

# 15 INDIGENOUS HERITAGE

Archaeological and Heritage Management Solutions (AHMS) have undertaken an assessment of the potential impacts of the on non-Indigenous Heritage to address the SEARs. An *Aboriginal Heritage Impact Assessment* (AHMS, 2015)<sup>35</sup> has been prepared for the Stage 1 Proposal and is included in Appendix T of this EIS. The SEARs which are addressed in this Section are provided in Table 15-1.

**Table 15-1 SEARs (Aboriginal Heritage)**

| SEARs                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Where addressed                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| <b>10. Heritage</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         |
| <i>An assessment of the heritage impacts of the proposal. The assessment shall:</i>                                                                                                                                                                                                                                                                                                                                                                                              |                                         |
| a) <i>Consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures).</i> | Section 15.4 and Appendix T of this EIS |

This Section summarises the studies undertaken previously for the Concept Plan Approval and, more recently, for the Proposal. This Section provides an assessment of potential impacts resulting from construction of the Proposal on Indigenous significance as assessed in the *An Aboriginal Heritage Impact Assessment* (AHMS, 2015) (Appendix T). Measures to mitigate impacts have also been identified where they are required.

## 15.1 CONCEPT PLAN ASSESSMENT

An *Aboriginal Cultural Heritage Assessment* was prepared by AHMS (AHMS, 2012a) as part of the EA for the Concept Plan Approval.

AHMS (2012a) included an assessment based on an archaeological predictive model which was informed by a detailed background analysis of previous archaeological investigations in the region. A site survey was undertaken in conjunction with Aboriginal communities. Aboriginal consultation was undertaken with Tharawal Local Aboriginal Land Council (LALC), Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Daraug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations.

The following key characteristics relating to the identified Aboriginal heritage significance at the SIMTA site and within the surrounding area were identified:

- No Aboriginal places are registered within the SIMTA site or the Stage 1 site, predominantly due to the extensive earthworks and development that has already been undertaken to accommodate the previous DNSDC activities. Further, the Registered Aboriginal Parties indicated that they did not consider the site (SIMTA site or Stage 1 site (excluding the Rail link)) to have any Aboriginal heritage value.

<sup>35</sup> This report is Draft form and is subject to final comments from Registered Aboriginal Parties. All comments would be received 14 May 2015.

- The areas where artefacts were identified include: a river terrace on the east side of the Georges River (PAD 1), the southern-most part of the Project site (Artefact 1), between Moorebank Ave and the disused existing rail spur directly south of, and adjacent to the SIMTA Site (PAD 3) (refer to Figure 15-1). In addition to this, part of the RAE Golf Course south of Anzac Creek (within the MIC site) has been designated PAD 2.

The assessment concluded that, as the design of the SIMTA Project has not been finalised (i.e. was at Concept Plan stage), it is not known how it may impact specifically on the PADs or site identified within the Concept Plan Approval.



**Figure 15-1 Results of Aboriginal heritage field surveys (identified archaeological findings) (AHMS, 2012a)**

Based on the recommendations of the assessment, the Revised Statement of Commitments, included in the Response to Submissions for the Concept Plan (2014), committed to the following actions relevant to the Stage 1 Proposal:

*The Proponent commits to the implementation of the following General Mitigation Measures in the Aboriginal Cultural Heritage Assessment and including:*

- *Consultation between SIMTA and relevant Registered Aboriginal Parties throughout the design and construction of the SIMTA proposal.*
- *Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal.*
- *Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate*

*impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal.*

- *If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).*
- *In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate.*
- *Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency, should be undertaken by SIMTA.*
- *SIMTA should ensure that any reports or documents for the SIMTA proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, ensure findings are provided to OEH AHIMS Registrar and the relevant Registered Aboriginal Parties.*

*The Proponent commits to the implementation of the following Site Specific Mitigation Measures:*

- *To ensure cultural values of land affected by the Rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements.*
- *Where potentially impacted by the proposed Rail link footprint, the artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by Registered Aboriginal Parties in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the Registered Aboriginal Parties regarding the future of the artefacts (it is usually preferred that they be reburied nearby).*
- *Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas.*
- *In relation to the proposed Rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas.*
- *Areas within 50 m of the eastern and western banks of the Georges River, should not be impacted without further assessment.*
- *The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.*

*Where the detailed design of the Rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.*

In addition to the Statement of Commitments, the Concept Plan Approval (dated 29 September 2014) included a number of additional requirements to be undertaken for 'Heritage' for future approvals. The Conditions of Approval provided are generally consistent with the SEARs provided for the Proposal (refer to Table 15-1) and have been addressed in this Section. A complete compliance table of this EIS with the SEARs, Statement of Commitments and Conditions of Approval is provided at Appendix A.

## 15.2 EXISTING ENVIRONMENT

### 15.2.1 STUDY AREA

The 'Aboriginal study area' identified in the *Aboriginal Heritage Impact Assessment (AHMS, 2015)* relates to the archaeological testing program and includes two locations along the proposed Rail Corridor. The first area is located east of Georges River and encompasses approximately 250 m of the terrace and a portion of the RAE Golf Course (MIC site); the second area encompasses approximately 120 m stretch of land portion situated on both the north and south sides of Anzac Creek. A map of the study area is shown in Figure 15-2.

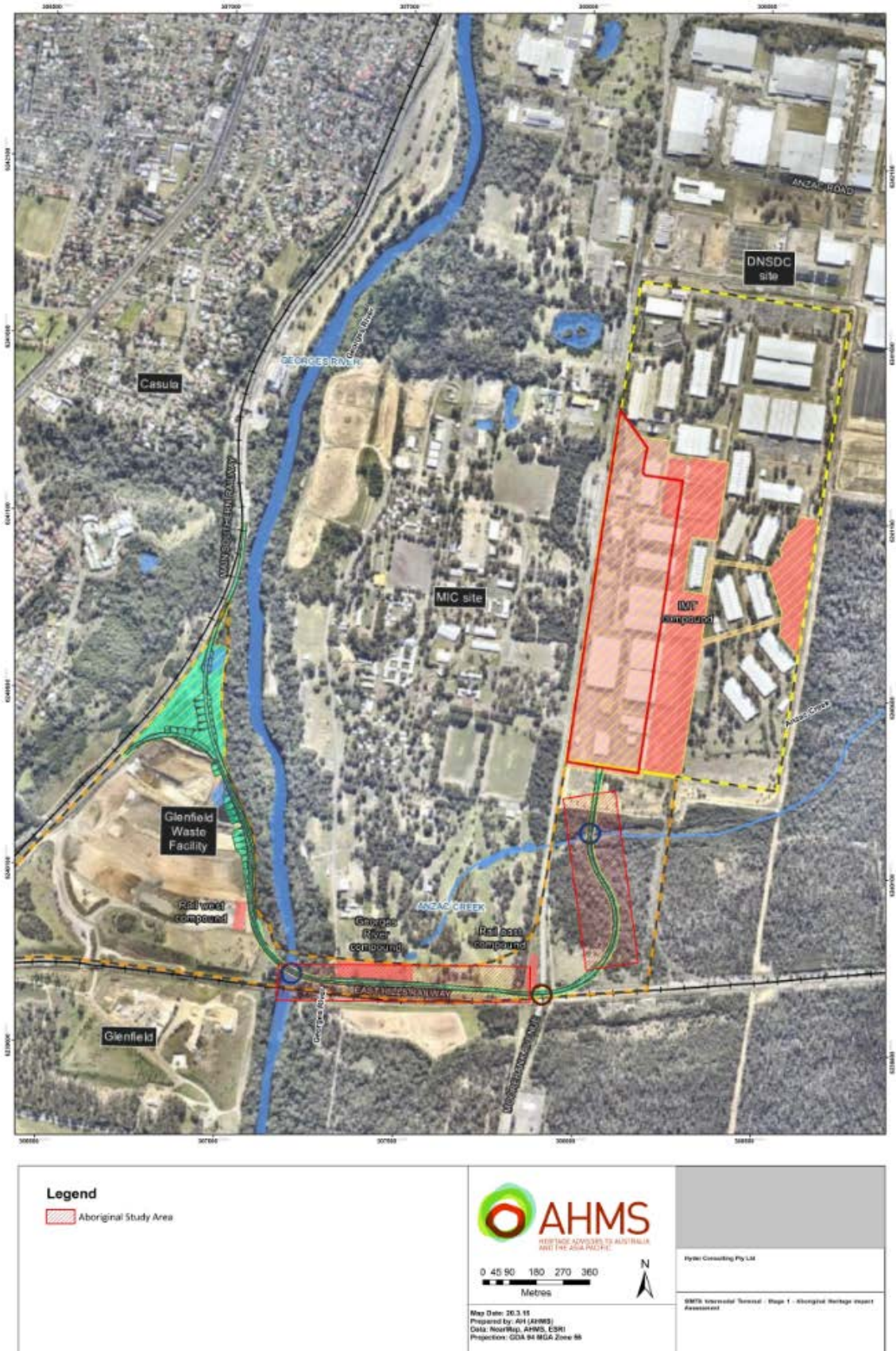


Figure 15-2 Aboriginal study area

## 15.2.2 KNOWLEDGE OF ABORIGINAL HERITAGE

A number of studies contribute to the existing knowledge of Aboriginal heritage within the Aboriginal study area, including:

- AHMS (2012a) *Aboriginal Cultural Heritage Assessment: SIMTA Moorebank Intermodal Terminal Facility*. Unpublished Report for Hyder Consulting Pty Ltd.
- AHMS (2012b) *Indigenous Biodiversity Values Assessment: Sydney Intermodal Terminal, Moorebank, NSW*. Unpublished Report for Hyder Consulting Pty Ltd.
- Navin Officer Heritage Consultants (2014) *Moorebank Intermodal Terminal, Aboriginal Cultural Heritage Assessment*. Unpublished Report for Parsons Brinckerhoff.

A summary of the findings from each of these studies is presented below.

### AHMS 2012a

Summary of the findings of the *Aboriginal Cultural Heritage Assessment* is provided in Section 15.1 (above).

### AHMS 2012b

The *Indigenous Biodiversity Values Assessment* (AHMS, 2012b) involved consultation with the Registered Aboriginal Parties regarding the cultural values associated with the biodiversity within the SIMTA site. As a result two plants and four animal species were identified as having been used for Aboriginal purposes in the past, however no specific information on any of the species was obtained for the SIMTA site.

### Navin Officer Heritage Consultants 2014

The *Moorebank Intermodal Terminal, Aboriginal Cultural Heritage Assessment* was undertaken to support the MIC EIS. This study consisted of several field surveys and excavations across the proposed MIC site between 2010 and 2014. This site encompasses the MIC site, and also parts of the SIMTA Rail Corridor (approved in the Concept Plan Approval) and Stage 1 Rail link (the subject of this EIS).

A key part of the 2014 study involved undertaking subsurface investigations in parts of PAD 2, which was identified by AHMS (2012a). Figure 15-3 shows the location of these subsurface investigations. These investigations failed to recover any Aboriginal objects in the identified areas, that is, along Anzac Creek to the north of the Rail Corridor (identified in the Concept Plan Approval).



Figure 15-3 Location of subsurface investigations undertaken by Navin Officer (2014) for the MIC Proposal

### 15.2.3 ASSESSMENT METHODOLOGY

Aboriginal consultation built on the consultation undertaken for the Concept Plan Approval, and as an added measure, due to the length of time between consultation. Consultation recommenced during November 2014, in accordance with OEH Guidelines. Initially a number of government agencies and Local Aboriginal Land Councils (LALCs) were consulted to identify Aboriginal people whom may hold a cultural knowledge relevant to determining the significance of Aboriginal objects and places. The Aboriginal organisations which were identified as relevant to the Aboriginal study area are shown in Table 15-2. All of these organisations were invited to register an interest in the Proposal on 3 December 2014. The organisations whom registered an interest in the Proposal are also shown in Table 15-2.

Table 15-2 Aboriginal organisations consulted and registered interest for the Proposal

| Aboriginal organisations                                               | Interest registered for the Proposal (Y/N) | Attended test excavations (Y/N) |
|------------------------------------------------------------------------|--------------------------------------------|---------------------------------|
| Darug Aboriginal Cultural Heritage Assessments (DACHA)                 | Y                                          | Y                               |
| Cubbitch Barta Native Title Claimants Aboriginal Corporation (CBNTCAC) | Y                                          | Y                               |
| Tharawal LALC                                                          | Y                                          | Y                               |
| Gandangara LALC                                                        | Y <sup>36</sup>                            | N                               |

<sup>36</sup> As with the investigations undertaken for the SIMTA Project, it was determined that the Aboriginal study area was outside of Gandangara LALC's boundaries, and only the Tharawal LALC was involved in subsequent stages of the investigations.

| Aboriginal organisations                                 | Interest registered for the Proposal (Y/N) | Attended test excavations (Y/N) |
|----------------------------------------------------------|--------------------------------------------|---------------------------------|
| Tocomwall                                                | Y                                          | Y                               |
| Darug Custodian Aboriginal Corporation (DCAC)            | Y                                          | Y                               |
| Darug Tribal Aboriginal Corporation (DTAC)               | Y                                          | N                               |
| Darug Aboriginal Landcare Inc (DALI)                     | Y                                          | N                               |
| Darug Land Observations (DLO)                            | Y                                          | Y                               |
| Wurrumay Consultancy                                     | N                                          | N                               |
| Warragil Cultural Services                               | N                                          | N                               |
| Liverpool City Council Aboriginal Consultative Committee | N                                          | N                               |

An excavation program was prepared, in consultation with the above registered Aboriginal organisations, to further investigate two PADs (PAD 2 and 3) within the Proposal site. PAD 1 was situated outside of the Proposal site, and was investigated as part of the MIC Proposal and therefore no further investigation was considered necessary. The objectives of the program was to determine the nature and extent of the Aboriginal heritage resources, assess the potential impacts on areas of archaeological sensitivity and update the previous reporting. The excavation program was developed generally in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW, 2010).

A key part of the methodology for further investigation involved undertaken subsurface investigations for the Proposal. These subsurface investigations were undertaken between 19-23 January 2015, with the majority of *Registered Aboriginal Parties* participating.

A total of 13 test pits (1 m<sup>2</sup>) at 20 m spacing were excavated along the Rail Corridor, focussing on the banks of the Georges River and either side of Anzac Creek (PADs 2 and 3). Seven test pits were undertaken within the RAE Golf Course (MIC site) (encompassing 250 m of the terrace overlooking the Georges River and within the curtilage of PAD 2); and six test pits (three on each side) of Anzac Creek, (within the curtilage of PAD 3). The location of these is shown in Figure 15-4.

Test excavation was not carried out on the western side of Georges River as it was considered unnecessary based on the results of previous Archaeological assessment undertaken by AHMS (2012c). An assessment undertaken at Glenfield Waste Disposal revealed that much of the area had been heavily disturbed by sand extraction. As a result it was considered that the area had low-nil potential for Aboriginal objects to exist and therefore no further investigation was carried out as part of the test excavation.



Figure 15-4 Location of subsurface investigations undertaken by AHMS (2015) for the Proposal

## 15.2.4 INVESTIGATION FINDINGS

The findings of the investigations, and post excavation analysis, are discussed below. Figure 15-5 provides a summary of the findings.

### PAD 3

PAD 3 was found to contain no cultural material and was recommended to be de-listed.

### PAD 2 (MA14)

PAD 2 was reconsidered and limited to an area encompassing the elevated areas immediately above the Georges River. This area was relabelled as MA14 to reflect its new identification as an artefact scatter and deposits rather than a PAD.

A total of 28 Aboriginal objects were recovered from the test pits associated with the Georges River, with the highest number of artefacts from test pit 3. The quantum of objects recovered suggested a low level of past activity on the maximal upper slope and ridge in this area. Large parts of the site are disturbed, but those areas that are intact contain deep stratified deposits with at least two periods of past activity. As such the site is considered to have high research potential, and meet the thresholds of local significance.

Overall, MA14 can be considered to have aesthetic values due to its setting. No site specific cultural significance was identified by Aboriginal stakeholders, however, sites of potential antiquity and which contain extensive cultural material are generally of importance to Aboriginal people and can be considered to have cultural values.

## Other sites

Two other sites of archaeological concern were identified within the riparian corridor along the western bank of the Georges River which have various cultural and archaeological importance. One site was identified through the AHMS (2012a) Aboriginal consultation process, and included an area of cultural value, which encompassed the slopes and floodplains along Georges River (shown in pink in Figure 15-5). Navin Officer Heritage Consultants (2014) also identified the western banks of Georges River as of archaeological importance, including a large site, MAPAD2, along the entire stretch of river. This site was ultimately divided into the three smaller sites (MA11-13 inclusive), but considered to retain high research potential, since excavations failed to reach the base of the deposits. One of these areas is situated at the northern end of the area identified as having cultural value (shown in orange in Figure 15-5). Both of these sites are outside (but in close proximity) of the Stage 1 proposal site boundary.

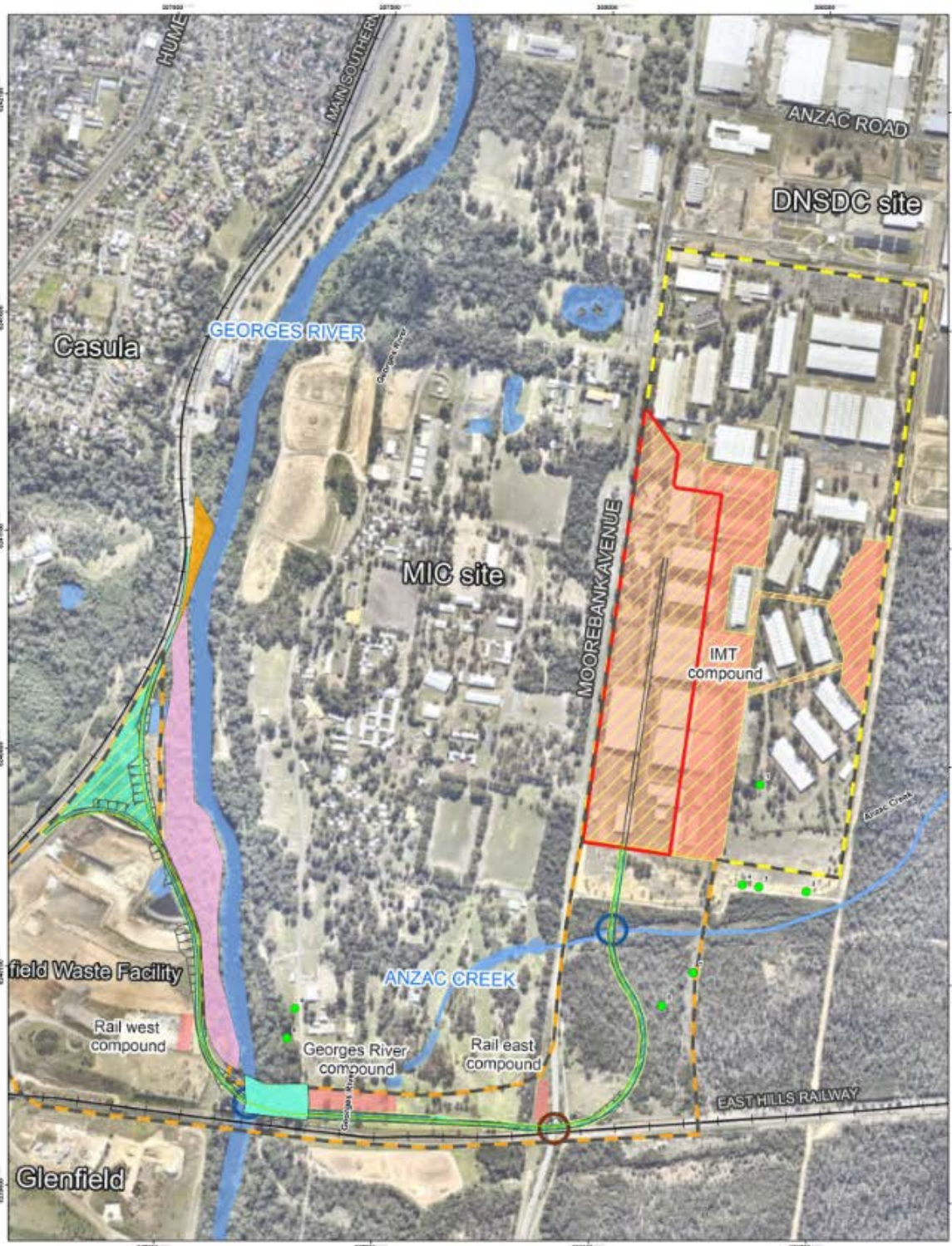


Figure 15-5 Findings locations and Archaeological Model for the Proposal site

## 15.3 POTENTIAL IMPACTS

### 15.3.1 CONSTRUCTION

The Rail link included in the Proposal would directly impact MA14, with the alignment traversing through the southern portion of this site. In total the Rail link is anticipated to impact approximately 20 percent, or 2,000 m<sup>2</sup>, of total area of MA14 area.

The two other sites located outside of the Stage 1 site, but in close proximity (refer to Figure 15-5). These incorporate riparian corridor along the western bank of the Georges River, and are not expected to be impacted by the Proposal. However, should the boundary change or works extend over the boundary, they would be affected. Recommendations have been made to ensure these areas remain unaffected during the construction of the Proposal.

### 15.3.2 OPERATION

No impacts to Aboriginal heritage were identified for the operation phase of the Proposal.

## 15.4 MITIGATION MEASURES

### 15.4.1 CONSTRUCTION

As discussed above, the *Aboriginal Heritage Impact Assessment* (AHMS, 2015) is subject to review from the Registered Aboriginal Parties. Following finalisation of this report a finalised a copy would be lodged with the Planning and Environment Aboriginal Heritage Information Management Systems (AHIMS), and each of the Aboriginal stakeholders. Further, an Aboriginal Heritage Site Recording Form for MA14 would be submitted to Planning and Environment AHIMS database following the finalisation of this report.

The following mitigation measures are to be implemented prior to, and during the construction of the Proposal.

- Consultation would be maintained with the Aboriginal stakeholders during the finalisation of the Proposal in order to identify long-term curation and management of the Aboriginal objects recovered through the archaeological program (including open salvage excavation), as well as mitigation measures to be implemented prior to and during construction works.
- Management of Aboriginal heritage would be managed through the CEMP for the Proposal. Information within the CEMP would include a summary of the findings of the *Aboriginal Heritage Impact Assessment* (AHMS, 2015), mitigation measures (as necessary) and guidance on unexpected archaeological and cultural finds (including human remains).
- All relevant personnel and contractors involved in the design and construction of the Proposal would be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft *Aboriginal Heritage Impact Assessment* (AHMS, 2015).
- The Proposal is likely to impact one Aboriginal site, MA14 (artefact scatter and deposit) on the eastern bank of Georges River. If impacted mitigation measures included in Section 9.6 of the draft *Aboriginal Heritage Impact Assessment* (AHMS, 2015) should be implemented. These include open area salvage excavation of up to 100 m<sup>2</sup> in the vicinity of test pit #3.

- The Aboriginal sites on the riparian corridor along the western bank of the Georges River would be protected from inadvertent impact through the use of temporary fencing along the Proposal boundary in this location. Should construction activities be proposed to extend beyond this boundary, appropriate heritage investigations would be undertaken.
- If relocation of any element of the Proposal is to occur outside the area assessed in the draft *Aboriginal Heritage Impact Assessment* (AHMS, 2015) further assessment of the additional area(s) would be undertaken to identify and manage Aboriginal objects/ sites/ places that may be in the additional area(s).

## 15.4.2 OPERATION

No impacts to Aboriginal heritage were identified for the operation phase of the Stage 1 Proposal and as such no mitigation measures are required.

# 16 NON- INDIGENOUS HERITAGE

Artefact have undertaken an assessment of the potential impacts of the on non-Indigenous Heritage to address the SEARs. A Non-Indigenous Heritage Assessment (Artefact, 2015) has been prepared for the Stage 1 Proposal and is included in Appendix U of this EIS. The SEARs which are addressed in this Section are provided in Table 16-1.

**Table 16-1 SEARS (Non-Indigenous Heritage)**

| SEARs                                                                                                                                                                                                                                                                                                                                   | Where addressed                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <b>10. Heritage</b>                                                                                                                                                                                                                                                                                                                     |                                                                                                                                             |
| <i>An assessment of the heritage impacts of the proposal. The assessment shall:</i>                                                                                                                                                                                                                                                     |                                                                                                                                             |
| <i>b) consider impacts to historic heritage. For any identified impacts, the assessment shall:</i>                                                                                                                                                                                                                                      |                                                                                                                                             |
| <i>i. include a statement of heritage impact</i>                                                                                                                                                                                                                                                                                        | Section 16.3 and Appendix U of this EIS                                                                                                     |
| <i>ii. be undertaken by a suitably qualified heritage consultant(s)</i>                                                                                                                                                                                                                                                                 | This reporting was undertaken by Artefact whom are considered a 'suitably qualified heritage consultant' (refer to Appendix U of this EIS). |
| <i>iii. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive reuse of buildings or building elements on site).</i> | Section 16.4 and Appendix U of this EIS                                                                                                     |
| <i>Note: Where historical excavation is proposed, the heritage consultant undertaking the assessment must meet the NSW Heritage Council's Excavation Director criteria.</i>                                                                                                                                                             | N/A. No excavation was undertaken for the Non-Indigenous Heritage Impact Assessment.                                                        |

This Section summarises the studies undertaken previously for the Concept Plan Approval and, more recently, for the Proposal. This Section provides an assessment of potential impacts resulting from demolition of buildings on the Stage 1 site as assessed in the *Non-Indigenous Heritage Assessment* (Artefact, 2015) (Appendix U). Measures to mitigate impacts have also been identified where they are required.

## 16.1 CONCEPT PLAN ASSESSMENT

The *Non-Indigenous Heritage Assessment* (Artefact, 2013) prepared for the Concept Plan Approval, concluded that the SIMTA Project would have a significant impact on the heritage significance of the DNSDC site (i.e. SIMTA site), which was at the time of authoring, was occupied by Department of Defence and therefore listed on the Commonwealth Heritage List and protected by the EPBC Act. For the purposes of evaluating the potential impacts on Commonwealth heritage values on the SIMTA site, an evaluation of a number of development options and mitigation measures were considered. These options ranged from conservation, demolition and adaptive reuse of the existing heritage buildings on the SIMTA site.

In particular, the PAC in their Determination Report (dated 29 September 2014) for the Concept Plan Approval, notes that the buildings located on SIMTA site are “*not ideal/suitable for modern equipment used for warehousing, and the structures would not meet the current fire safety requirements*”. The PAC notes further that “*while the heritage significance of the site is acknowledged, most buildings are unlikely to be suitable for adaptive re-use in a modern warehousing facility, and therefore the proposal [SIMTA Project] will impact on the non-indigenous heritage of the site [SIMTA site]*”.

The *Non-Indigenous Heritage Assessment* report concluded that further investigation on heritage impacts, including consultation with state agencies, would be undertaken to further identify and mitigate the impact of the SIMTA Project on non-Indigenous heritage items within both the SIMTA site and surrounds.

The EIS prepared for the EPBC Approval also provided an assessment of the SIMTA Project and the potential impact on heritage, in particular those heritage items located on Commonwealth land. The reporting, included within the EIS, for the EPBC Approval had similar conclusions as provided within the Concept Plan EA.

Based on the recommendations of the assessment, the Revised Statement of Commitments, included in the Response to Submissions for the Concept Plan (2014), committed to the following actions for the Stage 1 Proposal:

### Non-Indigenous Heritage

*The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including:*

- *Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level.*
- *Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.*
- *Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought.*
- *Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non-Indigenous Heritage report.*
- *Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage.*

*If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage*

*consultant/ archaeologist should be engaged to assess the item to determine its heritage significance.*

In addition to the Statement of Commitments, the Concept Plan Approval (dated 29 September 2014) included a number of additional requirements for to be undertaken for 'Heritage' for future approvals. The Conditions of Approval provided are generally consistent with the SEARs provided for the Proposal (refer to Table 16-1) and have been addressed in this Section. A complete compliance table of this EIS with the SEARs, Statement of Commitments and Conditions of Approval is provided at Appendix A.

## 16.2 EXISTING ENVIRONMENT

### 16.2.1 STUDY AREA

The 'non-Indigenous study area' identified in the *Non-Indigenous Heritage Assessment* (Artefact, 2015) (Appendix U) includes the Stage 1 site, Rail link (and buffer area) and the construction compound locations for the Proposal.

### 16.2.2 HISTORICAL BACKGROUND

Since the first land parcels in the Liverpool area were granted in 1798 the land on and around the Stage 1 site and Rail Corridor has had a diversity of uses most of which relate to military development, as described below:

- **Early to late 1800s:** the area included small then large-scale agricultural production that included dairy farming, orchards and vineyards.
- **Pre-World War I:** in the early 1900s the area north of the SIMTA site hosted military training camps, while adjacent areas were used for manoeuvres and as a rifle range.
- **World War I and Interwar:** by 1913 what was known as the Liverpool Camp was located between the Georges River and Moorebank Avenue. To the east of the camp was an area marked 'stores', which encompassed the northern part of the current SIMTA site, while east of the storage area was a rifle range. In February 1917 a new railway line to service the Liverpool Camp and adjacent military facilities began and was completed in January 1918. Additional sidings were added in the following years.
- **World War II:** by 1943 a sub depot had been established on the southern corner of Moorebank Avenue and Anzac Road. In early 1944 the construction of four storehouses (numbers 10, 11, 12 and 13) formed the first construction phase of the depot, followed by the construction of a number of other stores and offices shortly after.
- **Late 20th century:** little change occurred at the SIMTA site between the late 1940s and early 1990s, when the site became the Defence National Storage and Distribution Centre (DNSDC). During the refurbishment five of the original 20 store buildings (four located in the Stage 1 site) were demolished and replaced with larger modern buildings. The remaining 15 WWII store buildings were reclad; steel sheeting replaced the original asbestos walls and new concrete floors were laid. Various WWII structures in the study area were also demolished, and new ancillary buildings including administrative buildings, workshops and amenities were constructed throughout the complex.

## 16.2.3 HERITAGE VALUES

The *Non-Indigenous Heritage Assessment* (Artefact, 2015) (Appendix U) undertaken for the Stage 1 Proposal was based on the *Non-Indigenous Heritage Assessment* (Artefact, 2013) prepared for the Concept Plan Approval. The previous assessment included an initial search of heritage registers and documentary research, followed by a site survey to ground truth the desktop assessment and to identify and inspect any visible heritage items. Further research and an additional site visit have been undertaken as part of the assessment for Stage 1 Proposal.

Documentary research was conducted to investigate the general history of the locality, as well as the history of the non-indigenous study area itself, and of identified heritage items on-site and within the surrounds. A number of libraries and archives were consulted, including: Liverpool Library, Local Studies Collection (maps and newspaper archives), Department of Lands (parish maps, aerial photographs and spatial information), National Archives of Australia and Australian War Memorial digital collection.

The heritage assessment conducted by Brooks and Associates (Architects and Heritage Consultants) in 2002 provided a key reference for the Stage 1 Proposal heritage assessment.

The sites which are considered relevant to the Stage 1 Proposal include:

- SIMTA site, i.e. former DNSDC site
- Glenfield Farm
- School of Military Engineering (MIC site).

### SIMTA site

The Stage 1 site contains three WWII timber post and beam store buildings (9 bays wide) (Building No. 6, 10 and 11) and two WWII crane serviced composite timber and steel store buildings (5 bays wide) (Building No. 7 and 9). The five WWII buildings were prefabricated in the United States and shipped to Australia in the early 1940s. Each building was constructed with a concrete slab onto which the timber and steel supports were set. The remainder of the structures within the Stage 1 site are modern, constructed in the 1990s. Figure 16-1 shows the location of these buildings. A summary of these buildings, previous uses and their existing condition is provided in Table 16-2.

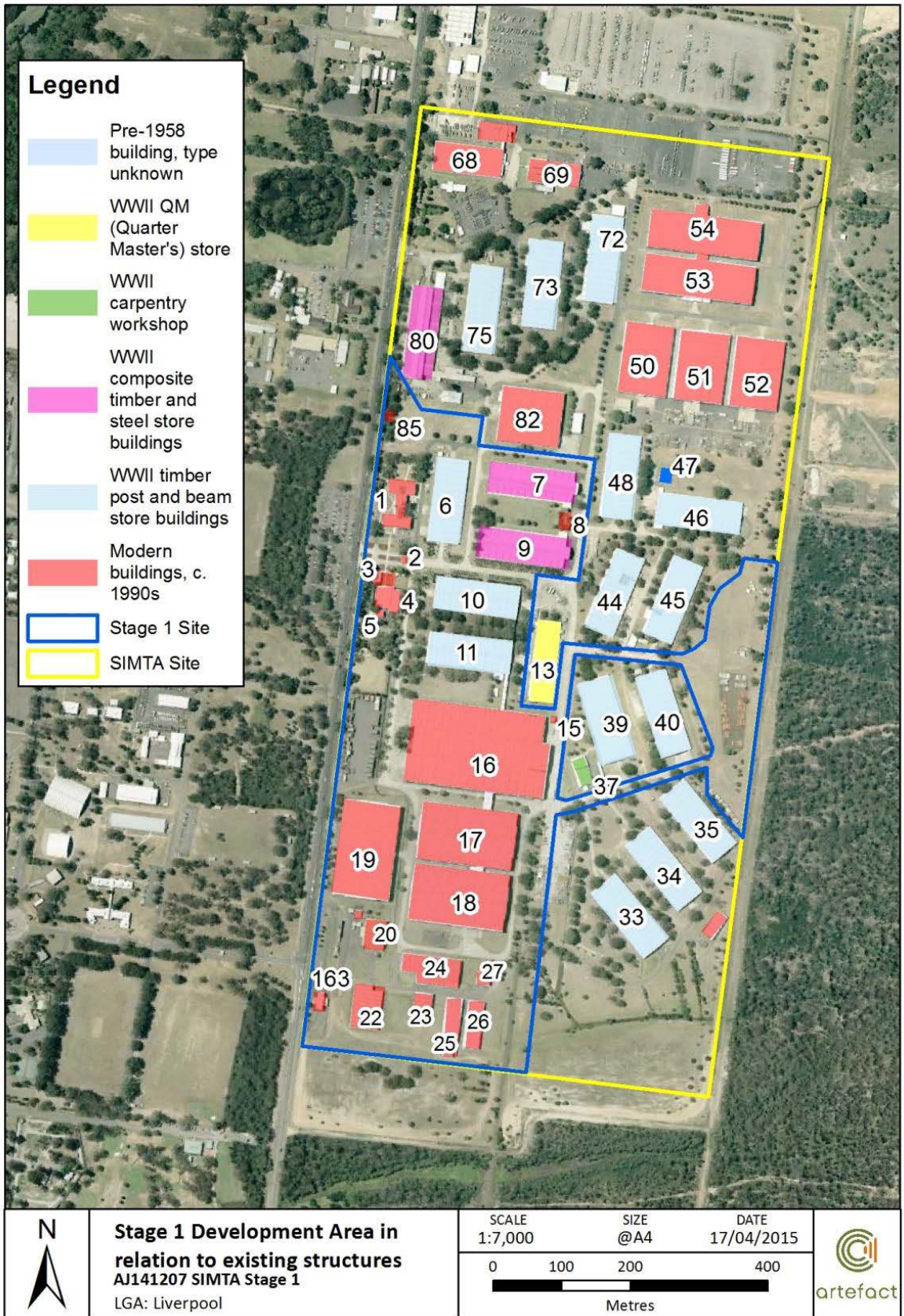


Figure 16-1 Existing buildings on the Stage 1 site (including reference numbers)

**Table 16-2 Structures within the SIMTA Stage 1 site**

| Building No. | Construction date | Type                                                     | Condition                                                                                                                                                                          | Modifications/ alterations                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------|-------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6            | WWII              | Timber post and beam store building (nine bays wide)     | Overall building stability needs to be reassessed. Timber column structure which requires assessment and repair to internal slabs and some columns                                 | New concrete slab and external asbestos sheeting replaced by metal sheeting c. 1990.<br><br>No access was allowed during the site visit so an assessment of modifications was not made. It is assumed modifications are similar to the other WWII structures.                                                                                                                                                                                                       |
| 7            | WWII              | Composite timber and steel store building (crane served) | Concrete slab generally in good condition however joints require repair. Roof structure to be checked for wind uplift loads. Overall stability of structure should be re-assessed  | <ul style="list-style-type: none"> <li>▪ New concrete slab and external asbestos sheeting replaced by metal sheeting c. 1990.</li> <li>▪ Addition of small office to SE corner.</li> <li>▪ Some timber supports have been replaced.</li> <li>▪ Timber and steel support beams have been painted</li> <li>▪ Addition of red fire safety pipes across ceiling</li> <li>▪ Possible addition of pine doorway</li> <li>▪ Addition of roller door.</li> </ul>             |
| 8            | c. 1990           | Modern                                                   | N/A                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9            | WWII              | Composite timber and steel store building (crane served) | Concrete slab generally in good condition however joints require repair. Roof structure to be checked for wind uplift loads. Overall stability of structure should be re-assessed. | <ul style="list-style-type: none"> <li>▪ New concrete slab and external asbestos sheeting replaced by metal sheeting c. 1990</li> <li>▪ Addition of small office to NE corner</li> <li>▪ Some timber supports have been replaced</li> <li>▪ Timber and steel support beams have been painted for visibility</li> <li>▪ Addition of red fire safety pipes across ceiling</li> <li>▪ Possible addition of pine doorway</li> <li>▪ Addition of roller door.</li> </ul> |

| Building No. | Construction date | Type                                                 | Condition                                                                                                                          | Modifications/ alterations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------|-------------------|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10           | WWII              | Timber post and beam store building (nine bays wide) | Timber column structure which requires assessment and internal slabs and some columns appear to have been damaged or deteriorated. | <ul style="list-style-type: none"> <li>▪ New concrete slab and external asbestos sheeting replaced by metal sheeting c. 1990</li> <li>▪ Addition of connection to building 11</li> <li>▪ Stiffening of beams</li> <li>▪ Addition of concrete reinforced beams to ensure stability</li> <li>▪ Modern light fittings</li> <li>▪ Addition of red fire safety pipes across ceiling</li> <li>▪ Possible addition of pine doorway</li> <li>▪ Timber supports have been painted</li> <li>▪ Addition of fire hose reels</li> <li>▪ Addition of drinking station</li> <li>▪ Addition of server system with 2 metal pylons secured to the slab</li> <li>▪ Addition of roller door and metal pylons</li> <li>▪ Drainage system of roofing (subsurface)</li> <li>▪ External light fittings (modern)</li> <li>▪ External electricity connection.</li> </ul> |
| 11           | WWII              | Timber post and beam store building (nine bays wide) | Timber column structure which requires assessment and internal slabs and some columns appear to have been damaged or deteriorated. | <ul style="list-style-type: none"> <li>▪ New concrete slab and external asbestos sheeting replaced by metal sheeting c. 1990</li> <li>▪ Addition connection to buildings 16 and 10</li> <li>▪ Stiffening of beams</li> <li>▪ Concrete reinforced timber beams</li> <li>▪ Modern light fittings</li> <li>▪ Addition of red fire safety pipes across ceiling</li> <li>▪ Possible addition of pine doorway</li> <li>▪ Timber supports have been painted</li> <li>▪ Addition of roller door</li> <li>▪ Drainage running off of roof (subsurface impacts).</li> </ul>                                                                                                                                                                                                                                                                               |
| 16           | c. 1990           | Large, modern steel-framed warehouse                 | N/A                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Building No. | Construction date | Type                                 | Condition | Modifications/ alterations |
|--------------|-------------------|--------------------------------------|-----------|----------------------------|
| 17           | c. 1990           | Large, modern steel-framed warehouse | N/A       | N/A                        |
| 18           | c. 1990           | Large, modern steel-framed warehouse | N/A       | N/A                        |
| 19           | c. 1990           | Large, modern steel-framed warehouse | N/A       | N/A                        |
| 20           | c. 1990           | Modern                               | N/A       | N/A                        |
| 21*          | c. 1990           | Modern                               | N/A       | N/A                        |
| 22           | c. 1990           | Modern                               | N/A       | N/A                        |
| 23           | c. 1990           | Modern                               | N/A       | N/A                        |
| 24           | c. 1990           | Modern                               | N/A       | N/A                        |
| 25           | c. 1990           | Modern                               | N/A       | N/A                        |
| 26           | c. 1990           | Modern                               | N/A       | N/A                        |
| 27           | c. 1990           | Modern                               | N/A       | N/A                        |
| 85           | c. 1990           | Modern                               | N/A       | N/A                        |
| 163          | c. 1990           | Modern                               | N/A       | N/A                        |

\* Building 21 has been demolished.

## Glenfield Farm

Glenfield Farm is listed on the State Heritage Register, and is of historical significance as one of the few surviving rural farm complexes in NSW dating from the original land grant of 1810 and still capable of use for family living and limited farming activities. The buildings on the property are located to the western part of the listed area on top of a ridge and contain a 14 room homestead, a dairy, coach house and privy. The land on which the house is located includes former rural pastures and the original site fencing (State Heritage Inventory listing "Glenfield Farm"). The curtilage of the item extends down to the western boundary of the Main Southern Railway Line, and is located approximately 50 m from the south-western extent of the proposed Rail link.

## School of Military Engineering (SME)

The main complex of the SME covers approximately 220 ha east the Georges River. The SME is listed on the LLEP 2008 under its alternate name, the Australian Army Engineers Group (Item 57). This listing notes that the site includes the Royal Australian Engineers (RAE) Memorial Chapel, RAE Monument, Major General Sir Clive Steele Memorial Gates, and The Cust Hut. According to the LEP Heritage map, Item 57 also encompasses most of the land surrounding the SIMTA site, between the East Hills Rail Corridor and Anzac Road, as well as a building on

the northern side of Anzac Road. This building is not specifically mentioned in the LLEP 2008, and is listed separately in the State Heritage Inventory as an 'Army Building (Former)'.

The remainder of the land encompassed by Item 57 on the LLEP listing now consists mostly of bushland (the Boot Land). Since this land was part of Liverpool's military precinct from 1915 and has remained undeveloped since the 1940s, it is possible that archaeological evidence for military activities survives there.

## 16.2.4 ARCHAEOLOGICAL POTENTIAL

There are varying levels of potential for archaeological remains dating from WWII across the Stage 1 site; however the research potential would not be high and it is likely that any remains would have at most local significance. There is low potential for archaeological deposits dating to the pre-WWI, WWI and interwar periods to be uncovered. The potential for archaeological remains in the Stage 1 fill relocation zone are assessed as low.

The archaeological significance of the Rail link (on land to the east of the Georges River) and compound site locations are low, although there is a low possibility of unexpected finds related to early settlement. The Rail link on the Glenfield Waste Facility is assessed as having no archaeological potential.

## 16.2.5 HERITAGE LISTINGS

The Proposal site footprint includes two heritage listed items:

- The Defence National Storage and Distribution Centre (DNSDC) is currently listed on the Commonwealth Heritage List (CHL) and is protected under the EPBC Act,
- The proposed Rail link passes through a small part and alongside the southern boundary of the School of Military Engineering (SME) complex, which is listed under the LLEP 2008 and is protected under the *Heritage Act 1977* (Heritage Act) and the EP&A Act.

## 16.3 POTENTIAL IMPACTS

### 16.3.1 CONSTRUCTION

#### SIMTA site

The demolition of existing structures is required as they are impractical from the perspective of adhering to modern engineering and safety standards, and also would not meet the operational requirements of the Stage 1 Proposal. The buildings to be removed on the Stage 1 site have undergone a number of modifications which have altered elements of their original fabric. Further, the SIMTA site has been subject to demolition of original structures and construction of a large number of modern warehouse in the 1990s. These changes have resulted in some impacts to the context and setting of the item as a whole

Demolition of the five WWII store buildings (Building No. 6, 7, 9, 10 and 11) would be undertaken within the Stage 1 site. These buildings form the only known surviving group of WWII Defence buildings in NSW. The only other known site with similar WWII timber store buildings (which remains in Defence ownership) is Bandiana, in Victoria.

This demolition would impact the setting and context for the majority of the remaining WWII era buildings, on the SIMTA site, resulting in significant impacts to the collective significance of the SIMTA site (Former DNSDC site).

The original road, rail and open drain alignments running through the Stage 1 site will also be impacted through the construction of the Stage 1 site. Construction and landscape modification through the installation of proposed water, sewerage, trade waste, and power infrastructure within the footprint of Stage 1 is likely to have a possible impact on the heritage significance of the underground water mains and sewerage line which probably date back to the 1940s.

Longer term plans on the SIMTA site currently include the demolition of the WWII structures, however there is still the potential for conservation or adaptive reuse of some of the buildings. Notwithstanding this, even if one or more of the structures were conserved the demolition of the majority of the structures and loss of the original layout of the site would mean that the SIMTA site may no longer maintain its heritage significance at a State level.

There is low potential for archaeological deposits dating to the pre-WWI, WWI and interwar periods to be uncovered on the Stage 1 site, during construction.

### Glenfield Farm

Construction of the Rail link has the potential to result in temporary impacts (visual, noise and air) on the listed Glenfield Farm Group heritage items, due to the location and operation of plant and equipment and vehicle movements during construction.

### School of Military Engineering (SME)

The Stage 1 Proposal involves the construction of a Rail link which would traverse through a small part alongside the southern boundary of the MIC site. Impacts would be limited to a small portion of the SME site, and would not have any impact on the heritage significance of the item(s) located on this site.

## 16.3.2 OPERATION

### SIMTA site

The operation of the Stage 1 site would have visual impacts on the remaining elements of the SIMTA site.

### Glenfield Farm

Potential impacts to the Glenfield Farm Group heritage items may include potential impacts to its views and setting, and a possible increase in noise from activity along the proposed Rail link<sup>37</sup>.

Once constructed, the Stage 1 site result in minor visual impacts on the Glenfield Farm Group. However, as the views from the Glenfield Farm Group have already been compromised by railway development, quarrying and landfill operations, it is considered unlikely that the additional Rail link proposed as part of Stage 1 Proposal would further impact on the heritage significance of the item.

### School of Military Engineering (SME)

Once in operation, the Rail link would not have an impact on the heritage significance of the heritage items on the SME site.

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<sup>37</sup> As discussed in Section 9 of this EIS, the increase in rail noise would not exceed the relevant noise assessment criteria

## 16.4 MITIGATION MEASURES

### 16.4.1 CONSTRUCTION

Conservation and/or adaptive reuse of at least one of the five WWII structures on the Stage 1 site proposed for demolition was considered, however, the WWII structures are not suitable for use within the context of the SIMTA Project as they would need to have major conversions to meet safety and engineering requirements to enable them to service the required functions as part of the SIMTA Project. It is not considered appropriate to move any of the structures off site for conservation as a number of similar structures are still standing within the remainder of the SIMTA site.

The following mitigation measures would be required to be undertaken for the construction of the Stage 1 Proposal:

- A full photographic record of the entire SIMTA site would be undertaken prior to Stage 1 construction commencing. This would record the setting and context of the site as a whole prior to any impact on collective significance.
- A heritage interpretation strategy would be prepared, which could include interpretative mediums such as plaques and displays (subject to a suitable area being located) and online resources.
- A Heritage Management Plan in adherence to NSW Heritage Council guidelines would be prepared as part of the Construction Environmental Management Plan (CEMP) for the Stage 1 Proposal.
- Archaeological monitoring during construction would be conducted for a representative sample of the sites (PADs F and G (to the south, and south west of Building No. 11, respectively) of former structures which have been assessed as having the potential to have local heritage significance. Excavation of these sites would be directed by a suitable archaeologist with Excavation Director Criteria qualifications who is experienced in investigations of locally significant archaeology. The archaeologist would assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action.
- If unexpected finds are located during works an archaeological consultant would be engaged to assess the significance of the finds and the NSW Heritage Council notified. Further archaeological work or recording may be recommended.

As impacts to the SME curtilage are assessed to be minor as a result of the Stage 1 Proposal no specific mitigation measures are required.

### 16.4.2 OPERATION

Subsequent to the operation of the Proposal the remaining buildings on the SIMTA site would be segregated from the Stage 1 site and would not be impacted. Therefore no mitigation measures are considered relevant during operation of the Proposal.