

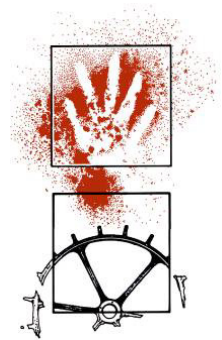


Tchelery Windfarm Project

Technical paper 3 – Historic Heritage Assessment



15 April 2025



***Navin
Officer***

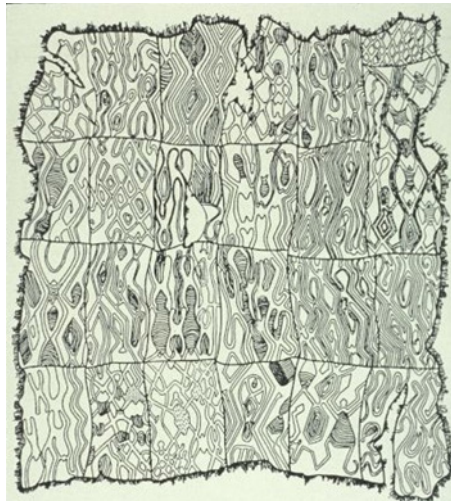
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Navin Officer Heritage Consultants acknowledges Australia's Aboriginal and Torres Strait Islander people, their many diverse communities across our nation and their rich culture. We pay respect to their Elders past and present. We acknowledge Aboriginal and Torres Strait Islander peoples as Australia's first peoples and as the Traditional Owners and custodians of the land and water across the Australian landscape and seascape. We recognise and value the ongoing contribution of Aboriginal people to Australian life and how their contribution continues to enrich our society. In our daily work we recognise, cherish, celebrate and defend the evidence of Aboriginal and Torres Strait Islander peoples rich and complex history and prehistory which extends back from the present day into a deep and distant past. We understand that this archaeological evidence has meaning to the descendants of those who created it. Through our research and conservation efforts we strive to unlock hidden meanings from these traces of the past and to make that knowledge available to current and future generations of Aboriginal and Torres Strait Islander people.



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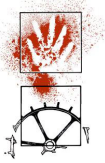
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Cover photographs: Images taken of the project site during NOHC field surveys carried out in February and July 2024.

Previous page: Aboriginal possum skin rug collected 1839-1840 from the Hunter River region, eastern NSW (Smithsonian Inst. Washington D.C. Cat. no. E5803)



EXECUTIVE SUMMARY

This report has been prepared by Navin Officer Heritage Consultants for WSP Australia Pty Ltd on behalf of Neoen.

Neoen proposes to construct and operate the project, a utility scale renewable energy development near Keri Keri in the Riverina Murray region of New South Wales (NSW). The project site is located at 46 Kerri East Road, Moulamein, within Edward River Local Government Area (LGA). Approval is sought under Division 4.7 of Part 4 State Significant Development of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 9, Division 1 of the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Fully constructed, the project would include up to 74 wind turbine generators (WTGs) providing a total generation capacity of up to 577 megawatts (MW) and up to 350 MW Battery Energy Storage System (BESS) with a maximum energy storage capacity of 1,450 megawatt-hours (MWh). The project would be connected into the National Electricity Market (NEM) through Project EnergyConnect (NSW – Eastern Section) or the existing 220 kilovolt (kV) transmission line (both of which run through the project site) or similar electricity network infrastructure. The project supports the NSW Government's objectives to increase renewable energy generation, storage and investment in the South West REZ under the Electricity Infrastructure Roadmap (Department of Planning, Industry and Environment (DPIE), 2020). Key features of the project include:

- up to 74 wind turbine generators (WTGs) with a hub height of 170 metres to a maximum tip height of 270 metres (subject to available technology at construction)
- generating capacity of around 577 megawatts, the final capacity would be determined through the Original Equipment Manufacturer selection process
- a BESS with a maximum energy storage capacity of 1,450 megawatt-hours (MWh)
- temporary ancillary infrastructure, including construction compounds, laydown areas and stockpiles, concrete batching plants and workforce accommodation camp
- permanent ancillary infrastructure, including operation and maintenance (O&M) facility, internal access tracks and hardstands, transmission lines, a 330 kilovolt switchyard, three collector substations and up to six meteorological masts.

The project is being assessed as a State Significant Development (SSD) under Part 4 of the *Environmental Planning & Assessment Act 1979* (Application Number: 59701722). Planning Secretary's Environmental Assessment Requirements (SEARs) for the project issued on 25 July 2023 identified key issues that must be addressed in the Environmental Impact Statement (EIS). Revised SEARs based on the current project description including the BESS and port to site transport routes were issued by NSW Department of Planning, Housing and Infrastructure (DPHI) on 14 February 2025.

The site for the proposed Tchelery Wind Farm project (the project site) is in the Edward River LGA south of the Sturt Highway and is about 35 kilometres east (by road) of Keri Keri, 19 kilometres northeast of Moulamein and 58 kilometres southwest of Hay. It is traversed by Maude Road (north-south) and Boooroban-Tchelery Road (east-west).

The project site is associated with the pastoral history of the Riverina region and former Travelling Stock Routes and Reserves. The proposed project will directly impact on the pastoral landscape associated with pastoral activities and Travelling Stock Routes in the area of the project site, though pastoral infrastructure items identified through this assessment were found to be of poor condition, and this assessment has determined that the proposed project will not directly or indirectly impact on any known items or places of heritage significance within the project site.

A series of recommendations and protocols are provided in the event that unanticipated finds with heritage potential (or human remains) are uncovered during construction and operation of the proposed project provided in Appendix 1.



It is recommended that:

1. In the event that historical archaeological relics not assessed or anticipated by this report are found during construction, it is recommended that all works in the immediate vicinity are to cease immediately, and a qualified archaeologist contacted to assess the area and provide advice before works resume – refer to Appendix 1 Unanticipated Discovery Protocols.
2. The Appendix 1 Unanticipated Discovery Protocols provide the processes required for dealing with the unanticipated discovery of archaeological material and/or suspected human remains to be followed during construction activities involving ground surface disturbance and excavation.



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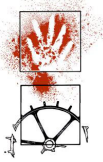
Abbreviations used in this report

Conargo LEP 2013	Conargo Local Environmental Plan 2013
EIS	Environmental Impact Statement
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	Commonwealth <i>Environmental Protection and Biodiversity Conservation Act 1999</i>
IDA	Integrated Development Application
km	kilometres
LALC	Local Aboriginal Land Council
LGA	Local Government Area
NOHC	Navin Officer Heritage Consultants Pty Ltd
NSW	New South Wales
O&M	Operation and maintenance (facility)
SHR	NSW State Heritage Register
WTGs	wind turbine generators



Heritage definitions used in this Report (from the Heritage ACT 1977)

<i>building</i>	includes a part of a building, a structure or a part of a structure.
<i>conservation</i>	includes preservation, protection, maintenance, restoration and adaptation.
<i>environmental heritage</i>	places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance.
<i>harm</i>	means— in relation to a building or work—demolish, or in relation to a relic or moveable object—damage, despoil, move or alter, or in relation to a place or precinct—damage, despoil or develop the land that comprises the place or is within the precinct or damage or destroy any tree or other vegetation on, or remove any tree or other vegetation from, the place or precinct.
<i>Heritage Council</i>	the Heritage Council of New South Wales constituted under the Heritage Act 1977.
<i>item</i>	a place, building, work, relic, moveable object or precinct.
<i>list</i>	list on the State Heritage Register.
<i>local heritage significance</i>	in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item. An item can be both of State heritage significance and local heritage significance. An item that is of local heritage significance may or may not be of State heritage significance.
<i>moveable object</i>	a moveable object that is not a relic.
<i>place</i>	means an area of land, with or without improvements.
<i>precinct</i>	means an area, a part of an area, or any other part of the State.
<i>regulations</i>	the regulations made under the Heritage Act 1977.
<i>relic</i>	any deposit, artefact, object or material evidence that relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or local heritage significance.
<i>State Heritage Register</i>	the State Heritage Register kept under Part 3A of the Heritage Act 1977.
<i>State heritage significance</i>	in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item. An item can be both of State heritage significance and local heritage significance.



1. INTRODUCTION

1.1 Project information

Neoen proposes to construct and operate the project, a utility scale renewable energy development near Keri Keri in the Riverina Murray region of New South Wales (NSW). The project site is located at 46 Kerri East Road, Moulamein, within Edward River Local Government Area (LGA). Approval is sought under Division 4.7 of Part 4 State Significant Development of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 9, Division 1 of the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Fully constructed, the project would include up to 74 wind turbine generators (WTGs) providing a total generation capacity of up to 577 megawatts (MW) and up to 350 MW Battery Energy Storage System (BESS) with a maximum energy storage capacity of 1,450 megawatt-hours (MWh). The project would be connected into the National Electricity Market (NEM) through Project EnergyConnect (NSW – Eastern Section) or the existing 220 kilovolt (kV) transmission line (both of which run through the project site) or similar electricity network infrastructure. The project supports the NSW Government's objectives to increase renewable energy generation, storage and investment in the South West REZ under the *Electricity Infrastructure Investment Act 2020* (EII Act).

Key features of the project include:

- up to 74 wind turbine generators (WTGs) with a hub height of 170 metres to a maximum tip height of 270 metres (subject to available technology at construction)
- generating capacity of around 577 megawatts, the final capacity would be determined through the Original Equipment Manufacturer selection process
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Table 1-1 Secretary's Environmental Assessment Requirements

Reference	Requirement	Where addressed in this document
Heritage	an assessment of the impacts to historic heritage having regard to the NSW Heritage Manual	Historical context of the project site is provided in Section 3. Refer to Section 4, 5, 6 and 7, for details of the physical analysis, discussion, assessment of historic heritage significance and impact assessment.



The report was commissioned by WSP Australia Pty Ltd on behalf of Neoen.

1.2 Project site

The project site for the proposed Tchelery Wind Farm (the project site) is 46 Kerri East Road, Moulamein located in the Edward River LGA south of the Sturt Highway and is about 35 kilometres (km) east (by road) of Keri Keri, 19 km northeast of Moulamein and 58 km southwest of Hay (see Figure 1-2). It is traversed by Maude Road (north-south) and Booroorban-Tchelery Road (east-west).

The project is located within the boundaries of a single agricultural property owned by the Tchelery Pastoral Company Pty Ltd and accessible from Maude Road via Dry Lake Road and Kerri East Road. It is zoned RU1 Primary Production (except existing roads) with current land uses mostly comprising sheep grazing and cropping.

Several dwellings are present on the Tchelery property, including a homestead and shearing shed, but none of these are listed as a heritage item in the Conargo Local Environmental Plan 2013 (Conargo LEP 2013) or on the NSW State Heritage Register (SHR).

1.3 Aims and scope

The aim of this report is to identify whether historical heritage items or areas are, or are likely to be, present within the project site; assess the significance of any historical heritage items or areas and determine whether the project will impact any identified historical heritage items or areas.

This report will assess any potential heritage impacts and provide management recommendations for mitigating impacts (Section 8.2) for the EIS for the project site.

1.4 Methodology

The following report has been prepared to inform the EIS for the project. The report has been prepared in accordance with the principles and definitions as set out in the following guidelines:

- Standards and protocols defined in the Australia ICOMOS, The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

This report is compliant with relevant guidelines including:

- NSW Government, Department of Planning and Environment 2023, Guidelines for Preparing a Statement of Heritage Impact
- NSW Government, Department of Planning and Environment 2023, Assessing Heritage Significance: Guidelines for assessing places and objects against the Heritage Council of NSW criteria
- NSW Government, Heritage Branch, Department of Planning 2009, Assessing Significance for Historical Archaeological Sites and 'Relics'.



1.5 Report outline

This report includes:

- the statutory and policy context for this assessment (Section 2)
- the historical context of the project site (Section 3)
- analysis of the physical evidence on the project site (Section 4)
- discussion of the evidence of any heritage values on the project site (Section 5)
- assessment of historic heritage significance of the project site (Section 6)
- impact assessment on the project site (Section 7)
- conclusions and recommendations (Section 8).

1.6 Authorship and acknowledgements

This report has been prepared by Ricardo Servin, Sneha Kishnadwala, and Jeff Hopkins-Weise.
Reviewed by Nicola Hayes, Ellaine Dickens, Jasmine Fenyvesi, and Jeff Hopkins-Weise.

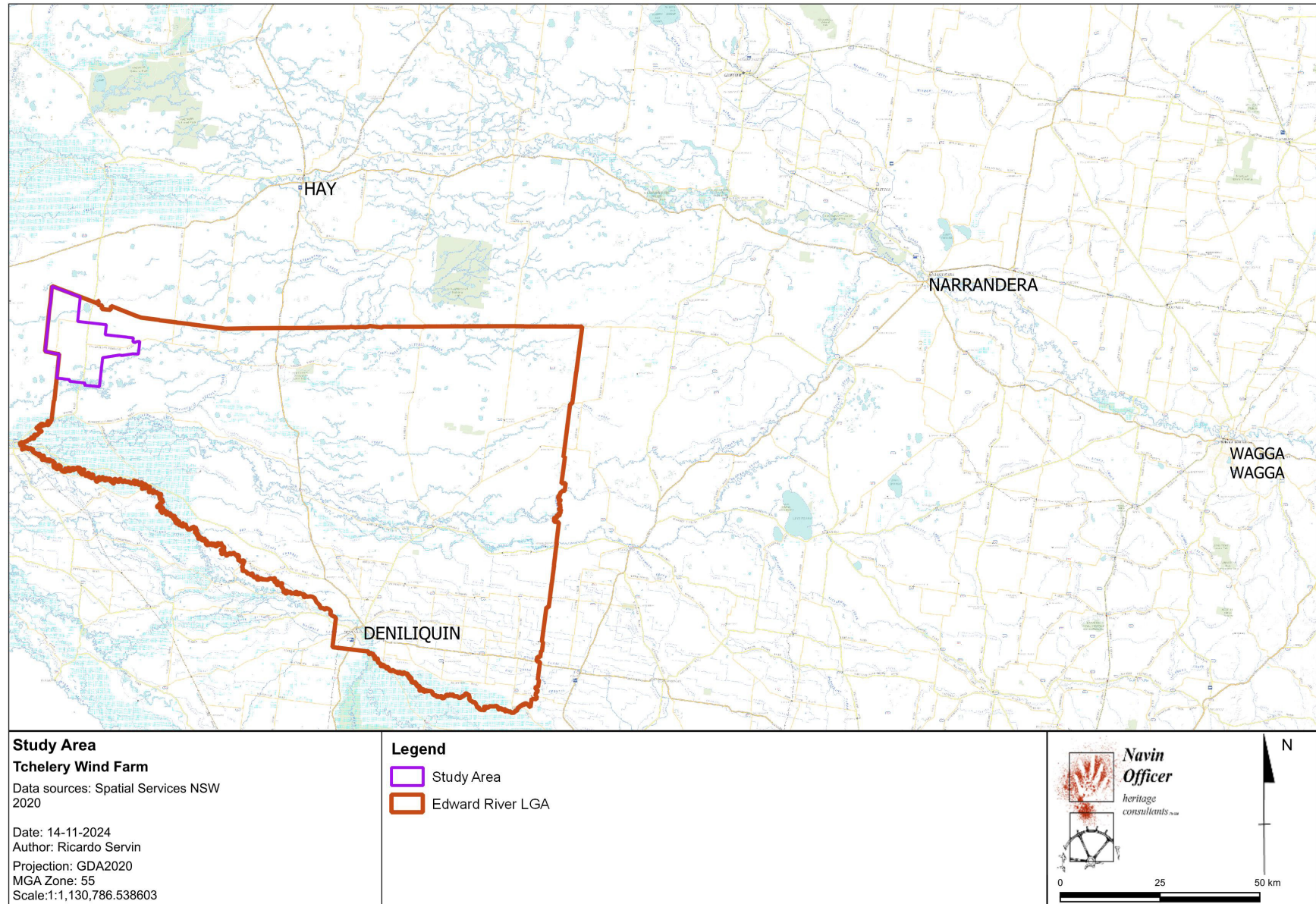


Figure 1-1 Location of the project site within Edward River Council Boundary

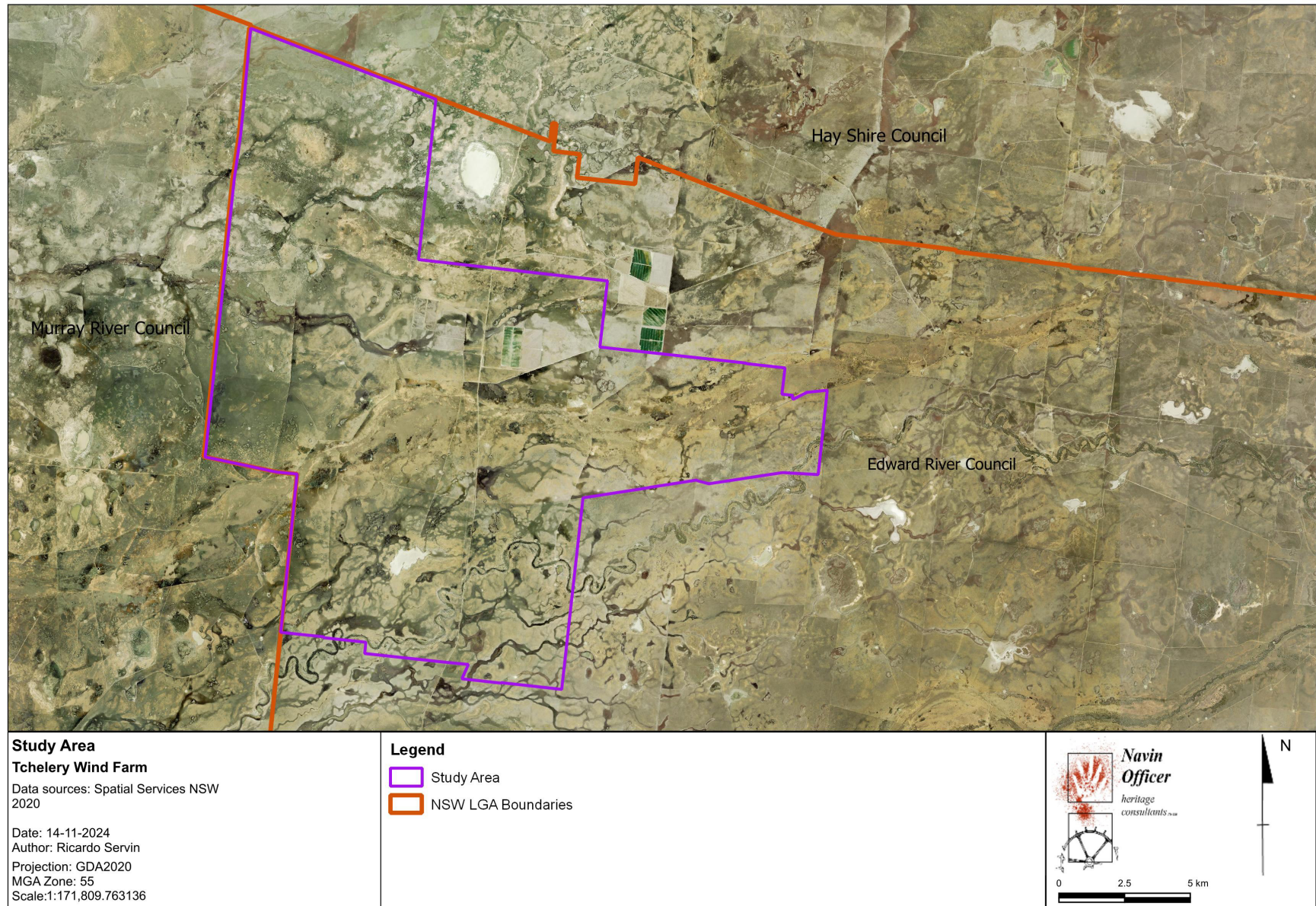
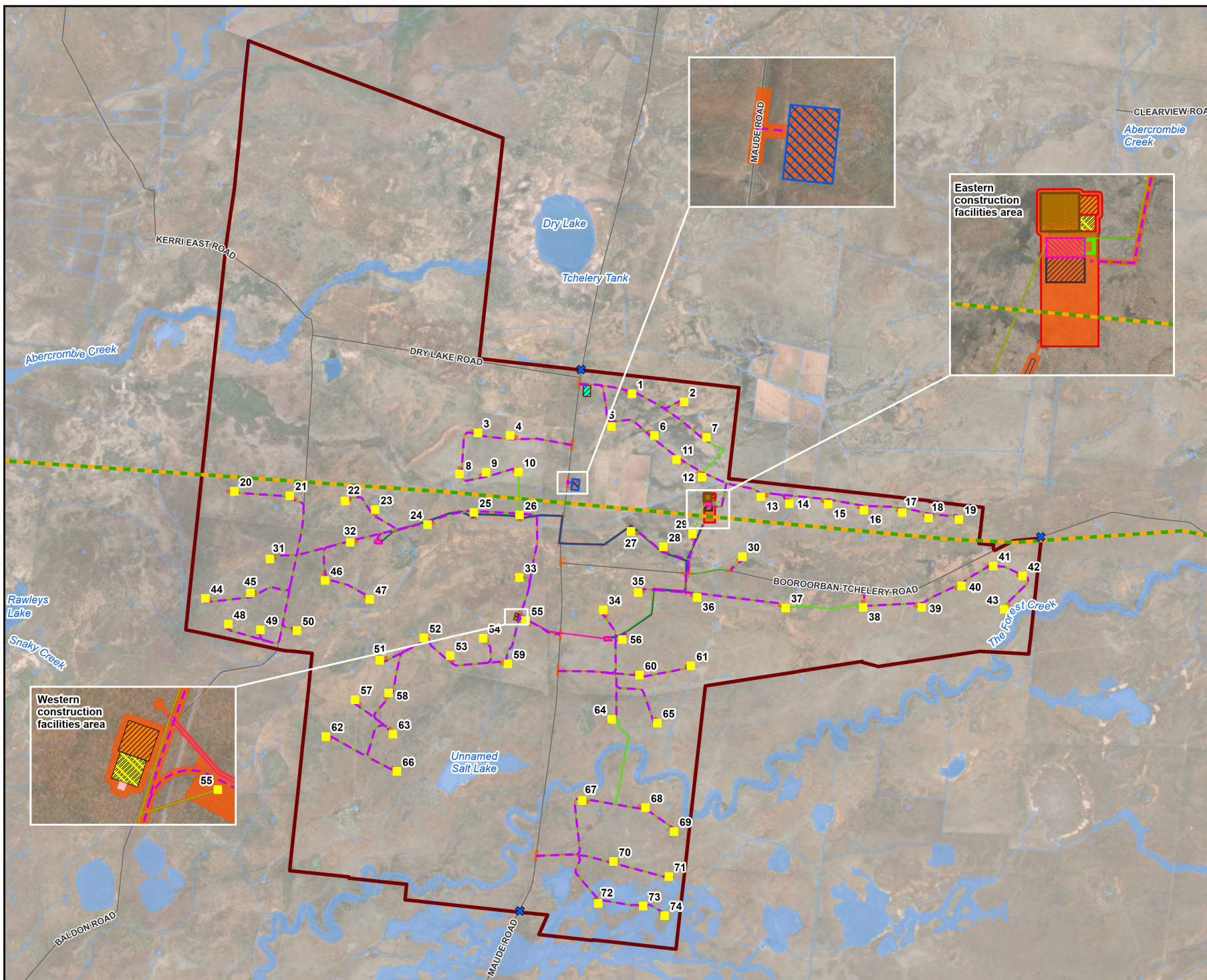


Figure 1-2 Project site



Legend

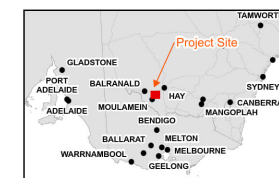
- Project site
- x Site access points
- Wind turbine generator
- Internal access track
- Construction footprint
- Construction compound
- Workforce accommodation camp
- Workforce amenities
- Operational facilities area
- Battery energy storage system
- Collector substation
- Concrete batching plant
- Operations and maintenance facility
- Laydown areas
- Switchyard

Transmission

- Overhead 330 kV lines
- Overhead 33 kV lines
- Underground 33 kV lines
- Existing 220 kV transmission line and proposed Project EnergyConnect - eastern section

Context

- Existing road
- Watercourse
- Waterbody



Coordinate system: GDA 1994 MGA Zone 55

Scale ratio correct when printed at A4

1:140,000 Date: 4/04/2025

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2. STATUTORY AND POLICY CONTEXT

Heritage items and historical archaeology in NSW are protected by Commonwealth, State, and local government legislation and associated regulations and guidelines. These are:

- State Heritage and Conservation (S170) registers
- Commonwealth Environment Protection and Biodiversity Conservation Act 1999
- NSW Heritage Act 1977
- NSW Environmental Planning and Assessment Act 1979
- Conargo LEP 2013.

2.1 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) is intended to promote understanding and conservation of the State's heritage and provides for identifying and registering items of State heritage significance. It protects items of environmental heritage that are defined as 'those places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance'.

Items that have been identified by the Heritage Council of NSW as being of significance to the State are listed on the SHR. In addition, the Heritage Act requires government instrumentalities (NSW Government agencies and State-owned corporations) to establish and maintain a register of their heritage assets, known as a Section 170 Heritage and Conservation Register.

A search of these registers was carried out as part of this assessment. There are no items listed on the SHR or on a S170 Heritage and Conservation Register within the project site.

The Act also protects archaeological relics. A 'relic' is defined as:

any deposit, artefact, object or material evidence that:

(a) relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and

(b) is of State or local heritage significance.

Under Section 139 of the Heritage Act, a person must not disturb or excavate any land that may result in a relic being discovered, exposed, moved, damaged or destroyed; unless the works are carried out in accordance with an excavation permit or approval issued by the Heritage Council of NSW.

Excavation permits are issued under Sections 140 and 141 of the Act. For works within the curtilage of an item listed on the SHR, approvals are issued under Sections 60 and 63 of the Act. If the works are minor in nature and will have minimal impact on the heritage significance of a place, an application may be made for a Section 139(4) exception from the need for an excavation permit, or a Section 57(2) exemption for certain activities carried out on an SHR item that would otherwise require approval under the Heritage Act.

Regardless of whether an archaeological site is listed on the SHR or State Heritage Inventory, s146 of the Heritage Act mandates that a person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must—

- within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and



- within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

2.2 Environmental Planning and Assessment Act 1979

The EP&A Act requires that environmental impacts are considered in land-use planning and development approval processes. One of the objectives of the Act is to promote the sustainable management of cultural heritage.

The EP&A Act contains provisions enabling the making of environmental planning instruments. These include State environmental planning policies, that deal with matters of State or regional environmental planning significance within NSW; and Local Environmental Plans, that guide planning decisions for LGAs.

The project site is located within the Edward River LGA that utilises three different Local Environmental Plans to regulate land use and development within its LGA: Conargo LEP 2013; Deniliquin Local Environment Plan 2013; and Deniliquin Local Environment Plan 1997.

The project site falls within only the boundary of the Conargo LEP 2013. The Conargo LEP 2013 provides for the conservation and management of the environmental heritage of Edward River Council. Items of environmental heritage can include buildings, works, places, relics, trees, objects, or archaeological sites.

There are no items listed on Schedule 5 of the Conargo LEP 2013 within the project site.



3. HISTORICAL CONTEXT

3.1 Historical overview

This section provides an overview of events relevant to understanding the European context of the project site.

3.1.1 European exploration and pastoral expansion of the Riverina

The exploration of inland Australia by Captain Charles Sturt in 1828-29 and again in 1829-30, followed by Major Thomas Mitchell during 1836, revealed the extent and nature of lands and inland waterways through large tracts of western NSW and Victoria, including the region that would become known as the Riverina. In their wake, the first pastoralists soon commenced to arrive in the Riverina during the early 1830s. Pastoralists followed the major watercourses into the region, with some of the first European settlers reaching the Murray River near Albury during 1835-36. Great swaths of prime land in the lower Murrumbidgee and Murray Rivers areas were quickly taken up through the 1830s and into the 1850s. Some of first selectors included W.C. Wentworth who took lands around Balranald, and Benjamin Boyd with large holdings around the area of Hay. Pastoral runs were established along river and creek frontages, followed by the less well-watered 'back blocks' areas (Buxton 1967:15-18; Heritage Office and Department of Urban Affairs and Planning 1996:149-150; Glencross-Grant 2017:90; Glencross-Grant 2018:26; Lansley 1989: 83; O'Gorman 2012:71) This pattern of initial European settlement is shown in a circa 1860 Reuss & Browne map showing pastoral runs in the Riverina region of NSW.

The unauthorised occupation of Crown lands for pastoral purposes, known as squatting, ignored the 'limits of location' of the Colony of NSW established by Governor Ralph Darling in 1826, that was extended to the 19 counties surrounding Sydney in 1829 (State Library of NSW (website) 'Squattocracy'). An attempt to regulate squatting beyond these limits saw the NSW Government begin to issue annual licences for de-pasturing stock on unsettled Crown lands in 1837. However, this approach meant there was no security of tenure providing incentive for squatters to make improvements to the holdings. The boundaries of squatting runs were also not formalised, as Crown surveys had not been carried out (Campbell and Dowd 1968:9-12). The 'Squatters' Act of 1846, enabled by Orders in Council of 1847, allowed squatters to apply for 14-year leases of their runs for pastoral purposes, that came with the pre-emptive right to purchase. By the 1840s, most of south eastern Australia had been leased (Stuart 2007:43-44).

The Robertson Land Acts (consisting of the *Crown Lands Alienation Act 1861* and the *Crown Lands Occupation Act 1861*) were introduced in 1861 and regulated the sale and lease of Crown lands. The Acts were considered a means to 'unlock the lands' for small landholders to establish farms and enabled any person to select up to 320 acres (130 hectares) of Crown land in the unsettled districts prior to survey (whether vacant or under pastoral lease, unless the leased land contained improvements) and purchase the freehold at £1 per acre. The sale was conditional on the selector residing on the land, paying a deposit of one quarter of the purchase price, and adding improvements to the value of £1 per acre (Museums of History NSW (website): 'Conditional purchase of crown land guide').

The management of pastoral runs was changed by the *Crown Lands Act of 1884*, that decentralised land administration and divided NSW into three districts: the Eastern, Central and Western Divisions. New types of land tenure were introduced, including grazing licences, homestead leases, conditional leaseholds, and pastoral leases. Each district had a local land board to administer leases and permits (Hanson 1889; National Museum of Australia (website): 'Defining Moments: Robertson Land Acts'; NSW Land Registry Services (website) 'Crown Lands'). Pastoral runs were divided into two equal areas: leasehold areas, for which a pastoral lease could be granted to a squatter; and resumed areas, that could be leased under an annual occupation license but were available for selection (Hanson 1889:ii; Stuart 2007:45). Pastoral maps were prepared recording the division of the runs into leased areas and resumed areas. The leased areas had usually undergone improvements, that were sometimes shown on the maps (NSW Government, Land & Property Information, Fact Sheet, 2013).



Apart from the history and built heritage elements found across pastoral properties in the Riverina today, another important element in the pastoral landscape are the network of Travelling Stock Routes and Reserves (TSRs). TSRs began in the late 1840s and were formalised and gazetted in NSW from the early 1860s. They facilitated the movement of livestock over long distances from pastoral properties to markets and often formed an adjacent component to rural road networks. These routes also played a key role in the development of the Riverina towns, that were often established at intervals along the stock routes.

Droving and drovers 'featured large in the late 19th Century development of a national identity through nascent Australian literature by writers such as Banjo Paterson and Adam Gordon Lindsay and through art' (Lennon 2014:46). TSRs also have a shared heritage with Aboriginal people whose country they crossed and who were often employed as stockmen and drovers. Despite the widespread use of motor transport for the movement of livestock in the current era, TSRs continue to be utilised for their original purpose and possess social, cultural, economic, and ecological significance in the Riverina and elsewhere throughout rural NSW.



Figure 3-1 1860 'Reuss & Browne's map of NSW and part of Queensland shewing the relative positions of the pastoral runs, squattages, districts, counties, towns, reserves &c.' (National Library of Australia, MAP NK 5928).

3.1.2 Development of transportation routes

Until the mid-1850s, the primary means of transporting goods and supplies to inland pastoral properties was by lengthy journeys utilising horse or bullock drawn drays and wagons, with produce such as wool bales carried on return trips. Steamboat navigation of the Murray River commenced in 1853, and then on the Murrumbidgee River during 1858 (Mackenzie and Merrylees 2008:12; Bayley 1979:48).

Between 1861 and 1870 the riverboat trade encouraged growth in many parts of the region, with pastoral stations situated on river frontages able to take advantage of the river trade. Port settlements were established where riverboats could renew their supplies of wood and take on goods and produce for transit to markets. The importance of river transport declined as Victorian and NSW railway networks were expanded into the Riverina region that opened up new social and economic opportunities for rural communities and greatly enhanced the speed and efficiency of transportation of goods, produce, and livestock to and from markets and suppliers.

One of the earliest Victorian railway lines travelled north from Melbourne to the border town of Echuca, on the southern side of the NSW/Victoria border on the Murray River. By 1876, construction of a bridge at this location allowed this line to cross the Murray River and to be extended to Deniliquin NSW through a privately owned and operated line. Being significantly closer to Melbourne than to Sydney, many Riverina region farmers preferred to transport their produce and livestock to Melbourne markets. By the early twentieth century, Victorian Railways had 'a higher route mileage' than its much larger geographical neighbour NSW. Victorian Railways thereafter continued to expand its rail networks including lines being laid into the early 1930s in NSW between 'Barnes and Balranald, Murrabit and Stony Crossing, ... and the purchase of the Echuca-Deniliquin [private] line from the Deniliquin and Moama Railway Company' (Bromby 2004:168).



To facilitate this trade network the two States established the *Border Railways Act 1922* to manage the construction and operation of railways from Victoria into the NSW Riverina district. Victorian Railways operated the Barnes to Balranald branch line that opened in 1926, part of which continues to be operational today, but the Moulamein to Balranald section of this line was closed in 1986. The other is the Kerang to Stony Crossing rail line that opened in 1928. This line was often referred to as the Gonn Crossing to Stony Crossing Railway, despite originating in the northern Victorian town of Kerang and servicing Murrabit before crossing the Murray River at Gonn Crossing into NSW (Lea 2023:251). Train services on the Murrabit to Stony Crossing section of this line ended in 1943, but it was not until 1964 before Victorian Railways officially closed the Kerang to Stony Crossing line. The 1930s mark the height of the Victorian railway network, including its lines into the Riverina region of NSW. After this period, the viability of railways declined, and many line sections, stations, and sidings began to close as road transport and bridge networks improved and were expanded.

3.1.3 Travelling Stock Routes and Reserves

Apart from the history and built heritage elements found across pastoral properties in the Riverina today, an important associated element in the pastoral landscape is the network of Travelling Stock Routes and Reserves (TSRs). These TSRs facilitated the movement of livestock over long distances from pastoral properties to markets and often formed an adjacent component to rural road networks. They also played a key role in the development of the Riverina towns, that were often established at intervals along the stock routes. The network of TSRs is often referred to as the 'Long Paddock'. It includes several towns such as Mathoura, Pretty Pine, Wanganella, Boorooban, Booligal, and Ivanhoe.

While earlier TSRs avoided the Riverina and concentrated on the overlanding to South Australia, outlanders began to go further afield for their stock in the late 1840s and thus traffic spread across the Riverina (Jervis 1952). Soon after, TSRs were formalised and gazetted in NSW from the early 1860s. Droving and drovers "featured large in the late nineteenth century development of a national identity through nascent Australian literature by writers such as Banjo Paterson and Adam Gordon Lindsay and through art" (Lennon 2014:46). TSRs also have a shared heritage with Aboriginal people whose country they crossed and who were often employed as stockmen and drovers.

Despite the widespread use of motor transport for the movement of livestock in the current era, TSRs continue to be utilised for their original purpose and possess social, cultural, economic, and ecological significance in the Riverina and elsewhere throughout rural NSW.

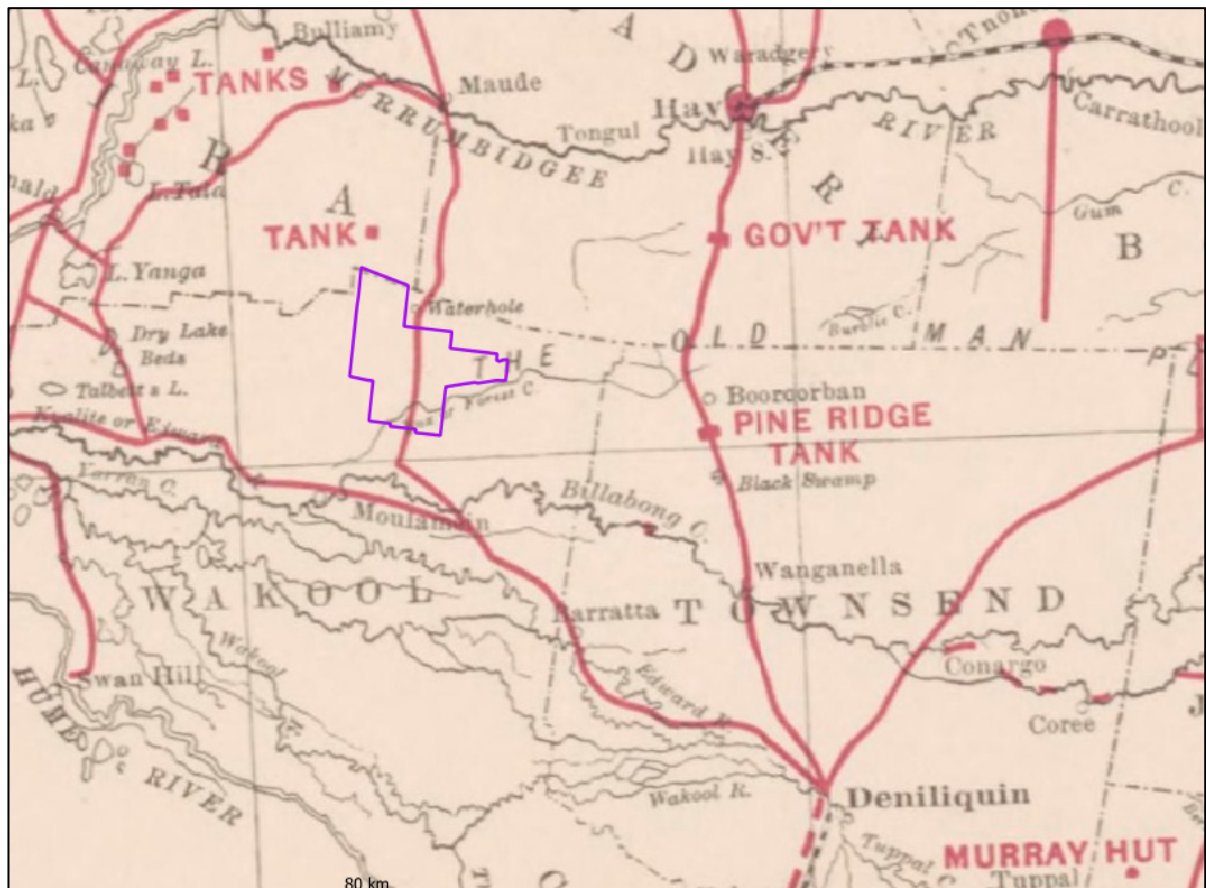
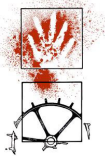


Figure 3-2 Approximate location of the project site (shown in purple) in relation to 1888 stock routes, tanks, wells, and trucking stations (shown in red). Transmission line shown in green.
(MacDonald, D. 1888 Map of NSW showing stock routes, tanks, wells, and trucking stations. Picturesque Atlas Publishing Company Limited: Sydney; Melbourne)

3.1.4 Towns and villages

Every village and town in the Riverina, has its own unique history as part of the broader regional experience. By the 1860s, these locations had all played roles in the economic, administrative, justice and policing, political and social life of the Riverina. They became crucial for the supply of food stuffs, goods and services that have maintained pastoral and other agricultural production on the large pastoral stations and agricultural properties. These places have also been locales from which additional labour could be sourced for work on the surrounding properties, and venues for commercial interests such as banks and stock agents. Due to the changing environmental conditions across much of the project site, the population in many of these locations has ebbed and flowed over the years due to factors such as drought, declining soil quality and salinity, changes in the manner in which primary production is carried out, and changing transport technologies and infrastructure ranging from access and viability of roads and bridge networks, river navigation and transport, and Victorian and NSW Railways lines into the region.

Moulamein

Moulamein, NSW is located southwest of the project site in the Murray River Council LGA and is reputed to be one of the oldest towns in the Southern Riverina. 'The Moulamein' was the name given to the confluence of the Edward River and Billabong Creek, next to which the town was built. In 1849, approval was granted for Moulamein to be laid out as a township and the area was then surveyed and gazetted in 1851. By 1866 the town had two hotels, a post office, and some stores, with its population numbering 100 (Jervis 1952 (Nov):239-240).

Policing and justice are a major feature in Moulamein's 1840s origins. The earliest courthouse in the Riverina is reputed to be a timber slab structure established at Moulamein in 1845, followed by a police



station circa 1848. The original courthouse was replaced in 1860, and this structure served the town and district until it burnt down in 1890. Today, one of the historic features found in this community is the Old Court House and Footbridge across from the town over Billabong Creek. This courthouse served from 1890 until it was closed in 1968; with the footbridge constructed in 1927 to provide better direct access from town. The courthouse and footbridge were restored as part of Australia's 1988 Bicentennial celebrations (Jervis 1952 (Nov):239-240; Gannawarra Times 2023; 'Old Court House & Footbridge' and 'Moulamein's Old Colonial Courthouse' interpretation signage, NOHC field trip inspection, 8 May 2024).

The presence of a port facility on the Edward River at Moulamein made it an important crossroads for land and river transport. In 1864, the town's importance as a port began to decline when the Victorian railway from Ballarat finally reached Echuca on the Murray River, along the NSW/Victoria border. The bridging of the Murray in the 1870s at Echuca, closely followed by the opening of a private Victorian-gauge rail line opposite Echuca at Moama up to Deniliquin, continued to diminish Moulamein's importance as a port.

Moulamein continued to decline, except for a period of commercial and transport revival when Victorian Railways constructed a branch rail line off the Moama to Deniliquin Line at Barnes. This new branch line to Balranald (including a station in Moulamein) opened in March 1926 (Victorian Railways 1928:94). This date is seen as the symbolic end of river transport for Moulamein. This branch line helped service the town until the Moulamein to Balranald section of this branch line closed in 1986.

Historic townscape and river transport elements found in the town include the Moulamein Wharf, downstream from the junction of the Edward River and Billabong Creek. This was constructed in 1908 during the last phase of the river steamer trade before the opening of the Barnes to Balranald rail line led to the demise of viable river transport and trade for Moulamein and the surrounding district. The importance of bridges as part of the transport networks along the waterways of the Riverina is also recognised with an original sheave wheel component of the heritage listed Swan Hill Liftspan Bridge (1897) displayed with interpretation in a park reserve on Morago Street.

The Moulamein community is also proud of its record of military service. There is a small plinth war memorial topped with a representative soldier's steel helmet in the park reserve above the banks of the Edward River on Brougham Street and dedicated to all residents of Wakool Shire who served during the two world wars '1914-18' and '1939-45' and honouring those who lost their lives. A later large black marble memorial was included in this park space by the Moulamein Branch of the Returned Services League of Australia (RSL) on 25 April 2006, that now lists the names of all the locality's men and women who served during both world wars and the Vietnam War and identifies those who made the 'Supreme Sacrifice'.

While wool was the primary means by which pastoralists first made their living around Moulamein through the 19th Century, like many rural communities in the Riverina, they now have diversified pastoral and agricultural activities including cattle, sheep, cereal crops and rice.

As of the 2021 Census, Moulamein had a population of 339 people (80 families) and 185 private dwellings (ABS Moulamein 2021).

Hay

Hay, NSW is situated northeast of the project site and is in the northern Riverina at the junction of the Sturt, Cobb, and Mid-Western Highways. One history of the Western Riverina noted that 'Hay owes its existence to the fact that stock on their way to Victoria were able to cross the Murrumbidgee at a ford that was viable when the river level was low' (Jervis 1952 (Aug):146). This ford site became known as 'Lang's Crossing' and quickly developed as a township because of its importance as a major stock crossing point for supplying cattle and sheep for Victorian markets that boomed during the 1850s and 1860s because of the lucrative demands of the goldrushes and population explosion on the Victorian goldfields. The first river punt that improved the capacity for stock and trade goods movements across the Murrumbidgee was in operation at Lang's Crossing during 1857, and two years later, a new and much larger punt began operation, followed by more punts and ferry services during the 1860s (Glencross-Grant 2017:100-101; Jervis 1952 (Sept):181-182).



Paddle steamers reached Lang's Crossing during 1858, and Captain Francis Cadell, a pioneer of river navigation on the Murrumbidgee and Murray Rivers, established a store at this site. The Murrumbidgee Punt Hotel opened at Lang's Crossing that same year, and by 1859, there was a post office, and a police magistrate had been appointed. The town's name was also gazetted as Hay in October 1859. A courthouse and lock-up were opened the following year, and by 1865, Hay comprised two hotels, several stores, a blacksmith's shop, post and telegraph office, a police station, and a growing number of residential cottages (Jervis 1952 (Aug):146-149).

As riverboat trade boomed, along with the introduction of Cobb & Co. coach services, Hay developed into an important river port and transport depot during the 1860s and 1870s. As Hay's prominence as a transport hub expanded, calls for a bridge to improve transport connections increased that led to the construction of the Hay Swing Bridge. This bridge allowed riverboats to navigate the river and was formally opened by Sir Henry Parkes in 1874 (Glencross-Grant and Berger 2017:150; Jervis 1952 (Sept):181-182). However, the viability of river trade and communications began to diminish as NSW Railways extended its Great Southern Line that reached Wagga Wagga in 1878. Hay's river trade prosperity was further impacted when the branch rail line extended out from Narrandera and reached Hay in July 1882. Reliance on goods, trade, and the movement of livestock to Melbourne markets now dramatically declined. Trade now reversed, assisted by subsidised NSW Railways freight rates, with Sydney now dominating the economic life of Hay (Glencross-Grant 2017:101; Jervis 1952 (Aug):150, 166; Jervis 1952 (Sept):185).

A late 1880s description of Hay provides an interesting counterpoint with its southern neighbour, Deniliquin:

Hay in all its features remarkably resembles Deniliquin, and the description of the one town would do almost equally well for the other. And yet there are radical points of difference. Deniliquin, the terminus of the Victorian Railway, is essentially a Victorian town, having Melbourne for its capital, while Hay, on the other hand, belongs entirely to its own colony [NSW], is the terminus of its railway, and owns Sydney for its capital.

Hay nestles close to the river, hugging the waterside, while the railway station is half a mile away, surrounded by the bare blocks and pegged-out streets of the surveyed town, which as yet but few people have settled upon. ... The river here is navigable in the spring and early summer, when the snows have melted on the far-distant ranges where the Murrumbidgee has its sources; and little steamers come up far beyond the town, carrying stores to the distant stations out on the plains, and returning again with the squatters' [wool] clip in closely-packed bales before the river has fallen to its summer level (Morris 1888:138).

During World War Two, Hay's remoteness and its rail connection saw it used as a location for the detention of prisoners of war and civilian internees. Three camps were established and operating during 1940-46 (Nos. 6, 7, and 8) that were guarded by the 16th Australian Garrison Battalion. Late in the war, this guard force became known as the Hay Prisoner of War Group. Although little remains from these camp networks, the Hay War Cemetery adjacent to the Hay General Cemetery contains five soldiers of this garrison battalion whose graves are maintained by the Office of Australian War Graves. Other Australian military personnel who died during the war are buried elsewhere in the Hay General Cemetery (Fitzgerald 1981; Merrylees 2006; NOHC field trip visit to Hay & cemeteries, 7 May 2024).

The Hay General Cemetery also has a single Jewish grave of one of the 'Dunera Boys', Menasche Bodner, who died while interned at Hay in November 1940. Over 2,000 Jewish 'enemy aliens' from Germany and Austria along with some 500 German and Italian prisoners of war arrived in Australia in 1940 aboard the vessel 'Dunera'. Most of the Jewish internees were sent from Sydney to Hay where they were incarcerated for nine months before being sent to another camp at Tatura in Victoria before being released. The heritage listed Hay Railway Station has interpretative exhibitions and displays that document the wartime history of these camps and the prisoners of war (mainly 3,000 Italians but included some Japanese) and civilian internees. There were numbers of other wartime graves of Italians and Japanese who died while at incarcerated at Hay, although the Italians were reinterred to Murchison in Victoria, and the Japanese were removed to Cowra, NSW during the 1960s (Helman, 2010:3-7; Inglis, 2013:288-289; Merrylees 2006; Pieris 2016:267-271; NOHC field trip to Hay & cemeteries, 7 May 2024).



Hay is another Riverina community proud of its record of war service and sacrifice. Within the townscape there are various memorials, honour boards, honour rolls, a memorial hall, as well as the Hay War Memorial High School in Pine Street that opened on Anzac Day in 1923. Another war memorial is also found in the precinct of the General Cemetery that commemorates those residents who served from the Boer War (1899-1902), both World Wars, and conflicts through the late 1940s up to the war in Vietnam.

Hay today is an important road transport hub for the region situated at the junction of the Sturt, Cobb, and Mid-Western Highways. As of the 2021 Census, the Hay LGA had a population of 2,882 people (742 families) and 1,531 private dwellings (ABS Hay 2021).

Booororban

Booororban, NSW is located east of the project site in the Edward River Council LGA. It is situated on the Cobb Highway about 45 km south of Hay, 75 km north of Deniliquin, and is around 14 km north of Black Swamp (Conargo LEP 2013 #19). This village community emerged through the late 1850s and early 1860s to service the stock route that had developed between the Murrumbidgee River and Billabong Creek to supply the highly lucrative Victorian market that boomed with the goldrushes in that colony during the 1850s and 1860s. Booororban was originally known as 'Pine Ridge', but its name was changed in 1885 to its current nomenclature that is believed to be derived from an Aboriginal source (Conargo LEP 2013 #19). Booororban's history was also driven by it being a source of permanent water supply, following the sinking of a well by public subscription initiated at Lang's Crossing (Hay) in 1859. This well was later deepened during the 1860s, which safeguarded water supply in this location.

Booororban's Royal Mail Hotel that was built circa 1868 has strong associations with the Cobb & Co. route between Deniliquin and Hay, as one of its coach changing stations. This hotel is also the only extant hotel from the Cobb & Co. era out of at least nine hotels that once serviced the route between Deniliquin and Hay (Conargo LEP 2013, #13). An 1888 description of a trip by coach between Deniliquin and Hay provides a good description of these coach stops and associated communities visited, as well as an appreciation of the small scale and primitive nature of small Western Riverina villages such as Wanganella and Booororban (Morris 1888:135-136).

Pastoral activity in the area surrounding Booororban today includes the East Loddon Merino Stud associated with the Hooke families and their large pastoral properties of 'Nyangay' and 'Elmsleigh', as well as 'Warwillah' near Wanganella. These pastoral properties have a long history on the 'Salt Bush Plains' area of the Riverina (East Loddon Merino Stud (website); Mackenzie and Merrylees 2008:73-76, 81-85).

As of the 2021 Census, Booororban village had a population of 36 people (13 families) and 24 private dwellings (ABS Booororban 2021).

Deniliquin

Deniliquin, NSW is located in the southern Riverina, close to the border with Victoria. It is the largest town in the Edward River Council LGA. It lies at the junction of the Riverina and Cobb Highways and is also the terminus of the Victorian-gauge rail line from Echuca on the Murray River in Victoria. This rail line is significant as the first intercolonial rail connection in Australia when it was opened in 1876 and was a major boost to Deniliquin's development and economic vitality. This privately constructed rail line is commemorated with a memorial to the Deniliquin and Moama Railway Company that was unveiled for this line's centenary in July 1976. This memorial was originally installed at the Deniliquin Railway Station building, but when this building was demolished in 1984, the memorial remained on a bare platform for some time until it was relocated to the grounds of the Deniliquin Historical Society in Macauley Street (Lea 2023:208). A similar centenary memorial is found at the other end of the original 1876 rail line at the Railway Station in Sturt Street, Echuca. The Deniliquin Historical Society also displays other remnant elements from this historic rail line and the Deniliquin Railway Station.



Deniliquin township has its origins in the early expansion of pastoralism and the large holdings that were established along Billabong Creek and the Edward River during the 1840s. To aid in the movement of stock, goods, and supplies, a river punt and an inn were established during the mid-1840s at a site known as 'The Sandhills'. A town site was surveyed during 1848, but it was another year before adjusted plans were accepted and in March 1850, the township of Deniliquin was formally gazetted. The town's development was slow during its first decade, but in 1860 river navigation of the Edward connected Deniliquin with the river trade network, greatly improving communications, development and commercial opportunities. In 1858, Deniliquin's population only numbered 155 people. By 1871 this had risen to 1,118. In 1881 it had doubled and was almost 2,500, and by 1947, the town's population totalled 3,669 (Hagenbach and Hagenbach, 1996:174; Jervis 1952 (July):78-103; Jervis 1952 (Aug):127-138; Ronald 2004:29-34; Shaw 1953:31-32).

The community of Deniliquin has long been proud and honoured locals who have served in the military and participated in overseas conflicts, commencing with those who volunteered for service in the Anglo-Boer War (1899-1902), including one trooper who was killed in action in 1901. These volunteers were commemorated with the erection of the Trooper James E. Mason Memorial Lamp and Boer War Roll of Honour in 1902. Following World War One, the people of Deniliquin raised a substantial war memorial known as the Deniliquin Cenotaph that was unveiled in 1922. This memorial is the focus of this community's annual calendar of war service commemorative events and was added to after World War Two. Today, this Cenotaph commemorates those from Deniliquin and district who served in World War Two, the Korean War, and other conflicts and peacekeeping commitments. A separate memorial commemorating local men and women who served in the Vietnam War is found in conjunction to the Cenotaph, and both war memorials are located at the entrance to Waring Gardens at the corner of Cressy and Napier Streets in the heart of Deniliquin's CBD area.

During World War Two, Deniliquin played an important role in the training of RAAF aircrew for the Empire Air Training Scheme for service in Europe and the Pacific. The Riverina region became home to an extensive array of RAAF training schools, bases, and airfields including those at Wagga Wagga (Forest Hill), Tocumwal, Uranquinty, Cootamundra, Temora, and Narrandera.

No. 7 Service Flying Training School (7 SFTS) was established at Deniliquin in June 1941, and almost 2,300 RAAF trainees successfully completed their pilot training at Deniliquin by December 1944. This base was also home for many other RAAF personnel from administrative and medical staff, through to members of the Women's Auxiliary Australian Air Force (WAAAF) who performed various roles including service as mechanics. In December 1944, 7SFTS was renamed Advanced Flying and Refresher Unit and continued operating after war's end. It was disbanded in May 1946. Other RAAF functions continued at Deniliquin in the immediate post-war period, including several operational squadrons that returned from war service in the Pacific and were sent to Deniliquin to be formally disbanded (RAAF Historical Section, Units of the Royal Australian Air Force: ... Volume 8: Training Units, 111; RAAF Wagga Aviation Heritage Centre, 5 May 2024; No. 7 SFTS exhibition, Peppin Heritage Centre).

Wartime flying training had its risks and numbers of RAAF trainees and trainers were killed in flying accidents or died from other causes, some of whom are commemorated at the Deniliquin War Cemetery as well as in the nearby Deniliquin General Cemetery. A memorial was raised at the Deniliquin Aerodrome in 2001 in memory of the wartime training carried out by 7SFTS and for those 'who lost their lives in aircraft and grounds incidents while serving at Deniliquin'. Some hanger buildings found at this aerodrome have wartime origins (7SFTS exhibition, Peppin Heritage Centre; NOHC field trip visit to Deniliquin Aerodrome and cemeteries, 7 May 2024).

Deniliquin today is a major commercial and administrative centre for the Riverina region. As of the 2021 Census, the urban centre and locality of Deniliquin had a population of 6,431 people (1,613 families) and 3,317 private dwellings (ABS Deniliquin 2021).



3.2 Aboriginal occupation

The project site is located within the Riverina region, that starts in southwest NSW and extends into central-north Victoria. The Riverina Bioregion was the original homeland for many large Aboriginal communities living on the Hay Plain and around the rivers. These communities include the Wiradjuri, Nari-Nari, Mudi-Mudi, Gurendji and the Yida-Yida, while the Bangerang, Yorta-Yorta, Baraba-Baraba, Wamba-Wamba, Wadi-Wadi and Dadi-Dadi communities were found along the Murray River (NSW National Parks and Wildlife Service 2003).

The rivers played a central role to the local Aboriginal lifestyles, especially as a food and water source. Wiradjuri country was comprised of the Murrumbidgee, Bangerang country lay west from Albury to Moama on both sides of the Murray, and the Nari-Nari occupied the land west of this. The Murray River was extensively used by Bangerang people. They used bark cut from trees by the river to build canoes for crossing the water, and there is still evidence of these scarred trees in the region. Amongst the other relics found in the Riverina are human burials, camping sites and middens (NSW National Parks and Wildlife Service 2003).

The presence of European settlers was clear by the 1830s, when diseases such as influenza, smallpox and syphilis ravaged the Wiradjuri and Bangerang communities. By the 1840s the impact on Aboriginal communities has worsened significantly. According to the census of 1845, 2,000 Aboriginal people were estimated to be living in the Murrumbidgee Pastoral District. This included 100 at Thomas Mitchell's station (near now Albury), 300 near Deniliquin, and 200 at Urana on the eastern boundary of the Riverina Bioregion (Heritage Office and Department of Urban Affairs and Planning 1996).

Middens in the archaeological record reflected that the high usage and high population density of the eighteenth century was deserted. The material from middens was often used by Europeans in place of gravel. Some traditional Aboriginal ways of life persisted through the 1840s and 1850s but by the 1870s important ceremonies such as corroborees began to attract the interest of settlers, who encouraged and paid groups of Bangerang to perform for them (Heritage Office and Department of Urban Affairs and Planning 1996).

3.3 Overview of the history of Tchelery Pastoral Holding

In 1885, pastoral runs were divided to create new pastoral holdings in accordance with the *Crown Lands Act 1884*. One of these was the Tchelery Pastoral Holding that was established from two former pastoral runs, Windouran block A, and Windouran block B in the District of Hay, County of Wakool (Sydney Morning Herald 1885). In addition to leasehold area No. 566 (see Figure 3-3), Tchelery Holding included a resumed area to the north (Sydney Morning Herald 1885).

In July 1899, the Local Land Board Office in Hay gazetted notice of the 'proposed surrender and exchange of lands within the Tchelery Pastoral Holding' (NSW Government Gazette 1899). In November that same year, the Hay Land Board 'found there was no objection to the proposed' land exchange and 'recommended the acceptance of the land offered and the granting in exchange of the lands applied for except a portion adjoining the' Travelling Stock Reserve (The Hay Standard 1899).

In January 1903, the NSW Department of Lands revoked numbers of temporary reserves on various portions of land in the Central Division of NSW. On the Tchelery Holding in the Land District of Hay, this included four resumed portions of land that had been previously set aside for the following purposes:

- part of water reserve 965, gazetted on 23 September 1873, County of Wakool, Parish of Tchelery, comprising '240 acres'
- village reserve 967, gazetted on 23 September 1873, County of Wakool, Parish of Tchelery, 'at the Dry Lake, about 880 acres'
- part of Travelling Stock Reserve 1,216, gazetted 1 September 1874, County of Wakool, Parish of Tchelery, 'area about 114 acres' – this TSR comprised '35,591 [acres] for travelling stock and camping' and was gazetted this same date



- part of Travelling Stock Reserve 1,216A, gazetted 4 April 1881, County of Wakool, Parish of Tchelery, 'area about 126 acres' – this TSR comprised '35,591 [acres] for travelling stock and camping' and was gazetted this same date (NSW Government Gazette 1903:400 & 403-404).



Figure 3-3 Map with historical pastoral holdings (Yellow) along the project site (Purple). The majority of the project site is located within the Tchelery Holding (566), and the south portion within the Nyingay Holding (43)

3.3.1 Tchelery Proprietary Limited

Tchelery Proprietary Limited (Pty Ltd) was incorporated on 28 November 1925 (Australian National University 2012). While the principal office was in Hay, the company was officially registered in Melbourne. Tchelery Pty Ltd operated Tchelery Station for the Maclure family, who had acquired the station from Windouran Pastoral Co. Pty Ltd (Australian National University 2012). In 1950 the company was purchased by New Zealand and Australian Land Company Limited (NZALC), but management of the station actually fell to Yanko Pty Ltd, that was a subsidiary of NZALC. The primary function of the company was sheep and cattle farming (Australian National University 2012).

3.3.2 Tchelery Homestead fire

The *Riverine Grazier* on 19 February 1952 reported that a fire had completely destroyed the Tchelery Station Homestead, though outhouses, sheds and cottages survived. At the time this homestead was considered "one of the oldest in the Moulamein district." The fire supposedly started in the pantry, and the manager who was the only person there at the time managed to escape. The Moulamein police stated that there were no suspicious circumstances surrounding the incident. The damage was confined to the main building, and other structures such as outhouses, sheds and cottages were unharmed (Riverine Grazier 1952).

3.3.3 Tchelery Pastoral Co. Pty Ltd

The Tchelery Pastoral Co. Pty Ltd, an Australian proprietary company was registered on 15 July 1968. Currently the status of Tchelery Pastoral Co. Pty Ltd is registered in Australian Capital Territory.



3.4 Timeline

The project site sits in the town of Tchelery, within the Parishes of Baldon, Gwynne, Raubelle, Tchelery and Thalaka and Caroonboon, in the County of Wakool, see Figure 3-4 to Figure 3-13 below. The following timeline outlines key dates and events in relation to the historical development and the project site and the surroundings.

Table 3-1 Historical timeline highlighting exploration, development and use associated with the project site.

Year	Event
1828-30 and 1836	Inland explorations by Sturt (1828-29 and 1829-30) and Mitchell (1836) into areas of Riverina and the Lachlan, Murrumbidgee and lower Murray Rivers
1830s	European pastoralists (squatters) commence to arrive in the Riverina region
Between 1835 and 1839	Squatters established pastoral runs near Yanco and on the Murrumbidgee and Murray Rivers as far west as Hay
1840s-1850s-1860s	Cattle were the primary pastoral activity in the Riverina, but by the 1860s, sheep became the dominant pastoral activity
1853 and 1858	Steamboat navigation of the Murray River commenced in 1853, and on the Murrumbidgee River in 1858
1885	Tchelery Pastoral Holding established from Windorran block A and Windouran block B pastoral runs in the District of Hay, County of Wakool
1912	Murrumbidgee Irrigation Area established
1915	River Murray Waters agreement allowed 26 weirs to be constructed to provide permanent river access to Victoria
1925-1950s	Tchelery Proprietary Limited came into existence
1952	Fire destroys Tchelery Homestead
1967	Tchelery Proprietary Limited renamed to Yanko Pty Ltd
1968	Tchelery Pastoral Co. Pty Ltd registered on 15 July 1968

3.4.1 Parishes within the project site

The following mapping images provide overlays of the project site within the Parishes of Baldon, Gwynne, Raubelle, Tchelery and Thalaka and Caroonboon, in the County of Wakool (see Figure 3-4 to Figure 3-13).

These images demonstrate changes in the area during the first half of the 20th Century, including new roads and road updates, land grants, and changes in ownership, property boundaries, and land subdivision.

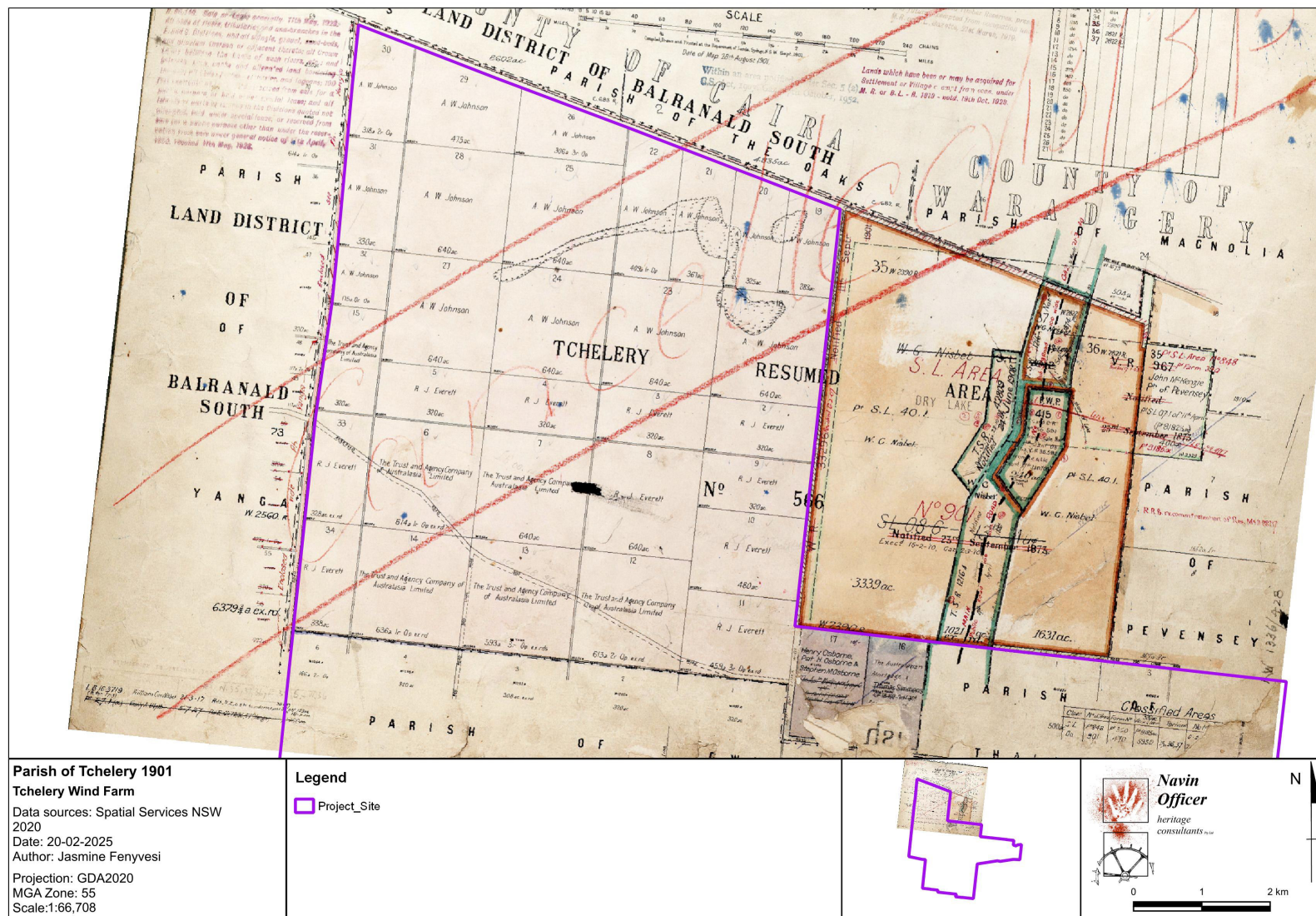
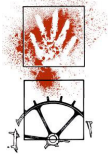
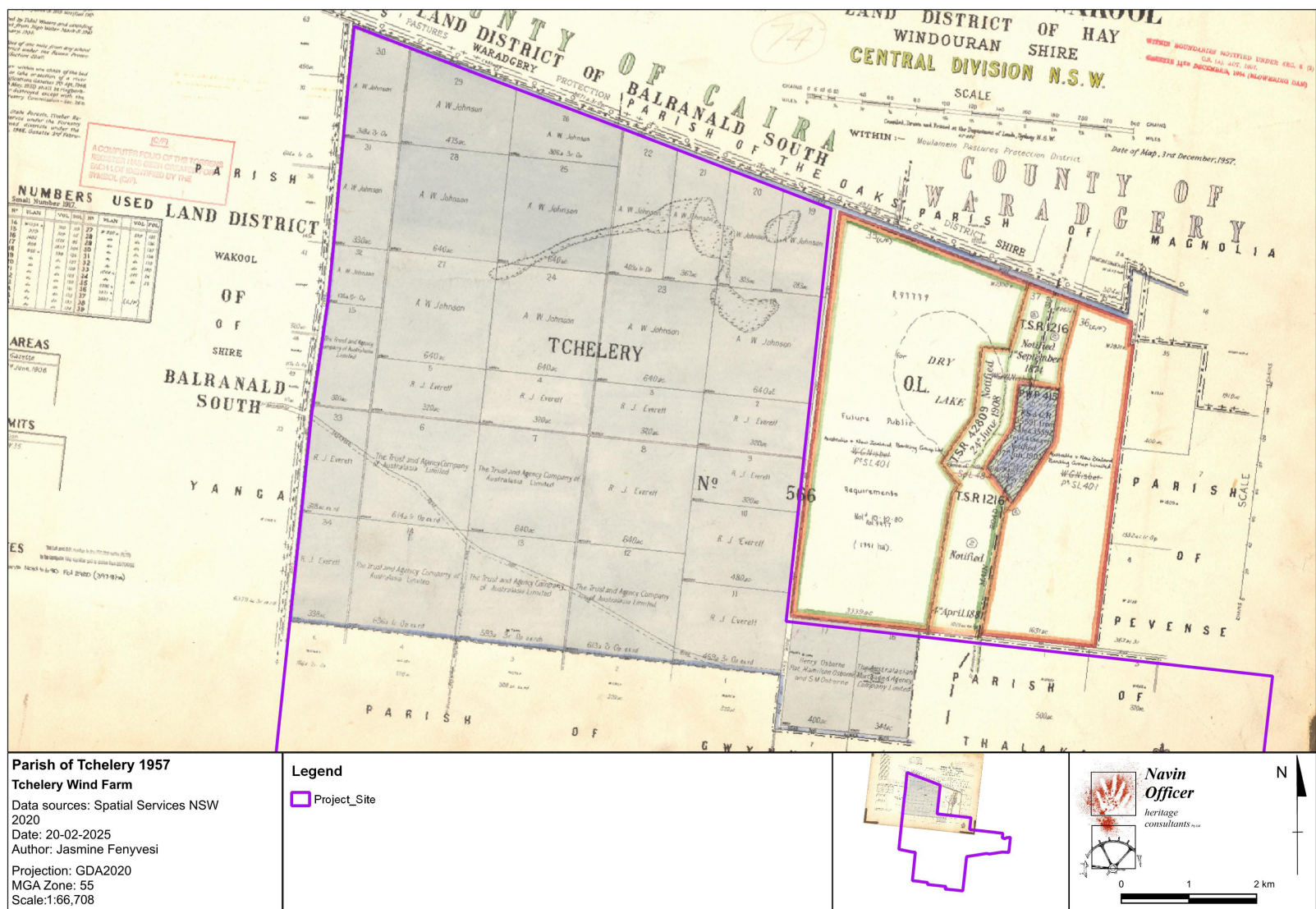


Figure 3-4 Parish of Tchelery 1901 with project site



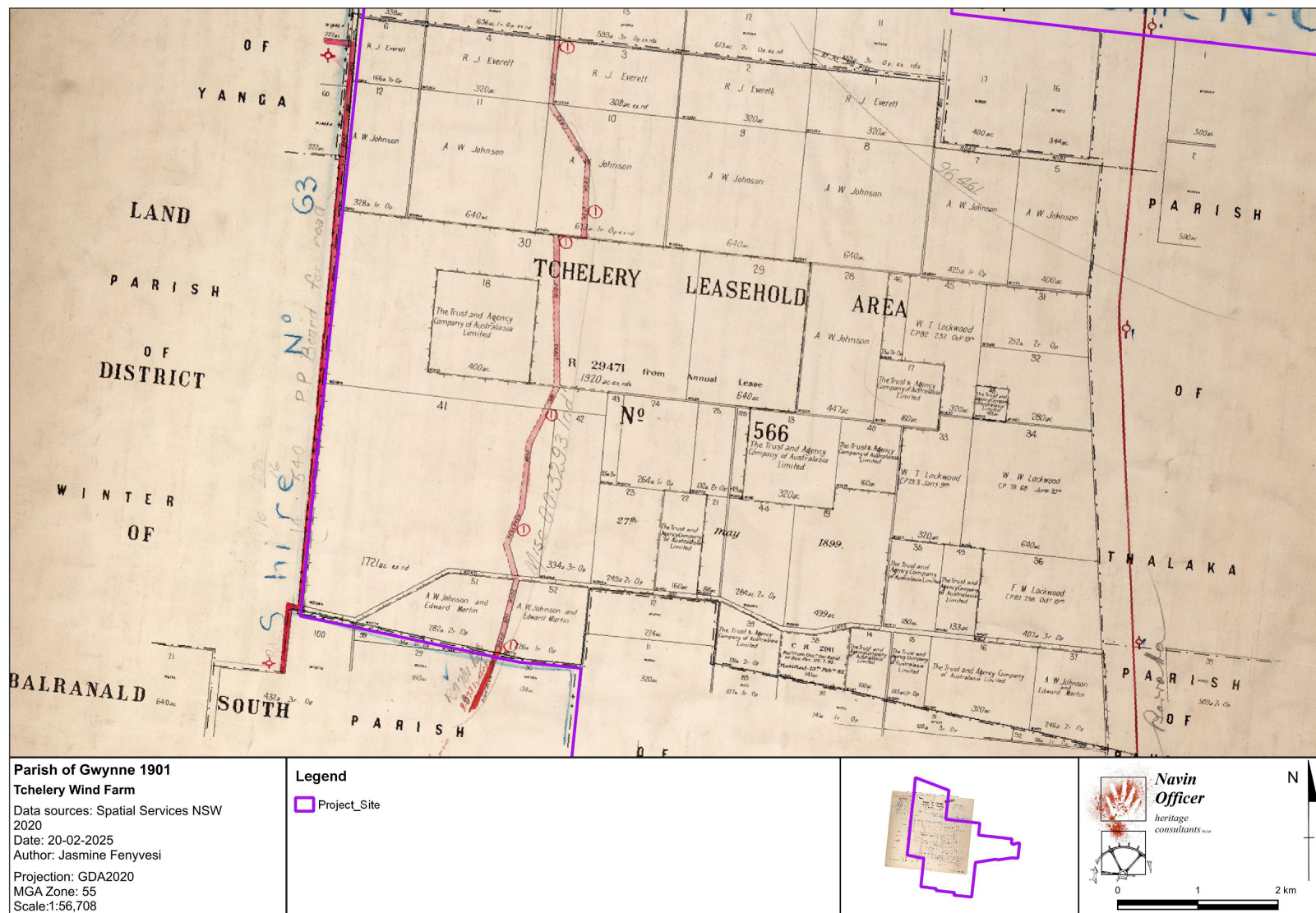
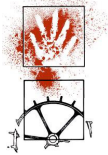


Figure 3-6 Parish of Gwynne 1901 with project site

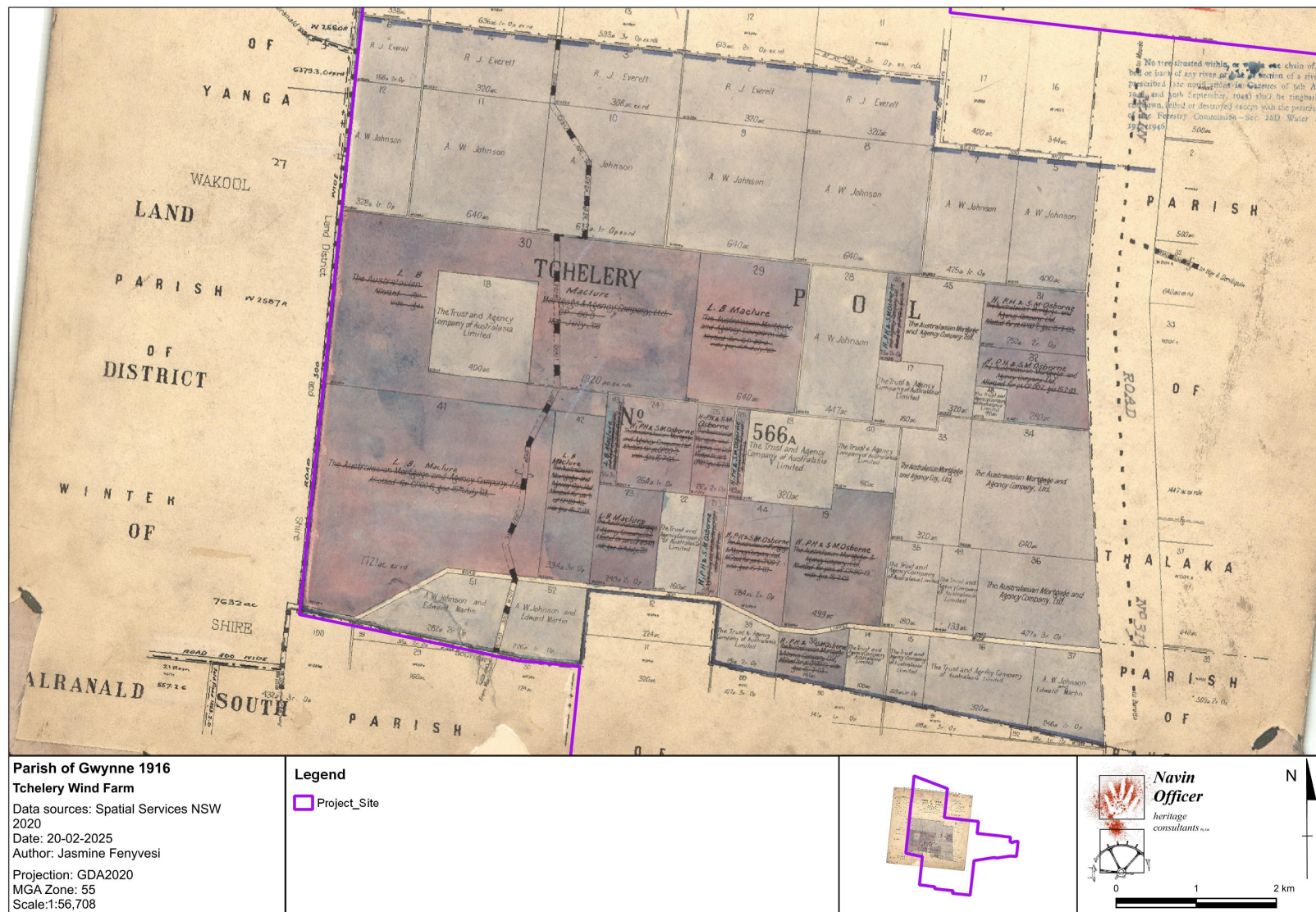
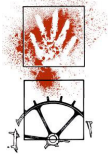
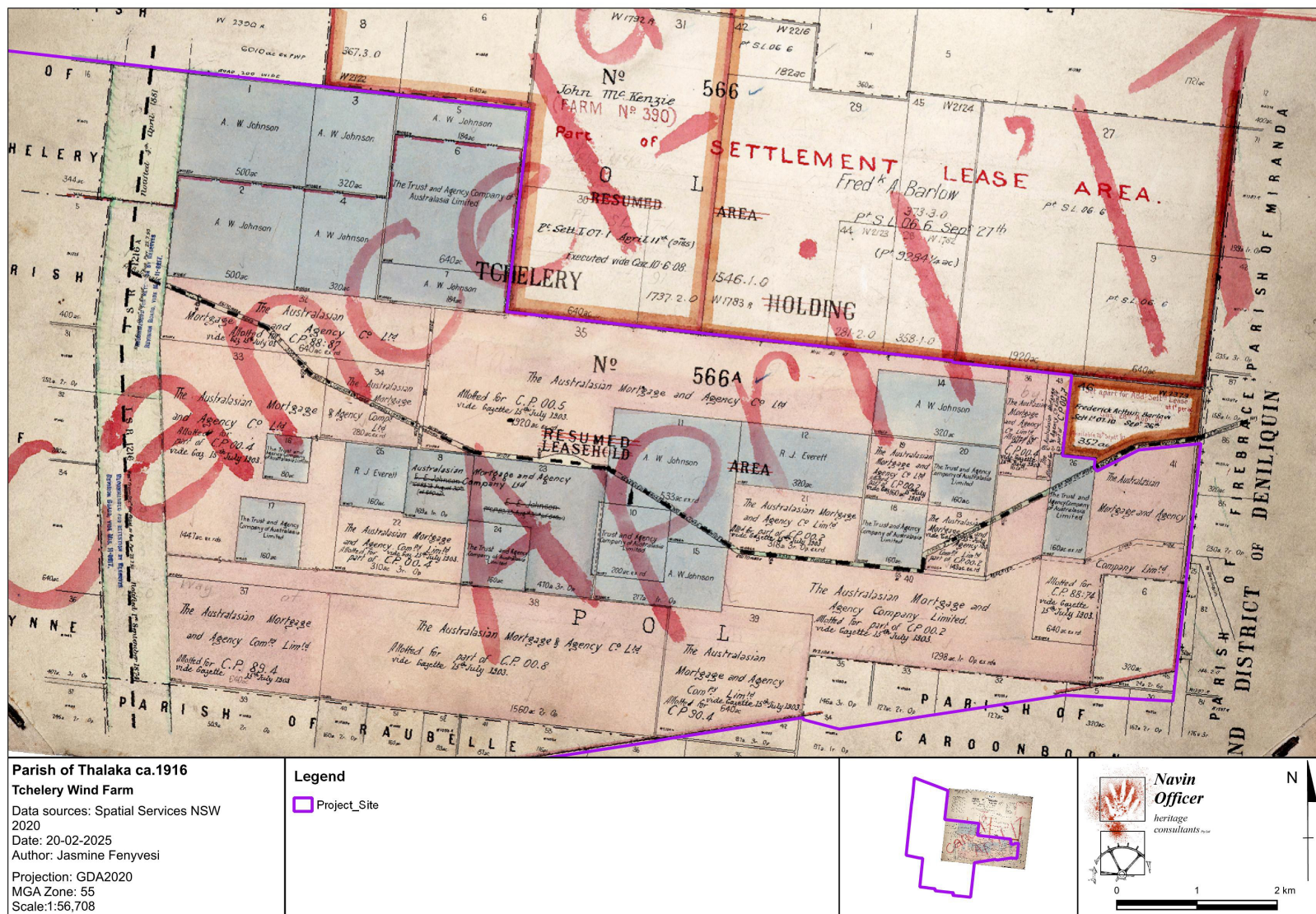


Figure 3-7 Parish of Gwynne 1916 with project site



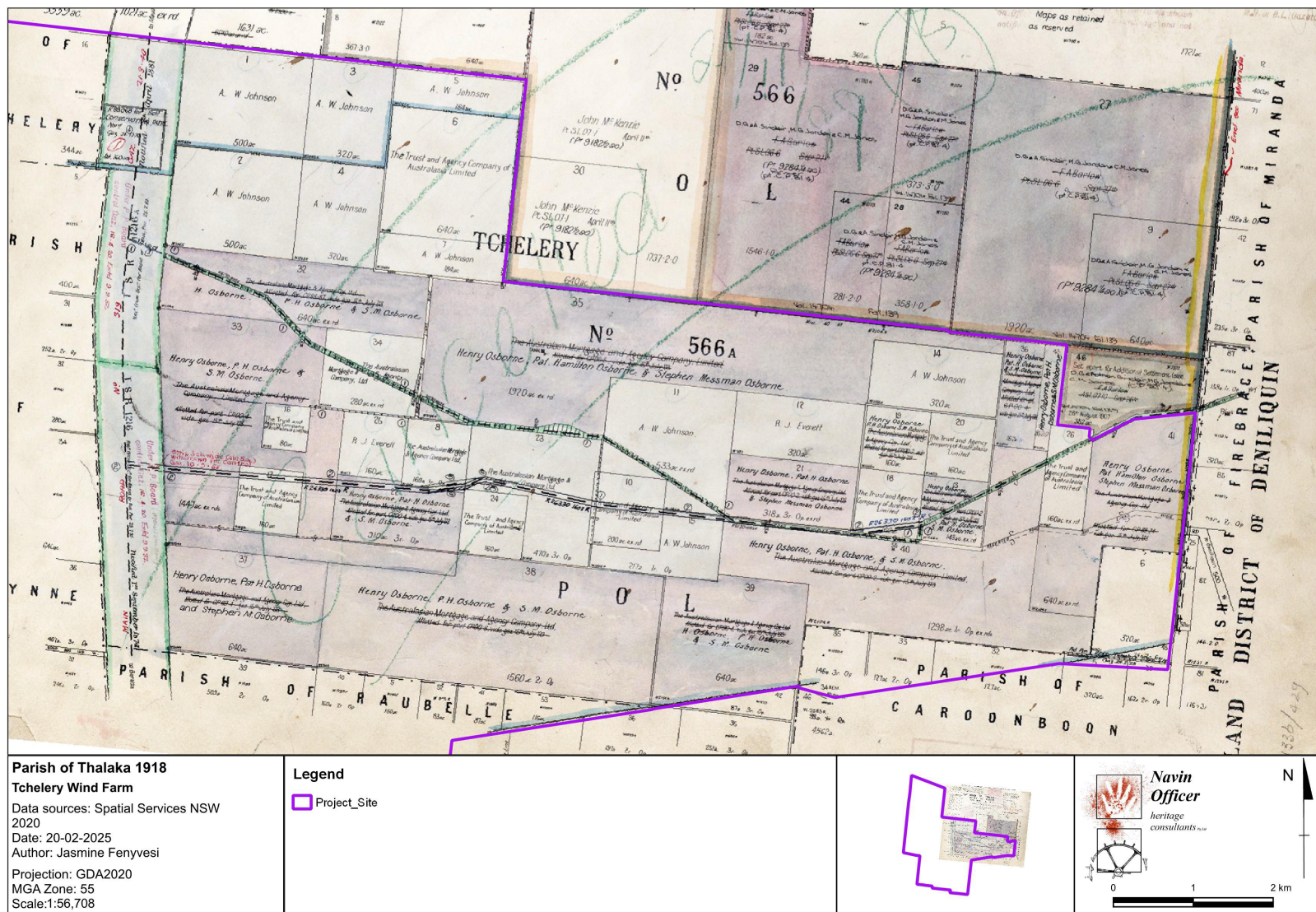
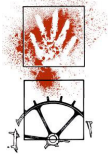


Figure 3-9 Parish of Thalaka 1918 with project site

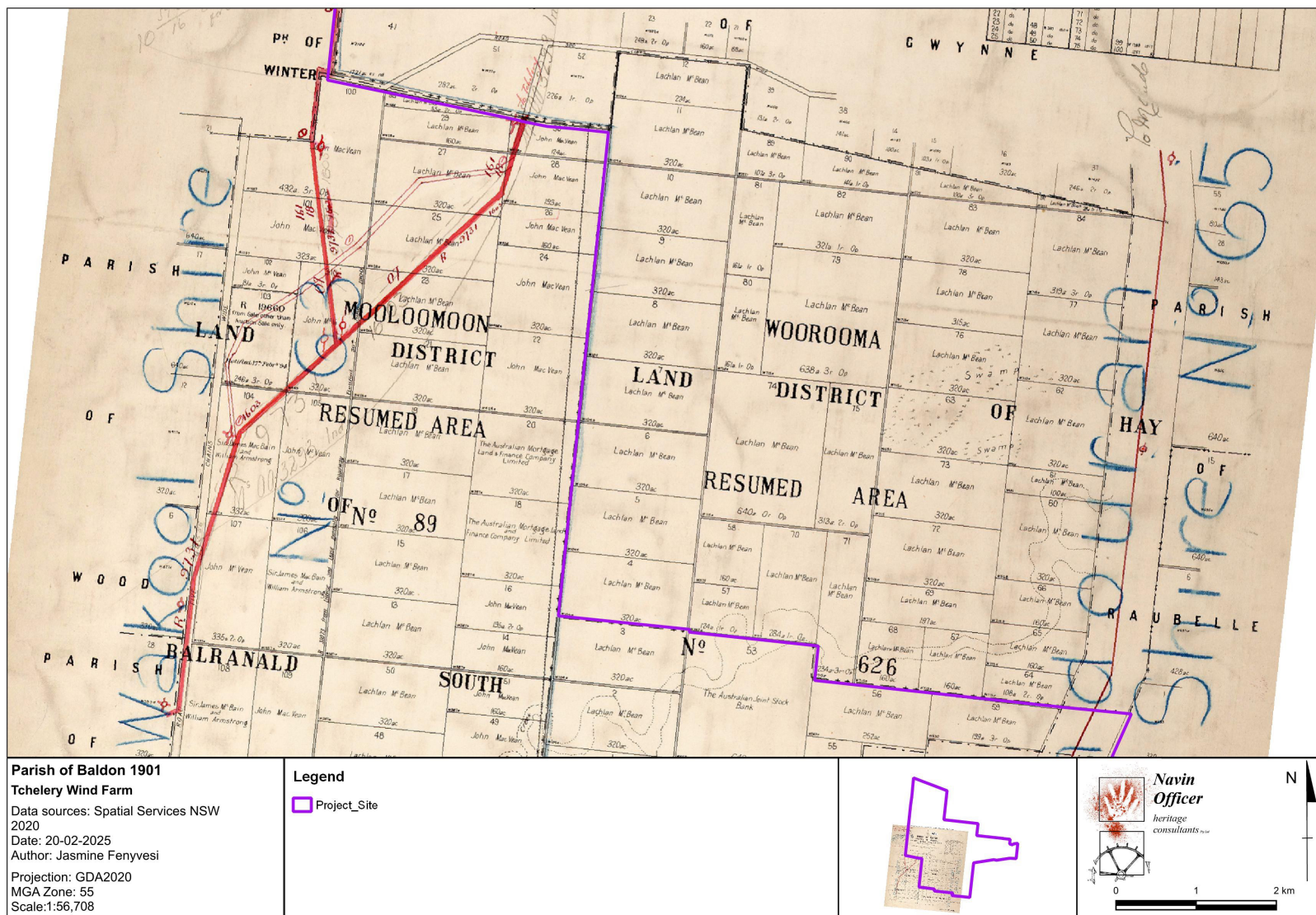
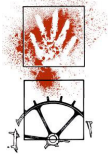
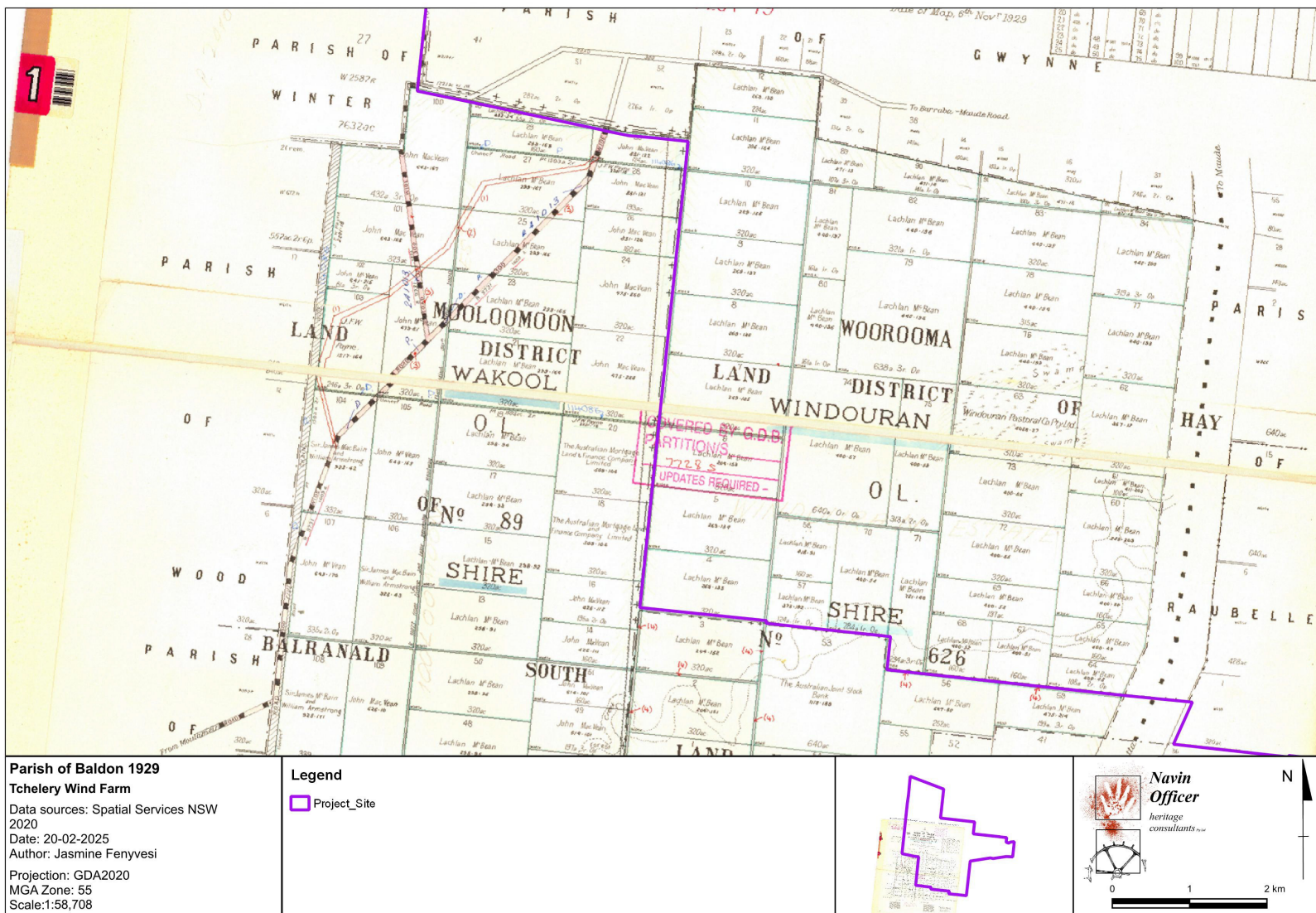


Figure 3-10 Parish of Baldon 1901 with project site



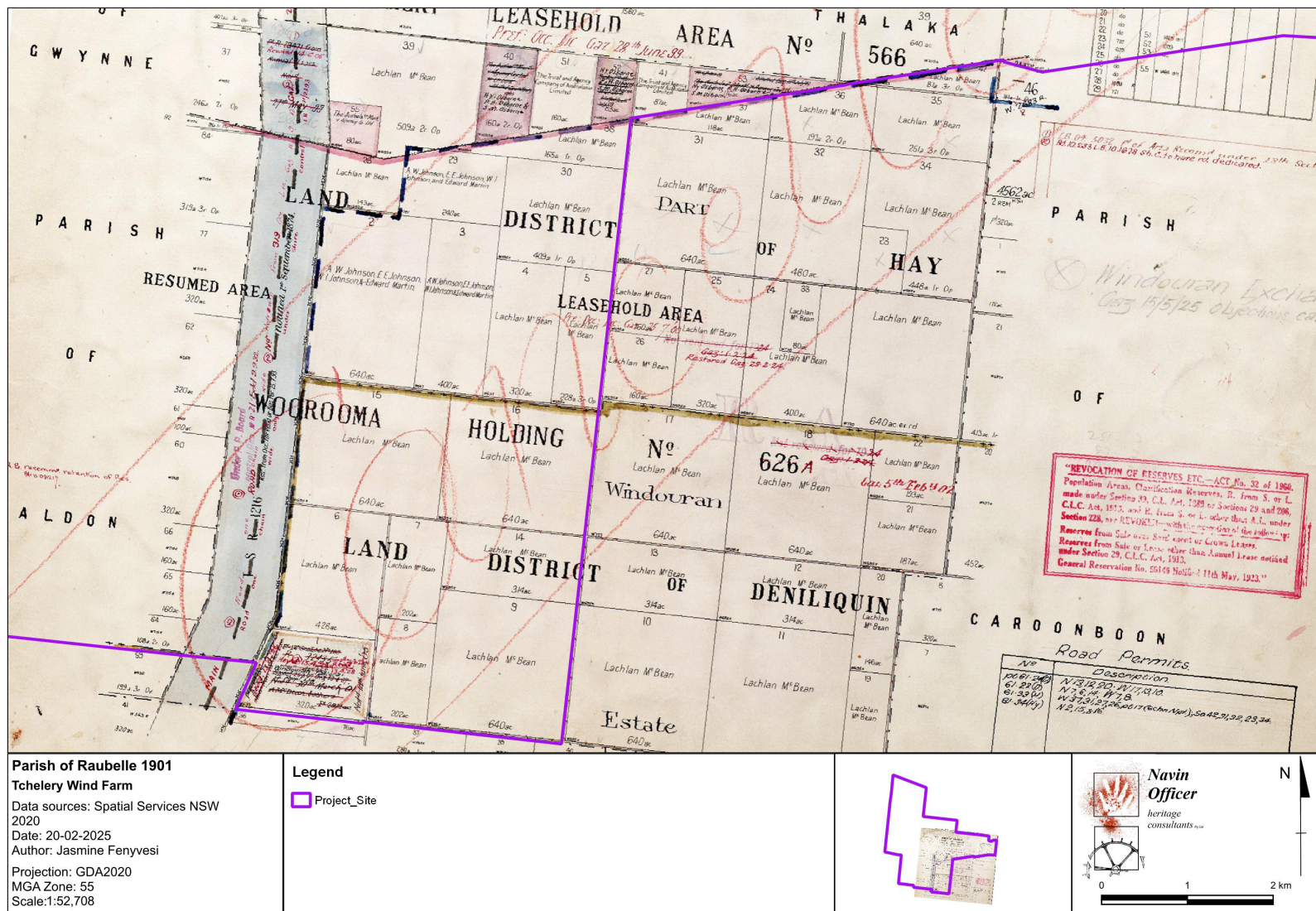
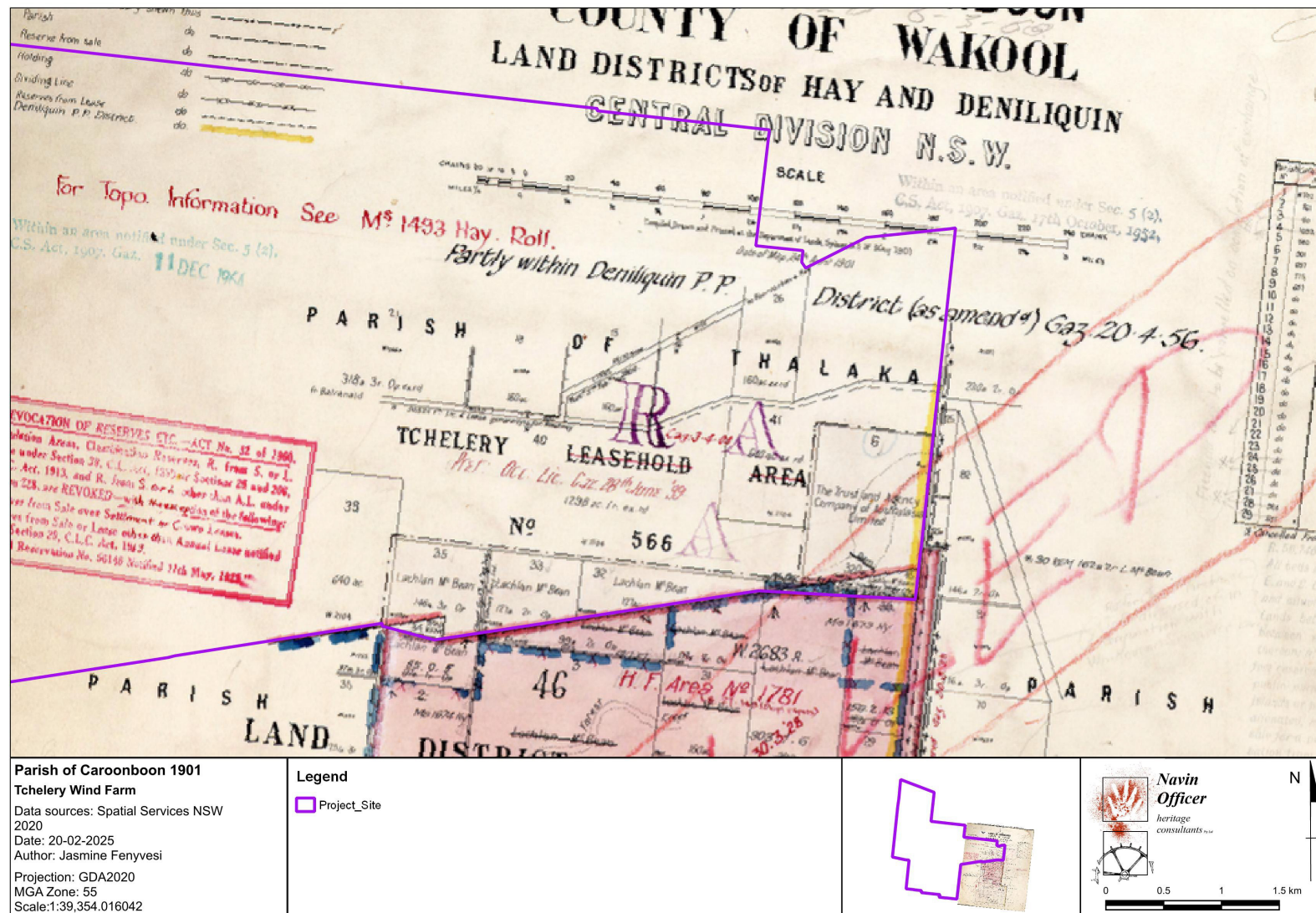


Figure 3-12 Parish of Raubelle 1901 with project site





4. PHYSICAL ANALYSIS

4.1 Site inspection (survey)

NOHC staff undertook field surveys for Aboriginal and non-Aboriginal heritage during July 2023, February 2024, and July 2024.

4.2 Physical description of the project site

The project site is a flat bushland with no physical evidence of the homesteads or pastoral holdings identified. There were few bricks found near TWF Site 29, bottles and oil barrels around the project site, but no specific relevance to the history of the project site was identified in the initial survey.

In July 2024 NOHC staff identified a circa 1930s-1950s shearers quarters complex. The site is located in the east of the project site, about 107 m south of Booroorban-Tchelery Road within a flat shrubland context. The site consists of two water tanks and three buildings, with the main building containing 14 rooms. About 260 m to the east of this complex is a stock run suspected to be of a similar age.

At the shearers complex, Building 1 and Building 3 were not currently in use. Building 3 (Figure 4-5) was in poor condition and Building 1 was in a derelict condition, with broken glass windows, damaged and missing doors and floorboards, and birds nesting within the rooms (Figure 4-1& Figure 4-2). Building 2 is in good condition and is currently still in use by occasional hunters (Figure 4-3 & Figure 4-4).

The stock run was in poor condition and a metal barrel identified nearby was in very poor condition (Figure 4-7 & Figure 4-8).



Figure 4-1 Shearers quarters Building 1



Figure 4-2 Shearers quarters Building 1



Figure 4-3 Shearers quarters Building 2



Figure 4-4 Shearers quarters Building 2



Figure 4-5 Shearers quarters Building 3



Figure 4-6 Water tank



Figure 4-7 Metal barrel



Figure 4-8 Stock run

4.3 Past impacts on the project site

The historical research in the previous sections describe the presence of a homestead and pastoral holdings within the project site. There are also archival maps available indicating the stock routes within the project site.



4.4 Analysis of physical evidence

Overall, the project site is a flat bushland with shearers quarters complex circa 1930s-1950s located in the east. It comprised of three buildings, of which only Building 2 was in good condition and the other two buildings were in poor condition. The stock run and the barrel identified were also in poor condition. The shearers quarters are likely associated with pastoral activities carried out within the property.



5. DISCUSSION

The project site is primarily associated with the pastoral history of the Riverina region. Historical evidence indicates that the western side of the project site including a section of a former Travelling Stock Route and Reserve. The extension of the travelling stock route within the project site partly aligns with an existing graded track. Across the different holdings, there is evidence of tanks and man-made dams for livestock watering purposes.

Field survey of the project site identified a shearing complex as part of the pastoral infrastructure landscape, but no evidence was identified whether it is related directly to Tchelery Homestead that was destroyed by fire in 1952, when surrounding station out buildings and other structures were reported as not impacted by fire at that time. No other places or items of historic archaeological significance were identified.



6. ASSESSMENT OF HISTORIC HERITAGE SIGNIFICANCE

6.1 Assessment criteria

The current assessment will evaluate the heritage significance of the historic heritage sites identified within the project site in accordance with the NSW Heritage Office's publication. Assessing Heritage Significance (DPE 2023). A historic heritage site must satisfy at minimum one of the following criteria to be assessed as having heritage significance:

Criterion (a): An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion (b): An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion (c): An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

Criterion (d): An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

Criterion (e): An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion (f): An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion (g): An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).

These criteria are used to assess the heritage significance of each item. This report also identifies if the heritage item meets the heritage significance criteria at a local or State level. Each item is also given a statement of significance that summarises the significance of that item.

Table 6-1 Assessment of Significance

Criterion	Assessment
Criterion a) Historic Significance	<p>The project site contains a shearing complex comprising of three buildings and other remains such as bottles and barrels. However, none of these findings are identified as items important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>



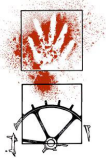
Criterion	Assessment
<p>Criterion b)</p> <p>Historical Association</p>	<p>The project site is associated with the pastoral history of the Riverina Region and Travelling Stock Routes and Reserves. There are shearing quarters circa 1930s-1950s but there is not a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>
<p>Criterion c)</p> <p>Aesthetic/creative/ technical achievement</p>	<p>The project site is located on a plain landscape with extensive evidence of soil erosion with no aesthetic or creative items or places of significance.</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>
<p>Criterion d)</p> <p>Social, cultural and spiritual</p>	<p>The project site is located within the Riverina region that holds social and cultural significance as an important pastoral region particularly during the 19th Century. However, the project site does not contain any items or places with social, cultural and spiritual significance.</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>
<p>Criterion e)</p> <p>Research potential</p>	<p>The Riverina region offers research potential for a better understanding of pastoral practices and land treatment and exploitation considering the significance of the region as a pastoral district. However, the project site, located within this region, does not hold potential to provide further information that could further contribute to the understanding of pastoral activities since the early 19th Century as no material evidence has been identified within the project site.</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>
<p>Criterion f)</p> <p>Rare</p>	<p>The project site is located within the large Riverina region and is part of the Riverina pastoral history. However, the project site does not contain rare items or rare places of heritage significance.</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>



Criterion	Assessment
Criterion g) Representative	<p>The project site is representative of a continuing pastoral landscape associated to the greater Riverina region and its early pastoral history. However, this area is not unique and does not contain any significant items or places associated to the pastoral history of the Riverina Region.</p> <p>Therefore, the site does not meet the threshold under this criterion.</p>

6.2 Discussion

The project site is associated with the pastoral history of the Riverina region and, while part of the project site is located within a former Travelling Stock Route and Reserve, no items or places of heritage significance were identified within the project site.



7. IMPACT ASSESSMENT

7.1 The proposal

Neoen proposes to construct and operate the project, a utility scale renewable energy development near Keri Keri in the Riverina Murray region of NSW.

The project site is located at 46 Kerri East Road, Moulamein, within Edward River LGA. Approval is sought under Division 4.7 of Part 4 State Significant Development of the EP&A Act and Part 9, Division 1 of the EPBC Act.

7.2 Potential impact on project site – Statement of Heritage Significance

The proposed project will directly impact on part of the pastoral landscape associated with the pastoral history of the Riverina region. The shearing complex identified within the project site is in poor condition. Assessment of this complex determined it does not hold heritage significance.

Therefore, it is determined that the project will not impact on any items or places of heritage significance within the project site.

7.2.1 Cumulative impacts

Assessing cumulative impacts involves the consideration of the proposed impact in the context of existing developments and past destruction of heritage sites, as well as the population of heritage sites that still exist in the region of interest (Godwin, 2011). The assessment of cumulative impacts considers projects that are currently under development, or at the planning state that may also influence the assessment of this project's potential impacts. The concept of assessing cumulative impacts aims to avoid discussing the impact of a development in isolation and aims to assess the impact in terms of the overall past and future degradation of a region's heritage resource.

As the project will not impact on any items or places of heritage significance potential cumulative impacts for historic heritage for the project are not anticipated or are negligible.

There are a number of approved and proposed developments identified that either traverse or are found within 50 km of the project, and include:

- EnergyConnect (NSW-Eastern Section) (Approved), traverses the project:

Heritage: Detailed consultation and field surveys led to the identification of Aboriginal and non-Aboriginal heritage items and sites. In addition to previously recorded sites, the field surveys uncovered 91 previously unrecorded Aboriginal sites, three new potential non-Aboriginal historical heritage items and two new non-Aboriginal historical archaeological sites. No items of World, National, Commonwealth or State Heritage significance were identified as being impacted by the proposal. Management measures to protect items and sites have been developed. These include the proposed route aiming to protect, conserve, and manage the significance of Aboriginal objects and culture and non-Aboriginal heritage. Additional information about Aboriginal heritage can be found in Chapter 10 of the EIS, with historic heritage in Chapter 11 (Transgrid 2022 EnergyConnect (NSW-Eastern Section): Community guide to the EIS: [2022-community-guide-to-the-eis.pdf](#): 11).

- Baldon Wind Farm (Proposed), directly west of the project:

The Project area is not listed on any heritage register at a State or Local level and the site visits did not identify any items of heritage significance within the Disturbance area that could not be avoided in the final layout. The proposed development of the Baldon Wind Farm will not have a negative overall heritage impact on the Project area or the surrounding areas. In addition, the proposed works will not result in an overall significant physical or visual impact on any items of surrounding heritage (NGH July 2024 Baldon Wind Farm: Environmental



Impact Statement, prepared for Baldon Wind Farm Pty Ltd: [Baldon Wind Farm | Planning Portal - Department of Planning and Environment:294](#)).

- Keri Keri Wind Farm (Proposed), 7.5 km west of the project:

No registered historic heritage items are located within 5 km [of] the Project Area. With the nearest registered item 30 km away (item no. 15; Wakool LEP), potential impacts to this item would be nil to low.

Review of the potential for Historical Archaeological Resource to be present within the Project Area is based on a consideration of current ground conditions and analysis of historic development within the Project Area. Built structures noted within the boundaries of the Project Area are limited to a series of tanks, dams and fence lines.

...

Due to the deflating nature of the landscape, the scarce and unsubstantial built structures, the long-term use of the Project Area for grazing, and the limited historical material observed during survey, the historical archaeological potential of the Project Area is considered nil to low (ERM April 2024 Keri Keri Wind Farm: Environmental Impact Statement, prepared for Acciona Energy Australia Global Pty Ltd: [Keri Keri Wind Farm | Planning Portal - Department of Planning and Environment:162](#)).

- Romani Solar Farm (Proposed), 25 km east of the project:

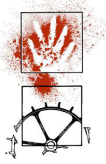
Preliminary assessment has shown there are no historic heritage items within the Project Area listed on national, state, or local statutory heritage registers. While no registered historic heritage items are located with the Project Area, further assessment would be required to better establish the non-Indigenous archaeological potential of the Project Area. Based on this information, it is recommended that preliminary historic heritage assessment be prepared as part of the EIS (ERM January 2024 Samsung C&T Renewable Energy Australia Pty Ltd – Romani Solar Farm: Scoping Report, prepared for Samsung C&T Renewable Energy Australia Pty Ltd: [Samsung C&T Renewable Energy Australia Pty Ltd – Romani Solar Farm:56](#)).

- Abercrombie Wind Farm (Proposed), 25 km north of the project

A search of relevant heritage registers and databases on 14 May 2024 identified there are no heritage items listed on the State, National or World Heritage Registers within 10 km of the Project area. Similarly, there are no heritage items listed under the Conargo or Hay LEPs within 10 km of the Project area.

...

The Project would not impact on any listed heritage items. Given the lack of previous development in the Project area and its long history of settlement and agricultural land use, there is the potential for unlisted historical heritage items exist within the Project area. 6.8.3 Proposed assessment approach A Historic Heritage Assessment (HHA) will be prepared as part of the EIS in accordance with the relevant guidelines to consider and assess potential impacts to unlisted heritage items and values held by the community and relevant stakeholders (Jacobs October 2024, Abercrombie Wind Farm Scoping report, prepared for Abercrombie Wind Farm Pty Ltd (Vestas): [Abercrombie Wind Farm | Planning Portal - Department of Planning and Environment:108](#)).



- Wilan Wind Farm (Proposed), 35 km northwest of the project

Desktop assessments undertaken to date have shown that there are no historic heritage items within the Project Area listed on National, State or Local statutory heritage registers. The closest registered historic heritage item the Old Courthouse and footbridge at Billabong Creek, Moulamein located approximately 40 kilometres south of the Project Area. Whilst no registered historic heritage items are located within the Project area, the non-Indigenous heritage assessment report will consider any intangible values held by the community or relevant stakeholders. Preparation of the non-Indigenous heritage report would involve detailed historical research, including analysis of historical aerial imagery, physical inspection of the relevant areas of the Project Area, and consultation with the Hay Historical Society and any other relevant stakeholders (Biosis and Kilara Energy November 2022 Scoping report: Wilan Wind Farm: [Wilan Wind Farm | Planning Portal - Department of Planning and Environment](#):68).

- Junction River Wind Farm (formerly Burrawong Wind Farm) (Proposed), 40 km west of the project:

A desktop assessment of the potential impacts to historic heritage determined that there are no World, Commonwealth, State or local listed heritage places or items within or in close proximity to the Project Area. The closest listed heritage item is the Yanga Pastoral Station Complex, approximately 9.6 km north of the Project Area. Four late nineteenth century (circa 1890s) homesteads were constructed within the Project Area of which only Arundel remains occupied. The Lynwood homestead was destroyed in a bushfire in the latter half of the twentieth century. Oldham Park and Tyndale were likely vacated in the late twentieth century. The Development Corridor is in close proximity of the archaeological remains of the Lynwood homestead (approximately 75 m) and Tyndale homestead (approximately 20 m) and exclusion zones will be used to avoid accidental damage during construction (Umwelt (Australia) Pty Ltd, May 2024, Junction Rivers Wind Project Environmental Impact Statement: Final, prepared for BayWa r.e. Projects Australia Pty Ltd: [Junction Rivers Wind Farm \(formerly Burrawong Wind Farm\) | Planning Portal - Department of Planning and Environment](#):11).

- West Nyangay Solar Farm (Proposed), 40 km east of the project:

A review of the Conargo Local Environmental 2013 and State Heritage Register reveals that there is one known Local Historical Heritage Item within four kilometres of the subject site, the Royal Mail Hotel at Booroorban. This item is known as 'I3' within the Conargo LEP ...

The development footprint avoids any historical heritage structure entirely, and construction impacts are predicted to be negligible on any historical heritage in the area. Therefore, it is considered that no further assessment is needed for this matter in the EIS (Urbis July 2024, West Nyangay Solar Farm Scoping Report – Request for SEARS, prepared for Australian Solar Farms: [West Nyangay Solar Farm | Planning Portal - Department of Planning and Environment](#):60-61).

- Booroorban (Saltbush) Wind Farm, 50 km east of the project:

Preliminary assessment has shown there are no historic heritage items within the Project Area listed on national, state, or local statutory heritage registers. While no registered historic heritage items are located with the Project Area, further assessments would be required to better establish non-Indigenous archaeological potential of the Project Area. Based on this information, it is recommended that a preliminary historic heritage assessments be prepared as part of the EIS (ERM April 2024, Saltbush Wind Farm: Scoping Report, prepared for octopusinvestments Hay Plains WF Pty Ltd: [Booroorban \(Saltbush\) Wind Farm | Planning Portal - Department of Planning and Environment](#):84).



8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

The project site is associated with the pastoral history of the Riverina region and includes a section of a former Travelling Stock Route and Reserve. The proposed project will directly impact on part of the pastoral landscape of the western Riverina, though the shearing complex identified within the project site was determined to not possess heritage significance.

As a result, this assessment has determined that the proposed project will not impact any known items or places of heritage significance within the project site.

A series of recommendations and protocols are provided in the event that unanticipated finds with heritage potential are uncovered during the proposed project.

8.2 Recommendations

It is recommended that:

1. In the event that historical archaeological items not assessed or anticipated by this report are found during the works, it is recommended that all works in the immediate vicinity are to cease immediately, and a qualified archaeologist contacted to assess the area and provide advice before works resume (refer to Appendix 1 Unanticipated Finds Protocol).
2. Protocols for the unanticipated discovery of archaeological material and/or suspected human remains are recommended to be followed during construction activities involving ground surface disturbance and excavation in the project site (refer to Appendix 1 Unanticipated Finds Protocol).



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APPENDIX 1

UNANTICIPATED DISCOVERY PROTOCOLS



Protocol to follow in the event that historical relics (other than human remains) are encountered

In the event that object(s) which are suspected of being historic relic(s) are encountered during development works, then the following protocol will be followed:

1. Cease any further excavation or ground disturbance, in the area of the find(s);
 - a. The discoverer of the find(s) will notify machinery operators in the immediate vicinity of the find(s) so that work can be temporarily halted; and
 - b. The site supervisor and the Principal/Project manager will be informed of the find(s).
2. Do not remove any find(s) or unnecessarily disturb the area of the find(s);
3. Ensure that the area of the find(s) is adequately marked as a no-go area for machinery or further disturbance, and that the potential for accidental impact is avoided;
4. Note the location and nature of the finds, and report the find to:
 - a. Relevant project personnel responsible for project and construction direction and management, and
 - b. Report the find to Heritage NSW.
5. Where feasible, ensure that any excavation remains open so that the finds can be recorded and verified. An excavation may be backfilled if this is necessary to comply with work safety requirements, and where this action has been approved by Heritage NSW. An excavation that remains open should only be left unattended if it is safe and adequate protective fencing is installed around it.
6. Following consultation with the relevant statutory authority (Heritage NSW), and, where advised, any other relevant stakeholder groups, the significance of the finds should be assessed and an appropriate management strategy followed. Depending on project resources and the nature of the find(s), this process may require input from a consulting heritage specialist.
7. Development works in the area of the find(s) may re-commence, if and when outlined by the management strategy, developed in consultation with, and approved by the relevant statutory authority.
8. If human skeletal material is encountered, the protocol for the discovery of human remains should be followed (refer attached).



Protocol to follow in the event of the discovery of suspected human remains

The following protocol will be actioned if suspected human material is revealed during development activities or excavations:

1. All works must halt in the immediate area of the find(s) and any further disturbance to the area of the find(s) prevented.
 - c. The discoverer of the find(s) will notify machinery operators in the immediate vicinity of the find(s) so that work can be halted; and
 - d. The site supervisor and the Principal/Project manager will be informed of the find(s).
2. If there is substantial doubt regarding a human origin for the remains, then consider if it is possible to gain a qualified opinion within a short period of time. If feasible, gain a qualified opinion (this can circumvent proceeding further along the protocol for remains which are not human). If conducted, this opinion must be gained without further disturbance to the find(s) or the immediate area of the find(s). (Be aware that the site may be considered a crime scene that retains forensic evidence). If a quick opinion cannot be gained, or the identification is positive, then proceed to the next step.
3. Immediately notify the following of the discovery:
 - a. The local Police (this is required by law);
 - b. A Heritage NSW archaeologist
 - c. Representative(s) from the Deniliquin Local Aboriginal Land Council; and
 - d. The project manager/supervisor and/or project archaeologist (if not already notified).
4. Co-operate and be advised by the Police and/or coroner with regard to further actions and requirements concerning the find area. If required, facilitate the definitive identification of the material by a qualified person (if not already completed).
5. In the event that the Police or coroner instigate an investigation, construction works are not to resume in the designated area until approval in writing is gained from the NSW Police.
6. In the event that the Police and/or Coroner advise that they do not have a continuing or statutory role in the management of the finds then proceed with the following steps:
7. If the finds are not human in origin but are considered to be archaeological material relating to Aboriginal occupation then proceed with Protocol for the discovery of Aboriginal objects (other than human remains).
8. If the finds are Aboriginal or probably Aboriginal in origin:
 - a. Ascertain the requirements of Heritage NSW, the project manager/supervisor, and the views of the Deniliquin Local Aboriginal Land Council, and/or project archaeologist.
 - b. Based on the above, determine and conduct an appropriate course of action. Possible strategies could include one or more of the following:
 - i. Avoiding further disturbance to the find and conserving the remains *in situ*;
 - ii. Conducting archaeological salvage of the finds following receipt of any required statutory approvals;



- iii. Scientific description (including excavation where necessary), and possibly also analysis of the remains prior to reburial;
 - iv. Recovering samples for dating and other analyses; and/or
 - v. Subsequent reburial at another place and in an appropriate manner determined by the Deniliquin Local Aboriginal Land Council.
9. If the finds are non-Aboriginal in origin:
- c. Ascertain the requirements of Heritage NSW, project manage/supervisor, and the views of any relevant community stakeholders and the project archaeologist.
 - a. Based on the above, determine and conduct an appropriate course of action. Possible strategies could include one or more of the following:
 - a. Avoiding further disturbance to the find and conserving the remains *in situ*;
 - b. Conducting archaeological salvage of the finds following receipt of any required statutory approvals;
 - c. Scientific description (including excavation where necessary), and possibly also analysis of the remains prior to reburial;
 - d. Recovering samples for dating and other analyses; and/or
 - e. Subsequent reburial at another place and in an appropriate manner determined in consultation with the Heritage NSW and other relevant stakeholders.
10. Construction related works in the area of the remains (designated area) may not resume until the proponent receives written approval in writing from the relevant statutory authority: from the Police or Coroner in the event of an investigation, from Heritage NSW in the case of Aboriginal and non-Aboriginal remains outside of the jurisdiction of the Police or Coroner.