

LSJ Heritage Planning & Architecture

Lucas Stapleton Johnson & Partners Pty Ltd
The Trust Building, Suite 303, 155 King Street, Sydney NSW 2000
Telephone: 02 9357 4811 Email: mailbox@lsjarchitects.com
ACN: 002 584 189 ABN: 60 763 960 154
Websites: www.lsjarchitects.com www.traditionalaustrianhouses.com
Nominated Architect: Ian Stapleton (Reg.4032)

Former Police Station & Residence, 4 Punt Road and Nos. 28 and 30 Great Western Highway and Nos. 4 and 6 River Road, Emu Plains

Alterations and additions to former Police Station & Residence and change of use as a Café, with associated carparking and landscape works.

STATEMENT OF HERITAGE IMPACT

Prepared for: Penrith City Council

Issue: 19th May 2021

1. Introduction

This Statement of Heritage Impact (SOHI) provides an analysis of a proposal for the change of use to the former Police Station and Residence at 4 Punt Road, Emu Plains with associated alterations and additions, and carparking and landscape works at the adjacent properties: Nos. 28 and 30 Great Western Highway and Nos. 4 and 6 River Road. A portion of the works relating to the carpark also extend into the River Road reserve.

Two of the allotments that form part of this proposal are included in Schedule 5 of the *Penrith Local Environmental Plan 2010*:

- Former Police Station & Residence, No. 4 Punt Road (Local Heritage Item No. 52).
- Former Police Station & Residence, No. 30 Great Western Highway (Archaeological Item No. A053)

The subject properties are not located within a Heritage Conservation Area.

This firm is well acquainted with the subject properties, having prepared the *Regatta Park Heritage Management Plan* (HMP) for Penrith City Council (December 2020) and the *Former Police Station and Residence, 4 Punt Road Conservation Management Plan* (February 2020). Background historical information and heritage significance for the subject properties referred to in this report has been extracted from the Regatta Park HMP.

The site has been inspected on a number of occasions in 2020 and 2021 by Sean Johnson and Kate Denny. The report was prepared by Kate Denny (see attached CV).

This report follows generally the methodology recommended by NSW Heritage's guidelines document *Statements of Heritage Impact* (2002).

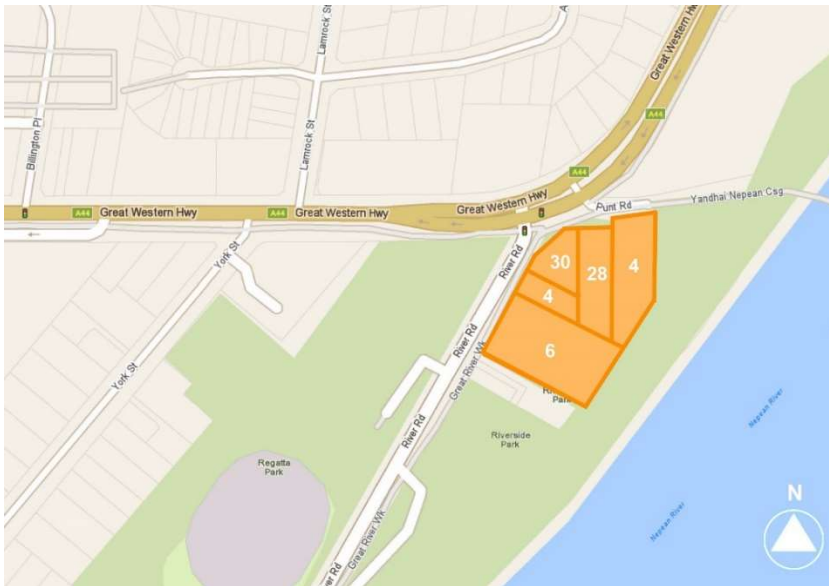


Figure 1: Map showing the location of the subject properties at No. 4 Punt Road, 28 and 30 Great Western Highway and 4 and 6 River Road, Emu Plains. Source: NearMaps, 2021



Figure 2: Aerial view of the subject properties (outlined in orange) showing the cadastral boundaries and immediate surrounds. Source: NSW Spatial Services, SixMaps, 2020

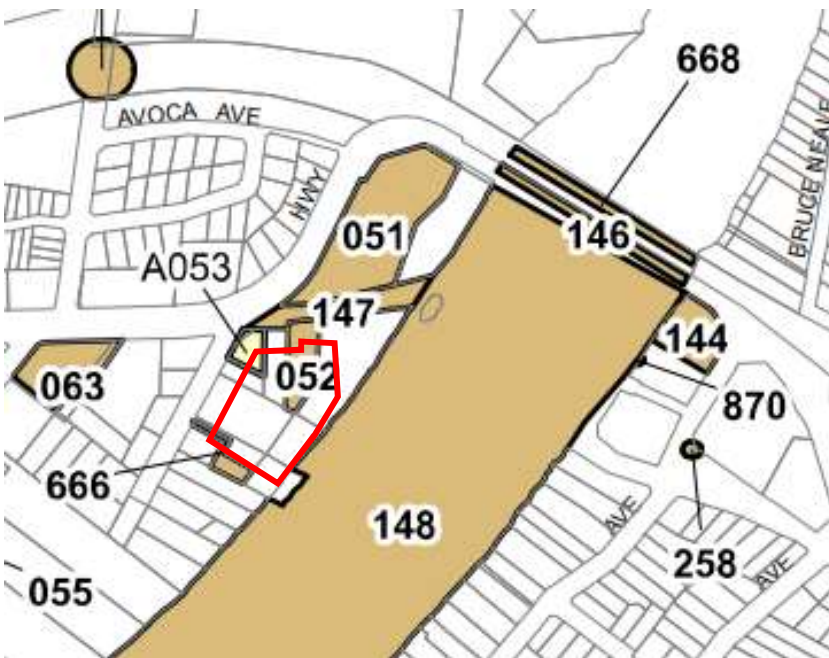


Figure 3: Detail from Penrith Local Environmental Plan 2010 Heritage Map - Sheet HER_005 showing the subject properties identified as local heritage items and archaeological items. The subject properties are outlined in red.

2. Description & Brief History of the Subject Properties



Figure 4: 1940s aerial view of the subject properties showing the present cadastral boundaries and immediate surrounds. The location of the proposed works is outlined in red. Source: NSW Spatial Services, SixMaps, 2020

2.1. Former Police Station and Residence, No. 4 Punt Road

The Former Police Station and Residence is a four-bedroom, timber framed weatherboard cottage with separate timber framed weatherboard privy, both constructed in 1908, located on the southern side of Punt Road. The real property definition of the place is Lot 7038 DP 94188.

The building itself was designed by the Government Architect Walter Liberty Vernon in 1907 and built the following year. It is of timber framed construction, clad in rusticated weatherboard with a corrugated iron hipped roof. Stylistically it is a simple, Arts & Crafts style timber cottage but, as it is a government building, it is of good quality construction with a high specification compared with normal domestic buildings of its time. This has meant that, despite years of disuse, it remains in reasonable condition. However urgent repairs are needed to the roof and sub-structure.

It was initially used as a Police Station and Residence for the Emu Plains Police until c1921, after which time the building was used as a single residence. The property is currently vacant and pending approval for the proposal works and to ensure the security of the building, it is currently enclosed by a security fence and the doors and windows have been boarded over. Refer to the full history and physical description provided in the CMP.



Figure 5: North elevation of former Police Station, viewed from Punt Road.



Figure 6: Southern (rear) elevation of former Police Station Building.



Figure 7: East elevation of former Police Station with original main entry.



Figure 8: West elevation of former Police Station with original main entry.



Figure 9: The original weatherboard double privy located in the rear garden of the allotment.



Figure 10: Western elevation of the former Police Station Residence, looking across the adjacent allotments of Nos. 28 and 30 Great Western Highway.

2.2. Former Police Station and Residence, No. 30 Great Western Highway & No. 4 River Road

The site of the former police residence is located at the eastern corner of the intersection of River Road and the Great Western Highway at No. 30 Great Western Highway. The real property definition of the site is Lot 10 of DP 1216230.

The original allotment containing the police residence was subdivided at some stage and created a separate allotment along the property's southern boundary fronting River Road. This allotment is known as No. 4 River Road. The real property definition of this allotment is Lot 9 of DP 228204.

Based on historical images, the original cottage was comprised of a series of weatherboard, gabled roofed structures with brick chimneys and a front verandah facing River Road. Constructed by Toby Ryan between 1859 and 1862, the cottage was ruined by fire in 1996 and demolished in 1999.

Both No. 30 Great Western Highway and No. 4 River Road are now largely level grassed sites, with clusters of recent tree plantings, with no standing structures apart from a recent brick plinth with a metal plate indicating the previous site uses (interpretation sign). Some physical evidence of the location of former buildings across both allotments remain in the form of exposed footings, brick construction, pipework etc.

Historical Archaeology

Otto Cselhalmi & Partners Conservation Architect undertook a survey of the remains of the property in c.1997 and based on the report recommendations, the ruins were recorded and removed.

Casey and Lowe Associates archaeologists also inspected the site and recommended that the house site and its surroundings should be impacted as little as possible during any demolition, the brick walls and chimneys, if demolished, should be removed down to ground level only and footings left intact; and the underfloor areas should be disturbed as little as possible and floor joists should not be

removed by be covered by whatever is used to level the site. This work was undertaken by Penrith Council and a memorial erected on the site. Sandstock bricks from the site were stored at the Arms of Australia Inn plus a water tank and other material.

As part of the broader landscape masterplan works for the whole of Regatta Park, historical test excavations throughout the park were undertaken in October-November 2020, including at No. 30 Great Western Highway. The archaeological fieldwork was completed as per the *Research Design* (Biosis July 2020) and *Test Excavation Methodology Addendum* (Eco Logical Australia September 2020) as well as the Section 140 conditions of approval 1-13 (permit 2020/S140/015).



Figure 16: Location of test trenches (yellow) and contamination testing pits (red) in the vicinity of the cottage

Figure 11: Figure 16 from the *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021 (page 16) showing location of test trenches across No. 30 Great Western Highway

As a result of the test excavations, archaeological remains of the cottage foundations and associated under floor deposits were concluded to have historical, research and representative values at a local level for their potential to contribute to an understanding of life in a small regional thoroughfare.

The majority of the archaeological record associated with the cottage remains in situ. The final testing report for the historical archaeology of the site noted that should any further developments or excavation work be required in the area further approvals in the form of a Section 140 excavation permit will be required prior to any ground disturbance. Refer to the *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021 for further information.



Figure 12: Looking south from Punt Road towards No. 30 Great Western Highway, showing existing interpretation sign.



Figure 13: View towards River Road, with former Police Station Cottage to the right.



Figure 14: Looking south west toward No. 30 Great Western Highway from Punt Road.



Figure 15: Looking east from intersection of Great Western Highway and River Road. The subject property, No. 30 Great Western Highway is in the foreground, and No. 4 Punt Road is visible further east.

2.3. No. 28 Great Western Highway

No 28 Great Western Highway is an undeveloped allotment of land located immediately to the east of No. 30 Great Western Highway on the western boundary of No. 4 Punt Road. The real property definition of the allotment is Lot 1 of DP 50164.

Based on historic aerial photographs, a cottage was constructed on Allotment 1 in the mid 20th century and remained in place until the 1990s. No information regarding this residence has been uncovered at this time.

By 1981, the land was owned by the Department of Urban Affairs and Planning (now Department of Primary Industries), and shortly thereafter Penrith Council was granted care, control and management of the property. The land was zoned and purchased by the Department of Planning as Regional Open Space, intended for use by the general public.

The allotment is level grassed land with an unformed vehicle access from Punt Road along its eastern boundary, now closed off by metal poles. There are also two large sandstone blocks located on the property's northern boundary preventing vehicles accessing the site.



Figure 16: View from No. 28 Great Western Highway looking northeast towards Punt Road.



Figure 17: View from Punt Road looking south west towards No. 28 Great Western Highway.

2.4. No. 6 River Road

No. 6 River Road is located immediately to the south of No. 4 River Road, No. 28 Great Western Highway and No. 4 Punt Road. The real property definition of the allotment is Lot A of DP 435464.

The allotment is an amalgamation of two earlier allotments, Allotments 3 and 4 of the 1855 subdivision of the locality. Both of these allotments were originally purchased by Thomas Busick Haylock in 1858, followed shortly thereafter by Claus Horstmann, railway worker in 1878.

In 1923, James Amour Magrath (alt. McGrath) Jnr., farmer, purchased the allotments together with portions of Allotment 5 further to the south. James Magrath was the grandson of James (William) Magrath of Windsor, after whom McGrath's Hill is named. James Magrath was also the descendent of William Magrath (later owner of Emu Hall) who established a wool-washing business at Emu Plains in the 1890s. His nephews James and Roy re-established the business during World War II to wash wool for the government.

The 1947 aerial of the area shows a dwelling located on Allotment 3, which was a brick and weatherboard cottage named 'Spey'. The land remained in the Magrath (McGrath) family until the 1970s. In 1951, the river frontage portion of both Allotment 3 and 4 was resumed by the Blue Mountains Shire Council for Public Recreation purposes. By the 1990s, the house and outbuildings had been demolished.

The potential for surviving historical archaeology relating to the former early 20th century buildings along the east side of River Road is considered to be Moderate to Low. Any relics uncovered would be of Local significance.



Figure 18: View of No. 6 River Road, looking east from River Road.



Figure 19: View towards No. 6 River Road from the intersection of River Road and Great Western Highway.

2.5. Aboriginal Archaeology

As part of the broader landscape masterplan project for the whole of the Regatta Park precinct, an Aboriginal Heritage Impact Permit (AHIP) application by Penrith City Council was made to NSW Heritage. An updated AHIP application was submitted prepared by Eco Logical Australia: *Regatta Park, AHIP Application - Notice to Supply Further Information* (September 2020).

The AHIP provides for test excavation of a minimum of 30 targeted test pits with the aim of informing the final landscape design regarding the presence or absence of Aboriginal objects, its depth and integrity.

A search of the AHIMS database undertaken by Eco Logical with a buffer of 50 m identified 117 registered Aboriginal sites in the locality. One Aboriginal site (PAD) has been identified which covers all of Regatta Park on the western side of River Road and does not extend over the properties the subject of this report, which are all located on the eastern side of River Road.

3. Heritage Status

The Former Police Station and Residence is listed in Schedule 5 of the *Penrith Local Environmental Plan 2010* as a local heritage item (Item No. 52).

No. 30 Great Western Highway is also listed in Schedule 5 of the *Penrith Local Environmental Plan 2010 Part 3* as an archaeological item (Item No. A053).

None of the subject properties, No. 4 Punt Road, Nos. 28 and 30 Great Western Highway, Nos. 4 and 6 River Road, or the River Road Reserve, are located within a Heritage Conservation Area.

4. Statements of Significance

4.1. Police Station Residence, No. 4 Punt Road, Emu Plains

Heritage Inventory Sheet

The inventory sheet for the local listing of the place provides the following Statement of Significance:

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. (SHI Database No. 2260052)

Conservation Management Plan

The former Police Station and Residence is of historical significance on a local level for being the purpose-built police station and residence for Emu Plains, and for forming part of the historical development of the locality of Emu Plains. Constructed in 1908 to designs by the Government Architects Branch, the place has aesthetic significance as a simple, well executed and substantially intact, weatherboard cottage in the Queen Anne Revival/Federation style that exhibits stylistic detailing particular to Walter Liberty Vernon, Government Architect. Together with the weatherboard privy, remnant post and wire fencing, mature tree plantings and its siting on the bank of the Nepean River, the place has an evocative early 20th century landscaped rural character.

The history of the site as the location of the former Punt House associated with the punt/ferry crossing over the Nepean River established in the early 19th century is also of significance and there is high potential for historical archaeological remains to survive across the site, which may have rarity values.

The location of the Punt House and the alignment of Punt Road (with associated former tollgate and office), followed by the Police Station and Residence, at the intersection of the Great Western Highway and Punt Road, on the western bank of the Nepean River at the site of the original river crossing, is an indication of the historical, strategic importance of the immediate locality.

4.2. Former Police Station, 30 Great Western Highway

Heritage Inventory Sheet

The inventory sheet for the local listing of provides the following Statement of Significance:

The site of the former Emu Plains Police Station has local social and historical significance for its former associations with the establishment of constabulary in the Emu Plains district. (SHI Database No. 2260053)

Historical Archaeological Management Plan

The site of the former Emu Plains Police Station has local, social and historical significance for its former associations with the establishment of constabulary in the Emu Plains district. The site has further significance for its association with early settlement in the district. The Former Emu Plains Police Station site has a significant historical association with the establishment of early law enforcement practice in the Emu Plains district. The site has further significance for its association with early settlement in the district. The Former Emu Plains Police Station site no longer has any aesthetic significance except within the context of a memorial to the slab cottage erected within a public park and remnant stone footings of the former building on the site.

The Former Emu Plains Police Station site has social significance for its former association with the early settlement of Emu Plains and for its former use as a police station. The Former Emu Plains Police Station site has high research/archaeological potential as evidence by the stone footings which are still visible on site or that may be derived from remnant building materials related to the slab cottage e.g. hand forged nails either on site or collected by Council. Many other Police Stations throughout Sydney are listed as items of heritage significance, however, it does not appear that archaeological investigation of other Police Station (or former Police Station) sites has been undertaken and therefore the archaeological deposit associated with the former Emu Plains Police Station may possess rarity value.

5. Significance Grading

The components of the place can be ranked in accordance with their relative significance as a tool to planning. *Assessing Heritage Significance* (NSW Heritage, 2001) identifies the following grades of significance:

Grade	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfil criteria for local or state listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfil criteria for local or state listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfil criteria for local or state listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or state listing.
Intrusive	Damaging to the item's heritage significance	Does not fulfil criteria for local or state listing.

The following information regarding the grading of significance of the individual components across the subject properties has been drawn from the following documents:

- *Regatta Park Heritage Management Plan* (Lucas, Stapleton, Johnson & Partners, December 2020)
- *Former Police Station and Residence, 4 Punt Road: Conservation Management Plan* (Lucas, Stapleton, Johnson & Partners, February 2020).
- *The former Police Station, 30 Great Western Highway: Historical Archaeological Management Plan* (Unearthed Archaeology, February 2020)

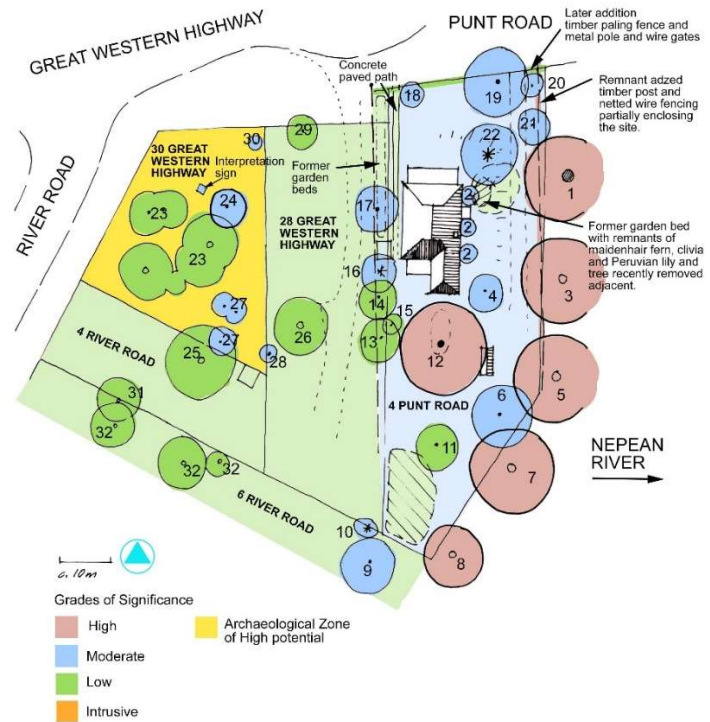
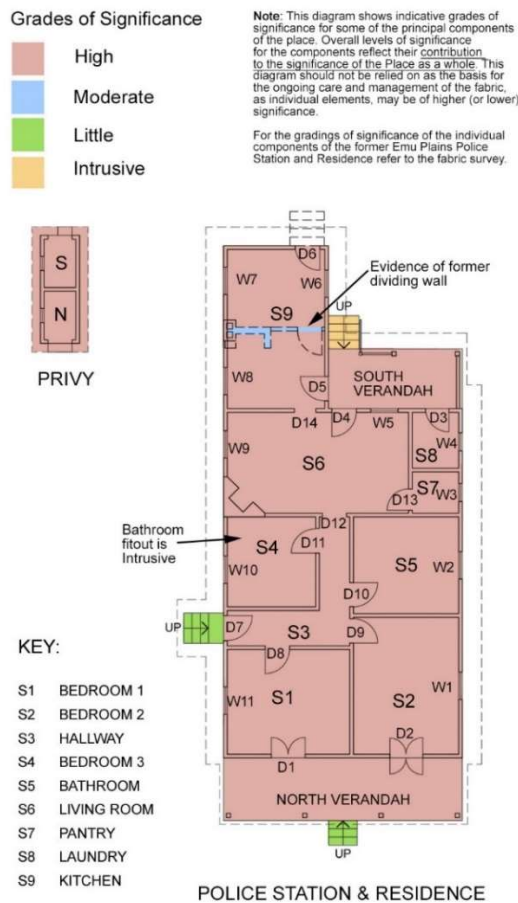


Figure 20: Floor plans of the former Police Station and Residence and Privy showing indicative gradings of significance. Extracted from the CMP, 2020

The following tables identify the principal site and landscape features located across the subject properties with their significance gradings. This information has been drawn from the *Former Police Station and Residence, 4 Punt Road: Conservation Management Plan* (Lucas, Stapleton, Johnson & Partners, February 2020), and *The former Police Station, 30 Great Western Highway: Historical Archaeological Management Plan* (Unearthed Archaeology, February 2020).

No.	Plant + (Age)	Common name	Comments	Significance Grading
1	<i>Brachychiton populneus</i> (earlier than MT)	Kurrajong	Old tree (at least 9 decades old as shown as a mature canopy in 1943 aerial photography)	High
2	<i>Camellia cultivars</i> (3) (LT)	Camellia	Not in flower when surveyed	Moderate
3	<i>Jacaranda mimosifolia</i> (MT)	Jacaranda	Probably planted	High
4	<i>Murraya paniculata</i> (LT)	Orange jessamine		Moderate
5	<i>Jacaranda mimosifolia</i> (MT)	Jacaranda	Probably planted	High
6	<i>Citharexylum spinosum</i> (2000s?)	Fiddlewood		Moderate
7	<i>Jacaranda mimosifolia</i> (MT)	Jacaranda	Probably planted	High
8	<i>Jacaranda mimosifolia</i> (MT)	Jacaranda	Probably planted	High
9	<i>Jacaranda mimosifolia</i> (2000s?)	Jacaranda	Self-sown?	Moderate
10	<i>Selenicereus grandiflorus</i> (LT?)	Queen of the Night (Climbing Cactus)	Poor condition	Moderate
11	<i>Jacaranda mimosifolia</i> (2010s?)	Jacaranda	Likely self-sown	Low
12	<i>Quercus palustris</i> (LT?)	Pinoak	Within garden bed	High
13	<i>Acer negundo</i> (2000s?)	Box Elder	Probably self-sown (weed)	Low
14	<i>Jacaranda mimosifolia</i> (2010s)	Jacaranda	Likely self-sown	Low
15	<i>Jacaranda mimosifolia</i> (2010s)	Jacaranda	Likely self-sown	Low
16	<i>Howea forsteriana</i> (LT?)	Kentia Palm		Moderate
17	<i>Acer buergerianum</i> (2000s+)	Trident Maple		Moderate
18	<i>Euonymus cv.</i> (LT)	Spindle tree	Next to pedestrian gate	Moderate
19	<i>Melia azedarach</i> var. <i>australasica</i> (2000s?)	White Cedar	Locally indigenous species (self-sown?)	Moderate
20	<i>Hibiscus cv.</i> (LT)			Moderate
21	<i>Acca sellowiana</i> (LT)	Feijoa/Pineapple guava		Moderate
22	<i>Phoenix canariensis</i> (LT)	Canary Island Date Palm		Moderate

No.	Plant + (Age)	Common name	Comments	Significance Grading
23	<i>Acer negundo</i> (LT)	Box Elder		Low
24	<i>Brahychiton acerifolius</i> (Recent)	Flame tree		Moderate
25	<i>Jacaranda mimosifolia</i> (LT)	Jacaranda		Low
26	<i>Jacaranda mimosifolia</i> (Recent)	Jacaranda	Likely self-sown	Low
27	<i>Grevillea robusta</i> (LT)	Silky oak	Group of three – some lightning damage?	Moderate
28	<i>Eriobotrya japonica</i> (LT?)	Loquat		Moderate
29	<i>Celtis occidentalis</i> (LT)	Common Hackberry	Likely opportunistic	Low
30	<i>Fortunella cultivar</i> (MT)	Cumquat		Moderate
31	<i>Ulmus parvifolia</i>	Chinese elm		Low
32	<i>Jacaranda mimosifolia</i> (Recent)	Jacaranda	Likely self-sown	Low

Site Feature	Description	Significance Grading
Allotment	Legal allotment boundary established in late 1930s.	Moderate
Boundaries	Eastern boundary defined by remnant adzed timber post and netted wire fencing	High
	Northern boundary defined by timber paling fencing the metal pole and wire pedestrian gate and driveway double gate	Low
	West and South boundaries undefined	-
Access	Gravel driveway along eastern side of allotment leading from Punt Road	Moderate
	Concrete paved pedestrian pathway on western side of allotment leading from Punt Road	Low
	Concrete paving to south and north of building	Low
Other	Remnant stone surround garden beds with some surviving plantings	Low
	Stockpile of demolished building elements (not related to this property)	Low
	Metal post and wire security fencing to residence and privy (required for security reasons)	Intrusive

6. The Proposal

6.1. Documents Describing the Proposal

The proposed works are described in the following documents:

- Drawings by Lucas Stapleton Johnson and Partners:
 - 124010/10/A – Index, dated 14th September 2020;
 - 124010/11/B – Context and Site Analysis Plan, dated 14th September 2020;
 - 124010/12/A – As Existing Plan, dated 5th August 2020;
 - 124010/13 – As Existing Elevations, dated 5th September 2020;
 - 124010/14/C – Proposed Site Plan, 3rd May 2021;
 - 124010/16/A – Proposed Plan, , 6th May 2021;
 - 124010/18 – Proposed East and South Elevations, 14th September 2020;
 - 124010/19 – Proposed North and West Elevations, 14th September 2020;
 - 24010/20/B – Waste and Management Plan, 13th May 2021;
 - 24010/21/A – Crime Prevention Plan, 6th May 2021;
- Drawings by McGregor Coxall:
 - LD-CD-PC1 (I) – PC – Demolition Plan, 12th May 2021;
 - LD-CD-PC2 (I) – PC – Materials and Finishes Plan, 12th May 2021;
 - LD-CD-PC3 (I) – PC – Planting Plan, 12th May 2021;
- *Former Police Station and Residence, 4 Punt Road, Emu Plains Conservation Management Plan*, prepared by Lucas, Stapleton, Johnson & Partners, dated February 2020;
- *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021;
- *The former Police Station, 30 Great Western Highway: Historical Archaeological Management Plan (HAMP)*, Unearthed Archaeology, February 2020
- *Regatta Park, AHIP Application - Notice to Supply Further Information*, EcoLogical Australia, September 2020;
- *Arboricultural Impact Assessment Report Proposed Park Re-Development Regatta Park, River Road, Emu Plains*, Earthscape Horticultural Services, September 2021;
- *Regatta Park – River Road, Emu Plains: Adaptive Re-use of Former Police Station (4 Punt Road, Emu Plains Addendum [1] to Arboricultural Impact Assessment Report*, Earthscape Horticultural Services, September 2021;

6.2. Discussion of Proposal

Police Station and Residence, No. 4 Punt Road

The proposal aims to impose minimum physical changes on the original cottage at No. 4 Punt Road while allowing it to function in its proposed new use as a restaurant/ café.

It is expected that most patrons will approach the building from the front, from Punt Road or the pedestrian bridge over the river. They would be able to enter either via the original ‘front door’ which is situated on the eastern side elevation, or via the front verandah through French doors giving onto Room 1. Staff need to be able to see and greet new arrivals, so we propose to position the bar/ cafe in Room 4 (originally a bedroom but converted into a bathroom in the mid or late 20th century) and make openings in the east-west walls to allow surveillance of the entry points.

The bottom sash of the double hung window in Room 4 will be raised to allow a servery to operate onto the new deck area serving take-away food and coffee. We propose to add a retractable canvas awning over this window.

Rooms 2 & 3 are kept in their original configuration as separate spaces for private functions or for secluded general seating.

An accessible w.c. and cold store are proposed in a modern lean-to addition to the rear wing. People using the ramped entry route will pass the accessible w.c. on the way and thus become aware of its location. Male and female toilets will also be provided in the restored weatherboard privy at the rear of the site.

Commercial kitchens have stringent requirements for internal finishes and functional operation. We propose to locate the new kitchen in the space which housed the original kitchen and laundry, as this area is less intact and requires more repair than the rest of the cottage. In order to conform to health regulations, the internal boarded linings would need to be covered with new impervious linings in this area.

The washing-up area is proposed to be housed in the back verandah which will be restored and have a glazed enclosure inserted into it. Wash basins and fittings will be ranged along the new glass exterior wall while the original weatherboard cladding of the cottage's rear wall will be left exposed on the other two sides of the washing-up area which will be used only for circulation. Joints between timber boards will be sealed with a flexible sealer in this area to avoid any open crevices.

At some point in the past, the kitchen chimney was removed, and a fibre cement panel inserted in the area once occupied by the brick chimneybreast. We propose to replace this panel with an external door in order to allow food to be delivered to the deck area. This arrangement allows the required circular flow between delivery of food and return of used dishes.

The main new addition is the large outdoor timber deck area as required by the brief. We have positioned this on the eastern side of the building facing the river but located towards the rear of the cottage to preserve the original appearance of the cottage to the depth of the front room. The southern half of the deck has a modern roof structure with a retractable roof covering and portable heating/cooling devices.

Refuse bins and deliveries are accommodated on the western side of the building and are linked via a path to a waste collection bay located within the proposed carpark to the west.

Nos. 28 and 30 Great Western Highway (Former Police Station) and Nos. 4 and 6 River Road

Car parking and associated pedestrian pathways are proposed within the allotment boundaries of No. 4 Punt Road, Nos. 28 and 30 Great Western Highway and Nos. 4 and 6 River Road to service the adjacent Police Station and Residence at No. 4 Punt Road and the broader Regatta Park Precinct. Although River Road is currently located on the western side of No. 30 Great Western Highway and No. 4 River Road, this roadway is proposed to be removed as part of the Regatta Park Precinct landscape master plan works. A new pedestrian walkway will be provided along the same alignment and a new, large carpark is to be constructed to the west of the walkway. It is proposed that access to the subject carpark at Nos. 28 and 30 Great Western Highway and 4 and 6 River Road servicing the Police Station at No. 4 Punt Road will be via the reconfigured River Road further to the west and through the proposed new large carpark.

6.3. Summary of Proposal

In brief, the proposal involves the change of use of the former Police Station & Residence for commercial uses, alterations and additions, fitout for café use and upgrading of services and facilities, and associated carparking. The proposal includes the following works (refer also to the Scope of Works accompanying this application for a detailed description of the works relating to the former Police Station building):

Police Station and Residence

- Enclosure of the Rear Verandah with glazing to house the washing up area;
- Refit of Kitchen (Room 8) with finishes and fittings compliant with commercial kitchen requirements;
- Alteration of former Bathroom (Room 4) as a bar;
- Use of remainder of rooms in their original configuration as dining areas and service areas;
- Restore and refit existing weatherboard privy at rear for male and female toilets;
- Construction of a lean-to addition to the rear wing of cottage to accommodate a cold store and accessible WC;
- Construction of a timber and steel ramp to rear of site;
- Construction of a partially covered timber deck area on the eastern side of the house;
- Landscaping works;
- Temporary boundary fencing for construction zone and security;
- Pedestrian pathways linking police station and residence to car parking to the west, privy to the south and Punt Road to the north.

Associated Carparking

- Introduction of new vehicular access into the western side of No. 4 River Road from River Road;
- Provision of carpark for 13 spaces including two accessible car spaces over the southern portion of No. 30 Great Western Highway and the eastern side of No. 28 Great Western Highway;
- Provision of carpark for 7 spaces over the northern portion of No. 4 River Road;
- One loading zone adjacent to the Police Station and Residence within No. 28 Great Western Highway;
- Pedestrian path along northern boundary of 6 River Road, linking River Road to the car park and Police Station and Residence at 4 Punt Road.
- Connection to existing stormwater system at the properties.

Landscaping Works

- Removal of 19 existing trees;
- New tree plantings and landscaping works associated with proposed pedestrian paths.

Exclusions

The current proposal does not include the following:

- Registration of a food premises
- On-premises liquor license
- Operational details for the future use of the site as a café/restaurant (e.g. numbers of patrons, staff, hours of operation etc.)

- Signage
- External lighting

The above components of the proposed future use of the subject property are to be the subject of separate development applications and approvals.

7. Heritage Impact Assessment

7.1. Assessment Methodology

An appropriate assessment methodology is to consider the details of the proposal and to compare them with the recommendations of a properly prepared Conservation Management Plan (CMP) in order to determine whether any aspect of the proposal is not in accordance with the recommended policies.

In this case a Conservation Management Plan (CMP) for the Police Station and Residence at 4 Punt road was prepared by LSJ Architects in February 2020 and will be used for the assessment for proposed works to No. 4 Punt Road (**Assessment 1**).

In addition, *The former Police Station, 30 Great Western Highway: Historical Archaeological Management Plan (HAMP)*, prepared by Unearthed Archaeology and dated February 2020 and will be used for the assessment in relation to the proposed works to No. 30 Great Western Highway (**Assessment 2**). This assessment will also take into account the *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021.

Finally, an assessment of potential impacts of the works to the allotments not identified as heritage items on the adjacent heritage items (No. 4 Punt Road and No. 30 Great Western Highway) will also be undertaken (**Assessment 3**).

7.2. Assessment 1: Police Station and Residence, 4 Punt Road

In this assessment aspects of the proposal will be compared to the Conservation Policies as follows:

Proposal: New openings in internal walls of rooms 1 & 4

Impact: The partial removal of original internal walls will have some heritage impact on the cottage which has hitherto remained intact. The CMP rates these internal walls as of High significance.

Conservation Policy 24 states that fabric graded ‘High’ should be conserved ‘Except where alteration or removal is essential for continuing historical use connected with residential and/or police station uses or essential for the maintenance of the place.’ However, these incisions are the minimum considered necessary for adaptive reuse by the council’s food and beverage consultants. For the café/restaurant to be viable, it is important that staff are able to monitor patrons entering and leaving the premises. That is the reason Room 4 has been chosen for the bar. The original configuration of rooms will remain legible as the openings do not remove the whole wall and will only extend up to door head height.

Proposal: New timber and steel deck and outdoor roof structure.

Impact: A substantial component of outdoor dining was considered necessary by the food and beverage consultants for the success of the new use. The existing front verandah provided insufficient area. Given the local climate, a portion of the outdoor dining area was required to be covered and to have some heating and cooling devices available for winter and summer use.

The deck and roof will have some visual impact as they are large new structures adjoining the original building, however this is considered necessary for a viable new use and the impact has been minimised in the following ways.

The proposed deck on the eastern side of the cottage connects to the original front door and is set back from the front of the cottage to allow the original design to be appreciated from the north-eastern approach from the pedestrian bridge. The open area of the deck has seating steps at its edge facing the river and gives access to the window servery from the bar in Room 4.

The roof structure is positioned in the rear half of the deck and is a minimal steel structure with posts that are continuations of the deck's sub-structure piles. Portable heating and mist spray cooling units will be positioned in this area.

The deck will be constructed independently of the cottage in timber and steel. It could be removed in future with no damage to the building. Once the hardwood decking weathers to a grey colour it will complement the cottage's original palette of materials: weatherboard and corrugated galvanised iron, while clearly expressing its current date. The deck and roof are kept to the rear to maintain views of the cottage from north-east, north and north-west in accordance with Conservation Policies 10 & 57.

Proposal: Rear addition to kitchen wing.

Impact: It was not possible to include a new accessible w.c. inside the cottage without further demolition of internal walls. It was therefore decided to position it in a new lean-to addition located on the accessible route from the adjacent carpark (to the west). Likewise, it would have been damaging and intrusive to have located the cold store inside the building, so it is placed alongside the w.c. in the rear addition.

The addition is relatively small and clearly subservient to the main building. It is clad in galvanised corrugated steel to distinguish it from the original weatherboard walls. No new openings are required and no damage will be necessary to the back wall of the kitchen wing in order to build the addition. It could be removed in future with little lasting impact. The cool room will have its own wall next to the cottage's rear wall and refrigeration equipment will be housed under the adjoining ramp structure. The addition is attached to a minor rear elevation and has been minimised in accordance with Conservation Policy 58.

Proposal: New accessible ramp and path.

Impact: Designed using the same language of materials as the deck, the new accessible 1:14 ramp wraps around the rear addition and joins onto a brick path laid at a maximum slope of 1:20 which leads to the proposed adjacent car park to the west. The footprint of the ramp has been minimised and its layout is integrated with the circulation around the rear of the cottage as it connects to the back steps up to the rear verandah. The ramp enters the rear of the new deck next to the accessible w.c. The ramp will have some visual impact on the back of the cottage but is a necessary fixture to allow equitable access to the raised floor level of the original timber cottage. This is foreshadowed in and complies with Conservation Policy 57.

Proposal: New external opening

Impact: A door leading directly from the kitchen was considered necessary to service the outdoor dining area. Since the original kitchen chimney was removed and the gap infilled by a fibre cement panel, the opportunity was taken to insert the door in this opening. It will be a glazed joinery door painted in a similar colour scheme to the cottage and will therefore be sympathetic to the cottage while being clear on close inspection that it is a recent change. The new external door will have little heritage impact. This complies with Conservation Policy 58.

Proposal: New commercial kitchen in original kitchen/ laundry wing.

Impact: As explained above, the new commercial kitchen will require new internal linings and intensive services. We propose to locate the new kitchen in the space which housed the original kitchen and laundry, as this area is less intact and requires more repair than the rest of the cottage. In order to conform to health regulations, the internal boarded linings would need to be covered with new impervious linings in this area. This could be done in a reversible manner by adding battens and sheet material to the existing timber linings. This area is ranked at 2 in Conservation Policy 59 which allows 'minor added finishes'. The proposed new linings would have to cover all walls, floor and ceiling in order to comply with the food preparation standards, but this is considered necessary for the conversion and does have the advantage of correctly interpreting the original use of the space.

Proposal: Rear verandah enclosure for washing-up area.

Impact: The verandah posts, brackets and railings will be reconstructed based on surviving evidence. The new glazed enclosure will be spaced inside the verandah structure and its minimalist detailing will not be visually intrusive. Internally the floor will be covered with linoleum with coved skirtings of the same material. Weatherboard surfaces will be retained on the original external walls and it is hoped to obtain a relaxation of the food preparation standards for this if the joints between timber boards are sealed with flexible sealant and the whole is painted with washable paint.

Proposal: Minor excavation for footings, landscaping works and connection of services.

Impact: As part of the above works minor excavation will be required for footings for the new rear addition and deck, to connect the new facilities to existing sewer services, and the connection of utilities (water and electricity). It is noted that the *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021 states:

"A path in the assumed location of the Punt House is proposed, however it has been demonstrated that the soil profile only contains silts and no structural evidence of the building has survived.

The results of the excavation demonstrate that no changes to the landscape plan are required in regard to the remaining archaeological resource."

Proposal: Changes to landscape around cottage.

Impact: All existing trees will be kept. Some camelias of 'Moderate' significance will need to be transplanted from the east front of the building to another location nearby to maintain the domestic character of the planting context in accord with Conservation Policy 56. A new Brush Box tree (*Lophostemon confertus*) is to be introduced to the southwestern corner of the allotment to integrate the site with the adjacent carparking landscape scheme. It is also proposed to introduce native grasses adjacent to the new garbage enclosure along the western side of the building. These plantings are appropriate to the vegetation community of this area of the Nepean River and will have no impact on the historical character of the Police Station and Residence.

Interpretation of the site's perimeter fencing and allotment boundaries will be accomplished by leaving sound hardwood posts in situ and installing new split hardwood posts to make up the missing ones along the eastern boundary. New split hardwood posts will also be introduced along the alignment of the western boundary. The existing timber fence along the northern boundary will be retained. This work is in accordance with Conservation Policy 6.

New brick paths are proposed to allow pedestrian access to the place from the north-eastern approach from the river crossing and from Regatta Park as described above. A north-south brick path will run alongside the deck to give access to the restored privy which will provide one each w.c. for males and females. This path will interpret the line of the original paling fence shown on the historic sketch plan

illustrated in Figure 2.32 in the CMP. Brick has been selected as it is a traditional paving material and will not be visually detracting in views of the property.

The path will cross over the property to provide access to the southern end of the proposed carparking located on the adjoining properties of Nos. 28 and 30 Great Western Highway and Nos. 4 and 6 River Road. An additional brick pedestrian path is also proposed to the north-western corner of the property to provide additional access to the main entry and the proposed associated carparking. This path is set back from the Police Station and Residence and runs parallel to the western property boundary to further interpret the original boundary allotment and provide a clear delineation between the Police Station site and the adjacent allotment.

A new garbage bin enclosure is proposed on the western elevation towards the rear of the cottage. This is in accordance with Conservation Policy 57.

Figure 6.1 of the CMP identifies the setting and key historical view connections between the property and its immediate surroundings that should be maintained, as per policy 10. Historical view connections between the Police Station and Residence and Punt Road, Emu Hall, and the Nepean River will be maintained.

7.3. Assessment 2: Former Police Station, 30 Great Western Highway

Proposal: Provision of carparking over the southern portion of No. 30 Great Western Highway, the eastern side of No. 28 Great Western Highway, and over the northern portion of No. 4 River Road

Impact: Test excavations were undertaken by Eco Logical at the subject properties at 4 Punt Road, Nos. 28 and 30 Great Western Highway, No. 4 River Road and a portion of the River Road Reserve adjacent to No. 4 Punt Road.

The excavations confirmed the known location of the Former Police Station/Residence at the northern side of No. 30 Great Western Highway and found no evidence of the remains of earlier structures located outside the known location of the former building.

The proposed carpark has been located to avoid any intrusion into the identified location of the Former Police Station at No. 30 Great Western Highway, in accordance with Policy 9 of the HAMP and will have no impact on the significance of the archaeology of No. 30 Great Western Highway.

It is noted that the *Regatta Park, Emu Plains: Final Historical Archaeological Testing Report*, Eco Logical Australia, March 2021 states:

“The majority of the archaeological record associated with the cottage remains in situ. Should any further developments or excavation work be required in the area further approvals in the form of a Section 140 excavation permit will be required prior to any ground disturbance.

Council should ensure that the archaeological remains of the cottage are secure under the current circumstances. Additional clean fill could be added to the cottage site as the archaeological deposits are shallow.”

Proposal: Removal of 16 existing trees to the allotment at No. 30 Great Western Highway.

The HAMP and CMP identified all trees located within the allotment of No. 30 Great Western Highway as being of low or medium significance (refer Figure 21 above). All trees excepting one tree identified as being of medium significance are proposed to be removed. New tree planting is proposed

along the southern boundary and south-western corner of the subject property to interpret the location of the below ground archaeology of the former Police Station/Residence.

No trees identified as being of high significance are proposed to be removed as part of the proposal.

Proposal: Introduction of new plantings to the allotment at No. 30 Great Western Highway.

The proposal includes the introduction of approximately 15 new tree plantings along the southern and western boundaries of the allotment to provide shade for the carpark and to integrate the site into the overall landscape scheme for the Regatta Park Precinct. These trees have been located to avoid the known location of the surviving below ground archaeology of the Former Police Station and to interpret the location of the archaeology. The introduction of new plantings to No. 30 Great Western Highway will not result in negative impacts on the archaeology or heritage significance of the allotment.

7.4. Assessment 3: Impact on neighbouring heritage items

The proposal includes landscaping works to the adjacent properties of No. 28 Great Western Highway and Nos. 4 and 6 River Road, which are not identified as local heritage items, but are in the immediate vicinity of three heritage items: No. 4 Punt Road, No. 30 Great Western Highway and Emu Hall at No. 2-26 Great Western Highway.

Proposal: New carparking and landscaping works to No. 28 Great Western Highway and Nos. 4 and 6 River Road.

Impact: The proposed carparking works includes the planting of new trees and vegetation and the retention of some existing trees.

Figure 3.14 of the CMP identifies key views to No. 4 Punt Road that should be retained. Clear views of the Police Station and Residence are available from the north from Punt Road and north-west from Great Western Highway. Views are also available across River Road from the west however, these views are currently obscured by tree plantings.

New tree plantings will be located along the southern boundary of No. 30 Great Western Highway and the southern boundary of No. 4 River Road. These trees will obscure views from the western side of the River Road Precinct looking eastwards to the Police Station and Residence at No. 4 Punt Road. However, as these views are already obscured by tree plantings and are not principal views of the building, the additional trees are not considered to have a negative impact on the significance of the adjacent heritage item.

No trees are proposed to the northern side of the subject allotments, retaining views from the Great Western Highway looking east and southeast to No. 30 Great Western Highway and No. 4 Punt Road.

The proposed carparking adjacent to the Police Station and Residence is on-grade parking and will not involve the construction of any additional structures that would obscure or block views between the Police Station and Residence at No. 4 Punt Road, and No. 30 Great Western Highway. Minor structures are to be introduced including bollards and lighting in association with the carpark layout, however these are necessary elements and as only a small number of these elements are to be introduced they should have no negative impacts on views to the heritage items or the historic character of this area of the Regatta Park Precinct.

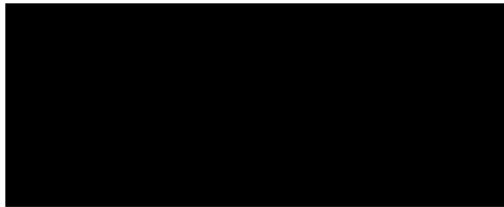
None of the proposed changes will detract from or impinge upon nearby heritage items, indeed the revitalisation of the Former Police Station and Residence due to its new use will enhance the appreciation of the locality and boost visitation to this area of the Regatta Park Precinct.

Conclusion

The proposed alterations and additions to No. 4 Punt Road involve a number of relatively minor changes to the existing fabric. They have been carefully designed to avoid alterations to the most significant parts of the building and are being proposed to allow for a new use of the building and to improve disabled access.

The proposed works to Nos. 28 and 30 Great Western Highway, Nos. 4 and 6 River Road and a portion of the River Road Reserve involve some change to the existing open space of the subject allotments. The proposed carpark and landscaping works have been designed to avoid any intrusion into the identified area of the Former Police Station and will have a negligible impact on the significance of the place, or the neighbouring Police Station Residence at No. 4 Punt Road.

The proposed works are broadly in accordance with the conservation policies of the CMP and HAMP as detailed above. The impacts on the place are considered necessary for the proposed new use and will be offset by making viable the much-needed repair and restoration of the building and its integration into the greater Regatta Park Precinct.



Kate Denny
Lucas Stapleton Johnson & Partners Pty Ltd
LSJ Heritage Planning & Architecture

Encl. CV KD

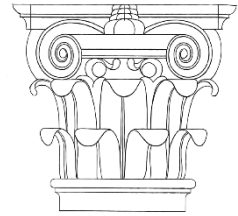
Ian Stapleton, B.Sc.(Arch.), B.Arch., Grad.Dip.Env.Law, F.R.A.I.A.
Registered Architect No. 4032 Nominated Architect

Sean Johnson, B.A., Dip.Arch., M.Sc.(Arch.Cons.), R.A.I.A.
Registered Architect No. 4728

Associate:

Kate Denny, B.A., M.Herit. Cons.

LUCAS
STAPLETON
JOHNSON



LSJ Heritage Planning & Architecture

CURRICULUM VITAE

KATE DENNY BA, MHerit. Cons. (Hons)

Education: University of Sydney, Masters of Heritage Conservation (Hons.), 2004
University of Sydney, Bachelor of Arts (Anthropology, Art History), 1994

Employment: Lucas Stapleton Johnson & Partners as Heritage Planner since April 2010
Taylor Brammer Landscape Architects as Heritage Assistant 2007 -2010
Conybeare Morrison as Heritage Specialist, 2006
Leichhardt Council as Development Assessment Assistant, 1999-2005

Recent work includes:

Conservation Management Plans

- Thompson Square Conservation Area, Windsor
- Macquarie Lightstation, Vacluse
- Hyde Park Barracks, Sydney
- Sydney General Post Office, Sydney
- Brisbane General Post Office, Sydney
- Roseneath Cottage, Parramatta
- Juniper Hall, Paddington
- No. 1 Fire Station, Castlereagh Street, Sydney
- Woolloomooloo Finger Wharf, Woolloomooloo
- Goods Island Lighthouse, Torres Straits
- Booby Island Lighthouse, Torres Straits
- Double Island Point Lighthouse, Queensland
- Milton Terrace, 1-19 Lower Fort Street, Millers Point
- Major House, 35 Lower Fort Street, Millers Point
- Vernon's Flats, 30-42 Lower Fort Street & 2-4 Trinity Avenue, Millers Point
- Steven's Building, 73 Windmill Street, Millers Point
- (former) Shipwright's Arms Hotel, 75 Windmill Street, Millers Point
- (former) Baby Health Centre, 87 Lower Fort Street, Millers Point
- (former) Hit or Miss Hotel, 69 Windmill Street, Millers Point
- Bronte House, Bronte
- Experiment Farm Cottage, Harris Park
- University of Sydney Grounds (Camperdown and Darlington campuses)
- Mallet Street Campus, University of Sydney
- Blackburn Building, University of Sydney
- Exeter Park and School of Arts Building, Exeter, NSW
- Mining Museum, George Street, The Rocks
- Braemar, Springwood
- Penshurst Street Baby Health Clinic (former), Penshurst
- Cabarita Federation Pavilion, Cabarita Park

Lucas Stapleton Johnson & Partners Pty Ltd The Trust Building, Suite 303, 155 King Street, Sydney, NSW, 2000

ACN: 002 584 189 ABN: 60 763 960 154 Email: mailbox@lsjarchitects.com Telephone: 02 9357 4811

Websites: www.lsjarchitects.com www.traditionalaustralianhouses.com

- Penshurst Street Baby Health Centre, Penshurst
- Trinity Avenue and Kent Street (various), Millers Point

Heritage Studies and Assessments

- (former) HMAS Platypus, North Sydney
- Penrith Regional Gallery & the Lewers Bequest, Emu Plains
- Hunter Region Rural Homestead Complexes comparative study for the NSW Heritage Office
- Leura Post Office, Leura
- Wayzgoose Café, Leura Mall, Leura
- Our Lady of Mercy College, Parramatta
- Regent Theatre, Mudgee
- (former) Metropolitan Remand Centre, Glebe
- Gap Bluff, Sydney Harbour National Park, Watsons Bay
- Millers Point heritage strategy, Department of Family and Community Services
- Ku-ring-gai Council Review of Potential Heritage Items
- Kirribilli Village and Milson Point Railway Station, Ennis Road, Kirribilli
- Catherine Hill Bay Conservation Area Heritage DCP
- NSW Parliament House, Macquarie Street, Sydney
- Pier One, Walsh Bay
- Willoughby Council Heritage Review
- St Paul's College, University of Sydney
- St Andrew's Anglican Church, Summer Hill
- St Andrew's College, University of Sydney

Interpretation Plans and Strategies

- Queen Mary Building, University of Sydney
- New Law Building, University of Sydney

Heritage Development Work (applications to consent authorities)

- Glenfield, Casula
- Roseneath Cottage, Parramatta
- Telford Lodge (Place), 159 Brougham Street, Kings Cross
- Ennis Road shops and North Sydney Train Station Entry, Kirribilli
- Greenwich Baths, Lane Cove
- Craignairn, Burns Road, Wahroonga
- Craigmyle, Burns Road, Wahroonga
- Queen Mary Building, University of Sydney
- Sydney GPO, Martin Place, Sydney
- Former Police Station, 103 George Street, The Rocks
- St Keirans, Fairfax Road, Bellevue Hill
- Tresco, Elizabeth Bay
- Woolloomooloo Finger Wharf (residential component), Woolloomooloo
- Our Lady of Mercy College, Parramatta
- Blackburn Precinct and Vet Science Precinct, University of Sydney
- Donald Bradman's boyhood home, 52 Shepherd Street, Bowral
- Old AMP Building, Circular Quay
- Adelaide Villa, 48 Botany Street, Bondi Junction
- Lyndoch Place, 2 Barker Road, Strathfield
- Hazelmere, 49 Queen Street, Woollahra
- Lipson, 70 Jersey Road, Woollahra
- 198 Queen Street, Woollahra (former Woollahra Grammar School)
- Lane Cove Council (Heritage Assessment Officer services- ongoing)

Assistance in preparing statements of evidence for NSW Land Environment Court:

- Bidura and (former) Metropolitan Remand Centre, Glebe
- 139 Goods Street, Parramatta
- Lansdowne, 3 Anderson Street, Neutral Bay
- Hazelmere, 49 Queen Street, Woollahra

- Clovelly Hotel, Clovelly
- Banksia, 3 Beach Street, Double Bay

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