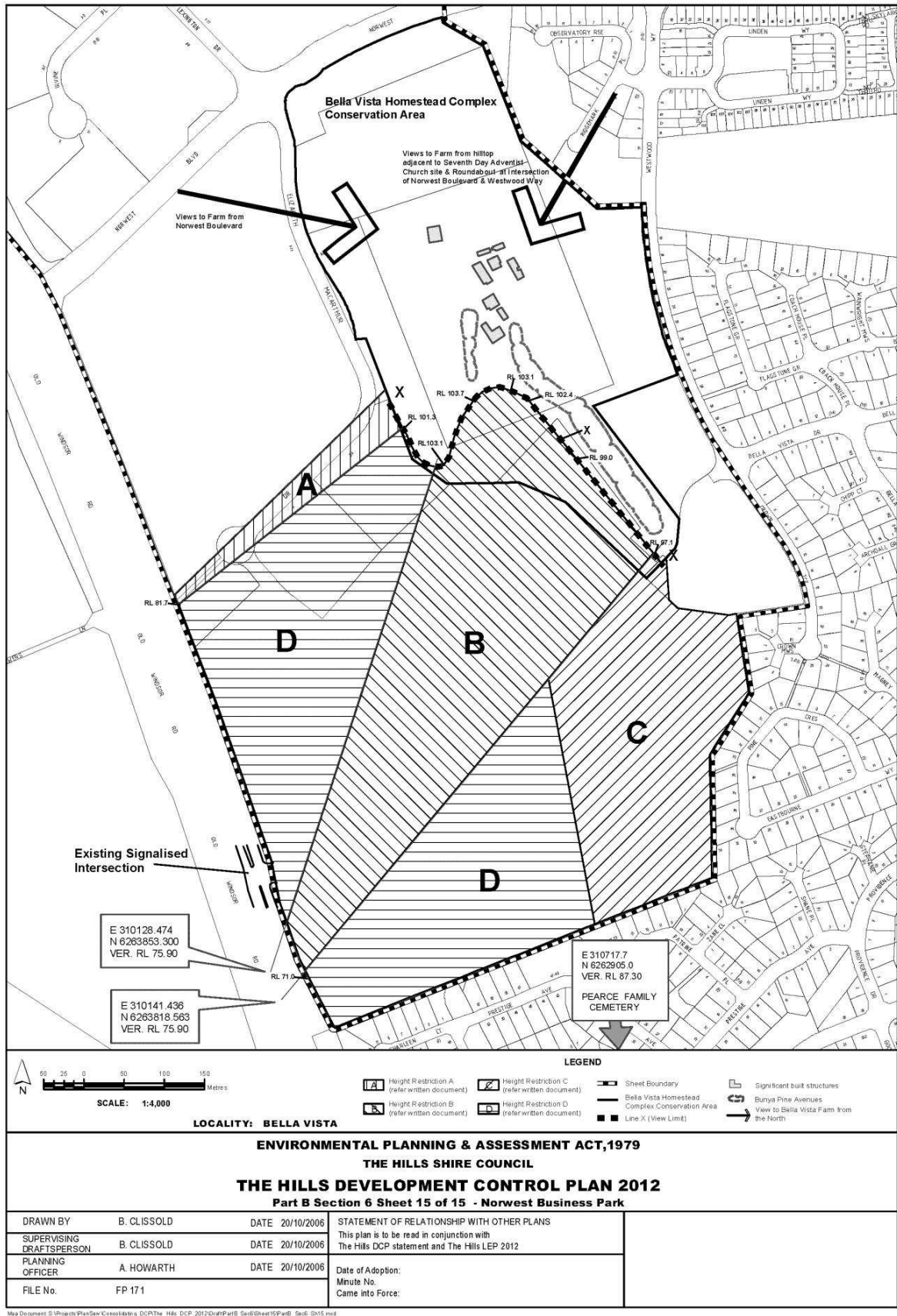


Figure 6 Extract from DCP 2012 Part B Section 6 Business Appendix C. not to scale.  
Source: The Hills DCP 2012.



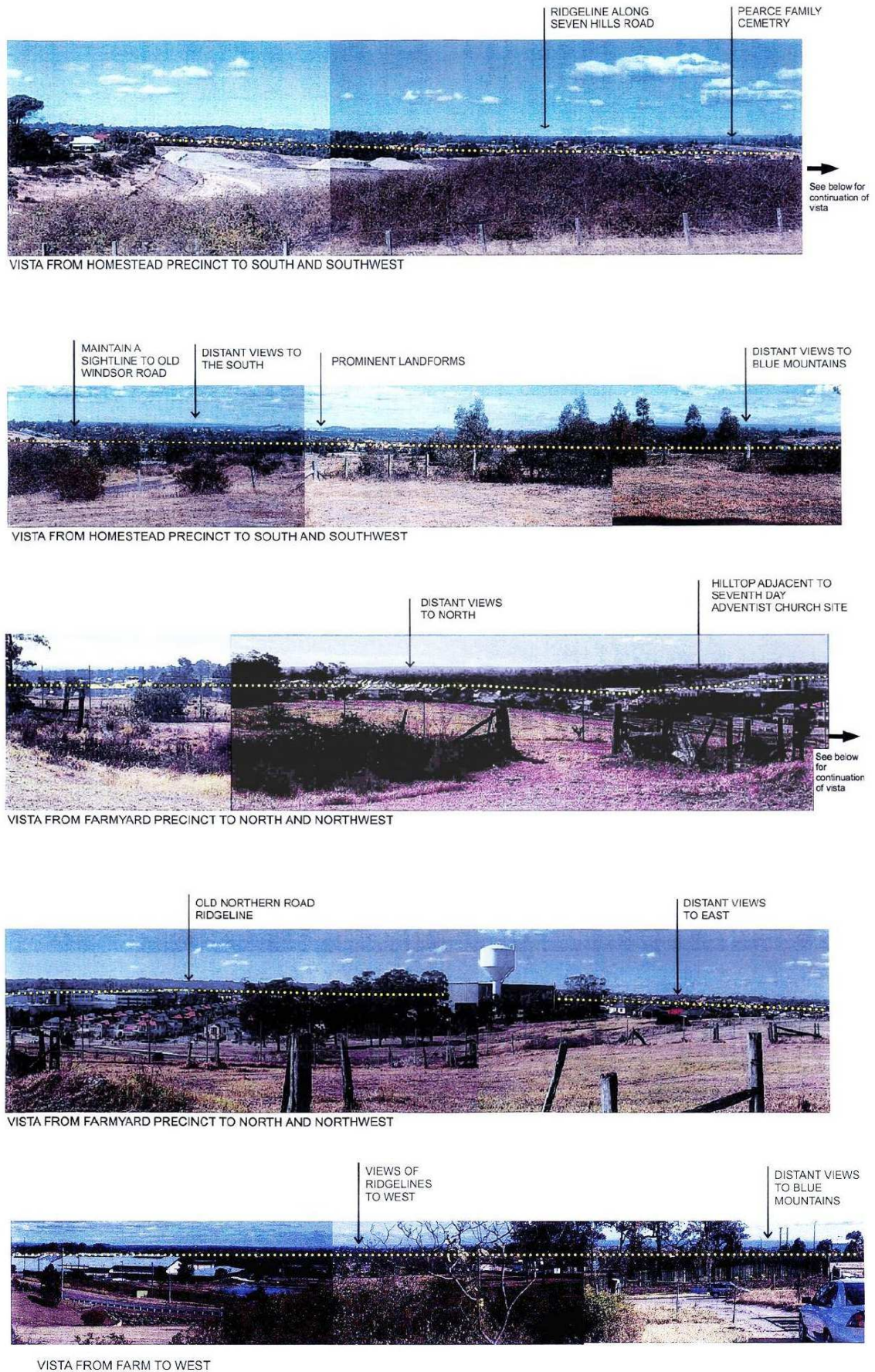


Figure 7 Extract from DCP 2012 Part B Section 6 Business Appendix D. not to scale.  
Source: The Hills DCP 2012.



**Part B Section 6 Business 2.24 Heritage**, contains Objectives and Development Controls for development on lands in the vicinity of Bella Vista Farm. The relevant Objectives and Development Controls are reproduced below.

***Objectives***

- (i) *To provide for the conservation of Bella Vista Farm and its cultural landscape consistent with the Bella Vista Farm Conservation Management Plan (2000).*
- (ii) *To ensure that the development of land in the vicinity of Bella Vista Farm is undertaken in a manner that has regard to the significance of the site and minimises the visual impact upon the Farm.*
- (iii) *To ensure that the development of land within the vicinity of the Bella Vista Farm does not isolate the item from its context, thereby retaining its significance.*

***Development Controls***

- (a) *All development should be in accordance with Part C Section 4 – Heritage and Clause 5.10 Heritage Conservation of The Hills LEP 2012.*
- (b) *Applications for development on any land adjoining the Bella Vista Farm conservation area are to be accompanied by a heritage impact assessment prepared in accordance with Part C Section 4 – Heritage and The Hills LEP 2012, in particular those provisions relating to development in the vicinity of a heritage item.*
- (c) *The assessment is to demonstrate how the development will mitigate any adverse visual or other impacts upon the adjacent Farm, and what measures are to be employed to achieve this. Matters to be addressed shall include the building design, materials, colours, finishes and landscaping of any proposal, and the impact upon significant views to and from the Farm.*
- (d) *In preparing the Heritage Impact Assessment consideration is also required to be given to the objectives and related conservation policies of the Bella Vista Farm Conservation Management Plan (2000). The assessment is to demonstrate how the related policies have been addressed and adhered to, in particular Section 10.5 – ‘Conservation of the Setting Policy’.*

**5.5 Summary of built heritage issues to be addressed in re-zoning application**

The proposal to increase the density and height of development adjacent to the Bella Vista Homestead Complex Conservation Area (within Opportunity Site B) has potential to impact views to and from this heritage place. Therefore, any proposed changes to the LEP and/or DCP will need to demonstrate that the significant views will be retained and conserved—this will likely include provision of more detailed controls such as upper level setbacks etc.

**5.6 Impact on archaeological sites**

The current rezoning indicates that there will be no new development as part of this proposal within the SHR curtilage of Bella Vista. Some proposed rezoning surrounding Bella Vista is within areas which are shown as having some potential archaeological evidence.

As shown on Figure 8, the area of Opportunity Site B south of Norwest Boulevard has been impacted by previous works but the extent of this impact is not certain. The area to the north of Norwest Boulevard has been substantially remodelled but again the extent of modern impacts needs to be confirmed by a preliminary assessment which involves a review and survey of the site. Therefore there is some possibility of archaeological potential in Opportunity Site B to the north of Norwest Boulevard and possibly some to the south of Norwest Boulevard but this is uncertain. The northern rezoning areas adjacent to Old Windsor should avoid impacts on Old Windsor Road.

The following table identifies the potential impacts on relics or archaeological sites within the Opportunity Sites:

Rezoning Area	Archaeological Site/Place	Impact	Recommendation
A	Old Windsor Road (LEP)	Unlikely	Avoid
B	Adjacent to Bella Vista	Unlikely	Review requirements & impacts
C	No known site	None	None

#### 5.7 European archaeology recommendations for development of opportunity sites

- 1 Most of the proposed rezoning areas require no further archaeological input.
- 2 Appropriate care should be taken in Opportunity Site A and B to avoid impacts on Old Windsor Road. Where there may be issues with the road then an archaeologist should be engaged to appropriately manage such works and to minimise impacts on the road.
- 3 Opportunity Site B adjoins the SHR listed Bella Vista and therefore may have some archaeological potential. Proposed development in this area will require a review of issues in a Preliminary Archaeological Assessment and Survey, including further review of Heritage Division library reports. The Preliminary Archaeological Assessment may identify that there are no archaeological issues or that further assessment is required.





Figure 8 Aerial photo showing the location of Bella Vista (with red boundary line) adjacent to modern development. Some parts of Opportunity Site B are relatively undeveloped while others have had more impacts. A detention basin is also included within the area.  
Source: Six Maps with C+L overlay, 2015.

## 6 CONCLUSION

This rezoning application identifies opportunity sites within the Bella Vista Station Precinct but does not include any development proposals. However, the subsequent development of these opportunity sites is unlikely to have a physical impact on the three built heritage places.

The proposal to increase the density and height of development adjacent to the Bella Vista Homestead Complex Conservation Area (within Opportunity Site B) has the potential to impact views to and from this heritage place. Therefore, any proposed changes to the LEP and/or DCP will need to demonstrate that the significant views will be retained and conserved—this will likely include provision of more detailed controls such as upper level setbacks etc.

Excavation for the development of the opportunity sites may disturb archaeological relics. Therefore, the relics provisions of the NSW Heritage Act will apply to any excavations undertaken in these sites.