

HERITAGE IMPACT STATEMENT

20 MEMORIAL AVENUE, PENRITH

20 APRIL 2020
P20255
FINAL
PREPARED FOR FDC BUILDING

URBIS

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EXECUTIVE SUMMARY

Urbis has been engaged by FCD Construction to prepare the following Heritage Impact Statement for the subject site, located at 20 Memorial Avenue, Penrith.

The subject site comprises a heritage item on the northern part of Lot 21 of the subject site, identified as the “Pumping Station (former)”, Item 144, under the *Penrith Local Environmental Plan (LEP) 2010*. In addition, the subject site is located in the vicinity of a number of local and State heritage items. These have been outlined in section 1.3. This Heritage Impact Statement has been prepared to assess the potential impacts of the proposed development (outlined in section 1.6) on the heritage significance of the subject site and the vicinity heritage items.

Since the 1820s, the site was occupied by a hotel and used as a rest spot for travellers. The proposed development aims to reactivate the former Log Cabin Hotel which occupied the site between 1939-2012. The proposed development aims to reinstate the hotel use within its historic riverside setting. In response to the historic use and heritage significance of the site, Team 2 Architects proposes a development that interprets the pub and restaurant function of the former Log Cabin within a contemporary hotel design.

The only structure remaining on the subject site is a former pump house which is a remnant of the electrical pumping station constructed on the site in the 1920s. The structure’s association with the water treatment plant and the former Log Cabin Hotel were demolished and cleared from the site in 2012, following a fire that destroyed the former Log Cabin building.

Overall, the proposed development will have little adverse impact on the heritage significance of the subject site and the vicinity items. A full assessment is found in section 5, however a summary is provided below:

- The proposed development retains and conserves the significant former pump house as part of the overall design. The proposed new building has an appropriate setback from the pump house to conserve its curtilage and ensure the structure ‘reads’ as an independent element. Proposed work to the pump house will include maintenance of the exterior, cleaning and making the structure secure and safe.
- The subject site has operated continuously as a riverside rest spot and hotel from 1827 when The Riverside Inn was constructed by Jacob Josephson, through to 2012, when the former hotel, the Log Cabin, was destroyed by fire. The proposed development will ensure the historic use of the site continues and revitalise the site which is currently unoccupied.
- The proposed development has considered the setting and context of the new building through the choice of materials and finishes. The overall design is a contemporary interpretation of the former Log Cabin building, including gabled roof forms that reflect its character. In addition, the new development will be named the ‘Log Cabin’ to continue the former hotel that occupied the site.
- The proposed development will incorporate additional interpretation elements to ensure the history of the site is celebrated and understood by future visitors.
- The proposed development will have no detrimental physical impact on the vicinity heritage items. This is due to the confining the proposed works to Lots 21 and 20 and the physical separation of the vicinity heritage items.
- The proposed development has considered the overall setting and views to and from the vicinity items through the careful design of the built form and elevations. As the development will be highly visible, the facades have been designed to ensure the building has no “back of house”. This has been achieved by adopting the gabled roof forms and a mix of finishes and materials to articulate each elevation and roof form.
- The proposed development will alter views from Emu Hall, Explorers Memorial and the Rowing Course along the Nepean River to the subject site. However, these views will have a minor impact only on the setting and view from each heritage item. Due to the two-storey height and scale of the proposed development and the physical separation from the vicinity items, the views from the heritage items will not have an adverse impact the heritage significance or the general settings of the vicinity items.
- The curtilage of all vicinity items in proximity, (including Explorers Memorial and the two bridges to the north-west) have been respected. This has been achieved through appropriate setbacks and the use of new landscaping to create buffers between the new development and the vicinity items.

It is recommended that the treatment and protection of the former pump house be included in the construction management plan for the site. This will need to include a description of the structure's significance and detail a protection programme for the pump house during construction.

Overall, the proposed development is considered acceptable from a heritage perspective and is recommended for approval.

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1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by FDC Building to prepare the following Heritage Impact Statement (HIS) to accompany a Development Application for the property at 20 Memorial Avenue, Penrith (subject site).

The subject site comprises a heritage item on the northern part of the subject site. It is identified as “Pumping Station (former)”, Item 144, listed on the *Penrith Local Environmental Plan (LEP) 2010* as shown on the Heritage Map (Figure 2). The subject site is also located in the vicinity of a number of heritage items of State and local significance: These are identified in Section 1.3.

It is proposed to revitalise the subject site with the construction of a two-storey hotel and restaurant, reminiscent of the former Log Cabin Hotel that occupied the site between 1939-2012. The details of the proposal have been outlined in Section 1.6. This HIS has been prepared to assess potential impacts to the heritage significance of the subject site and vicinity heritage items.

1.2. SITE LOCATION

The subject site is located at 20 Memorial Avenue, Penrith. The legal definition of the sites is Lot 21, DP 1236215 and Lot 22 DP 1236215. For the purposes of this report these sites will be identified as “Lot 21” and “Lot 22”, these have been identified on the map located at Figure 1.

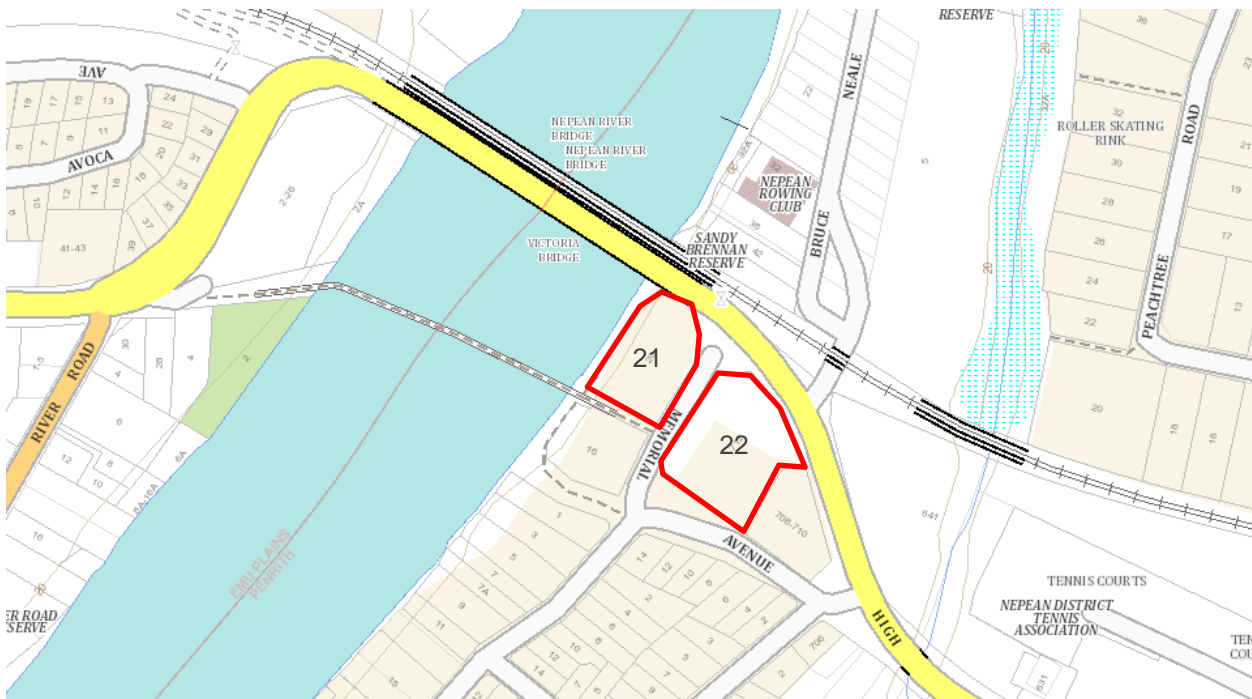


Figure 1 – Location plan showing the subject site outlined in red and labelled, for the purpose of this report, Lots “21” and “22”.

Source: Six Maps, 2020.

1.3. HERITAGE LISTING

The subject site comprises a heritage item on the northern part of the subject site, identified as the “Pumping Station (former)”, Item 144, under the *Penrith Local Environmental Plan (LEP) 2010* as shown on the Heritage Map (Figure 2).

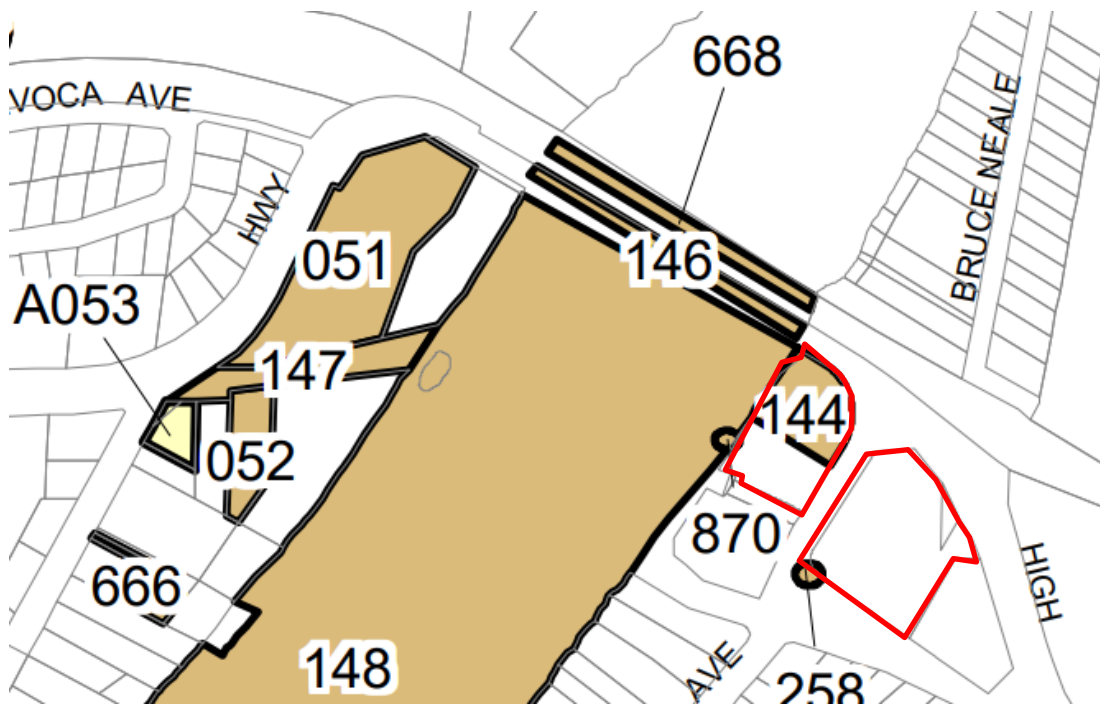


Figure 2 – Heritage Map showing location of items of heritage significance. The subject site is outlined in red.

Source: *Penrith LEP 2012, Heritage Map, HER_005.*

State Heritage Items

The subject site is located in the vicinity of the following heritage items of State significance (see relevant State Heritage Register curtilage maps). Both heritage items are listed on the Sydney Water S170 Register.

- SHR 01830, “Emu Plains (Nepean River) Underbridge” (see Figure 3)
 - The Emu Plains (Nepean River) Underbridge is also on the Section 170 Heritage and Conservation Register for Transport NSW. SHI. 4801576.
- SHR 1950, “Victoria Bridge” (see Figure 4).

Local Heritage Items

The subject site is located in the vicinity of the following heritage items of local significance listed on the *Penrith Local Environmental Plan (LEP) 2010* (refer to Heritage Map at Figure 2):

- Item 870, “Ferry Crossing”, Nepean River – Ferry Road.
- Item 258, “Explorers Memorial”, Memorial Avenue.
- Item 146, “Victoria Bridge”, Great Western Highway.
- Item 668, “Railway Bridge”, Over Nepean River.
- Item 148, “Rowing Course”, Nepean River.
- Item 051, “Emu Hall” dwelling, outbuildings and trees”, 2-26 Great Western Highway.
- Item 147, “Ferry Crossing”, Punt Road, Nepean River.
- Item 052, “Police Station residence (former)”, 4 Punt Road.



State Heritage Register - SHR:01830 - Plan: 2558

Emu Plains (Nepean River) Underbridge

Great Western Highway, Emu Plains

Gazettal Date: 28/06/2013

0 30 60 90 120 Meters

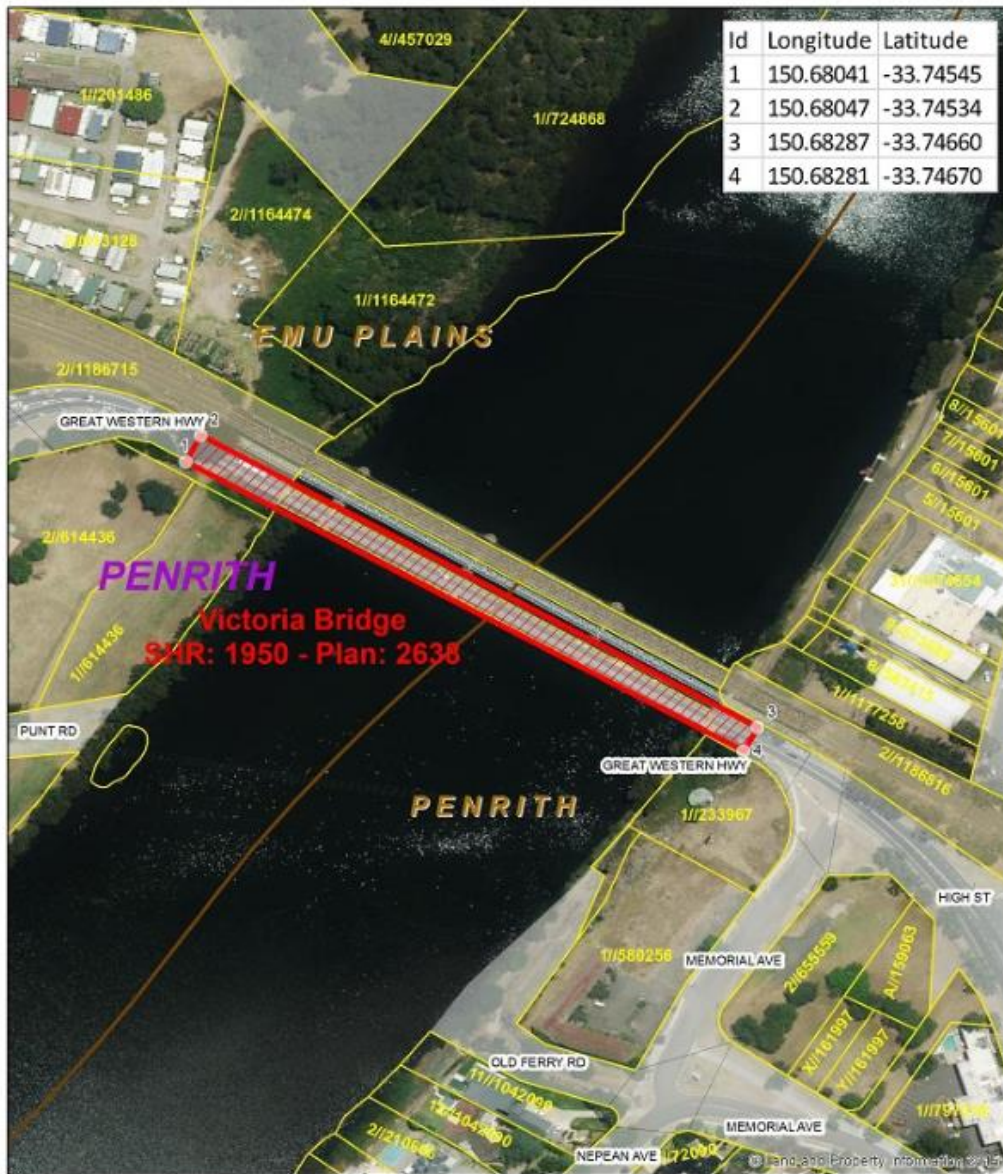
Scale: 1:2,000 @A4
Datum/Projection: GCS GDA 1994



- SHR Curtilage
- Land Parcels
- Railways
- Roads
- LGAs
- Suburbs

Figure 3 – State heritage curtilage for SHR01830, Emu Plains (Nepean River) Underbridge.

Source: NSW Heritage, <https://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5061198#ad-image-4>.



State Heritage Register - SHR 1950 Plan 2638
 Victoria Bridge
 Nepean River, Great Western Highway, Penrith

Gazettal Date: 27 May 2016



Scale: 1:2,500

Datum/Projection: GCS GDA 1994



Legend

- SHR Curtilage
- Land Parcels
- Railways
- Roads
- LGAs
- Suburbs

Figure 4 – State heritage curtilage for SHR1950, Victoria Bridge.

Source: NSW Heritage, <https://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5061198#ad-image-4>.

1.4. METHODOLOGY

This Heritage Impact Statement (HIS) is prepared in accordance with the NSW Heritage Manual guidelines, 'Statements of Heritage Impact' (2002) and 'Assessing Heritage Significance' (2001). The report is consistent with *Australia ICOMOS The Burra Charter for Places of Cultural Significance 2013*. The Burra Charter is widely adopted as the standard for best practice in the conservation and management of heritage places in Australia.

The subject proposal is assessed in relation to the relevant controls and provisions contained within the *Penrith Local Environmental Plan (LEP) 2010* and the *Penrith Development Control Plan (DCP) 2014*.

1.5. AUTHOR IDENTIFICATION & ACKNOWLEDGMENTS

The following report has been prepared by Bernice Phillips (Heritage Consultant). Lynette Gurr (Associate Director, Heritage) has reviewed and endorsed its content.

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

1.6. THE PROPOSAL

1.6.1. DA Drawing Documentation

Urbis has reviewed the following development application documentation for a new hotel and restaurant at 20 Memorial Avenue, Penrith, prepared by Team2 Architects and Site Image, landscape architects, to inform the Heritage Impact Statement in Section 5.

Table 1 – Architectural Drawings by Team2 Architects

Drawing Title	Dwg No	Revision	Date
Cover Sheet	DA000	1	09.04.2020
Sheet List	DA001	1	09.04.2020
Demolition Plan	DA003	1	09.04.2020
Site Plan	DA010	9	09.04.2020
Sightline Study	DA011	2	09.04.2020
Roof Plan	DA050	7	09.04.2020
Proposed Ground Floor Plan	DA100	8	09.04.2020
Proposed First Floor Plan	DA101	8	09.04.2020
Elevations 01	DA201	4	09.04.2020
Elevations 02	DA202	4	09.04.2020
Sections	DA301	4	09.04.2020
External Finishes Schedule	DA701	3	09.04.2020
Perspectives – Sheet 1	DA901	2	09.04.2020
Perspectives – Sheet 2	DA902	2	09.04.2020

Table 2 – Landscape Drawings by Site Image, landscape architects

Drawing Title	Dwg No	Revision	Date
Landscape Coversheet	000	C	15.04.2020
Landscape Masterplan	001	C	15.04.2020
Landscape Plan	101	C	15.04.2020
Landscape Plan	102	C	15.04.2020
Landscape Plan Carpark	103	C	15.04.2020
Landscape Details	501	C	15.04.2020
Landscape Sections	601	C	15.04.2020

1.6.2. Description of the Proposed Works

It is proposed to construct a new hotel and restaurant on the site of the former Log Cabin Hotel. The proposed hotel building comprises the following works:

- Remove and clear existing tree plantings and vegetation on the subject sites of Lot 22 and Lot 21;
- Lot 22 - lay-out on grade carpark, comprising 214 car spaces;
- Lot 22 - new landscape layout with new tree plantings and vegetation to complement the proposed development;
- Lot 21 - construct a two-storey hotel building with a beer garden located in the north-eastern portion of the site and verandahs overlooking the Nepean River. The hotel to comprise the following
 - Ground floor – coffee, restaurant, kitchen, bar, gaming room, main deck, cocktail bar, TAB sports, cold store, dry store, freezer, keg room, office & safe, loading dock, main switch, WCs; and
 - First Floor – function 01, function 02, function 03, restaurant, bar, private dining, pre-function area, kitchen, mechanical plant, store, drystore, cold store, WCs, main vista deck and function venue deck;
 - The new development proposes a hotel and restaurant to continue the former use of the site. The proposed hotel development to interpret the historic use of the site as a resting spot for travellers heading west.
- Loading dock to the north of the hotel building;
- Lot 21 - new landscape layout with new tree plantings and vegetation to complement the proposed development.
- A detailed landscape design to comprise Interpretation of the Water Treatment Plant and remnant Pump House comprising:
 - Beer garden layout to northern portion of site;
 - Works around the pump house to include removal of the existing fence and overgrown vegetation so former pump house can become a “feature”;
 - Construct a clear glazed protective fence to provide physical separation of the pump house and hotel and enhance visibility.
 - Incorporate circular landscape paving pattern to interpret the footprint of a former water treatment plant structure.
 - Additional interpretation elements to communicate the pump house and former use of the site.

1.6.3. 3D Views

The following 3D Views have been provided by Team2 Architects. The views were selected to show the proposed development from Emu Hall, a heritage item on the western side of the Nepean River (Figure 5), from the Great Western Highway (in the context of the State heritage item of Victoria Bridge) and looking north from Memorial Avenue (Figure 7). In addition, a view is provided from within the proposed development, facing north-west along the Nepean River and towards Victoria Bridge (Figure 8) and within the proposed beer garden to show the intended treatment of the pump house within the outdoor space (Figure 9).



Figure 5 – View of the proposed development on Lot 21 from Emu Hall (heritage item 015), located on the western side of the Nepean River. The State heritage listed, Victoria Bridge, is located at left.

Source: Team2 Architects, April 2020.



Figure 6 – View of the proposed development on Lot 21 from the Great Western Highway, entering Victoria Bridge (State heritage item, SHR 1950).

Source: Team2 Architects, "Sightline Study", DA011, Revision 2, 09.04.2020.

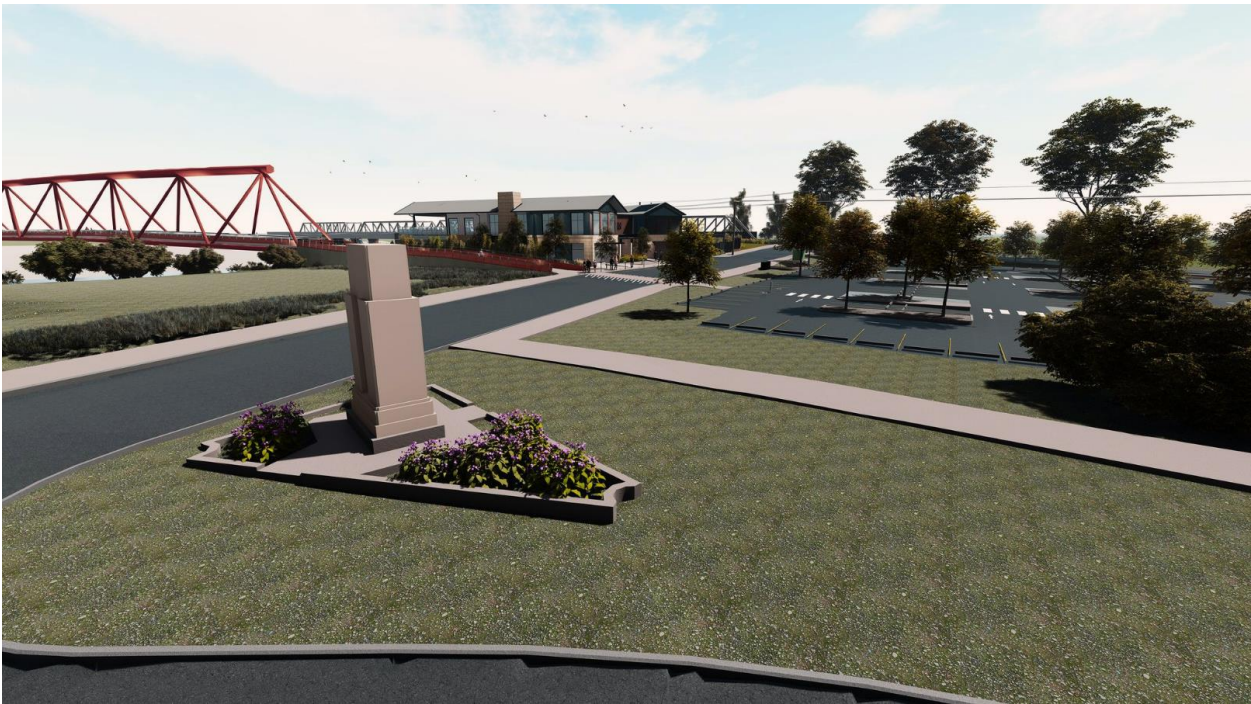


Figure 7 – View of the proposed development of a new hotel on Lot 21 (centre) and carpark on Lot 22 (at right) from Memorial Avenue. “Explorers Memorial” (heritage item 258) is shown in the centre.

Source: Team2 Architects, “Sightline Study”, DA011, Revision 2, 09.04.2020.

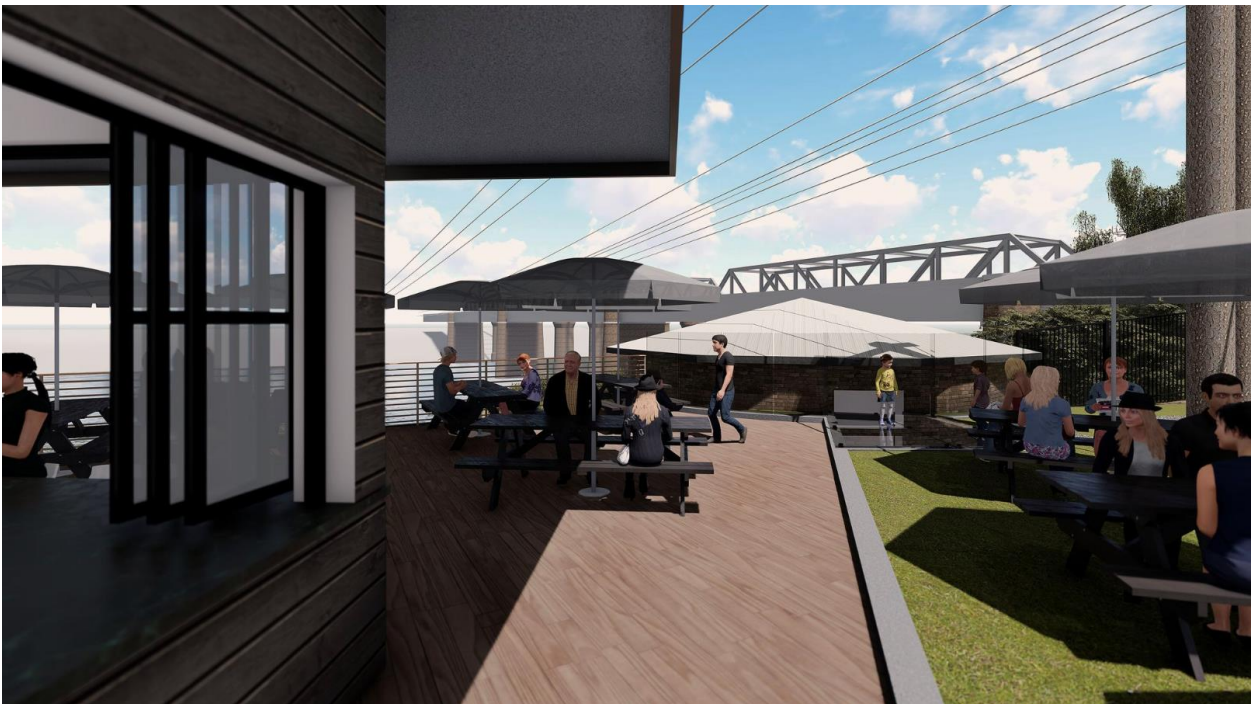


Figure 8 – View north-west from the outdoor bar from the proposed development. This includes views of the two State heritage bridges, the pump house and the Nepean River.

Source: Team2 Architects, April 2020.

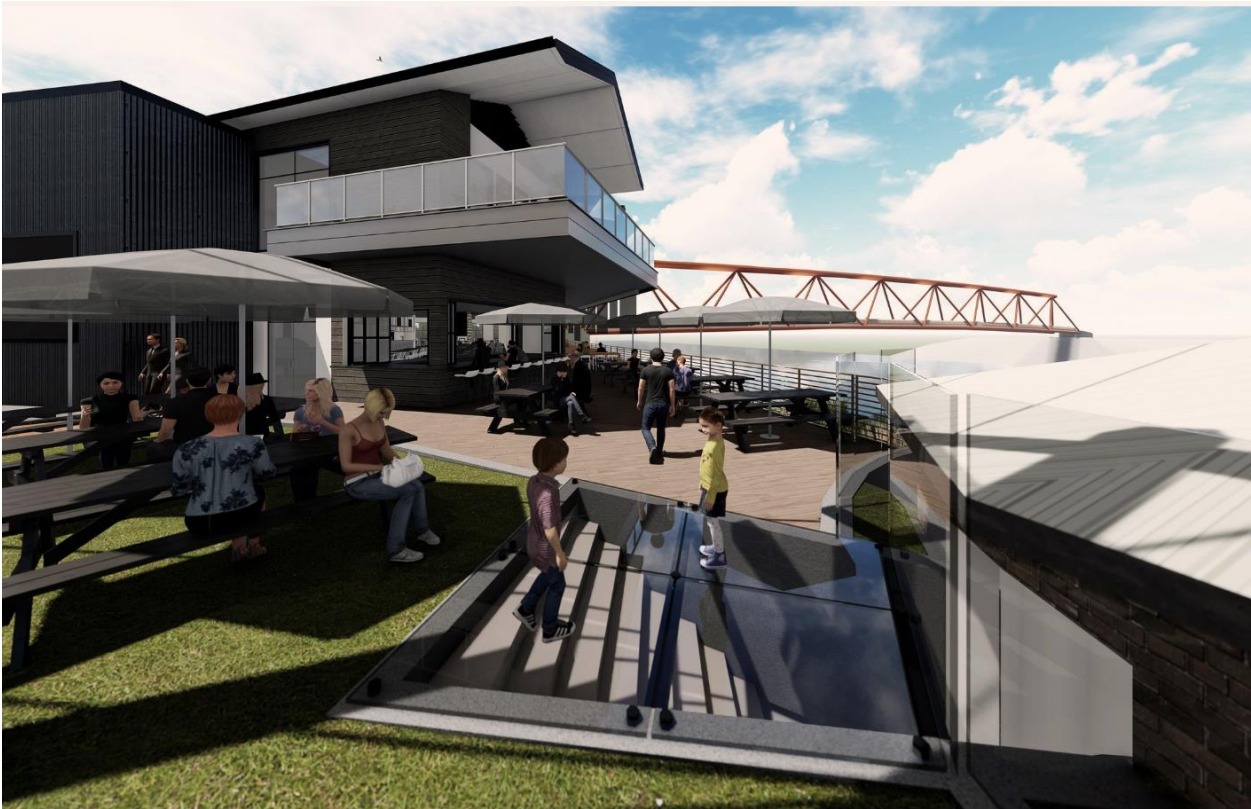


Figure 9 – View west from the beer garden within the proposed development. Showing the proposed glazed cover over the Pump House entry - to view and protect the former pump house.

Source: Team2 Architects, April 2020.

2. SITE DESCRIPTION

2.1. SUBJECT SITE

The subject site includes two lots on the western and eastern side of Memorial Avenue, in the western portion of the suburb of Penrith. For the purposes of this report, the two allotments have been identified as Lot 21 and Lot 22 as shown in the aerial at Figure 10. Lot 21 is located on the eastern side of the Nepean River, on the rise of the embankment. The Yandhai Bridge, built for pedestrian use, is located adjacent and to the south. Lot 21 is located on the western side of Memorial Avenue. The Penrith Valley Inn is located to the south-east of Lot 22. The Great Western Highway is located to the north and northeast of both lots.



Figure 10 - Aerial showing the subject site of the proposed works. The two lots have been identified as Lot 21 and Lot 22.

Source: Six Maps, 2019

Lot 21 and Lot 22 are currently vacant. The former Pumping Station, a heritage item of local significance, is located on the western boundary of Lot 21 (Figure 17 and Figure 18). The former Pump House is a remnant of the former water treatment plant that occupied the northern portion of the site until 2012. At that time, the majority of the structures were destroyed by a fire, demolished, and the site cleared.

The pump house is constructed of face brickwork with a later addition corrugated metal roof. It is unknown when the corrugated roof was added. Photographs from the 1940s (including the 1943 aerial) show a roof on top of the brick structure (refer to section 3.1). The interior of the pump house was not inspected by Urbis, however, some visibility to the interior was available from the subject site through the entry. The following photographs of the interior were supplied by FDC Construction.



Figure 11 – Interior of the remnant Pump House. Showing the underside of the roof.

Source: Provided by FDC Construction.



Figure 12 – Interior of the remnant Pump House. Showing the internal pumping equipment.

Source: Provided by FDC Construction

Both lots are relatively flat, with the exception of the western boundary of Lot 21 which falls away from the upper site down to the riverbank. A public walkway is located along the riverbank, to the west of the subject site. Lot 21 is located underneath an easement of power lines which run across the north-eastern portion of the site and across the Nepean River. Lot 22 is unoccupied by structures with only minor plantings and trees located across the site. The Explorers Memorial adjoins Lot 22 to the south.

The following images were taken by Urbis during a site visit on the 26th February 2020.



Figure 13 - View north-west along Memorial Avenue. Looking towards Lot 21.



Figure 14 – View north within Lot 21 towards the Great Western Highway and Victoria Bridge in the distance



Figure 15 - View south within Lot 21 towards Memorial Avenue.



Figure 16 – View west from Lot 21 towards the Yandhair Bridge for pedestrians. Emu Hall is visible on the opposite side of the River.



Figure 17 – View west from Lot 21 towards the top of the former Pump House.



Figure 18 – View of the former Pump House looking east from the riverbank.



Figure 19 – Entrance to the remnant Pump House (from Lot 21) lies below grade with steps into the entry.



Figure 20 – Later addition roof of the remnant Pump House.



Figure 21 – View east towards Lot 21 from the Yandhai pedestrian bridge. Showing the steep topography from the subject site down to the riverbank. The remnant Pump House is visible on the left.



Figure 22 – View east across Lot 22 towards the Great Western Highway.



Figure 23 - View south-west across Lot 22 with tree plantings along the perimeter



Figure 24 - View south across Lot 22 towards the Explorers Memorial, located on the corner of Memorial Avenue.



Figure 25 - View north-east across Lot 22 from the location of the Explorers Memorial.



Figure 26 – View east along Memorial Avenue, across Lot 22 from the Explorers Memorial.

2.2. SETTING, VIEWS AND VICINITY HERITAGE ITEMS

The subject site is set in a location that makes it highly visible and surrounded by a number of local and State heritage items. The subject site is located south-east of Victoria Bridge and the Emu Plains Underbridge, both items of State heritage significance. These heritage items form part of the immediate setting for the subject site.

The Emu Plains Underbridge is located to the northeast of the subject site and on the north-eastern side of Victoria Bridge. The Underbridge was constructed in 1907 to provide a double track railway line over the Nepean. It is a through-truss style railway bridge, constructed in riveted steel and is supported on cylindrical shaped brick columns.



Figure 27 – View west along the Emu Plains Underbridge.

Source: Heritage NSW, Railcorp.



Figure 28 – Brick piers beneath the railway line.

The eastern entrance from the Great Western Highway onto Victoria Bridge is located adjacent to the subject site (to the north). It is a shared vehicular and pedestrian bridge that provides access across the Nepean River. Victoria Bridge is constructed of iron girders, supporting a concrete deck with hollow stone piers. It is an example of early box-girder construction with three main spans of iron box girders all of riveted construction. Three of the piers that support the structure, are constructed of sandstone while the western pier is of concrete construction.



Figure 29 – View of Victoria Bridge from the northern corner of the Lot 21



Figure 30 – Sandstone piers at the eastern end of Victoria Bridge.

Source: Heritage NSW, Cameron White.

The Memorial Avenue setting is a mix of residential and commercial development. Residential dwellings (between 1-3 storeys) are located some distance to the south of Lot 21 and on the opposite side the road to Lot 22. To the east of the subject site (adjacent to Lot 22) is the Penrith Valley Inn. The Nepean Rowing Club

is located on the northern side of the Great Western Highway. On the corner of Memorial Avenue, on the southern corner of Lot 22, is the “Explorers Memorial” which was erected in 1938 (Figure 32). This memorial is constructed in sandstone with Art Deco styling. Rose plantings are located around the base. It is located on a corner and is a prominent feature.



Figure 31 – View south from Lot 21 along Memorial Avenue, towards the “Explorers Memorial” and residential development in the distance.



Figure 32 – View of the “Explorers Memorial” (Heritage item no 258).

The subject site is located on the eastern side of the Nepean River. This section of the Nepean River has a public walkway along the eastern bank, with interpretation signage that highlights the Victoria Bridge, Underbridge and location of the former ferry crossing. There is landscaping in this area, including trees lining the riverbank, gabion walls on the slopes and vegetation on the rise of the embankment towards the subject site.



Figure 33 – View south-west along public walkway on the riverbank, located west of Lot 21.



Figure 34 – View north-east along the public walkway along the riverbank, located west of Lot 21.

This portion of the Nepean River is the location of the former ferry crossing (heritage item nos: 870 and 147) and the rowing course (heritage item no: 148). These heritage items have no physical markers or structures but identify the former uses of the river. The ferry crossing was the course of a punt that took travellers from one side of the Nepean River to the other (refer to section 3). The rowing course is a stretch of the Nepean River, that begins at Victoria Bridge and extends to the M4 motorway bridge to the south-west (Figure 36). It demonstrates the role of the river as a place for organised water sports, since the late nineteenth century.



Figure 35 – Aerial illustrating the approximate location of the two ferry crossings, heritage item nos: 870 and 147 (in blue). The subject site is indicated in red.

Source: Six Maps, 2019.



Figure 36 – The extent of the “Rowing Course” heritage item no: 148 (in blue). The location of the subject site is indicated in red.

Source: Six Maps, 2019.



Figure 37 – View from the western side of the Nepean River. Approximate location of heritage item no: 147. The location of the subject site is indicated in red.



Figure 38 – View north-east from the Yandhai bridge down to the approximate location of heritage item no: 870. The remnant Pump House is seen on the right (indicated) and both Victoria Bridge and Underbridge in the background.

On the western side of the Nepean River are the two heritage items, “Emu Hall” (heritage item no: 051) and “Police Station Residence” (heritage item no: 052). These two former dwellings are representative of the early settlement of the area. The “Police Station Residence” was constructed in 1908 and is of timber construction with a corrugated metal roof. The building is currently unoccupied. Views to and from the subject site from this item are obstructed by the tree line along the western side of the riverbank and the Yandhai pedestrian bridge.



Figure 39 – The “Police Station Residence” (item 052) view south-east from Punt Road.



Figure 40 – View east from the “Police Station Residence”, towards the subject site. The heritage item is not visible due to tree foliage and Yandhai Bridge beyond.

“Emu Hall” is located west and directly across the Nepean River from the subject site. “Emu Hall” has clear views to and from the subject site. The main dwelling is of brick construction in a mid-nineteenth century Victorian Italianate style. The site has recently been redeveloped as a café/restaurant and venue. “Emu Hall” has a contemporary wing addition to the north of the main dwelling. Views towards the subject site are generally unimpeded, except for the landscape on both the western and eastern side of the riverbank that obstructs views of the remnant Pump House.



Figure 41 – View west towards “Emu Hall” including contemporary addition.



Figure 42 – View north-east from the vehicular entrance to “Emu Hall”.



Figure 43 – View south-east from the boundary fence of Emu Hall towards the subject site. Views are obscured by tree plantings close to the river



Figure 44 – View east from the main dwelling at Emu Hall. The subject site is indicated.

3. HISTORICAL OVERVIEW

The subject site is located on land granted to Daniel Woodriff in 1804. Woodriff returned to England in 1804 and had a number of agents manage his estate until 1821.

In 1815, the new Western Road was constructed through the centre of Woodriff's estate. It was surveyor George Evans, who surveyed the site for the new road and road builder William Cox who were responsible for the construction of the road. After the road was completed, a small village developed around the site providing refreshments, accommodation and goods for waiting travellers.

This included the provision of a punt crossing over the Nepean River at a ford point, close to the subject site. For a shilling travellers west were ferried across the river to the Government Far, Emu Plains on the opposite bank (now the site of Emu Hall). The following illustration is dated 1835 and shows the punt in use with passengers on board heading to the opposite bank.



Figure 45 –1835, illustration of the punt crossing the Nepean River by Conrad Martens.

Source: SLNSW, Dixon Library, DL PX 24.

In 1830, the estate was divided into two leases on either side of the road. The southern side (including the subject site) was leased by Jacob Josephson. Josephson built a substantial Inn by the eastern side of the River, known as the Riverside Inn.

The historic use of the site, from the end of the nineteenth century until 2012 was the treatment of water for the water supply of the greater Nepean/Penrith region and as a rest stop for travellers.

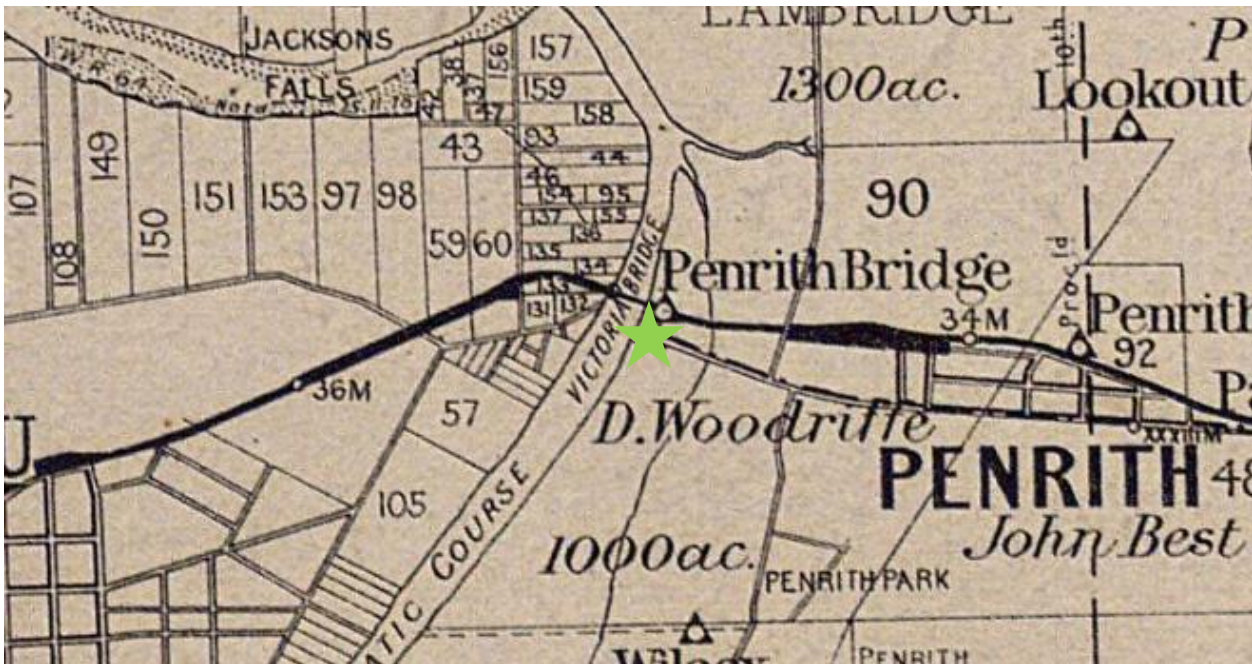


Figure 46 – Detail of 1894 map, showing ownership of land by D. Woodruff – the approximate location of the subject site is indicated in green.

Source: NSW Land Registry Services, LTO Charting Maps.

3.1. PENRITH, PUMPING STATION AND WATER TREATMENT FACILITY

In 1890, an organised water supply was supplied for the local community of Penrith. Penrith Council installed a steam plant on the eastern bank of the Nepean River to pump water to a town reservoir. In 1910, a weir was constructed across the river which provided a permanent pond for the pumping station (Figure 50 and Figure 51).

In the 1920s, two electrical pumping stations replaced the steam plant. These electrical pumping stations were located on the eastern side of the river, upstream of the railway bridge (on the subject site). These stations were used by the Department of Railways to power the locomotives before the haul over the Blue Mountains. The remnant pump house from this electrical pumping station is still present on the western boundary of the subject site.



Figure 47 – Detail of a 1923 aerial of the Nepean River, illustrating the presence of the remnant pump house (indicated) and Log Cabin adjacent.

Source: Penrith Council Archives.



Figure 48 – Photograph, c1940, of the subject site from the western side of the river. Including a clear image of the remnant pump house with what appears to be a flat roof (indicated).

Source: Noel Bell Ridley Smith & Partners Heritage, “Penrith Heritage Study Submission, The Log Cabin Hotel Memorial Avenue Penrith for Sinclair Nominees Pty Ltd”, January 2009.

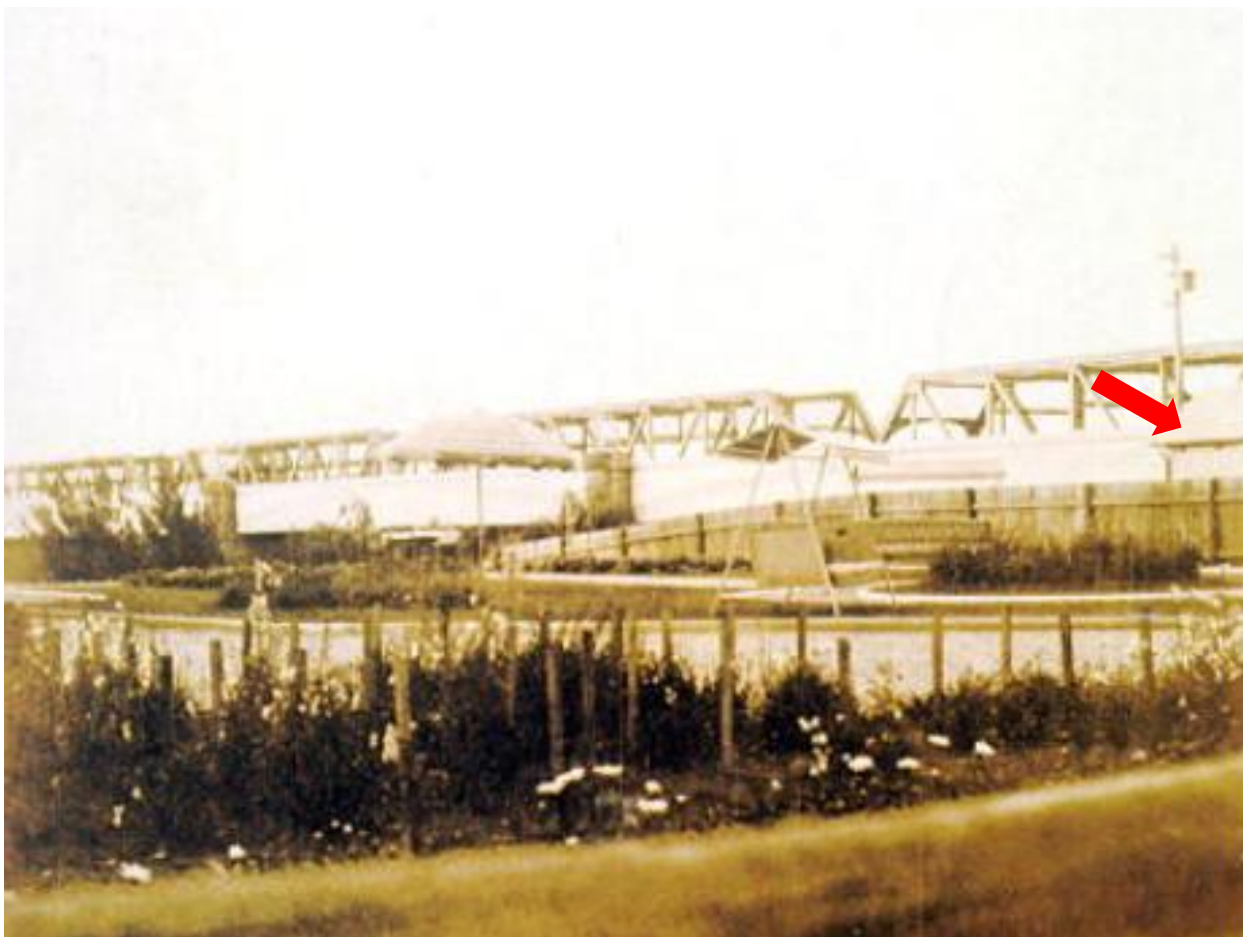


Figure 49 – 1930s view from the “Log House” looking toward Victoria Bridge and the road bridge. Structures from the electrical pumping station constructed in the 1920s are indicated on the right of the image.

Source: Penrith City Archives.

The Penrith Water Treatment Plant was constructed by 1951 in the same location of the pumping station. The plant was designed by Gutteridge, Haskins and Davey Pty Ltd who were former MWS&D board engineers.¹

The plant operated until 1978 when the plant was decommissioned. The structures, however, remained on site until 2012 when it was demolished, along with the fire damaged Log Cabin. The remnant pump house is the only remaining structure that illustrates this phase of development (shown Figure 47, Figure 48, Figure 58 and Figure 54).



Figure 50 – Penrith Weir, c.1920.

Source: Penrith Council Archives



Figure 51 – Penrith Weir, c.1985.

Source: Penrith Council Archives

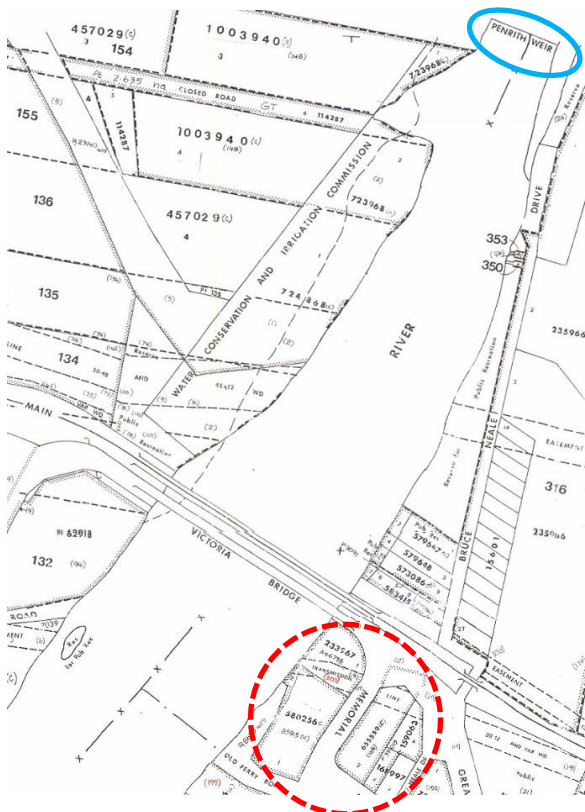


Figure 52 – 1993 CMA showing the subject site and the location of the Penrith Weir. The subject site is shown approximately in red and the weir is shown in blue.

Source: NSW Land Registry Services, CMA Map.

¹ NSW Heritage, "Pumping Station (former)", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260144>.



Figure 53 – Treatment Plant as seen from Great Western Highway the Log Cabin can be seen the behind the treatment structures.

Source: Penrith Council Archives.



Figure 54 – 2009 aerial view of the water treatment plant – showing the use/location of the remaining tank.

Source: Google Earth, 6/30/2009.

3.2. THE LOG HOUSE AND LOG CABIN

From 1925, the Log House as located in part on the southern portion of the subject site. The Log House was a tea house located off the Great Western Highway, providing a resting spot for motorists heading towards the Blue Mountains.

The following description was published in the *Nepean Times* in 1925:

“In addition to catering for the requirements of motorists, the place will prove an attractive rendezvous to those desiring to entertain. Dances will be held from time to time under conditions which will leave nothing to be desired. The floor will be of satin smoothness, and the music, which is to be provided, will make the place equal in attractiveness to anything in the Metropolis”.²



Figure 55 –1930s photograph of the Log House (from Memorial Avenue).

Source: *Penrith Council Archives*.

In 1939, Mr Cecil Hay purchased the Log House and it was announced that a modern hotel building renamed the Log Cabin would replace the tea house. The architects for the new modern building were Messrs Mackellar and Partridge, from Market Place, Sydney.

The following information was published in the *Blue Mountains Daily*:

A special feature will be extensive verandahs and lounges, with dance floors, overlooking the Nepean River. First-class accommodation for guests is provided for. A flat roof over the whole of the river frontage area of the building will afford unrivalled views of the river. The Hotel will be furnished in first-classes style, and it is Mr Hay’s desire to extend the present afternoon tea and meals service to the traveling public.³

The modern Log Cabin opened in July 1939 and featured in the U.L.V.A review in the August 1939 edition. The article described the modern features of the Hotel, including hot water services in every room, telephone service and broadcasting announcers.

² *Nepean Times*, “Opening at Last”, 28 November 1925, page 5.

³ *Blue Mountains Daily*, “The Log Cabin, Penrith”, 9 March 1939, Page 1.



Figure 56 – Images from ULVA, showing the beer garden.

Source: *U.L.V.A Review*, 15 August 1939, page 29.

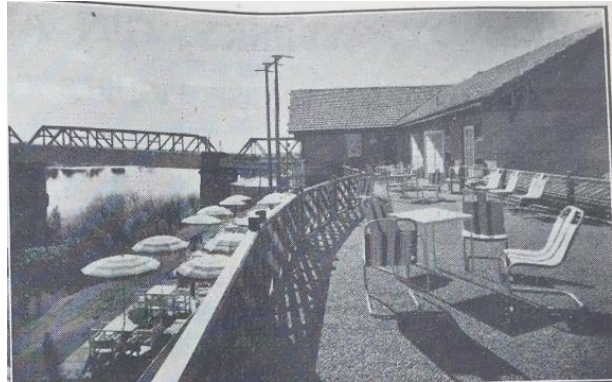


Figure 57 – The tea garden on the first floor, with the beer garden below. The railway and road bridges can be seen in the distance

Source: : *U.L.V.A Review*, 15 August 1939, page 29.



Figure 58 – 1943 aerial showing the Log Cabin and water tank/pump (present on the subject site). This was prior to the construction of the water treatment plant.

Source: *Six Maps*.

At the time of its re-opening, the Log Cabin also refurbished the former “Riverside Inn” which was located to the south of the main Log Cabin building. The former Riverside Inn stopped trading in 1889. The refurbished building was used for additional accommodation (for over-flowing guests).⁴

⁴ *U.L.V.A Review*, “Has Several Features – Log Cabin Hotel at Penrith”, 15 August 1939, page 28-29.



Figure 59 – The Log Cabin, c1940s. View from Memorial Avenue.

Source: Penrith Council Archives.



Figure 60 – The Log Cabin from the Nepean River, 2007.

Source: Penrith Council Archives.

In 2012, the Log Cabin was destroyed by fire and the subject site was cleared of all structures, except one water tank/pump from the former water treatment plant.

In 2018, a new pedestrian bridge, the Yandhai Nepean Crossing, was constructed across the Nepean River and located on portion of the former Log Cabin site. The eastern end of the bridge is located just south of the subject site, close to the former ferry crossing site.

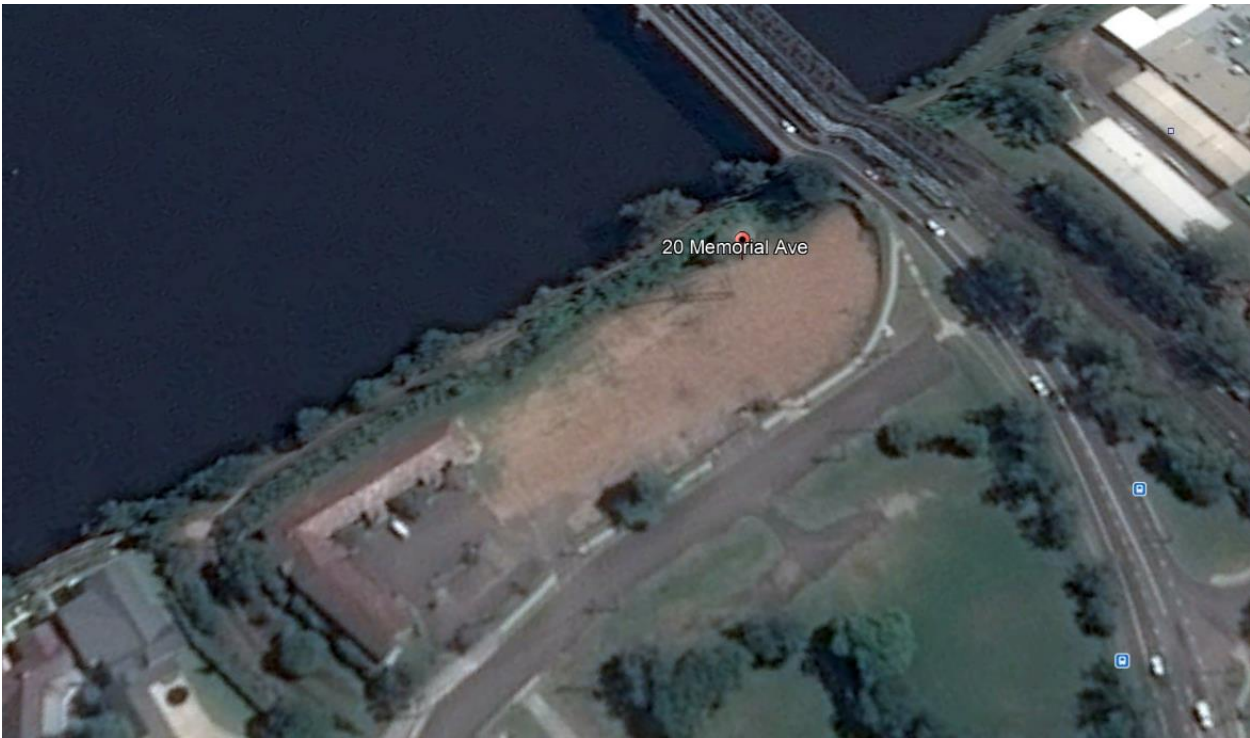


Figure 61 – 2012 aerial of the subject site. Showing the site has been mostly cleared, except for the building to the south which was part of the Log Cabin.

Source: Penrith Council Archives.

3.3. VICINITY ITEMS

The following histories have been sourced from the NSW Heritage online database.

3.3.1. Emu Plains Underbridge

The Main West Railway Line runs from Granville to Bourke and was completed in 1885. By 1900 certain sections of John Whitton's single track railway network were operating at or near saturation, these included the famous Zig Zag near Lithgow, the Main West from Emu Plains right through to Bathurst, the Main South from Picton as far as Harden and the Main North between Maitland and Muswellbrook. Also, the metropolitan railways were congested by the combination of suburban and freight traffic. The Line was duplicated through Lithgow to Bowenfels in 1891 and then onto Wallerawang in 1922.

Pratt Trusses were introduced to Australia from the U.S in 1892 with the construction of the light-rail Yass Tramway. Thereafter they became the standard for Main Line railways for spans over 30 metres. While previous forms of truss had lent themselves to construction from timber, with stocky timber sections with good compressive and buckling resistance forming the diagonal members, the Pratt Truss reversed the direction of load in the diagonal members, enabling light rods or flat bars to be used in tension, making steel trusses highly efficient. The New South Wales railways continued to employ the use of steel Pratt trusses for major bridge crossings until the advent of reinforced and prestressed concrete in the 1970's.

The original railway, of the John Whitton era, crossed this river in 1867 on a massive wrought iron girder bridge. It was built for double track but only ever carried a single track with the adjacent space used for single lane road traffic. By the turn of the century, single line working was inadequate for the increasing traffic and the old bridge would not be strong enough for the steady increase in locomotive sizes and weight. Additional river piers in the river, as was done upstream at Menangle, was not considered appropriate so the decision was made to build a new heavy-duty truss bridge and let the old bridge be used for 2-way road traffic. That is still the current arrangement.

James Fraser, a future Commissioner, designed the new bridge as a series of double track, American Pratt trusses for double the locomotive weights to allow for future increases without building another expensive replacement.

Fraser joined the New South Wales Government Railways and Tramways in 1881 and rose to be engineer-in-chief for existing lines (1903-14), assistant-commissioner for railways (1914-16), chief railway commissioner (1917-29) and transport commissioner (1931-32). He was largely responsible for beginning the electrification of Sydney's suburban network and for the first stages of the city railway (adb online).

His 1907 bridge is still in use, carrying modern heavy diesel locomotives and heavy wagons of coal and wheat. Fabrication by the local firm of R Tulloch & Co. proved the capacity home steelworks to handle projects of such magnitude that later enable them to supply all the bridges for the North Coast Railway 1911-23. Instead of a forest of temporary staging in a flood prone river, Fraser chose to build the trusses continuously, from one bank to the other, over the piers and two intermediate timber trestles within each span. When completed, the linking members over the piers were removed and the bridge became five independent spans.⁵

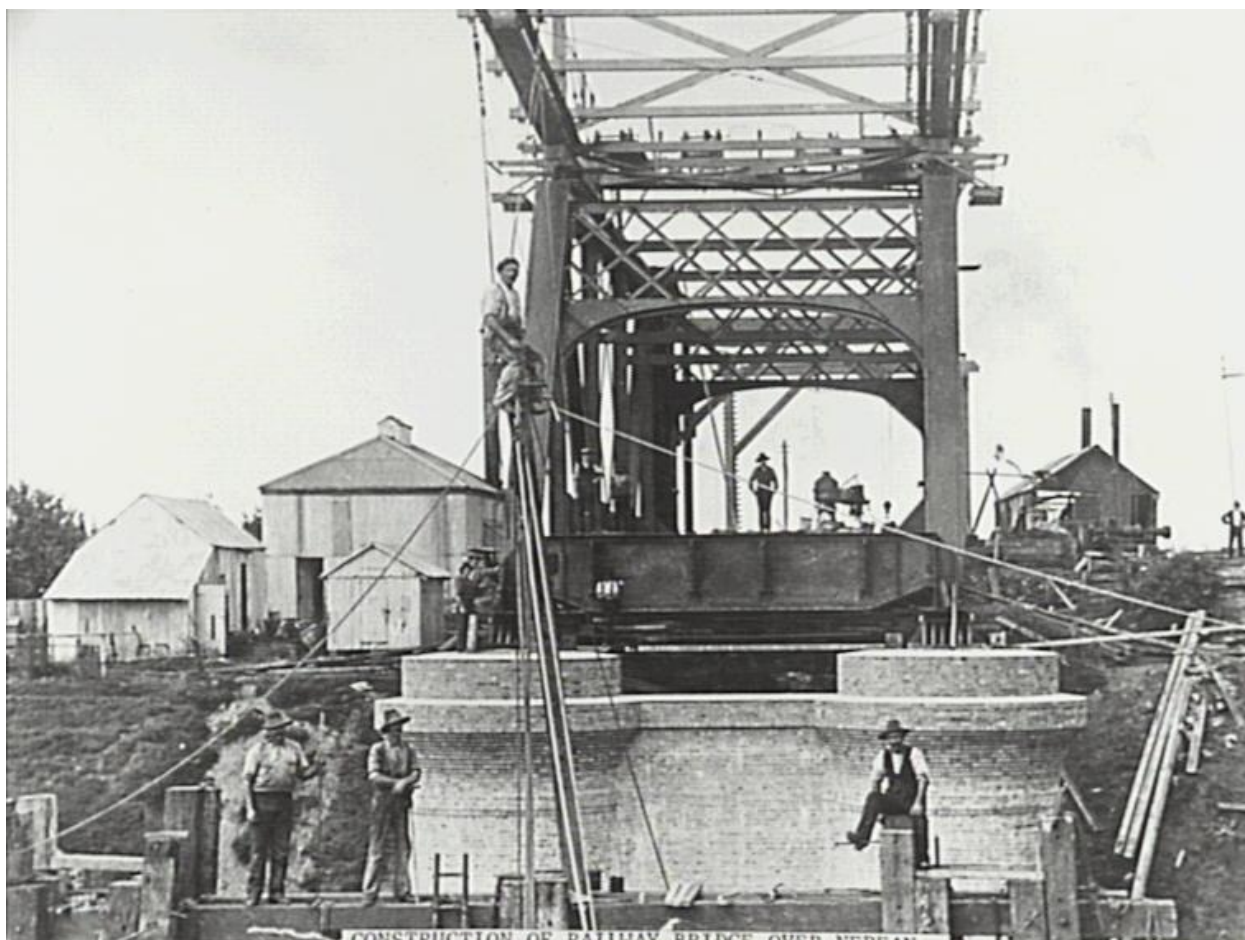


Figure 62 – 1907 photograph of the construction of the Railway Bridge over the Nepean River.

Source: Blue Mountains Council Library Collection.

3.3.2. Victoria Bridge

The following history has been sourced from the Heritage NSW State Heritage Register.

Until 1856 travellers who wished to cross the Nepean River were required to use either the Emu Ford or a punt that was located south of the present day Victoria Bridge on Punt Road. This arrangement meant that in times of flood, travellers were often delayed at Penrith for days or even weeks waiting to cross the river. A small village developed near Emu Ford to cater to the people waiting to cross the river. With the discovery of gold west of the Great Dividing Range the flow of people, produce and animals through Penrith and across the river increased dramatically. It was no coincidence that attempts were made to

⁵ NSW Heritage, "Emu Plains (Nepean River) Underbridge", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageltemDetails.aspx?ID=5061198>.

build a permanent structure across the river, resulting in two timber road bridges located near to the eventual Victoria Bridge site being constructed.

In 1850 the Government, reacting to lobbying by Penrith locals, passed an Act authorising the construction of a bridge at the western end of Jamison Road. This scheme never went ahead. A second Act was passed in 1851 authorising the formation of a company, allocating 6,000 pounds for the construction of the bridge and allowing for the collection of tolls on the bridge. Following this act the Penrith and Nepean Bridge Company was formed. A further Act in 1854 increased the allocated funds to 20,000 pounds. The first directors of the Penrith and Nepean Bridge Company were local entrepreneurs Robert Fitzgerald, James Thomas Ryan, Edwin Rouse, John Perry, Charles York, Henry Hall, Alexander Fraser. Construction of the bridge was under the supervision of David McBeth, a Scottish surveyor.

The bridge, completed in December 1855, was 700 feet (213m) long and 26 (7.9m) feet wide, becoming the first bridge across the Nepean River in the area. McBeth received a 200 pound bonus on top of his (Pounds)300 salary for the timely completion of the works, the toll rights for the first year were sold by the Penrith and Nepean Bridge Company for 2,250 pounds and traffic flowed across the bridge. The successful Penrith and Nepean Bridge Company held a celebration party costing approximately (Pounds)1,000 on the new bridge to celebrate its completion.

Unfortunately this success did not last long. In August 1857 a flood carried away the four centre spans, no doubt due to the poor security of the mid-stream timber piles which reportedly were frayed like mop heads where McBeth had attempted to drive them into rock. McBeth had lacked experience and knowledge in bridge building and although the piles close to the bank went in easily, the mid-stream timber piles had struck rock and failed to achieve a secure penetration.

The Penrith and Nepean Bridge Company decided to rebuild the bridge and employed an engineer named Moriarty to supervise the works. The construction contract was awarded to William Lockhart for 9,000 pounds. The piles that remained from the first bridge were utilised in the new bridge design, against the advice of both Lockhart and Moriarty. The new bridge was of a different, stronger design than the first and construction was completed in good time with the toll rights for one year selling for 2,850 pounds. The bridge withstood its first flood, but in 1860 the most devastating flood in New South Wales history until that time washed away the entire superstructure and deposited it on a bank down river. The structure was almost intact. Had the piles been replaced as originally suggested by the engineer and builder, the bridge might well have survived the flood. The Penrith and Nepean Bridge Company was ruined by the destruction of the bridge and the directors lost large sums of money. Following the destruction of this second bridge the Government supplied two punts to convey people and goods across the river. The punts were irreparably damaged by a flood in 1867.

The loss of the punts coincided with a period in which the Great Western Railway was in the advanced planning stages, including plans for the construction of a bridge over the Nepean River to link Penrith with Bathurst in the west, as part of the Penrith to Weatherboard Line (later Wentworth Falls). It was decided that the required bridge would carry both a railway line and a single lane of road over the river, as a temporary solution.

Victoria Bridge was designed by the Engineer-in-Chief of Railways in N.S.W, John Whitton and checked in Britain by his brother-in-law and renowned railway engineer John Fowler. Victoria Bridge was designed to carry two railway tracks as it was intended that the road on the bridge be only a temporary arrangement. The flood of 1860 that had carried off the previous bridge influenced Whitton to raise the bridge deck by six feet after witnessing the power of high flood waters.

The design of the bridge uses half through girders which are actually tall boxes made of riveted wrought iron plates was driven by the need to keep the underside of the bridge as shallow as possible to maximise headroom for flood clearance. The configuration of their boxes with their tall web plates, and upper box for lateral stability, reflected cutting edge design for the period. It utilised cutting edge of structural technology, using principles developed by Robert Stephenson in his design of the Britannia Bridge and the Conwy Railway Bridge in Wales, Thomas Telford and others who, by testing and theoretical work, developed techniques to prevent plate buckling by providing frequent vertical stiffeners, and sideways buckling of girders members by adding torsionally stiff boxes at the top and bottom. The first deep box girder bridge was designed by Stephenson and built across the Menai Strait in 1850. It was provided with suspension towers in case the deck was insufficiently strong and stiff, but the cables were never installed.

The construction contract for Victoria Bridge was split into several parts. One contract for the construction of the piers was awarded to William Tyler in 1862. He commenced work but flooding in 1863 and 1864 damaged his equipment and contributed to his abandonment of the contract in August 1864. The contract

was subsequently awarded to W. Watkins for the sum of 44,658 pounds. He completed the work before the agreed completion date and avoided the 50 pounds per week penalty he would have incurred had he not delivered on time.

The ironwork for the bridge was supplied by Peto, Brassey and Betts of Birkenhead, England for 41,750 pounds. The same firm had supplied the ironwork for the Menangle Bridge constructed on the Nepean River in 1863 and now the oldest surviving bridge on the NSW railway system. The timber approach viaduct for the Victoria Bridge was constructed by Mr Baillie at a cost of 8,716 pounds. Other small contracts for earthworks were also made bringing the total cost of the 1100 tonne iron bridge to approximately 110,000 pounds.

High floodwaters struck again soon after the bridge was opened in 1867, when the highest flood recorded until that time damaged the western timber approaches and washed away a portion of the spans and river bank. The main span however withstood this first major test and the flood waters did not reach the underside of the deck. A result of this flood a portion of the damaged timber viaduct was replaced by a shorter wrought iron box-girder span manufactured by the Thames Iron Company, Blackwall, England. The bridge was in operation as a rail bridge during the repair works and was re-opened to road traffic in 1869. The Victoria Bridge was considered to be of such modern design that it was featured in the "Modern Examples of Road and Railway Bridges" by Maw and Dredge in 1872.

Victoria Bridge had a significant impact on the local economy. Prior to its opening Penrith station formed the rail head of the western line, making Penrith a trade hub. The introduction of the road across the Nepean River diminished the business in the town previously brought in by travellers delayed in Penrith by poor river conditions. Conversely the opening of the bridge and the road and railway to the west enabled the growth of centres west of the mountains and the tourist industry of the Blue Mountains to become established.

Following the increase in rail traffic on the Great Western Railway and the increase in the weight of locomotive engines, options were considered for the duplication of the railway line and of the Victoria Bridge. The possibility of using Victoria Bridge to carry two rail lines was considered. But this would have required the strengthening of the bridge by constructing intermediate piers between the existing piers of the bridge, thus halving the length of the spans. This technique had been applied to Victoria Bridge's sister structure the Menangle Bridge in 1907. It was however decided that the construction of a second bridge alongside the Victoria Bridge would be more appropriate and construction on a steel truss bridge was undertaken. The piers of the new bridge lined up with Victoria Bridge's existing piers in an attempt to minimise stresses on the structures during high river flows. In 1907 the railway bridge that now stands alongside Victoria Bridge was completed. With its completion the Victoria Bridge was converted to carry two lanes of traffic and a footway while the new bridge carried two rail lines.

In the mid 1930s the timber approach spans of the bridge were discovered to be heavily deteriorated through termite attack and the approach spans were replaced with reinforced concrete trestles and a concrete deck supported by rolled steel joists (RSJs).

The site of Victoria Bridge has long been a centre of recreation in the Penrith region. From the 1850s it has been used for national and international rowing competitions.⁶

⁶ NSW Heritage, "Victoria Bridge" <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5060797>.



Figure 63 – Construction of the road bridge in 1867.

Source: Penrith Council Archives.

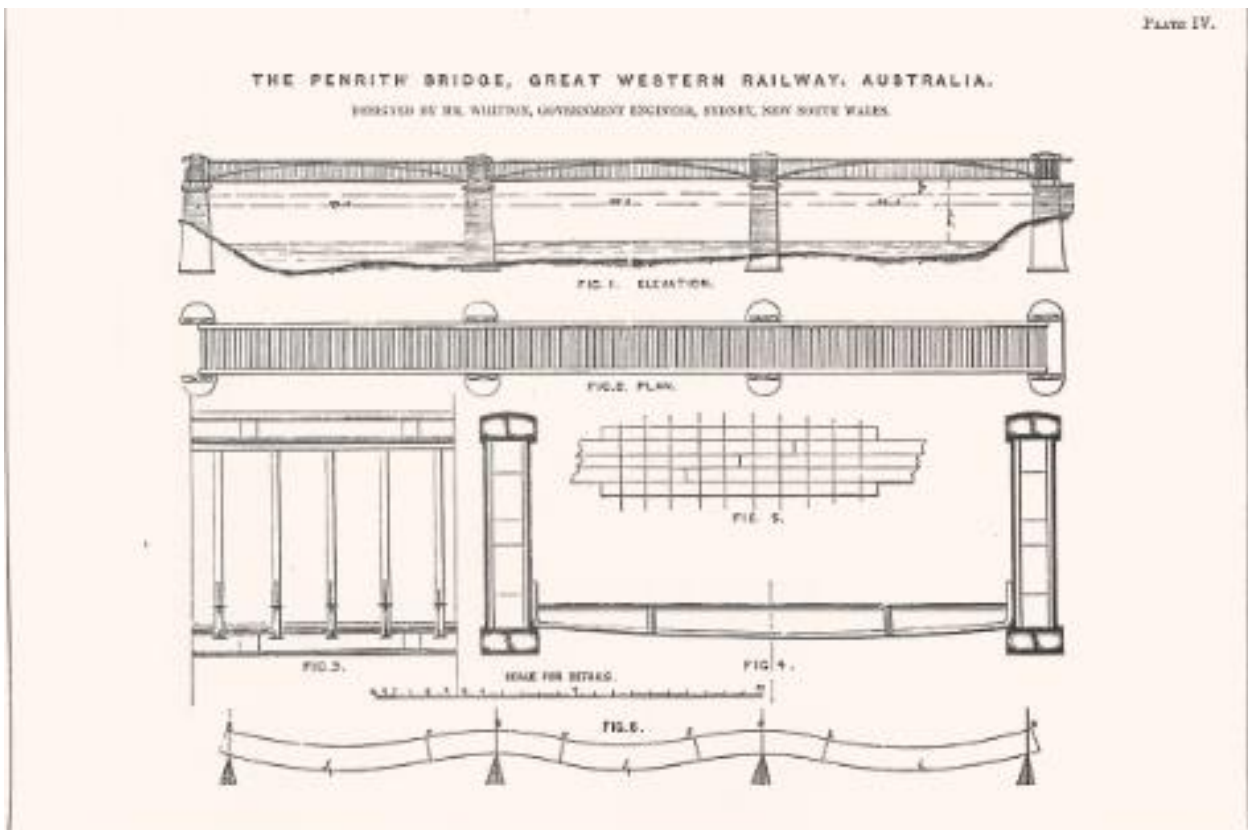


Figure 64 – 1872 drawing of Victoria Bridge as a modern example of road and railway bridges.

Source: Heritage NSW, Maw and Dredge.

3.3.3. Ferry Crossing, Ferry Road and Punt Road

Prior to the construction of the road bridge, a ferry crossing used to transport travellers and their vehicles from one side of the Nepean to another. The crossing was opened in 1820 and boats continued to ferry people from these locations up the Nepean River.

After the construction of the bridge, the ferry crossing continued to be used to transport people to the other side of the Nepean, but also for cruises up and down the Nepean.



Figure 65 – 1940s photograph showing the Ferry Crossing, with the Log Cabin visible in the background.

Source: Penrith Council Archives.

3.3.4. Explorers Memorial, Memorial Avenue

The Explorers Memorial commemorates the site of Blaxland, Lawson and Wentworth's campsite prior to crossing the Blue Mountains and from where William Cox began his road works. The memorial was erected by the citizens of Penrith on the 10th September 1938.



Figure 66 – 1958 photograph of the Memorial.

Source: Blue Mountains Council Library.

3.3.5. Rowing Course, Nepean River

The following history has been sourced from the *Penrith History* site.

With the Nepean River dominating the geography of the Penrith, it is little wonder that water sports have played such an important part in the lives of the local people. Indeed, the first recorded boat race was said to have occurred in the early 1850s, when a race was arranged between the local amateurs and two rather more professional oarsmen from Sydney. Michael Hogan, a local storekeeper set up the match – his whaleboat with four men against two men in a skiff. The race was three miles long with a purse of two hundred dollars a side and there was heavy betting on the outcome. The skiff led all the way and finished a quarter of a mile in front.

One-on-one competitions of this sort were very popular, with hefty purses and heavy gambling on the outcome. Perhaps the most famous of these occurred when Australian oarsman William Beach from Sydney challenged the current world champion Edward Hanlan from Canada, for the championship of the world, on Saturday 26th November 1887. To the delight of the local crowd, Beach won by three-quarters of a length with the fastest time on record. The winner received prize money of four hundred pounds at a reception the following week, which was held at the Town Hall in Sydney.

Perhaps as a result of the interest and enthusiasm generated by this race, the Penrith Rowing Club was opened in March of the following year to great fanfare. By October however, a second club, the Nepean Rowing Club had begun, after dissatisfaction had been expressed regarding the sorry state of the former. Whatever the problems though, the Penrith Rowing Club was still able to stage its “First Annual Regatta” on 29th December that year.

Over the years, these Clubs disappeared and the birth of modern rowing in the Penrith area occurred on 11th April 1928, when the current Nepean Rowing Club was formed. The incentive was the rowing of the famous King’s Cup on the river in May of that year. With the help of public support, two blocks of land were purchased fronting the Nepean River and a wooden boatshed and clubroom were erected. Established Sydney clubs donated equipment to help the fledgling Club get on its feet.

When the fate of the Club seemed dire in the mid-1930s, the announcement that the Empire Games – now known as the Commonwealth Games – was to be rowed on the Nepean in 1938, served as a welcome boost to the club. Interest in rowing has continued to this day, with the Sydney International Regatta Centre being recently completed for the 2000 Olympics.

Penrith's first Olympic rower was Max Annett, who was one of the coxed fours team which finished 5th at the Rome Olympics in 1960. Since then the depth of rowing prowess has been highlighted by the Club's successes in NSW competition, and the selection of numerous local rowers, both men and women, to compete for Australia in international competition. The introduction of rowing into local school sporting curriculums has also provided additional depth.

The prestigious King's Cup, an interstate competition of eight oarsmen, was rowed several times on the Nepean, when it was contested in New South Wales. The race was initially over three miles, but was changed in 1960 to 2000 metres. The annual GPS Head of the River competition between Sydney's private schools was also rowed on the river for many years. In recent times it moved to Penrith Lakes and is now held at the newly opened Sydney International Regatta Centre.

The awarding of the 2000 Olympic rowing events to Penrith is a fitting climax indeed to over 150 years of rowing competition in the region.⁷



Figure 67 – 1946, Rowing regatta.

Source: Penrith Council Archives.

3.3.6. Emu Hall

Emu Hall was constructed for Toby Ryan in 1852.

This following history has been sourced from *Penrith History* site.

In 1840 Toby Ryan set up as a butcher in Penrith and became an auctioneer. By 1852 he had built Emu Hall, an impressive home on the Emu Plains side of the Nepean, where he entertained visiting politicians and dignitaries. The growing confidence of the district's leaders in their ability and economic soundness was demonstrated by their Penrith Nepean Bridge Company venture, proposed before the discovery of gold. In 1850, a group of local businessmen, including Toby Ryan, Robert Fitzgerald from Mamre at St Marys, Edwin Rouse from Berkshire Park and John Perry from Penrith, approached the government to sanction the formation of a company to build a toll bridge over the Nepean River. The proposed bridge would replace the government ferry. The government sanctioned the proposal on certain conditions. The company had to raise £6,000, the bridge had to be at least 26 feet wide, completed within three years and kept in good repair. With all conditions met, the company was entitled to charge a toll for thirty-three years. Afterwards the bridge, land and toll house would become public property.⁸

⁷ Penrith History, "Rowing" <https://penrithhistory.com/sporting-heritage/rowing/>.

⁸

It has recently been refurbished and repurposed into a café/restaurant.



Figure 68 – Painting of Emu Hall by Joseph Fowles - 1866. Note this is prior to the construction of the Underbridge. Victoria Bridge is visible at right.

Source: SLNSW, ML 1009.

3.3.7. Police Station residence

The cottage was constructed in 1908 as a police station and residence. It is currently in disuse.

4. HERITAGE SIGNIFICANCE

4.1. INTRODUCTION

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 Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance,

4.2. STATEMENT OF SIGNIFICANCE

4.2.1. Statement of Significance - Former Pumping Station (Subject Site)

The following statement of significance for the “former Pumping Station”, has been sourced from NSW Heritage online database.

The site of Penrith Water Treatment Plant was the original site of the first water treatment plant c1890. “Penrith Water Treatment Plant” was completed in 1951. It was operated under the control of Penrith Council until 1961. When the capacity of the plan was unable to cope with the rapidly expanding population of Penrith the district was transferred into the Warragamba Water Scheme. The plant was subsequently decommissioned in 1978. The structure is substantially intact but is no longer in use. The facility is historically significant as it is representative of a treatment plant built initially for a smaller township and operated independently of the Board's water supply systems. The plant is a tangible reminder of a water purification plant from the early to mid-20th century period and provides a good example of the operations of a treatment plant from that period. The site is a strong visual element of the local landscape. The operational curtilage is defined by the original fabric within the property boundary, which is bordered by the Nepean River, the Log Cabin Motel Inn, Nepean Avenue and the Great Western Highway. The visual and cultural landscape extends to the open parkland to the east of Nepean Avenue and the riparian vegetation on the Nepean River.⁹

Urbis have reviewed this statement of significance and agrees with the historic significance of the former Penrith Water Treatment Plan. The only remaining element of the former use is the remnant Former Pump House, located on the western boundary of the site. This structure physically represents the former use of the site and association with the growth of the suburb of Penrith. The remaining structure is representative of the relationship between the Nepean River, the Railway and water pumped from the Nepean River for use by steam trains as they journey over the Blue Mountains.

While no physical evidence remains of the former Log Cabin hotel, the history of the site as a rest spot for travellers has historic significance. This is reinforced by the location of the former ferry crossing and the Great Western highway. The Great Western Highway encouraged the growth of the suburbs of Penrith and Emu Plains along the Nepean River as more travellers stopped by the river on their trips to the west towards the Blue Mountains.

Urbis recognises the heritage significance of the subject site at 20 Memorial Avenue, Penrith. The operational curtilage of the site is recognised, however, the physical presence of the pump house on the western boundary of the property does not preclude development on the remainder of the site, providing the significance of the heritage item is respected through any sympathetic design on the subject site.

4.3. SIGNIFICANCE OF HERITAGE LISTED ITEMS IN THE VICINITY

4.3.1. Emu Plains Underbridge

The following statement of significance has been sourced from the NSW Heritage State Register.

The 1907 Nepean River Underbridge is of state significance as one of the largest steel truss bridges in NSW, and remains the oldest truss bridge still in use in the metropolitan area, with a continuous railway

⁹ NSW Heritage, “Pumping Station (Former)”, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260144>.

use for over 100 years. The bridge is an imposing landmark structure over a major waterway and is an excellent example of a railway Pratt truss underbridge. Its significance is enhanced by its location adjacent to the 1867 Whitton era railway bridge which together demonstrate the evolution of railway bridge design from British railway technology from the mid 19th century through to the change to American technology of the early 20th century. The bridge is also significant as its fabrication by the local firm of R Tulloch & Co. which proved the capacity of local steelworks to handle projects of such magnitude, with the bridge becoming a benchmark for railway bridge construction throughout NSW.¹⁰

4.3.2. Victoria Bridge

The following statement of significance has been sourced from the NSW Heritage State Register.

The Victoria Bridge/Nepean River Bridge has historic, associative, aesthetic and technical, and social significance for the State of NSW. The bridge is a significant structure in the history of transport and communication in NSW, being a vital component in the rail link between Sydney and the west of the State for forty years, and in the road link to the west for over 130 years. It is an important part of the history of the State's transport technology, being the first successful bridge crossing of the Nepean River at Penrith and one of the earliest metal bridges constructed in NSW. In its role in extending the rail line beyond Penrith, and in revolutionising road transport across the Nepean, the bridge has had a major and lasting impact on the economic and social development of the Penrith-Emu Plains area and on the State more widely. The survival of the bridge through floods since its construction, and present good condition and serviceability testify to the technical and creative skill of its designer and construction supervisor, John Whitton. The bridge is a very impressive structure and forms a landmark by road, river and rail. It has drawn public interest and esteem throughout its lifetime both for its form and function. The bridge has rarity value as one of the few surviving metal bridges constructed in NSW in the 1860s, as well as having the capacity to represent British heavy wrought iron bridge technology both in the context of NSW and internationally.¹¹

4.3.3. Ferry Crossing, Ferry Road

The following statement has been sourced from Paul Davies, *Penrith Heritage Study Vol. 3*:

The approaches to the nineteenth century punt crossing of the river demonstrate both the important role of the ferry crossing prior to completion of the first successful bridge and the river as a natural barrier on the route west.¹²

4.3.4. Explorers Memorial, Memorial Avenue

The following statement of significance has been sourced from the NSW Heritage online database.

Dedicated in 1938, the memorial is the largest and earliest of its type in the region and notable in demonstrating the important event in the historical development of the region in the opening of a crossing of the Blue Mountains by Gregory Blaxland, William Lawson and William Wentworth and the remembrance of this event by the local community in the sesqui-centenary of European settlement of Australia. The memorial is an excellent and large example of a civic memorial of the period in the Art Deco architectural style and utilising surface material and lettering style evocative of its age. The significance of the memorial is enhanced by its small road centre reserve and landscaping. Part of a precinct of high historic importance.¹³

4.3.5. Rowing Course, Nepean River

The following statement of significance has been sourced from the NSW Heritage online database.

As a sporting venue which attained international recognition.¹⁴

4.3.6. Emu Hall, 2-26 Great Western Highway

The following statement of significance has been sourced from the NSW Heritage online database.

¹⁰ NSW Heritage, "Emu Plains (Nepean River) Underbridge", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801576>.

¹¹ NSW Heritage, "Victoria Bridge", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4301653>.

¹² Paul Davies Pty Ltd, *Penrith Study*, Vol. 3, 'Locality Assessment', page 87.

¹³ NSW Heritage, "Explorers Memorial", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260258>.

¹⁴ NSW Heritage, "Rowing Course", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260148>.

Erected for Toby Ryan in the early 1850s, the house, grounds and riverside setting demonstrate the emergence of a class of wealthy families in the area in the mid nineteenth century. The property is unique in the Penrith area for its historic associations with a prominent past owner and the trials and tribulations of bridging the river, and the quality and riverside setting of the Italianate house embellished by its garden setting. The conspicuous siting adjacent the all-important nineteenth century river crossings and on the Great Western Highway provides a built element of landmark status.¹⁵

4.3.7. Ferry Crossing, Punt Road

The following statement of significance has been sourced from the NSW Heritage online database.

Set above the river bank and between historically significant buildings, this tree lined route and landform contributes to the scenic attraction of the riverside reserve and demonstrates the importance of the river crossing to the development of Penrith and Emu Plains up to the completion of the first successful bridge crossing in 1867. For over 50 years everything that went over the mountains passes through the crossing. The reserve is one of a number of man-made features in Emu Plains of the nineteenth century that demonstrates the pattern of a village settlement at this important location at the foothills of the Blue Mountains.¹⁶

4.3.8. Police Station residence, 4 Punt Road

The following statement of significance has been sourced from the NSW Heritage online database.

The cottage, erected in 1908, is an excellent example of its type in retaining characteristic features of the era of construction and is historically important with its association with the provision of police at Emu Plains. This association is demonstrated by the siting adjacent to the original police station and the Great Western Highway. The cottage was erected in Emu Plains over the nineteenth century and early part of the twentieth century and demonstrate the pattern of a village settlement at this important location at the foot of the Blue Mountains.¹⁷

¹⁵ NSW Heritage, "Emu Hall, Dwelling, Outbuildings & Trees", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260051>.

¹⁶ NSW Heritage, "Ferry Crossing," <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260147>

¹⁷ NSW Heritage, "Police Station Residence (Former)", <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2260052>.

5. IMPACT ASSESSMENT

5.1. STATUTORY CONTROLS

5.1.1. Penrith Local Environmental Plan 2012

Table 3 – Penrith Local Environmental Plan 2012

Clause	Discussion
<p>Part 5 Miscellaneous provisions</p> <p>5.10 Heritage conservation</p> <p>(2) Requirement for consent</p> <p>Development consent is required for any of the following:</p> <p>(e) erecting a building on land:</p> <p>(i) on which a heritage item is located or that is within a heritage conservation area.</p>	<p>The subject site is, in part, an item of local heritage significance, “Pumping Station (Former)” (Item No: 144).</p> <p>The subject site is located in the vicinity of a number of heritage items of State and local significance. Refer to section 1.3 for complete list.</p>
<p>Part 5 Miscellaneous provisions</p> <p>5.10 Heritage conservation</p> <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</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p>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 heritage item or heritage conservation area concerned.</p>	<p>This HIS has been prepared to assess the heritage impact the proposed development will have on the Former Pumping Station located on the subject site and the heritage items in the vicinity.</p> <p>The HIS has assessed the proposed development will have no detrimental impact on the heritage significance of the “Pumping Station (Former)”, located on the subject site or the heritage items in the vicinity for the following reasons:</p> <ul style="list-style-type: none"> • The proposed development retains and incorporates the former pump house within the overall design of the hotel and restaurant. This includes ensuring the proposed new hotel building has an appropriate setback from the pump house to protect its curtilage while ensuring the structure ‘reads’ as independent. Proposed works to the pump house will include maintenance, cleaning and making the structure secure and safe. • The proposed hotel development will incorporate interpretation elements to ensure the history of the site as a former water treatment station is understood by future workers, users and visitors. • The proposed hotel development will revitalise the subject site, which is currently vacant. The proposed hotel development is in keeping with the historic use of the site as a series of establishments that operated continuously, from 1827 until 2012, as licensed hotel businesses. • The proposed development has taken into account the setting and surroundings of the new building through the

Clause	Discussion
	<p>choice of materials and finishes. The overall design is a contemporary hotel, continuing the use of the former landmark hotel building. The proposed development will include traditional features such as gabled roof forms. In addition, the new development will be called the ‘Log Cabin’ to interpret the site of the former landmark hotel.</p> <ul style="list-style-type: none"> • The proposed development will have no detrimental physical impact on the vicinity heritage items. This is due to the restricting the proposed works to Lot 21 and Lot 22. The physical and visual separation from the vicinity heritage items minimises any negative heritage impact. • The proposed development is set “in the round”. Consideration has been given to the overall setting through the careful design and form of all facades which will be visible from the vicinity items. As the development will be highly visible, the facades have been treated in detail to ensure there is no “back of house” to the building. This has been achieved through pitched roof forms and mixture of finishes and materiality to break up the facades. • The proposed development will alter views from Emu Hall, Explorers Memorial and from the Rowing Course along the Nepean River. However, these changes of view are minor and acceptable due to the moderate height and scale of the development which is consistent with the former Log Cabin development on the site, and the physical separation of the vicinity items. The proposed development will have little adverse heritage impact on the views, nor will they impact on the heritage significance of the setting of the vicinity items. • The curtilage of all vicinity items in proximity, (including Explorers Memorial and the two bridges to the north-west) have been respected. This has been achieved through appropriate distances and setbacks and the proposed landscape elements that will screen the new development and the vicinity items.

5.1.2. Penrith Development Control Plan 2014

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

Table 4 – Penrith Development Control Plan 2014

Clause	Discussion
<p>Section C7 Culture and Heritage</p> <p>Section 7.1 European Heritage</p> <p>7.1.2 Heritage Items</p> <p>B. Objectives</p> <p>a) To encourage the retention of existing heritage items and their significant elements;</p> <p>b) to ensure development is based on the understanding and conservation of the heritage significance of the item;</p> <p>c) to encourage heritage items to be used for purposes that are appropriate to their heritage significance;</p> <p>d) to maintain the setting of the heritage item including the relationship between the item and its surroundings</p> <p>e) to encourage the removal of inappropriate alterations and additions, and the reinstatement of significant missing details and building elements; and</p> <p>f) to protect and conserve built heritage in accordance with the principles of the Burra Charter.</p>	<p>a) The proposed works to the subject site retain the remnant pump house located on the western boundary of the site. In addition, the proposed landscape works and treatment of the remnant pump house will enhance visibility and promote visual connection to the structure and potential to interpret the former use of the site, including those structures removed from the site in 2012.</p> <p>b) The heritage significance of the subject site stems from its historic use of the pump house on the site of the use of the site as licensed hotels from 1827 to 2012, including the former Log Cabin Motel Inn. The design of the proposed development has taken inspiration from the former Log Cabin Motel Inn for the design of the proposed hotel. In addition, the landscape design of the north-eastern portion of the site takes inspiration from the use of the former water treatment plant and interprets the location of these structures on the site (refer to section 1.6).</p> <p>c) Part of the identified heritage significance of the site stems from the use of the site by the former Log Cabin and as a rest spot for travellers heading west. The proposed development will reuse the historic name “The Log Cabin” and will resume the use of the site as a licenced hotel and restaurant venue. This is in keeping with the heritage significance of the site.</p> <p>d) The proposed development will retain the relationship between the remnant pump house and the Nepean River and the Victoria Bridge. The hotel design will enhance visual access to the remnant structure. This will be achieved through the proposed works to, and in the vicinity of, the remnant pump house. This will aid in the interpretation of its former use, historic significance and relationship with the river and steam locomotives crossing the Nepean heading west.</p> <p>e) the proposed works include the removal of the existing fencing around the pump house, to improve visibility of the structure. In addition, the plantings and vegetation in this area, currently obscuring the pump house from view, will be removed. This will ensure enhanced visibility from heritage items in the vicinity.</p> <p>To interpret the former use of the site, circular paving elements have been incorporated into the landscape design of the beer garden. The proposed landscape will interpret the former treatment plant previously located on the site (refer to aerial at</p>

Clause	Discussion
	<p>Figure 54). This element was removed in 2012 and was part of the water treatment plant that occupied the site.</p> <p>f) The proposed development is consistent with guidelines in <i>The Burra Charter</i> in regard to the interpretation of the former uses of the site and the treatment of the remnant pump house which will enhance visibility of the structure.</p>
<p>C. Controls</p> <p>a) Any Heritage Impact Statement for development that may impact on a heritage item must address the following:</p> <p>i) The heritage significance of the item as part of the environmental heritage of Penrith;</p> <p>ii) The impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or horticultural features;</p> <p>iii) The measures proposed to conserve the heritage significance of the item and its setting;</p> <p>iv) Whether any archaeological site would be adversely affected by the proposed development;</p> <p>v) The extent to which the carrying out of the proposed development would affect the form of any significant subdivision pattern;</p>	<p>i) the heritage significance of the subject site has been included in section 4.2.</p> <p>ii) The impact assessment has been detailed in this table against the relevant DCP provisions and guidelines. In addition, the impact to the heritage significance of the site and vicinity items has been discussed in Table 3 against the provisions in section 5 of the Penrith LEP and Table 5 against the NSW Heritage Division guidelines.</p> <p>iii) measures proposed to conserve the heritage significance of the site have been discussed in detail through assessment. However, the following summarises these measures:</p> <ul style="list-style-type: none"> • The development proposes retention and maintenance works to the pump house. This will enhance visibility of the structure and the interpretation of the various phases of use of the site. • The proposed development has been designed with references to the former Log Cabin, located on the subject site and the vicinity heritage items. This has been achieved through the reuse of the name “The Log Cabin” and the proposed use of the site as a hotel and restaurant. In addition, the new development references the materiality of the adjoining Victoria Bridge without imitating its form and character. Traditional materials include face brickwork from the piers of the Underbridge. • The proposed development will enhance views along the Nepean River and to other vicinity heritage items from the open deck and balcony of the western side of the development. <p>iv) an archaeological assessment was beyond the scope of this report and has not been assessed.</p> <p>v) the subdivision of the site had already been marred by the construction of the Yandhai Bridge, located within the former Log Cabin site. The proposed development will utilise the remaining subdivision following the construction of the Yandhai Bridge. The proposed development is contained within the existing site boundaries.</p>

Clause	Discussion
<p>b) Development of a heritage item must:</p> <p>i) be consistent with an appropriate Heritage Impact Statement or Conservation Management Plan;</p> <p>ii) be consistent with the information on the State Heritage Inventory for that heritage item;</p> <p>iii) protect the setting of the heritage item;</p> <p>iv) retain significant internal and external fabric and building elements;</p> <p>v) Retain significant internal and external spaces;</p> <p>vi) Remove unsympathetic alterations and additions.</p> <p>vii) Reinstate missing details and building elements; and</p>	<p>i) No Conservation Management Plan has been prepared for the site. However, review of previous Heritage Studies for the site have been undertaken in the preparation of this HIS. Heritage advice on the design of the hotel has been provided by Urbis and Council's heritage officer.</p> <p>ii) As discussed above, the proposed development has interpreted the heritage significance of the site associated with the former and has incorporated heritage interpretation that will enhance the heritage significance of the site.</p> <p>iii) The setting of the heritage item will be protected and improved. The overgrown vegetation and recent fencing will be removed from around the remnant pump house to ensure the pump house structure is more visible. Proposed interpretation will be incorporated in the design to provide context and historical information regarding the former pump house. In addition, the proposed development will revitalise the site overall through the reinstatement of a 'rest spot' (licensed premises).</p> <p>iv) The former Log Cabin buildings were demolished and removed from site in 2012 following a fire. There are no significant elements retained of the former Log Cabin. However, works to the pump house to clean and make-safe the structure has been included in the proposed works. Proposed replacement of the roof will ensure the pump house structure is protected and watertight This will be confirmed during detail design following inspection of the pump house.</p> <p>v) As stated above, the pump house will be retained. In addition, the proposed hotel development will provide opportunities to view the river from the long, open balconies. The proposed development will provide vantage points within the proposed hotel development to appreciate significant heritage items in close proximity.</p> <p>vi) The contemporary fencing and overgrowth around the pump house will be removed to expose the structure and incorporate it into the proposed development. This will enhance visual access to the pump house structure.</p> <p>vii) The proposed new development will replace the former Log Cabin building by constructing a contemporary style building. The design of the proposed development has been influenced in part by the former building with its long balconies on the western façade, supplying visual access to views along the Nepean River. The proposed design of the hotel building has incorporated contemporary materials, fabric, forms and finishes. This ensures the building is a contemporary development of the site.</p>

Clause	Discussion
viii) use of materials, finishes and colours that are appropriate to the significant periods of development or architectural character of the item.	viii) The proposed development is a contemporary building and therefore, contemporary features and materials have been incorporated into the overall design. Some of the materials however have been influenced by heritage items within close proximity and their materiality.
<p>7.1.4 Design Guidelines</p> <p>B. Objectives</p> <p>a) To conserve and maintain established setbacks to streets;</p> <p>b) To ensure adequate curtilage and landscape setting for the item;</p> <p>c) To ensure the integrity of the heritage item and its setting, or the conservation area, is retained by the careful siting of new buildings and alterations and additions to existing buildings;</p> <p>e) To ensure that the development of land or a building in the vicinity of a heritage item is undertaken in a manner that complements the heritage significance of the site;</p>	<p>a) Due to various restrictions of the site, including the powerlines to the north-east and entrance to the Yandhai Bridge to the south-west, the proposed development is not located on the footprint of the former Log Cabin building, nor does it adopt the original hotel setbacks. As a new, contemporary building this is acceptable. A setback from Memorial Avenue and the Great Western Highway has been included to ensure the proposed development respects views to this historic monument and landmark.</p> <p>An appropriate setback has been maintained for the pump house. The proposed open bar area and beer garden is located to the north-east. The pump house structure will retain a distinct curtilage within its new context. A proposed glazed screen ensures there is no physical access to the former pump house for security reasons and to protect the structure.</p> <p>b) As discussed above, areas of landscaping and setbacks ensure an appropriate curtilage and setting around the former pump house. In addition, all weeds will be removed from the embankment planting around the pump house to further improve visibility.</p> <p>c) The proposed development is located on a highly visible site. Therefore, careful consideration of each façade and the roofscape has been undertaken to ensure the setting of the heritage item and vicinity items are not impacted adversely. Gabled roof forms and various finishes have been utilised to articulate the built form. The gabled roof forms at the main entrance interpret the former Log Cabin while the stone and steel finishes have been influenced by the two heritage listed bridges to the north-west.</p> <p>e) The proposed development, including the carpark on Lot 22, has designed in response to the vicinity heritage items. The proposed carpark has been set back from the “Explorers Memorial” on the southern corner. In addition, plantings have been proposed on the south-west corner to create a buffer between the carpark and the Explorers Memorial. This reduces</p>

Clause	Discussion
<p>f) To ensure that new development is carefully sited so as to avoid causing physical damage to any heritage item especially where sited within the same curtilage as the heritage item;</p> <p>g) To ensure that new development, including alterations, additions, extensions, additional buildings or structures, are designed to minimise any potential impacts to adjoining heritage items;</p> <p>h) To protect the heritage significance of heritage items and items within heritage conservation areas;</p>	<p>any negative heritage impact on the Memorial and retains an appropriate curtilage.</p> <p>A setback from the Victoria Bridge and Underbridge has also been provided to ensure clear views are provided from the western portion of the proposed development. Due to their scale and location, both bridges will retain their dominance in the general setting and streetscape.</p> <p>Access to the rowing course and ferry crossing points (from Ferry Road and Punt Road) will be retained. The proposed development does not impact on the river or the public walkways located along the eastern riverbank.</p> <p>Emu Hall and the Police Residence, located on the western side of the river, will retain their heritage significance. There is a strong visual connection between Emu Hall and the subject site. Emu Hall will retain existing views to the Nepean River and will remain readily evident from the subject site. The proposed development will be visible from Emu Hall. However, the 2-storey scale of the proposed development will neither dominate the view nor detract from the overall setting of Emu Hall.</p> <p>No views from the Police Residence are available towards the subject site. Therefore, the proposed development will not impact on the setting of the Police Residence.</p> <p>f) The proposed development will cause no adverse physical impacts to the vicinity heritage items as the development will be confined to the two lots (Lot 21 and Lot 22) and there are significant setbacks from the proposed development sites.</p> <p>In addition, the proposed development has considered the pump house located on Lot 21 and has incorporated a setback of the development from the pump house to ensure no detrimental physical impact will occur. It is recommended that a construction management plan address the significance of the pump house and that no work takes place in the vicinity of the pump house that could cause damage during construction. Measures may have to be taken to ensure the safety of the pump house.</p> <p>g) As discussed above, the design and setting of the proposed development has incorporated setbacks to ensure the protection of the heritage item on Lot 21 and the vicinity items.</p> <p>h) As discussed above, the design of the proposed development has retained and interpreted the significance of the former pump house on Lot 21. The proposed works will enhance visibility to the former pump house and interpretation</p>

Clause	Discussion
<p>j) To prevent the demolition of heritage items or items within heritage conservations areas; and</p> <p>k) To ensure that new development located within the curtilage of a heritage item is in keeping with the context and setting of the heritage item.</p>	<p>of the history of the site. This will have a positive heritage impact on the significance of the site.</p> <p>j) The remaining structure located the subject site (former pump house) will be retained.</p> <p>k) As discussed against section 7.1.2, C. Controls, part (iii), the proposed development has been designed to complement and enhance the historic context of the site. This has been achieved through the construction of a licensed premises, resting and entertainment place, such as found at the former Log Cabin Inn and previous hotel establishments that have existed on the site form 1827. Interpretive elements are proposed as part of the development to celebrate the history and former use of the site.</p>
<p>C. Controls</p> <p>a) Development should conform to the predominant front setbacks in the streetscape.</p> <p>b) Development should respect side setbacks and rear alignments or setbacks of surrounding development.</p> <p>c) Front and rear setbacks should be adequate to ensure the retention of the existing landscape character of the heritage item or conservation area and important landscape features.</p>	<p>a) Refer to discussion above against 7.1.4 Design Guidelines, B. Objectives, part (a).</p> <p>b) The subject site is cleared and has little development in proximity. However, the proposed development has been set back from the street, in line with the dwellings to the south. In addition, the proposed hotel building has been set back behind the entrance to the Yandhai Bridge.</p> <p>c) The subject site has no landscape character as the site was cleared in 2012. The proposed development will retain the existing landscape along the riverbank (to the west of the subject site). In addition, the design of the proposed development celebrates its location along the Nepean River through open decks along the western façade and use of large glazed areas to provide views from all areas, particularly to the Nepean River. In addition, the proposed development acts as a viewing platform to the heritage items in close proximity, including the former pump house, Victoria Bridge, the Underbridge, the Explorers Memorial and Emu Hall.</p>
<p>4. Gardens, Landscaping and Fencing</p> <p>a) In order to preserve and maintain an appropriate scale and the visual prominence of a heritage item, the building height of new development shall generally not exceed that of the original heritage item. New development or large additions or alterations must provide a transition in height from the heritage item.</p>	<p>a) The proposed development exceeds the height of the heritage item, the former pump house. However, the pump house is a utilitarian, small-scale structure, located on the rise of the embankment and was never intended to be a dominant feature.</p> <p>To mitigate the dominance of the proposed development, the overgrown landscaping and fencing will be removed from around the former pump house. In addition, the pump house has been addressed by the proposed adjoining outdoor areas. The proposed hotel structure has been setback from the structure to provide the former pump house with adequate</p>

Clause	Discussion
<p>b) Development proposals, which involve large scale redevelopment and alteration to the original character of the heritage item and will negatively impact on the heritage significance of the curtilage, will not be permitted.</p> <p>c) The colours and materials used in a new development (whether an extension or addition) should complement the colours and materials of the heritage item. New development within the curtilage must not adversely impact upon the significant fabric of a heritage item.</p> <p>f) New development shall not be sited in front of the front building line of the existing heritage item nor shall it extend beyond the established side building lines of the heritage item.</p> <p>g) New development within the same curtilage as a heritage item shall generally not be larger in scale than the heritage item. Reference shall be made to the building height of the heritage item as the maximum permissible building height of alterations or additions.</p> <p>h) Vegetation around a heritage item shall be assessed for its value to the item and retained where required.</p>	<p>curtilage. This creates a transition in height and creates a physical buffer between the new hotel building and the former pump house.</p> <p>b) Refer to previous discussions on how the treatment of the new development has mitigated impacts on the heritage significance of the subject site.</p> <p>c) Various colours and materials have been proposed for the new development to ensure it has a contemporary style. The use of timber and steel along the western façade, in proximity to the pump house contrasts with the face brickwork of the pump house and remains a structure read independently from the proposed development.</p> <p>f) When the former pump house is viewed from the eastern riverbank, along the public walkway, the proposed development appears as a backdrop behind the line of the heritage item.</p> <p>g) Refer to discussion above regarding the height of the pump house and the proposed development.</p> <p>h) The overgrown vegetation around the heritage item conceals views to the heritage significant former pump house. The vegetation obscures the structure from view. Therefore, the proposal to remove the vegetation to allow for cleaning and a full inspection of the pump house to take place, will have a positive heritage impact on its proposed conservation. The removal of the overgrowth of vegetation will enhance visibility of the pump house.</p>
<p>7.1.5 Development in the Vicinity of a Heritage Item or Conservation Area</p> <p>B. Objective</p> <p>To ensure that the development of land or a building in the vicinity of a heritage item or heritage conservation area is undertaken in a manner that complements the heritage significance of the site or area.</p>	<p>Refer to discussion above against 7.1.4 Design Guidelines, B. Objectives, part (e).</p>
<p>C. Controls</p> <p>1) A Heritage Impact Statement shall be lodged with a development application for buildings or works in the vicinity of a heritage item or heritage conservation area.</p> <p>This clause extends to development that:</p>	<p>1) This HIS has been prepared to accompany the Development Application.</p>

Clause	Discussion
<p>a) May have an impact on the setting of a heritage item or conservation area, for example, by affecting a significant view to or from the item or by overshadowing</p>	<p>a) The proposed development will have no negative heritage impact on significant views to the heritage items in the vicinity due to the physical separation between the subject site and those heritage items. For the same reason, the proposed development will not cause overshadowing of heritage items in proximity.</p> <p>The items closest to the site, include the Explorers Memorial, Victoria Bridge and Underbridge and the Ferry Crossing (from Ferry Road) are protected by their distance from the proposed development.</p> <p>The carpark proposed on Lot 22 is designed as an on-grade carpark and, therefore, will result in no overshadowing issues. In addition, the carparking has been setback from the south-west corner to ensure the curtilage around the Memorial is respected and the carpark does not detract from, or obscure views to, the Memorial. Plantings will also be included on the corner of the carpark to create a further buffer.</p> <p>The proposed development on Lot 21 has been setback from the north-eastern portion of the site which ensures views towards Victoria Bridge and the Underbridge are retained. Views to the bridges from sections of Memorial Avenue will be obscured by the new development. However, views to the bridges will be available from within the proposed development. Therefore, the bridges will remain dominant features within the landscape and setting.</p> <p>The proposed development will also have little detrimental impact on the heritage items of the ferry crossing (from Ferry Road) or the rowing course. As there are no physical features that identify these areas the proposed development will not impact any significant physical features. The rowing course along the Nepean River and the ferry crossing location will still be accessible to the general public.</p> <p>The proposed development on Lot 21 is low in scale (two-storeys) and is located on the rise of the embankment. Therefore, it will not cause overshadowing on the riverbank or the rowing course.</p>

5.2. HERITAGE DIVISION GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage Division’s ‘Statement of Heritage Impact’ guidelines.

Table 5 – Heritage Division 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>	<p>The following aspects of the proposed development respect and enhance the heritage significance of the subject site:</p> <ul style="list-style-type: none"> • The proposed development will activate the subject site. The site historically was used as a licenced premise and hotel since the 1820s. The proposed new development will continue this historic use of the site for locals and visitors. • The proposed development addresses the former pump house as part of the design and the new building contributes to its setting. This will enhance visual access to the pump house allowing it to contribute to the history of the site. • Additional interpretation elements have been incorporated into the design of the proposed development and landscaping to ensure the history of the site is understood. This includes the use of sympathetic materials used on the bridges crossing the Nepean River (brickwork and steel) and the interpretation of the former water plant structure in the proposed beer garden landscape and adjacent to the pump house. • The scale of the proposed development will not dominate views to and from the vicinity heritage items. • The proposed development will be reopened as the “Log Cabin” in reference to the former Log Cabin that occupied the site from 1939-2012. The building has been designed to be a contemporary interpretation of the former building.
<p>The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:</p>	<p>It is recommended the construction methodology protects the former pump house during construction. This should include the identification of protected areas where no work is to take place to ensure the protection of the structure.</p> <p>The design of the proposed development has incorporated a setback of the building from the pump house to ensure it is read as an independent structure with a respectful buffer. No areas of the new development will be fixed to the pump house.</p>
<p>Major additions</p> <p>How is the impact of the addition on the heritage significance of the item to be minimised?</p> <p>Can the additional area be located within an existing structure? If not, why not?</p>	<p>Refer to discussion above in Table 4.</p> <p>The only remaining historic structure on the site is the former pump house. No demolition or additions to the former pump house are proposed as part of the development. This includes the development of a</p>

Question	Discussion
<p>Will the additions tend to visually dominate the heritage item?</p> <p>Are the additions sited on any known or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</p> <p>Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?</p>	<p>hotel on Lot 21 which will be located a respectful distance and separate from the former pump house. The proposed carpark (Lot 22) does not require the removal of any physical structures.</p> <p>The proposed hotel development will be taller than the former pump house due. This is due to the small scale of the pump house and its location on the rise of the embankment. However, to mitigate visual dominance, the western façade of the proposed development will be set back from the former pump house on the embankment. In addition, special provisions have been included in the design to ensure the former pump house has enhanced visibility as part of the new development (refer to discussions above).</p> <p>An archaeological assessment was beyond the scope of this report and, therefore, has not been undertaken. It may be necessary to undertake an archaeological investigation of the site in the area to the north, the location of former Penrith Water Treatment Plant, constructed more than 50 years ago.</p> <p>The proposed development is sympathetic to the heritage item. Refer to discussions above about the incorporation of the former pump house into the design and setting of the proposed development.</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>Views from the Explorers Memorial, Emu Hall, and the rowing course will be altered by the addition of the proposed development. However, due to the proposed distance away from, scale and careful consideration of the form and materiality of the proposed development, this change will not adversely impact on the heritage significance of vicinity items. Physical distance between the three heritage items and the proposed development will ensure views from the proposed development will be minimised and mitigate visual impacts.</p> <p>Close views from the Nepean River to the proposed development are minor, due to the steep rise of the embankment to the subject site. As a result, only the upper storey will be visible from the river.</p> <p>Views south-east from Emu Hall will be altered as the development will be visible across the river. However, due to the scale it will not impact on the overall setting and character of the area. The new development will have long horizontal bands of decking that is consistent with the use of the place as a viewing platform to observe the activities on the river. Emu Hall will retain clear views along the Nepean River and towards the two State heritage bridges.</p> <p>Views from the Explorers Memorial will be largely retained. The proposed development on Lot 21 and Lot 22 will provide opportunities to view the memorial. However, due to the physical separation from the development on Lot 21, the proposed building will not dominate the</p>

Question	Discussion
<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? If so, have alternative sites been considered? Why were they rejected?</p> <p>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item? 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>memorial. As discussed previously the carpark has a significant setback from the south-west corner to mitigate visual and physical impacts on the heritage item.</p> <p>Views to all the heritage items in the vicinity will only be impacted from views north-west and west from the subject site. Views from Explorers Memorial to Emu Hall will be obscured by the proposed development. However, these were never intended as historic views. In addition, views north-west from Memorial Avenue to Victoria Bridge and the Underbridge will be obscured by the proposed development. However, views across the river and towards the bridges will be available from within the proposed development, a public house. This will provide a vantage point for visitors to enjoy the heritage significance of the surrounding area.</p> <p>Views to the Explorers Memorial, Rowing Course, Ferry Crossing and the Police residence will be appreciated by those using the proposed development.</p> <p>The proposed development has been designed to be modest in scale and size. This is due to various restrictions on the site including the size of the lot and the easement over the north-eastern end of Lot 21. In addition, the materials and finishes proposed for the development have been influenced by the two bridges crossing the Nepean (Victoria Bridge and Underbridge).</p> <p>Refer to previous discussions regarding the way the former pump house has been addressed as part of the design, together with interpretation elements.</p> <p>The proposed development replaces the former Log Cabin Hotel that occupied the subject site. The subject site is itself an item of heritage significance due to the historic use of the site as a former Penrith Water Treatment Plant, and its relationship with the proximate heritage items. This includes the railway and vehicular bridges crossing the Nepean and the ferry crossing sites. The design of the proposed development has utilised sympathetic and complementary materials and finishes and provided access to expansive views along the Nepean River from the western decks.</p> <p>The curtilage around the vicinity items have all been respected by ensuring the proposed development does not dominate the heritage items and they are seen as individual structures/elements.</p> <p>An archaeological assessment was beyond the scope of this report and therefore has not been undertaken.</p> <p>Yes, the proposed development is sympathetic to the heritage item. Refer to previous discussions.</p>

Question	Discussion
	<p>Refer to previous discussion regarding impacts to views to and from the heritage items and setbacks of the new development.</p> <p>Yes, the public and users of the proposed development will be able to understand the heritage significance of the subject site, due to the proposed interpretation elements to be incorporated into the design of the development and landscape. In addition, views to the vicinity heritage items will be retained and conserved.</p>
<p>New landscape works (including car parking and fences)</p> <p>How has the impact of the new work on the heritage significance of the existing landscape been minimised?</p> <p>Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?</p> <p>Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?</p> <p>Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?</p> <p>How does the work impact on views to, and from, adjacent heritage items?</p>	<p>Lots 21 and 20 are largely cleared of landscaping. Therefore, the heritage significance of the site will not be impacted by the proposed alterations to the landscaping.</p> <p>Due to the physical changes of the site after destruction of the former Log Cabin, a new landscaping design has been incorporated into the site. No significant plantings exist on the subject site. However, the proposed landscaping has been used to interpret the heritage significance and former historic use of the site.</p> <p>Urbis has provided heritage design advice for the proposed development. This advice has been incorporated into the final design for the Development Application.</p> <p>An archaeological assessment was beyond the scope of this report and therefore has not been undertaken.</p> <p>The proposed landscape works will improve views to the former pump house, a heritage element located on the subject site and on the western boundary of the new development. The proposed landscaping will complement the setting of the site adjacent to the Nepean River.</p> <p>The proposed landscaping to Lot 22 will have no impact on views to or from the heritage items in the vicinity. This is due to the low scale and the use of new plantings to create a physical break between the Explorers Memorial and the south-west corner of the carpark.</p> <p>Landscaping elements overall have been kept to a minimum but have been selected to complement the setting of the Nepean River.</p>
<p>Tree removal or replacement</p> <p>Does the tree contribute to the heritage significance of the item or landscape?</p> <p>Why is the tree being removed?</p>	<p>It is proposed to remove four trees from Lot 21 and Lot 22. None of these trees are identified as contributing features to the heritage significance of the subject site or to the vicinity items.</p> <p>The trees are being removed to allow room for the proposed works.</p>

Question	Discussion
<p>Has the advice of a tree surgeon or horticultural specialist been obtained?</p> <p>Is the tree being replaced? Why? With the same or a different species?</p>	<p>Site Image has prepared an Arboriculture Impact Statement for this project. This should be reviewed separately.</p> <p>It is proposed to replant trees, indigenous to the area, on Lot 21 and Lot 22. These have been selected in conjunction with conversations with Council.</p>

6. CONCLUSIONS AND RECOMMENDATIONS

The subject site comprises a heritage item on the northern part of Lot 21 of the subject site, identified as the “Pumping Station (former)”, Item 144, under the *Penrith Local Environmental Plan (LEP) 2010*. In addition, the subject site is located in the vicinity of a number of local and State heritage items. These have been outlined in detail in section 1.3. This Heritage Impact Statement has been prepared to assess the potential impacts of the proposed development (outlined in section 1.6) on the heritage significance of the subject site and the vicinity heritage items.

The proposed development aims to reactivate the former Log Cabin Hotel site which occupied the site between 1939-2012. Prior to this however, the site has been occupied by a hotel and used as a rest spot for travellers since the 1820s. The proposed development aims to reinstate this use and retrieve the historic use and setting of the riverside site. In response to the historic use and heritage significance of the site, Team 2 Architects have developed a design that interprets the pub and restaurant function of the former Log Cabin within a contemporary scheme.

The only structure remaining on the subject site is a former pump house which is a remnant of the electrical pumping station that was constructed on the site in the 1920s. The structure’s association with the water treatment plant and the former Log Cabin Hotel were demolished and cleared from the site in 2012, following a fire that destroyed the former Log Cabin building.

Overall, the proposed development will not have a detrimental impact on the heritage significance of the subject site, or the vicinity items. A full assessment has been provided in section 5, however a summary is provided below:

- The proposed development retains and conserves the significant former pump house as part of the overall design. The proposed new building has an appropriate setback from the pump house to conserve its curtilage and ensure the structure ‘reads’ as an independent element. Proposed work to the pump house will include maintenance of the exterior, cleaning and making the structure secure and safe.
- The subject site has operated continuously as a riverside rest spot and hotel from 1827 when The Riverside Inn was constructed by Jacob Josephson, through to 2012, when the former hotel, the Log Cabin, was destroyed by fire. The proposed development will ensure the historic use of the site continues and revitalise the site which is currently unoccupied.
- The proposed development has considered the setting and context of the new building through the choice of materials and finishes. The overall design is a contemporary interpretation of the former Log Cabin building, including gabled roof forms that reflect its character. In addition, the new development will be named the ‘Log Cabin’ to continue the former hotel that occupied the site.
- The proposed development will incorporate additional interpretation elements to ensure the history of the site is celebrated and understood by future visitors.
- The proposed development will have no detrimental physical impact on the vicinity heritage items. This is due to the confining the proposed works to Lots 21 and 20 and the physical separation of the vicinity heritage items.
- The proposed development has considered the overall setting and views to and from the vicinity items through the careful design of the built form and elevations. As the development will be highly visible, the facades have been designed to ensure the building has no “back of house”. This has been achieved by adopting the gabled roof forms and a mix of finishes and materials to articulate each elevation and roof form.
- The proposed development will alter views from Emu Hall, Explorers Memorial and the Rowing Course along the Nepean River to the subject site. However, these views will have a minor impact only on the setting and view from each heritage item. Due to the two-storey height and scale of the proposed development and the physical separation from the vicinity items, the views from the heritage items will not have an adverse impact the heritage significance or the general settings of the vicinity items.
- The curtilage of all vicinity items in proximity, (including Explorers Memorial and the two bridges to the north-west) have been respected. This has been achieved through appropriate setbacks and the use of new landscaping to create buffers between the new development and the vicinity items.

It is recommended that the treatment and protection of the former pump house be included in the construction management plan for the site. This will need to include a description of the structure's significance and detail a protection programme for the pump house during construction.

Overall, the proposed development is considered acceptable from a heritage perspective and is recommended for approval.

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