

**Liverpool State Heritage Inventory.**  
 SHI Number: **1970461**  
 Study Number: **1970461**

**Item Name: South Western Sydney Area Health Service**  
**Location: 1 Campbell Street, Liverpool**

Images:



Caption: Street elevation onto Forbes Street, Liverpool

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Image Date: 6/10/2004

Image Number:

Image Path:

Image File: 1970461b2.jpg

Thumb Nail Path:

Thumb Nail File: 1970461t2.jpg

State Heritage Inventory

Administrative: 09/05/2006  
 Full Report with Images: 19/07/2006  
 CBD Office: 19/07/2006  
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All correspondence to the General Manager, Locked Bag 706, Liverpool NSW 1871. Call Centre 1: 02 9631 0333. Email: lcc@liverpool.nsw.gov.au. Web: www.liverpool.nsw.gov.au. TT

**Liverpool City Council Inventory sheet**

APPENDIX C I CAMPBELL STREET  
SURVEY

**SURVEY OF 1 CAMPBELL STREET**

**Exterior**

A simple two storey rectangular structure, with face brickwork and gable tiled roof.

The West Elevation has a simple concrete slab awning supported on a single skin brick blade wall (Figure C9). Each gable end has a circular vent (Figures C9 & C12). The East Elevation has a chimney stack off centre (Figure C12).

The entry portico has a sandstone arch surround with keystone (Figure C11). The Georgian Revival front door, with three panelled bolection moulding, has a fanlight and side lights. The stone threshold has a terrazzo inlay step to the door opening, indicating reuse (Figure C13).

**Interior**

**Ground Floor**

The entry hall and rooms generally have cement rendered walls with non original covered cornice and plasterboard ceilings (Figure C1). There are air-conditioning floor vents (Figure C3), and a small basement level.

The 1950s style doors (interior) are solid core, flush plywood stained, with stained Tasmanian Oak reveals and architraves (Figure C2). The kitchen has 1950s style, 150x150 grey blue Johnson wall tiles (Figure C7).

The stairwell has a grey terrazzo stringer with cream treads (Figure C5), and a stained timber handrail on wrought iron balustrade (Figure C6). The external wall to the mid-landing is slightly curved, as is the terrazzo window sill (Figure C4). The windows are 1950s style, timber double hung (Figure C10).

**First Floor**

The bathrooms have 150x150 grey blue Johnson wall tiles with chequerboard floor tiles (Figure C8).



Figure C1: Image of the entry hall and front door. Note the air-conditioning duct. OCP 2006



Figure C2: Detail of the Hall cupboards. Note the plaster cornice and the door handles. OCP 2006



Figure C3: Image of the sub-floor heating vents in the ground floor, south east room. OCP 2006



Figure C4: Image of the stair mid-landing. Note the curved wall and curved terrazzo window sill. OCP 2006



Figure C5: Detail of the stairs. Note the terrazzo stringer and treads, as well as the wrought iron balustrade. OCP 2006



Figure C6: Image of the stairs from the first floor level. Note the timber handrail to the wrought iron balustrade. OCP 2006



Figure C7: Original kitchen wall tile. OCP 2006



Figure C8: Original bathroom floor tiles. OCP 2006



Figure C10: Image of the first floor hall, looking west. Note the timber finishes to the joinery and the double hung windows at the end of the hall. OCP 2006



Figure C9: Image from the north west Note the side door entry canopy and the circular gable vent. OCP 2006



Figure C11: Image of the front door entry portico with sandstone surround. OCP 2006



Figure C12: Image of the East Elevation with the chimney stack. OCP 2006



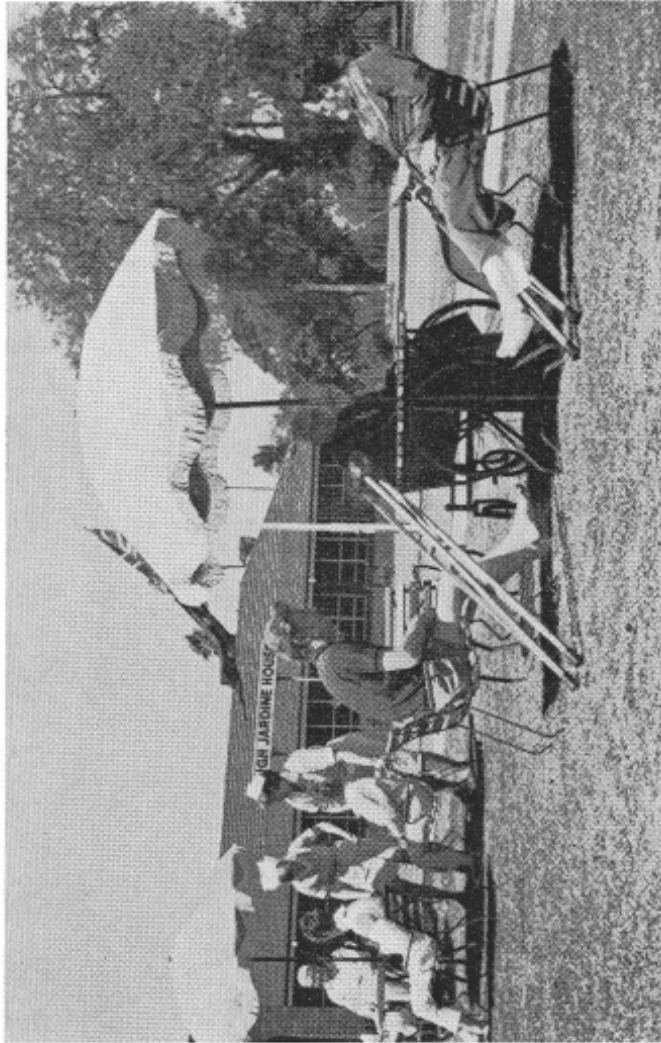
Figure C13: Image of the entry threshold. Note the addition of the terrazzo step into the sandstone block. OCP 2006

## APPENDIX D HUGH JARDIN HOUSE

# Hugh Jardine House

Almost one quarter of this Hospital's 230 beds are contained in one ward—Hugh Jardine House. This unit has 56 beds and is located on the eastern side of the railway line. It has three main sections: a male ward (26 beds), a female ward (22 beds), and a solarium (8 beds) which is also used by female patients.

Hugh Jardine House was taken over from the old State Hospital prior to the opening of the Liverpool District Hospital on the 1st July, 1958. At that time the ward was entirely occupied by geriatric patients. To-day only four of these original patients survive. One of these, Mr. Hugh Seater, is engaged as the Hospital's Railway Gatekeeper, and has now manned the gate since the Hospital was opened. The nature of Hugh Jardine House has, however, changed markedly since those days. The ward is a Medical Centre and accommodates patients with a wide range of medical problems.



Patients and staff in front of Hugh Jardine House.

Considerable improvement has been made in the accommodation standard provided at Hugh Jardine House. New curtains, blinds and floor coverings have been provided as well as brighter furniture and fresh paint in pastel shades. In the future it is hoped that funds will be forthcoming to permit a complete renovation of Hugh Jardine House so that a far superior type of accommodation can be provided as well as some additional beds.

Hugh Jardine House should no longer

be thought of as a convalescent ward. Every effort is being made to update accommodation throughout the unit and with the beautiful grounds that surround the area, more and more patients, who have been accommodated in the unit, are appreciating the atmosphere that is found there, and indeed many patients are requesting that they be placed in it upon re-admission. Indeed it is widely believed that the most pleasant location in the entire Hospital is the Solarium in Hugh Jardine House.

Figure D1: Extract from the '70-'71 Annual Report for Liverpool District Hospital held by Liverpool Library.

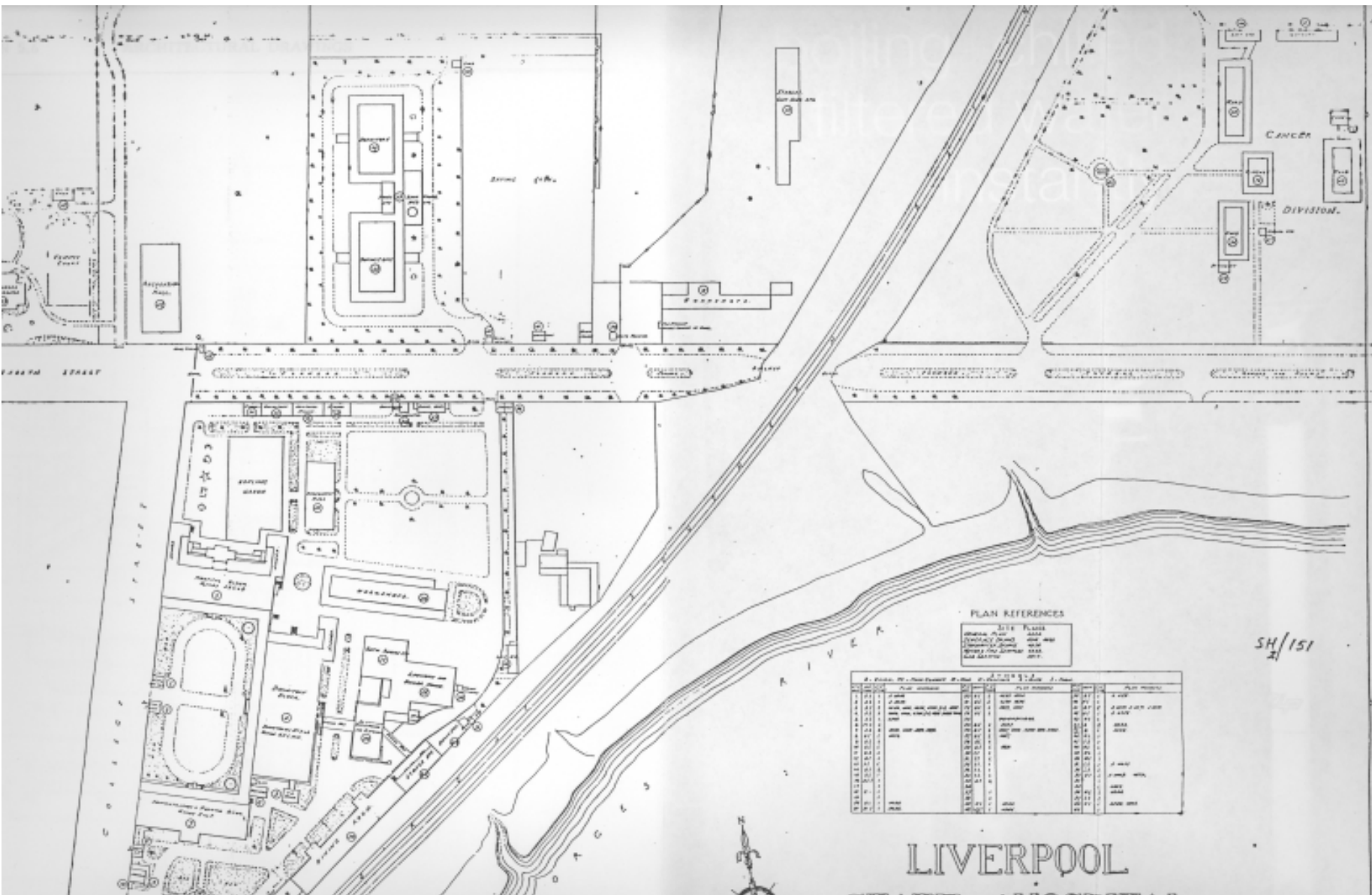


Figure D2: 'Liverpool State Hospital', Government Architect drawing, dated 1932. Note the 'Cancer Division' in the upper right where the present Hugh Jardin House is located. Extract from Liverpool College, Conservation Master Plan, Volume No. 2. 1994.

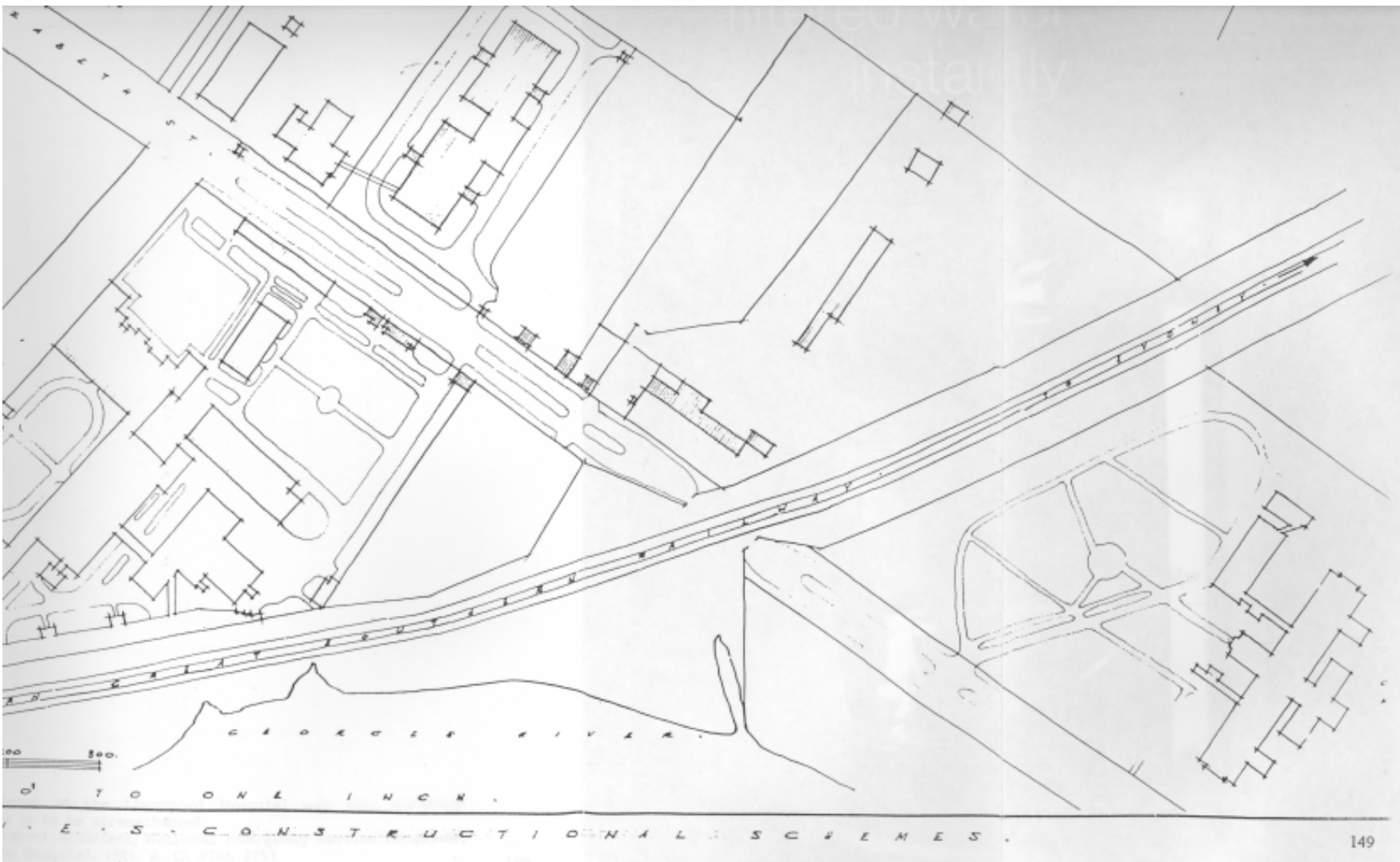


Figure D3: 'Constructional Schemes', Government Architect, National Emergency Service, Liverpool State Hospital, 1941.  
Note the outline of the Hugh Jardin building on the right.  
Extract from Liverpool College, Conservation Master Plan, Volume No. 2. 1994.



Figure D4: Image of the entry courtyard from the west. OCP 2006



Figure D5: Image of the north side courtyard from the west. OCP 2006



Figure D6: Image of a toilet with original tile and terrazzo finishes and fittings. OCP 2006

Figure D7: Image of a typical external glazed door. OCP 2006



APPENDIX E SOUTHERN SYDNEY FREIGHT LINE  
ENVIRONMENTAL ASSESSMENT  
EXTRACTS

# **SOUTHERN SYDNEY FREIGHT LINE**

## **ENVIRONMENTAL ASSESSMENT MAIN VOLUME**

27 APRIL 2006

Parsons Brinckerhoff Australia Pty Limited ACN 078 004 798 and Parsons Brinckerhoff International (Australia) Pty Limited ACN 006 475 056 trading as Parsons Brinckerhoff ABN 84 797 323 433

Level 27, Ernst & Young Centre  
680 George Street  
Sydney NSW 2000  
Australia  
Telephone +61 2 9272 5100  
Facsimile +61 2 9272 5101  
Email sydney@pb.com.au

ABN 84 797 323 433  
NCSI Certified AS/NZS ISO 9001:2000 and AS/NZS ISO 14001:2004

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## 13. SOCIAL ENVIRONMENT

This Chapter outlines corridor impacts of the proposed SSFL on the existing social environment, including Aboriginal and built heritage, visual character, air quality and social factors. Precinct-specific issues are assessed (by exception only) in Chapters 16 to 21.

### 13.1 Local characteristics

#### 13.1.1 Aboriginal heritage

A detailed Aboriginal archaeological assessment is included in Volume 2, Technical Paper 4. In order to define existing Aboriginal heritage values in the study area, the assessment comprised:

- Aboriginal consultation in accordance with Department of Environment and Conservation (2004) *Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation*
- a review of background data including Aboriginal heritage listings, relevant studies and background material
- a desk-based analysis of the archaeological potential of the study area
- site inspections at those locations identified as having some archaeological potential, in the presence of representatives of the following groups:
  - Cubbitch Barta Native Title Claimants Aboriginal Corporation
  - Darug Custodians Aboriginal Corporation
  - Darug Tribal Aboriginal Corporation
  - Gandangara Local Aboriginal Land Council
  - Tharawal Local Aboriginal Land Council
- spot checks of the rail corridor from outside the corridor boundary fence to identify the likely level of disturbance
- assessment of the cultural significance of identified Aboriginal heritage items in accordance with the Australia ICOMOS Burra Charter (1999) and with input from the relevant Aboriginal community organisations listed above.

Key findings of the assessment are summarised in this Section.

#### Aboriginal archaeological and historical background

The proposed SSFL is located within the Cumberland Lowlands (also known as the Cumberland Plain) physiographic region of the Sydney Basin (Chapman et al. 1989; Hazelton et al. 1989, 1990). Aboriginal people are known to have occupied the region over a long period of time, which would have resulted in deposition of a variety of evidence of past behaviour. Almost all undisturbed areas across the plain have been found to contain evidence of occupation, most often in the form of stone artefacts.

A large amount of relevant Aboriginal heritage research has been carried out across the Cumberland Plain. The most recent investigations on the Cumberland Plain have analysed 606 sites recorded on the Cumberland Lowlands. Open artefact scatters were the most common site located across the area, with scarred trees, shelters and grinding grooves also identified in the area.

## SOUTHERN SYDNEY FREIGHT LINE ENVIRONMENTAL ASSESSMENT

The level of ground disturbance in the study area since the early days of Aboriginal occupation has been extensive. There are unlikely to be any completely undisturbed sites within the study area. The rail corridor itself has been extensively disturbed, all creek lines have been cleared of original vegetation and disturbed and other development is likely to have removed or at least significantly disturbed any material evidence of past occupation that may have been present.

## Listed Aboriginal heritage items

A search of Aboriginal heritage listings on the Department of Environment and Conservation's Aboriginal Heritage Information Management System (AHIMS) was conducted in February 2006 over a 500 metre buffer either side of the rail corridor in the study area. A total of 15 sites have been recorded within the search area, none of which fall within the rail corridor itself. The sites are detailed in Table 13.1. At the request of the Aboriginal community representatives the locations of these listed Aboriginal heritage items have not been made public and shown in this Environment Assessment, but would be provided confidentially to the relevant government authorities.

Table 13.1 Items of Aboriginal heritage

Site number	Site name	Site features
45-5-0724	Kiwaka 1	These five sites were recorded at Kiwaka Estate, Cessula (Lot 7 DP228551) adjacent to Leacock Regional Park. Three of the sites were scarred trees and two were artefact scatters. Site 45-5-723 was recorded as a disturbed artefact scatter 100 metres from Glenfield Creek. Site 45-5-724 was recorded as an artefact scatter 20 metres from an ephemeral creek that has been disturbed by stock and fence construction.
45-5-0723	Kiwaka 2	
45-5-0722	Kiwaka 5	
45-5-0721	Kiwaka 4	
45-5-0720	Kiwaka 3	
45-5-0734	Orphan School Creek 1	This site is located in the north-east corner of Shirwin Park and about 50 metres north of the end of Ada Street, Carley Vale, less than 50 metres from Orphan School Creek. The site is a scarred tree.
45-5-0732	Orphan School Creek 3	Located on the north bank of Orphan School Creek and 43 metres upstream of the Sackville Street Bridge, this site is a scarred tree.
45-5-0730	Orphan School Creek 5	This site is an artefact scatter of at least 3 artefacts on the north bank of Orphan School Creek, and about 150 metres downstream of Railway Parade and the railway line crossing of Orphan School Creek.
45-5-2540	Liverpool Weir ocs1	Artefact scatter of two artefacts approximately 100 metres from the Georges River. Located along a dirt track towards the weir.
45-5-0740	Carrawood Park Carramar	The site card notes that this site lies within Carrawood Park, Carramar. The site is an axe blank found 7.5 metres below a creek bank on Prospect Creek during excavations for a pipeline. It appears that it was removed from the site by Australian Museum personnel in 1980.
45-5-1099	Hume Highway	Artefact scatter located at Carramar in the middle of the Hume Highway where it intersects with Quest Avenue, approximately 40 metres from Prospect Creek. The site comprises a number of artefacts of mudstone, quartz, silcrete and Chert.
45-5-2428	Glenfield S.T.	This site is a scarred tree located within property owned by RailCorp. The site card describes it as approximately 200 metres from Glenfield Creek near the sand mining area.
45-5-2495	MFH 2	Recorded as an artefact scatter and PAD, including five artefacts over an area of 100 x 200 metres right on the bank of Bunbury Curran Creek, a tributary of the Georges River. The site appears to be associated with Macquaria Fields House.
52-2-2978	Pembroke Road IF1	The site card for this site was not available. It is described as an isolated artefact and was given the name "Pembroke Road".
52-2-2632	H402	Potential archaeological deposit. Described on the site card as being within the Holsworthy Military Area, but the military area is approximately 4 kilometres from where the coordinates place the site, so the site is not relevant to the assessment.

Source: Based on Volume 2, Technical Paper 4

#### Consultation with Aboriginal organisations

Aboriginal consultation for the proposed SSFL was undertaken in accordance with DEC consultation guidelines. In June 2005, various stakeholder organisations were contacted and advertisements placed in the local media seeking registrations of interest from Aboriginal groups wishing to participate in the Aboriginal archaeological assessment for the proposal. The following Aboriginal organisations registered as interested parties:

- Cubbitch Barta Native Title Claimants Aboriginal Corporation
- Darug Custodians Aboriginal Corporation
- Darug Tribal Aboriginal Corporation
- Gandangara Local Aboriginal Land Council
- Tharawal Local Aboriginal Land Council.

The NSW Department of Aboriginal Affairs Registrar of Aboriginal Owners advised that there are no Registered Aboriginal Owners pursuant to Division 3 of the *NSW Aboriginal Land Rights Act 1983*.

At the end of June 2005, ARTC sought comments from the interested Aboriginal organisations on the draft methodology for the Aboriginal archaeological assessment. In October 2005, comments were sought from the same organisations on the draft Aboriginal archaeological assessment.

All interested Aboriginal organisations have also been offered the opportunity to submit further comment during the public exhibition period for the Environmental Assessment.

#### Consultation outcomes

Complete details on the comments received from Aboriginal organisations and their incorporation into the Aboriginal archaeological assessment methodology and final assessment are provided in Volume 2, Technical Paper 4.

A key request arising from the consultation was for the locations of the listed Aboriginal heritage items and of identified sites SSFL 1 and 2 to not be made public or shown in this Environmental Assessment. This request has been accommodated and the locations of these items and sites are only being provided confidentially to the relevant government authorities.

Some of the interested Aboriginal organisations also sought to be present during the fieldwork undertaken for the assessment and for ongoing consultation and involvement in the project. These Aboriginal organisations were accordingly invited to attend the field work for the assessment and ARTC have adopted management procedures requiring the ongoing engagement and participation of Aboriginal organisations in the project.

Where comments have been received from interested Aboriginal organisations, they have generally been supportive of the assessment methodology and the recommendations contained in the draft Aboriginal archaeological assessment.

#### Site inspections

Locations for the targeted site inspections in September 2005 are detailed in Section 6.1 of Volume 2, Technical Paper 4. In most locations, the sites showed little to no potential for intact archaeological deposits due to previous disturbance.

South of Macarthur Railway Station at the University of Western Sydney, some areas of exposure were present adjacent to the rail corridor boundary along an existing access track at the southern end of this area. A scatter of stone artefacts (SSFL 1) stretching over 100-200 metres was recorded along this track adjacent to the rail corridor boundary fence. The artefacts were not in situ as they have been subject to disturbance by construction and use of the track.

## SOUTHERN SYDNEY FREIGHT LINE ENVIRONMENTAL ASSESSMENT

One isolated silcrete-backed artefact (SSFL 2) was recorded at some distance from the rail crossing of Bunbury Curran Creek between Minto and Ingleburn, on an access track adjacent to the rail corridor. The artefact was located in a disturbed context and there is considered to be no potential for intact archaeological deposits associated with the artefact occurrence.

The area adjacent to the rail corridor at Leacock Regional Park would have been flats and wetlands associated with Glenfield Creek and an extension of the flood plain of the Georges River. Part of what is now Leacock Regional Park was subject to an earlier archaeological survey (Dallas, 1988). A number of archaeological sites were recorded on the slope and ridge landform overlooking the river flood plain. The area where the previously recorded sites were located has now been developed with houses. It is likely that the majority of archaeological evidence would have been located on the terraces overlooking the flats, rather than within the flood prone or waterlogged areas. There is some potential for archaeological material to be present in the area, but it is unlikely to comprise in situ deposits. Any areas of archaeological potential are likely to have been disturbed by either flooding or later landscape modification works.

An attempt was made to assess the area to the north of Lighthorse Park where the rail corridor passes close to the Georges River bend; however there was no visibility in this area.

During the flora and fauna survey for this Environmental Assessment, a potential scarred tree was located; however, an inspection of the tree as part of this assessment confirmed that the tree scar is not likely to be of cultural origin and it was not recorded as an Aboriginal heritage site.

In addition to the targeted site surveys, spot checks of the rail corridor were undertaken while driving from one location to another. It was assessed by the archaeologist and the Aboriginal community representatives that there were not likely to be any Aboriginal archaeological or heritage concerns relating to any areas within the rail corridor and the corridor is unlikely to contain any areas of intact archaeological deposit.

#### Significance assessment

Significance assessments for the two sites (SSFL 1 and 2) recorded during the site visits concluded that:

- SSFL 1 — The material and nature of the artefacts are similar to much other material found across the Cumberland Lowlands. There is very little potential for these artefacts to contribute further to the education of the general public about the past habitation of the area. This site was, therefore, assessed as having 'low educational significance'. The site has been significantly disturbed and it is unlikely that any additional areas of potential archaeological deposit are located in the vicinity. The site does not, therefore, present opportunities for further research and was assessed as having 'low scientific significance'. Overall the archaeological significance of the site is 'low'.
- SSFL 2 — This is an isolated artefact located in a disturbed area. It is of a type often found in the Cumberland Lowlands. The artefact is not associated with any areas of potential archaeological deposit and has 'low educational and scientific significance'.

No comments on the cultural significance of the proposed SSFL alignment or the sites recorded have been received from any of the interested Aboriginal organisations.



# SOUTHERN SYDNEY FREIGHT LINE ABORIGINAL ARCHAEOLOGICAL ASSESSMENT

By Vanessa Hardy

March 2006

Report Prepared for  
**Parsons Brinckerhoff Pty Ltd Australia**  
Level 27  
Ernst & Young Centre  
680 George Street  
SYDNEY NSW 2000

Cultural Heritage Connections Pty Ltd  
ABN 78 109 056 113

PO Box 490 Darlinghurst NSW 2000 Australia  
phone: 02 9215 6401 fax: 02 9211 3421  
email: admin@heritageconnections.com.au



## EXECUTIVE SUMMARY

Cultural Heritage Connections Pty Ltd was commissioned by Parsons Brinckerhoff in February 2005 to undertake an Aboriginal archaeological assessment as part of the environmental assessment of the proposed Southern Sydney Freight Line (SSFL).

The SSFL would be constructed on the western side of the Main South Line corridor from south of Macarthur to Ingleburn Railway Station. From there the line would connect to an existing 6 kilometre passing loop. From Glenfield Junction and Cabramatta Railway Stations the line would be located on the eastern side of the Main South Line corridor. Between Cabramatta Railway Station and Sefton Park Junction the SSFL would be constructed on the eastern and then southern sides of the Main South Line corridor. The proposal would also include a flyover north of Glenfield Junction crossing from the western to the eastern side. A two kilometre passing loop would be co-located with the flyover and a deep cutting at Sefton Park Junction would connect the SSFL under the Main South Line corridor to the Metropolitan Goods Line Corridor. In addition, modifications to six existing railway stations and various other ancillary works would be required.

A desk-based analysis of the archaeological potential of the study area was undertaken using aerial photography, environmental data, reports on previous archaeological assessments for the region and identified areas of potential Aboriginal heritage impact. In some areas it was determined that inspection was necessary to complete an adequate assessment, and these areas were chosen for ground-truthing (on-site checks of the analysis). In general a precautionary approach was taken, with areas subjected to ground-truthing if there was any doubt as to the likelihood of finding intact deposits in the area.

The following general areas were chosen for targeted inspections:

- any areas where the SSFL would need to be constructed outside the existing corridor;
- areas where creek crossings would need to be reconstructed;
- the area of the Glenfield flyover construction;
- a potential scarred tree identified during the flora survey;
- the six station precincts where major works are required; and
- spot checks of the rail corridor from outside the corridor boundary fence to assist in determining the level of disturbance.

Inspections were undertaken from 14<sup>th</sup> to 16<sup>th</sup> September 2005. The inspections were carried out in collaboration with relevant Aboriginal community organisations. Information on their participation is presented in Section 3.0 and Appendix A.

It was assessed by the archaeologist and the Aboriginal community representatives that there were unlikely to be any Aboriginal archaeological or heritage concerns relating to any areas within the rail corridor. It was concluded the corridor is unlikely to contain any areas of intact archaeological deposit.

Some areas outside the existing rail corridor were identified as having some archaeological potential. Two locations were recorded where artefacts were present and these were recorded as sites SSFL 1 and SSFL 2.

At the request of the Aboriginal community representatives, the locations of the listed Aboriginal heritage items and of identified Sites SSFL 1 & SSFL 2 have not been made public and shown in this environmental assessment, but will be provided confidentially to the relevant government authorities.

As stated above, most of the proposed works would pose no threat to Aboriginal heritage values in the area. The following additional recommendations were made to ensure the best possible management outcomes for the Aboriginal heritage of the study area:

- All the Aboriginal community organisations referred to in this report should be given the opportunity to participate in and contribute to any decisions which may affect Aboriginal heritage values of the subject land.
- An inspection of the area of construction of the track bed next to the Georges River north of Liverpool Railway Station should be undertaken at the time of vegetation clearing by a suitably qualified archaeologist and representatives of the relevant Aboriginal community organisations. An assessment should be undertaken of the likelihood of areas of potential Aboriginal heritage significance occurring within the area of proposed works.
- A final assessment of the potential impact of the construction of the proposed western side of the flyover in Leacock Regional Park should be made after the final development footprint, including all secondary construction impacts, is known. This is necessary because a number of sites have been recorded within the area and there is some potential for archaeological material to remain.

The assessment should include a review of the footprint by a suitably qualified archaeologist to assess the likelihood of the proposed works affecting areas of archaeological potential. If there is any likelihood that Aboriginal heritage values would be affected then consultation with relevant Aboriginal community organisations should also be undertaken.

- Prior to any works occurring in the vicinity of Site SSFL 1, further consultation with the relevant Aboriginal community organisations should occur to determine a strategy for dealing with the recorded material. If the area of proposed works increase (due to secondary impacts for example) further assessment would be required. One possible strategy would be, once the area of works was known, to peg out areas of potential impact (including secondary impact areas) and make a collection of the surface artefacts. These would then be recorded and a decision made about the appropriate way to relocate them.
- Site SSFL 2 falls outside the area of proposed works. If there is any chance that the artefact would be subject to secondary impact from construction within this area, it should be removed and relocated after any threat from construction impact is past. This should be done in consultation with the relevant Aboriginal community representatives.
- If any other areas of significant ground disturbance are identified during the detailed design phase, they would be subject to additional Aboriginal archaeology and heritage assessment. This may include areas of secondary impact such as construction or storage compounds. Sufficient assessment would need to be undertaken to determine whether there is any likelihood that these additional works could pose a threat to Aboriginal heritage values in the area.

Southern Sydney Freight Line EA  
Archaeological Assessment

lines may contain repeated use sites or more complex long-term use sites as well as stratified sites. The junctions of waterways are predicted to be a focus of activity, although, the extent of this will vary according to the size of the meeting creeks.

Areas of ridgeline between creeks might be expected to contain sparse archaeological evidence, although, one-off sites are always possible.

The proximity to a stone source also influences sites. Locations of naturally outcropping silcrete are likely to have evidence of stone extraction such as debitage from core preparation, removal of cortex from cobbles and some limited knapping. As the distance from the source increases the overall size of artefacts should decrease along with the percentage of cortex on artefacts (McDonald and Mitchell 1997).

This is by far the most developed and tested model for sites across the Cumberland Lowlands. In addition to the variable factors discussed above, McDonald also emphasised the need to carefully consider previous disturbance when assessing an area's archaeological potential.

Part of the ground-truthing of her model was to test disturbed areas. She noted that archaeological evidence was found both in "isolated pockets" of areas of less disturbance as well as intact areas under disturbed upper layers (McDonald and Mitchell 1997). This was generally in areas of previous agricultural use and included heavily ploughed areas.

### **5.3 DEC AHIMS SEARCH RESULTS AND PREVIOUS INVESTIGATIONS NEAR THE RAIL CORRIDOR**

The DEC AHIMS is a database of recorded Aboriginal sites within NSW. The data is limited to known sites. The majority of sites have been recorded as part of archaeological surveys or investigations, but many are also known as a result of amateur interest groups or local knowledge. New sites are recorded regularly. If an area has not been the subject of archaeological assessment, or is remote, there may be sites that have not yet been recorded. While the register can give an indication of the types and variety of sites in a region, its value is limited by the amount of investigation carried out in an area.

The recorded location information for sites is also subject to variation in recording methods. Coordinates provided are often indicative rather than exact. The accuracy of locations cannot be relied on. Many location coordinates for sites have been converted from earlier referencing systems, adding to the inaccuracy of information. Further information on sites, including directions for locating them, is often contained in the site card for each recorded site.

On 4 February 2005 a search of AHIMS was undertaken. The area searched was delineated using a 500 metre buffer either side of the rail corridor in the study area marked on electronic files by Parsons Brinckerhoff. The results are shown in Table 5.1.

Table 5.1: DEC AHIMS Search Results.

Site Number	Site Name	Site Features
45-5-0724	Kiawaka 1	AFT <sup>1</sup>
45-5-0723	Kiawaka 2	AFT
45-5-0722	Kiawaka 5	TRE
45-5-0721	Kiawaka 4;	TRE
45-5-0720	Kiawaka 3	TRE
45-5-0734	Orphan School Creek 1	TRE
45-5-0732	Orphan School Creek 3	TRE
45-5-0730	Orphan School Creek 5	AFT
45-5-2540	Liverpool Weir ocs1	AFT
45-5-0740	Carawood Park Caramar	AFT
45-5-1099	Hume Highway	AFT
45-6-2428	Glenfield S.T.	TRE
45-5-2495	MFH 2	AFT
52-2-2978	Pembroke Road IF1	AFT
52-2-2832	H402	PAD

<sup>1</sup> AFT = Open camp site or artefact feature; PAD = Potential archaeological deposit; TRE = scarred or carved tree

A total of 15 sites have been recorded within the search area. None of these sites fall within the rail corridor itself. The approximate locations of sites are shown in Figures 5.1 and 5.2.

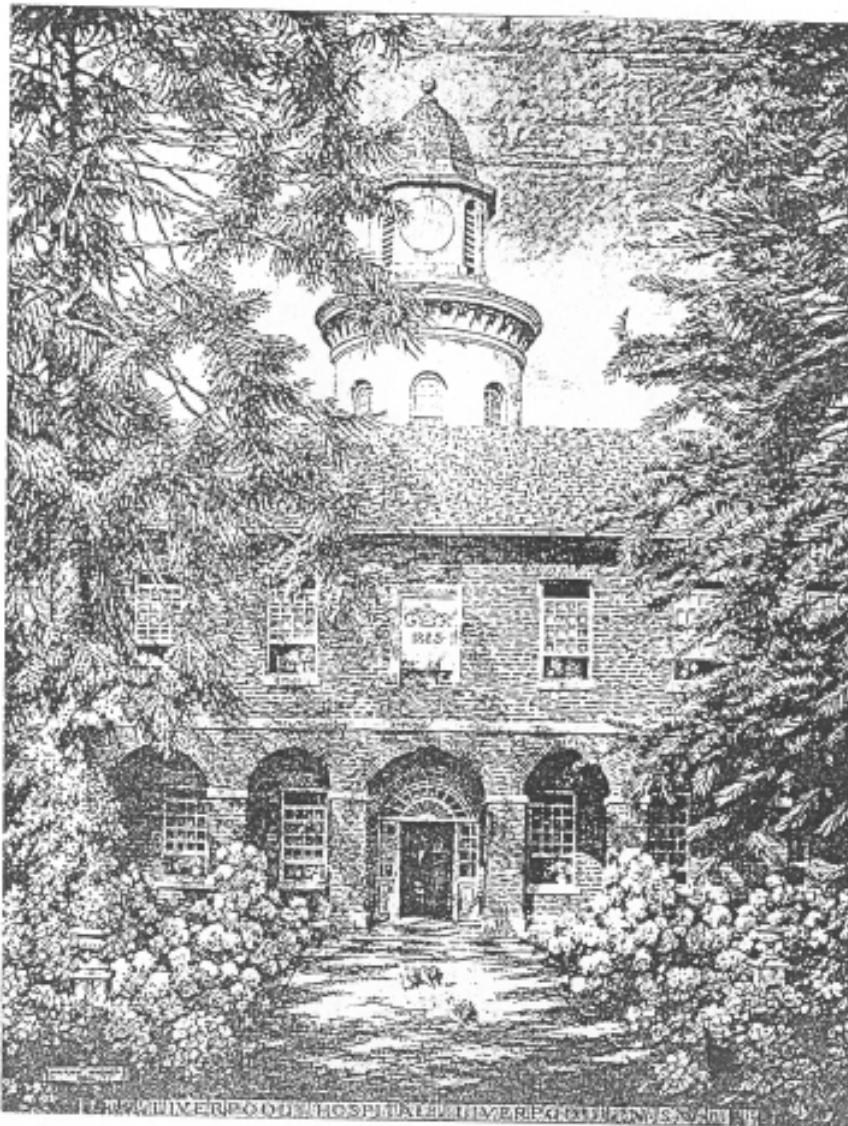
Two assessments have been undertaken close to the rail corridor. Orphan School Creek was surveyed as part of the Gandangara Eel Dreaming Project (Cole, *et al.* 1988). This recorded three artefact scatters, two scarred trees and one site containing a scarred tree and an artefact scatter (AHIMS sites 45-5-730, 732 & 734). This was within a survey of 1.3 kilometres of creek frontage, despite the large levels of disturbance and extensive development in the Canley Vale area. Visibility was restricted during the survey in some areas. The flood plain of the creek and a higher terrace were investigated. The sites were recorded on the terrace above the flood plain. This is outside the current study area, but does provide an indication that sites may still exist even in built up areas.

Another survey was undertaken by Mary Dallas in land between the rail corridor and the Hume Highway at Casula (Dallas 1988). The report recorded the topography of long narrow, steep-sided spurs, incised by tributaries of Glenfield Creek. Two artefact scatters and three scarred trees (AHIMS sites 45-5-720, 721, 722, 723 & 724) were recorded as part of investigations for a housing sub-division in an area adjacent to the rail line. This area comprises a ridge and slope overlooking Glenfield Creek and the Georges River that has now been developed with housing, and overlooks Leacock Regional Park. Areas adjacent to the rail line were inspected as part of this survey, but

**A**PPENDIX **E**      **C**ONSERVATION **M**ANAGEMENT **P**LAN  
**E**XTRACTS 1994  
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## SECTION 7.0

## CONSERVATION PLAN

its wonderful mix of artistic, human and landscape elements.

**POLICY 1:****T.A.F.E. USE OF SITE**

The Technical and Further Education shall continue to occupy the site as an educational establishment.

**POLICY 2:****STATEMENT OF SIGNIFICANCE**

The statement of cultural significance as outlined in SECTION 4.0 in Volume No 1 shall be accepted as the basis of future management and planning.

**POLICY 3:****BURRA CHARTER**

All future conservation and development of the college shall be carried out in accordance with the principles of the Australia ICOMOS Charter for Conservation of Places of Cultural Significance (Burra Charter) as revised in 1988.

**POLICY 4:****ENDORSEMENT OF RECOMMENDATION**

The policies recommended throughout this document shall be endorsed as a guide to future work.

**POLICY 5:****MINIMALIST ALTERATIONS**

## SECTION 7.0

## CONSERVATION PLAN

When and where alternative treatments are under consideration, the option involving the least alteration of the fabric is normally preferred.

**POLICY 6:****RECOGNITION OF LAYERED SIGNIFICANCE**

The cultural significance of item or place is derived from the interaction of layered evidence from successive uses, and each layer may contribute its significance. The evidence of change in the fabric should be carefully considered, and should be retained so that the development of the complex may be more readily understood.

**POLICY 7:****ORGANISATIONAL STRUCTURE**

Members of the entity appointed to manage the college building programme should be selected primarily to provide a range of skills and experience relevant to the conservation and use of the site. The lines of communication and responsibilities should be clearly defined, including the College Staff, TAFE's Properties Unit, P.W.D. and all consultants. The recommended work flow matrix is as per Annexure

The members' composition should also ensure that it not only reflects the interests of State and Local Governments but also of the community and users as well.

**POLICY 8:****REVIEW**

This policy document should be reviewed in a public and unhurried way as the need arises, but not later than 1998.

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**POLICY 9:****ADAPTATION OF BUILDINGS**

The complex may continue to be sensitively adapted to accommodate compatible uses, provided:

- . The external character of the original and early structures is retained.
- . The basic layout of the complex (both internal spaces and external spaces) is retained. Any future internal changes or extensive servicing shall be first considered in those buildings that have been more frequently altered in the past.
- . Original and early fabric, both interior, exterior, be retained and repaired.
- . The adaptation be undertaken under guidance from a conservation specialist.

**POLICY 10:****RE-LOCATE INAPPROPRIATE USES**

Long term planning shall endeavour to give preference to those courses that can be readily accommodated into the existing buildings and require minimal alteration. Where operations are more alterations or servicing, they are located in those buildings that are defined as having less significantly intact interiors or relocated off campus.

**POLICY 11:****PUBLIC ACCESS**

The complex be made accessible to the general public under supervision.

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**POLICY 12:****NEW DEVELOPMENT**

No new development may be considered for the site except where replacing intrusive or less significant buildings. Any new structure should respect the overall harmony of the complex with emphasis on buildings being preferably single storey and at most two stories; the existing layout on the site and the spatial relationships are maintained.

**POLICY 13:****ARCHIVAL RECORDS**

A suitable TAFE archival data base be set up and housed in a central accessible place. Records of all building, maintenance and engineering works to be stored in these archives. Where suggested by College Specialist Conservation Consultant, selected documents to be lodged with the N.S.W. Archives Office.

**POLICY 14:****LANDSCAPE AND OPEN SPACES**

Landscape planning strategy for the upgrading of the Liverpool TAFE campus advocates that the following dual responsibilities are accommodated:

Firstly, the contemporary needs of the people who use the campus (students, staff and service personnel) must be fulfilled, particularly human sociological and psychological needs, clear definition of pedestrian and vehicular traffic, minimisation of maintenance, maximisation of safety and security.

Secondly, restore and reinforce those elements that make the campus culturally significant by

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recognising the significance of both the Hospital and College period of development yet focusing particular sensitivity towards the development of landscape spaces associated with Blocks A, B and C, especially the Central Courtyard.

**POLICY 15:****ARCHAEOLOGICAL RESOURCES**

The earliest Hospital building was situated in the south-western corner of the site. Consequently, prior to any work in the area, an archaeologist is to be engaged to identify any potential archaeological resource.

Similarly, where earth works or work below ground floor levels of Blocks A, B and C are contemplated, archaeological consultancy advice is to be sought.

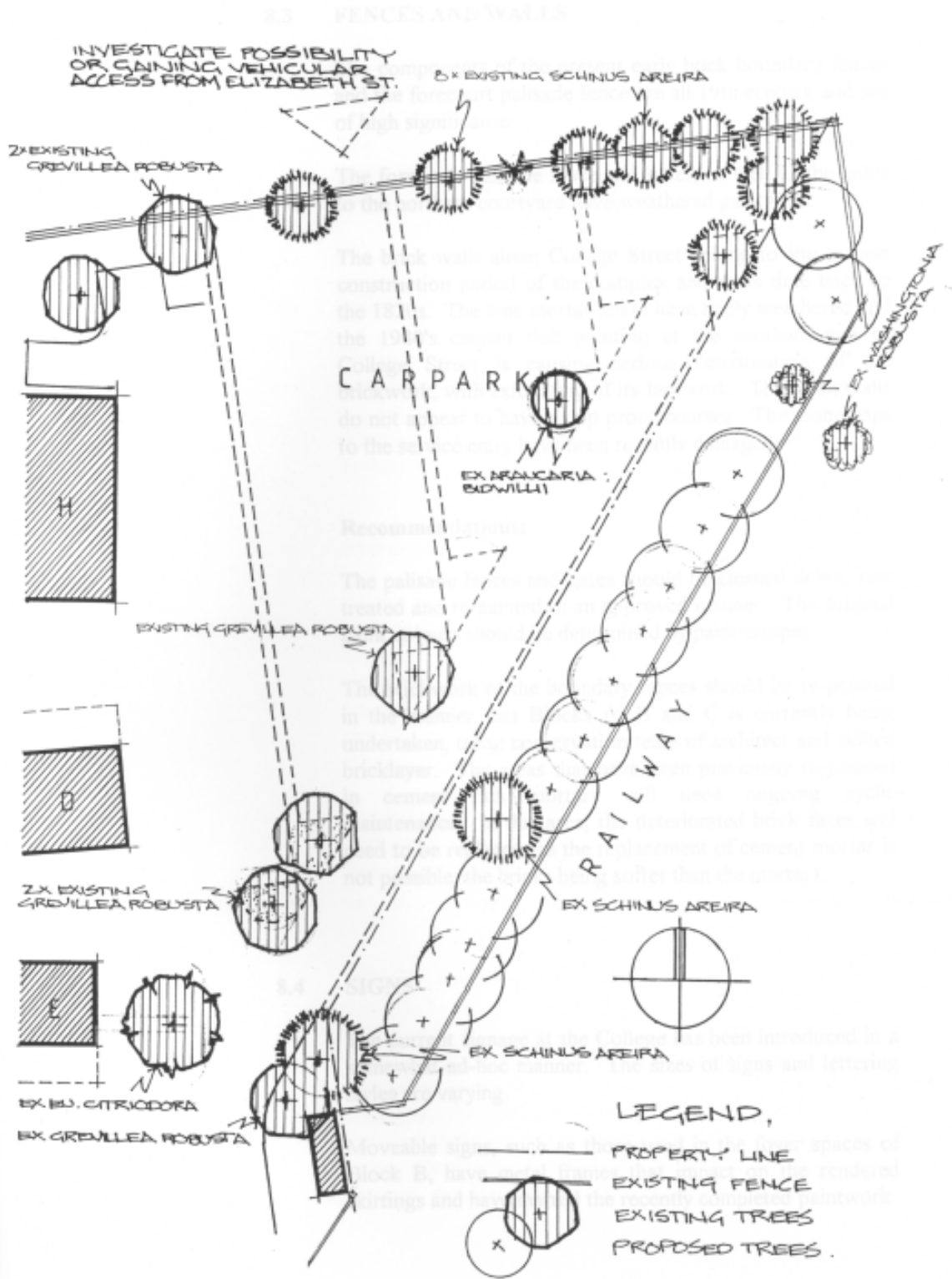
Minor works on or around Blocks D, E, F, G and H may require archaeological guidance where recommended by the College Specialist Conservation Consultant.

**POLICY 16:****PREVENTATIVE MAINTENANCE**

A clear structural programme be set in place so that a preventative and cyclic maintenance can be readily achieved. Regular inspections to be laid down, with inspections ranging from monthly to annually.

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CONSERVATION PLAN:  
Existing Conditions Report and Recommendations



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