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By email: [Daniel.Gorgioski@planning.nsw.gov.au](mailto:Daniel.Gorgioski@planning.nsw.gov.au)

Dear Mr Gorgioski

**Notice of Exhibition of application for Sydney Metro – Western Sydney Airport (SSI 10051)**

Thank you for your referral dated 26 August 2020 inviting comments from the Heritage Council of NSW on the above State Significant Infrastructure (SSI) proposal.

It is noted that no State Heritage Register listed items are located within the **on-airport** study area of the project. However, the proposed SSI site includes the following non-Aboriginal State Heritage Register listed items within the **off-airport** study area of the project:

- *St Marys Railway Station Group*, Station Street, St Marys (SHR No. 01249)
- *Kelvin Park Group*, 30 The Retreat, Bringelly (SHR No. 00046)

The off-airport environment also includes the following heritage item listed in Sydney Water's section 170 Heritage and Conservation Register:

- *Warragamba Supply Scheme*, Warragamba to Prospect, (No. 4580161)

The following reports were considered in our assessment:

- *Environmental Impact Statement*; prepared by Paul Greenhalgh dated October 2020.
- *Technical Paper 4 – Non-Aboriginal Heritage*, prepared by Artefact dated October 2020.

As delegate of the Heritage Council of NSW, I provide the following comments:

**St. Mary's Railway Station Group**

- It is recommended that impacts to built elements/structures within the SHR curtilage be monitored during construction works to avoid any long-term damage.
- It is generally not considered best heritage practice to dismantle and reassemble elements of high significance, however, considering that the proposal has significant constraints and technical requirements, an exception may be possible. Several considerations are recommended including, but not limited to the following:
  - At this time, it is not known whether the jib crane is operational. Should it be determined that the crane is operational, it is recommended that, once restored after construction works are completed it be returned to its current working condition.
  - Detailed documentation of the jib crane, including as built drawings (architectural, structural etc), assessment of fabric and condition of individual elements should be undertaken prior to the issue of a construction certificate.

- The dismantling and reassembly of the jib crane should be detailed in a construction methodology to ensure its safe removal.
- All elements of the crane should be numbered and stored in a safe, dry and sheltered location on site. It should be ensured that no elements of the crane are damaged during removal and storage.
- A detailed index should be prepared that indicates the size of each element and its exact location for storage should be maintained to ensure that all elements are easily retrievable during reassembly.
- The reassembly of the crane should be undertaken prior to the issue of an occupation certificate.
- The dismantling and reassembly of the jib crane should only be undertaken under supervision of a consultant experienced in conservation of heritage machinery.
- The EIS does not include a detailed design of the proposed station – i.e. its exact location, bulk, form, scale and proximity to the significance elements of the St. Mary's Station group. It is therefore recommended that the applicant provide concept drawings, and details of the proposed station development in order to assist Heritage NSW in providing comments related to the proposal.
- The applicant is advised to ensure that the proposed station building:
  - Be sufficiently set back from the existing elements of exceptional, high and moderate significance to minimize visual impact on the St. Mary's Station Group.
  - Be moderate in its scale and bulk.
  - Employ a sympathetic design aesthetic and utilise architectural devices that ensure that the proposed built elements are recessive and do not overpower the setting of St. Mary's Station Group.

### **Kelvin Park Group**

- Impacts from excavation of underground tunnels should be assessed and mitigation measures provided to ensure that the subject place is protected from any short- or long-term impacts.

### **Warragamba Supply Scheme**

- Impacts from excavation of underground tunnels should be assessed and mitigation measures provided to ensure that the subject place is protected from any short- or long-term impacts.
- It is assumed that a separate consultation would be undertaken with Sydney Water to ensure that no reservoirs or underground supply chambers/pipe works of historic significance would be impacted by the excavation works.

### **Historical archaeology**

The EIS and supporting documents advise that in the Metro project corridor for off-airport works, the only site with potential historical archaeology is the St Mary's Station construction site. Within the airport site there are four historical archaeological sites of former farm homesteads that would be affected. None of the sites were assessed to have archaeology of State significance.

There is a specific commitment (NAH5) for archaeological investigation to be undertaken on archaeological sites which would be impacted by the project. A non-Aboriginal Archaeological Research Design would be prepared for the project which would outline further archaeological

investigation required for the project. NAH9 relates to discovery of human remains (not expected for this project).

The above commitments should be adequate to manage the assessed historical archaeological impacts of the Sydney Metro Western Sydney Airport project.

As the project area was found to contain several a local heritage items, and other local items are in the vicinity, advice should be sought from the relevant local council.

If you have any questions regarding the above advice, please contact Mariyam Nizam, Senior Heritage Assessment Officer at Heritage NSW on 8837 6375 or [Mariyam.Nizam@environment.nsw.gov.au](mailto:Mariam.Nizam@environment.nsw.gov.au).

Yours sincerely



**Steven Meredith**

Regional Manager - South

Heritage NSW

Department of Premier and Cabinet

**As Delegate of the Heritage Council of NSW**

18 November 2020