

Statement of Heritage Impact and Historic Archaeology Assessment

ST MARYS FREIGHT HUB, NSW

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ACRONYMS, ABBREVIATIONS AND DEFINITIONS

AHD	Australian Heritage Database
<i>Burra Charter</i>	Refers to <i>The Burra Charter</i> prepared by Australia ICOMOS
<i>Cultural Significance</i>	Aesthetic, historical, scientific, social or spiritual value for past, present or future generations
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
DCP	Development Control Plan
EP&A Act	Environmental Planning & Assessment Act 1979
EPBC Act	Legal framework for the protection and management of places of national environmental significance
<i>Fabric</i>	Physical material of the <i>place</i> including components, fixtures, contents, and objects
HA	Heritage Assessment
<i>Heritage Significance</i>	A term used to describe the inherent cultural and historical value of an item
HIA	Heritage Impact Assessment
HCA	Heritage Conservation Area
ICOMOS	International Council on Monuments and Sites
<i>Interpretation</i>	All the ways of presenting the <i>cultural significance</i> of a <i>place</i>
LEP	Local Environment Plan
LGA	Local Government Area
NHL	National Heritage List
NPW Act	<i>National Parks & Wildlife Act 1974 (NSW)</i>
OEH	(NSW) Office of Environment and Heritage, formerly Department of Environment, Climate Change and Water
<i>Place</i>	Site, area, land, landscape, building or other works, and may include components, contents, spaces and views
<i>Reconstruction</i>	Means returning a <i>place</i> to a known earlier state and is distinguished from <i>restoration</i> by the introduction of a new material into the <i>fabric</i>
<i>Restoration</i>	Means returning the existing <i>fabric</i> of a <i>place</i> to a known earlier state by removing by removing accretions or by assembling existing components without the introduction of a new material
SHR	State Heritage Register
SSD	State Significant Development
RNE	Register of the National Estate
UNESCO	United Nations Educational, Scientific and Cultural Organisation

EXECUTIVE SUMMARY

BACKGROUND

NGH Environmental was commissioned by Urbanco on behalf of Pacific National Pty Ltd to prepare a Statement of Heritage Impact (SOHI) and Historic Archaeology Assessment for the proposed State Significant Development (SSD) of the St Marys Freight Hub in accordance with the conditions of the SSD Secretary's Environmental Assessment Requirements (SEARs). The SOHI and Historic Archaeology Assessment has been combined within this one report.

The proposed development area is located along Forrester Road, Lee Holm Road, and Christie Street, St Marys NSW, and within the City of Penrith Local Government Area (LGA). The proposed development includes the staged construction, and ultimate operation of the broader site for the St Marys Freight Hub, comprising an intermodal (road and rail) terminal and container park, north of the St Marys railway station (refer to Figures 1 and 2 for project location maps). The proposed development will facilitate the introduction of a new container rail shuttle between Port Botany and greater western Sydney, increasing the volume of import and export freight moved via rail and relieving the regional and state road network of heavy vehicle and container traffic, including primary freight roads servicing Port Botany.

Historical research has identified that the proposed development area has historic built and archaeological heritage values associated with the NSW State Heritage Register listed St Marys Railway Station, and the unlisted Ropes Creek branch railway line.

ASSESSMENT OF SIGNIFICANCE

The Ropes Creek branch railway line has been assessed within Section 4.4 of this report as being of local heritage significance due to its associations with the WWII Munitions factory north of St Marys Railway Station. As the site is not currently listed as an item of heritage significance, no statement of heritage significance currently exists for this site. NGH have prepared the statement of significance, below, to highlight the importance of the branch line in the history of the Penrith LGA.

The St Marys Railway Station statement of heritage significance is taken from the NSW Heritage (2016) listing for the item. The NGH assessment of the Station against the NSW Heritage Significance criteria in the preceding section supports the existing heritage significance statement, and so no new assessment of significance is required for this report.

Ropes Creek branch railway line at St Marys Intermodal Statement of Significance

Ropes Creek branch railway line is of local heritage significance for its associations with the munition's factory built in St Marys during 1942 as part of the WWII war effort. The branch line has strong associations with the operations of the factory and transport of Australian workers in the 1940s.

The line has undergone significant alterations since its closure in 1986 when the shunting, storage sidings and section of the main line were removed, however the first kilometre of the main line remains and continues to be used as a storage siding.

St Marys Railway Station State Heritage Register (listing ID#01249) Statement of Significance

St Marys Station Group is of state significance as an early station opened in the 1860s when the Great Western Railway was extended from Parramatta and for the role it played in handling the increased traffic for the American ammunition and general store built at Ropes Creek during World War II. The station, in particular the signal box, has strong associations with the operations of the once important rail system to Dunheved and Ropes Creek, and with the development of local industry and residential expansion of St Marys after 1942. The place has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.

St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area. The signal box is one of few remaining such structures using utilitarian materials in a non-standard style.

Date significance updated: 01 Nov 10 – St. Marys Railway Station Group OEH listing.

SUBSURFACE ARCHAEOLOGICAL SIGNIFICANCE

It has been assessed in Section 4.4 and 4.5 of this report that the significance of the Ropes Creek Branch line lies in its historic and social associations with the munition's factory built in St Marys during 1942 as part of the WWII war effort. The significance of the line therefore lies in the historical link to the munitions factory. There is no evidence to suggest that there were any significant built structures present on site associated with the Ropes Creek Railway Branch line, and as a result subsurface archaeological potential on the site would therefore be limited to individual items associated with the construction, maintenance and operation of the line, or small personal items of those workers who travelled to and from the factory every day.

The NSW OEH guidelines, 'Assessing Significance for Historical Archaeological Sites and Relics' (2009), states that: 'the key test that must be applied in understanding the scientific research values of a known or potential archaeological site is the question of whether further studies of the physical evidence may reasonably be expected to help answer research questions' (Archaeological Assessment Guidelines 1996:26). It is assessed within this report that any potential archaeology existing within the proposed development area do not hold research/scientific opportunities to provide new information about the Ropes Creek branch railway line, the munitions factory or it's workers.

Whilst relics of the Ropes Creek branch railway line and the munitions factory workers may be present on site, it has been assessed that the potential historic archaeology would not add to existing knowledge about the site; Ropes Creek branch railway any works to the site will not negatively impact on historic archaeological heritage.

SUMMARY OF IMPACTS

In summary, the assessment of heritage impacts for the new St Marys Freight Hub proposal within the suburb of St Marys NSW has found that the overall potential heritage impact is unlikely or minor (as outlined below). This is due to:

- There will be no physical impact on the SHR listed St Marys Railway Station. A minor visual impact will occur in relation to the station; however, this is mitigated by the distance to the container laydown area, vegetation growth, and the form and materials of the new terminal being consistent with existing surrounding industrial buildings and development;
- The Ropes Creek branch railway line has been identified within this SOHI (Section 4) as being of local heritage significance for its historic associations with the 1940s munitions factory operating in St Marys during WWII. The significance of this line will not be compromised with the proposed works as the line will continue to be in use, consistent with the principles outlined in Article 7 of the Burra Charter (refer to Section 2.4 of the report);
- The subsurface archaeological potential of the proposed development area is associated with the presence of the Ropes Creek branch railway line and any associated infrastructure. There is no evidence to suggest that there were any significant built structures present on site associated with the Ropes Creek Railway Branch line, and as a result subsurface archaeological potential on the site would be limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. These individual items have been assessed to have little to no significant heritage value. However, if any items were identified during the proposed St Marys Freight Hub works, an unexpected find protocol would be in place to appropriately manage the discovery and assess the heritage significance of the find before works recommenced; and
- There are no other registered or identified items of heritage significance within proximity to the site which will be impacted, physically or visually, by the works.

In summary, the potential historic heritage impact of the proposed construction of the St Marys Freight Hub is considered to be low and it is deemed that the proposal is appropriate to proceed.

RECOMMENDATIONS

The proposal to undertake the construction of the St Marys Freight Hub as outlined in this assessment is not considered to lead to any significant impact to surrounding heritage items in accordance with the NSW *Heritage Act 1977*, and *Environmental Planning and Conservation Act 1979*.

The following recommendations are made for the proposal:

1. Based on our assessment, NGH recommends that the Ropes Creek Branch line holds local heritage values that may be consistent with inclusion of future Penrith LEPs. The St Marys Freight Hub project will ensure the ongoing use and maintenance of the Ropes Creek Branch Railway Line, consistent with Article 7 of the Burra Charter - *Where the use of a place is of cultural significance it should be retained.*"
2. The current mature trees present on the southern side of the site (outside of the site and within Western Line Railway Reserve) helping to shield the view of the proposed Freight Hub from the SHR listed St Marys Railway Station should be retained during works to the site to mitigate a significant visual impact to the railway station;
3. The Freight Hub should be constructed and painted in similar, neutral tones to existing surrounding industrial buildings;
4. A heritage induction should be undertaken with all contractors on site to highlight the heritage significance of the site prior to works being undertaken; and

5. Likely archaeological finds on site will include items related to the Ropes Creek railway line. These have been assessed in Section 4.6 as not holding any heritage significance. In the event any unexpected heritage finds are identified, works must cease temporarily and the 'Unexpected Finds Procedure' described in Appendix A, should be adhered to.

1 INTRODUCTION

1.1 BACKGROUND

NGH Environmental was commissioned by Urbanco on behalf of Pacific National Pty Ltd to prepare a Statement of Heritage Impact (SOHI) and Historic Archaeology Assessment for the proposed State Significant Development (SSD) of the St Marys Freight Hub, located along Forrester Road, Lee Holm Road, and Christie Street, St Marys NSW, in accordance with the conditions of the SSD Secretary's Environmental Assessment Requirements (SEARs). The SOHI and Historic Archaeology Assessment has been combined within this one report.

The proposed Freight Hub development includes the construction of a road and rail terminal and container park on the site at St Marys, NSW, north of the St Marys railway station (Figures 1 and 2). The proposed development will facilitate the introduction of a new container rail shuttle between Port Botany and greater western Sydney, increasing the volume of import and export freight moved via rail and relieving the regional and state road network of heavy vehicle and container traffic, including primary freight roads servicing Port Botany.

As the proposed works to the St Marys Freight Hub have the potential to impact visually upon the State Significant historic heritage St Marys Railway Station located immediately to the south of the proposal area, the visual impact of the new development has been considered as part of this report.

Additionally, in order to meet the conditions of the State Significant Development (SSD) Secretary's Environmental Assessment Requirements (SEARs) and to investigate any other items or areas of archaeological potential located within the project area, an Archaeological Assessment has been prepared in line with the 2009 Office of Environment and Heritage Guidelines 'Assessing Significance for Historical Archaeological sites and Relics' as part of this report.

The heritage and future development of the town is currently protected by the Penrith City Council Development Control Plan (2014) and Local Environment Plan (2010).

Background historical information regarding the sites was mostly obtained through a synthesis of existing heritage listings and heritage studies.

This Statement of Heritage Impact assessment assesses the potential impact of the proposed works and has been prepared in accordance with the following guidelines:

- NSW Heritage Branch (Office of Environment and Heritage) publication Statement of Heritage Impact (2001);
- NSW Heritage Branch (Office of Environment and Heritage) publication Assessing Significance for Historical Archaeological sites and Relics (2009);
- Australia's ICOMOS Burra Charter. The Charter sets the standard of practice for providing advice or making decisions about of undertaking works at places of heritage or cultural significance, including owners, managers and custodians (ICOMOS 1999); and
- Penrith City Council Development Control Plan (2014), and Local Environment Plan (2010).

A site visit was carried out by NGH consultants Ingrid Cook and Zeina Jokadar, in order to determine the existing physical aspects of the proposal site, archaeological significance, the heritage items within proximity, and any conservation areas.

1.2 LOCATION AND SITE DESCRIPTION

The proposed State Significant St Marys Freight Hub is located within the suburb of St Marys in the Local Government Area (LGA) of Penrith City Council. The site comprises the following landholdings:

- Lot 2 (DP876781) Forrester Road, St Marys;
- Lot 3 (DP876781) Lee Holm Road, St Marys; and
- Lot 196 (DP31912) Christie Street, St Marys.

The total site has an area of 43ha with the area subject to the development (Stage 1) being approximately 9.6ha.

The site is predominantly cleared and flat and contains an existing rail siding (Figures 1 and 2). Little Creek traverses the site and discharges into South Creek to the west. Lot 196 contains existing rail infrastructure. The rail link was used to import material excavated from the Northside Sewerage Tunnel Project. Other parts of the site contain stockpiles of the excavated material and stacked redundant railway sleepers. There are numerous electrical transmission lines traversing the site (high and low voltages) and drainage channels.

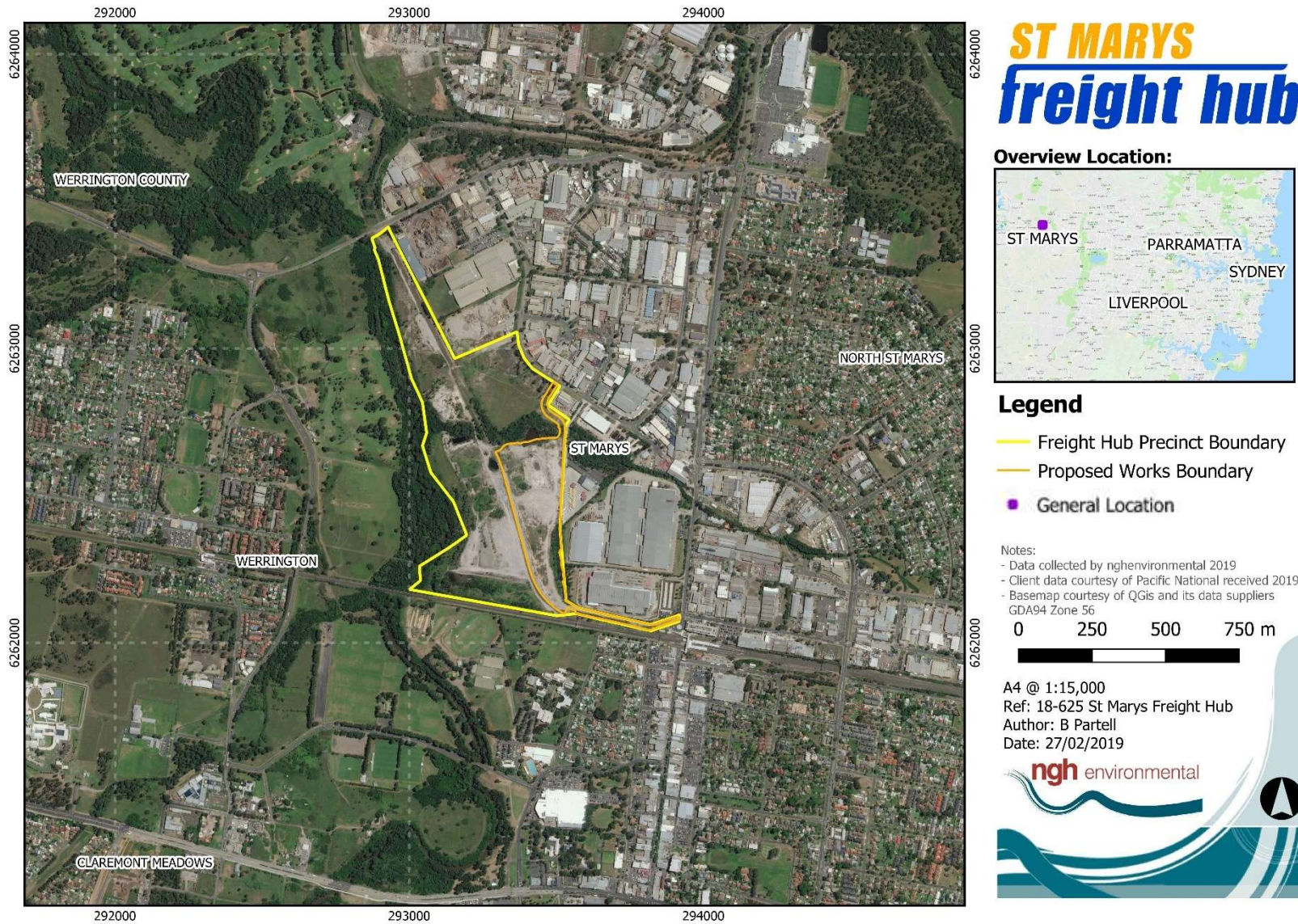


Figure 1. St Marys Freight Hub General Location Plan.

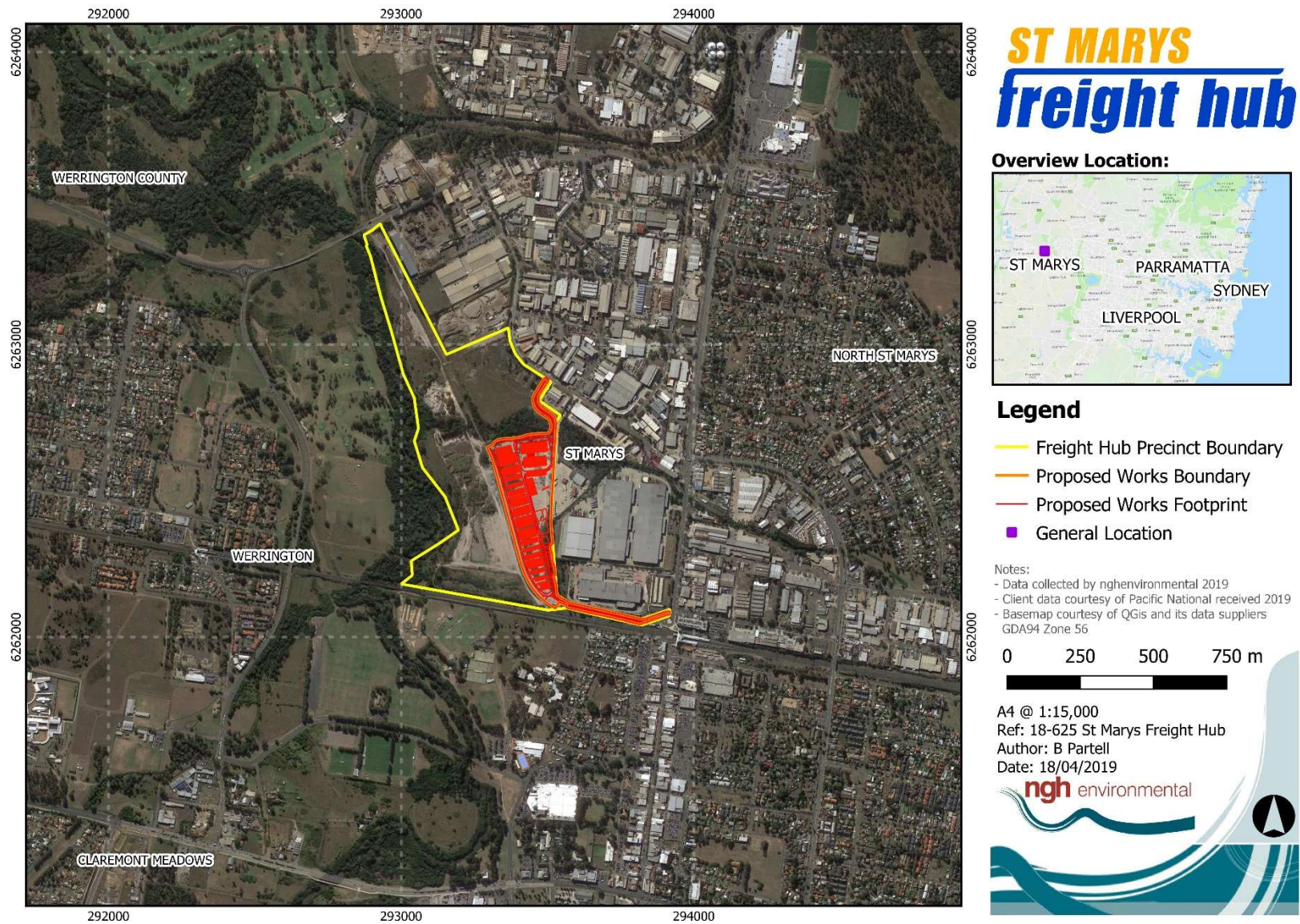


Figure 2. Project footprint.

1.3 PROPOSAL OBJECTIVE AND RATIONALE

The proposed development includes the staged construction, and ultimate operation, of 9.6ha of the broader site for the St Marys Freight Hub, comprising an intermodal (road and rail) terminal and container park with an operating capacity of 300,000 TEU annual throughput.

The proposed development will facilitate the introduction of a new container rail shuttle between Port Botany and greater western Sydney, increasing the volume of import and export freight moved via rail and relieving the regional and state road network of heavy vehicle and container traffic, including primary freight roads servicing Port Botany.

1.4 REPORT METHODOLOGY

The purpose of this study is to assess the potential heritage impact upon the heritage sites and values that may be impacted by the proposed works. The proposal area is located in proximity to the St Marys Station, which is listed both locally (on the LEP ID #282) and on the State Heritage Register (SHR) (SHR listing ID #01249). The SHR listing shows the curtilage of the heritage site to be just over 100 metres away to the south-east (see Figure 3), whereas the local listing curtilage extends across the southern boundary of the site (see Figure 5).

Works to the proposed St Marys Freight Hub therefore have the potential to visually impact upon the heritage significance of both the locally and state listed item, and as a result a SOHI for the construction of the Freight Hub is required to determine the heritage impact.

As identified by the SEARs, an assessment of potential historic archaeology is also required to determine the level of impact the works would have on any historic archaeological deposits (if identified).

The assessment has been prepared in accordance with the NSW Heritage Division's guideline *Statements of Heritage Impact* (2001) and *Assessing Significance for Historical Archaeological Sites and Relics* (2009).

The report specifically includes the following:

- Review of existing heritage assessments and condition of the heritage items.
- Searches of national and state heritage databases. This includes the Australian Heritage Database (National and Commonwealth Heritage Lists), and the NSW Heritage Division State Heritage Inventory.
- Search of the Penrith City Council Local Environmental Plan (LEP) and Development Control Plan (DCP).
- Review of relevant literature including historical sources, parish maps, and aerial imagery.
- Site visit.
- Assessment of the heritage significance of the site and heritage items (if not done previously), and determination of the impacts on these items and if they are acceptable.
- Assessment of the archaeological potential of the site and determination of the impact on these items if deemed significant.
- Assessment of OEH Guidelines outlining new development adjacent to a heritage item.
- Recommendations are provided accordingly that would help to avoid, minimise or mitigate against impacts to the identified cultural heritage values of the heritage items.

1.5 REPORT STRUCTURE

This report:

- Outlines the background of the current study/proposal (Section 1).
- Discusses issues such as statutory heritage listings and legislative requirements (Section 2).
- Provides a brief summary in terms of an historical and physical overview of the place (Section 3).
- Provides a description and evaluates the significance of affected items (Section 4).
- Provides a description of the proposed works and assesses the potential impacts from the proposal (Section 5).
- Makes recommendations regarding the items in regard to those impacts (Section 6).

Note, it is outside of the scope of this report to provide a detailed historical account of the area. We have relied upon previous historical information.

2 LEGISLATIVE AND NON-STATUTORY CONSIDERATIONS

Places of heritage value can be subject to different levels of recognition and protection. This protection (at local, state and national levels) includes specific measures for the protection of heritage items. The text below provides a summary of the legislative framework at each level of government.

2.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The EPBC Act provides a legal framework for the protection and management of places of national environmental significance. The heritage lists addressed by the EPBC Act include the United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage List (WHL), National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

All WHL properties in Australia are protected and managed under the EPBC Act. The NHL protects places that have outstanding value to the nation. The CHL protects items and places owned or managed by Commonwealth Government agencies. The Commonwealth Department of Environment is responsible for the implementation of national policy, programs and legislation to protect and conserve Australia’s environment and heritage and to promote Australian arts and culture. The Minister’s approval is required for controlled actions which would have a significant impact on items and places included on the WHL, NHL or CHL.

The Australian Heritage Database (AHD) includes the National Heritage List, which includes the natural, historic and indigenous places that are of outstanding national heritage value to the Australian nation. The AHD also contains the Commonwealth Heritage List that comprises those places on Commonwealth lands and waters, or under Australian Government control. Items on both of these lists are protected under the EPBC Act. The AHD also includes places listed as World Heritage by UNESCO.

References to the Register of the National Estate (RNE) were removed from the EPBC Act in 2012. The RNE is no longer a statutory list but remains an archive of information about more than 13,000 places throughout Australia and includes 5 registrations for the suburb of St Marys (one of which has been destroyed).

Table 1. Results from search undertaken of the Australian Heritage Database.

Item Name	Status and Listing ID	Location and proximity to the proposal site
Jordan Hill Site	(Destroyed) Register of the National Estate (Non-statutory archive) Place ID: 100577	Commonwealth Avenue, St Marys – Approximately 1km east of the project area – now destroyed.
King Family Farm Sites and Trees	(Registered) Register of the National Estate (Non-statutory archive) Place ID: 100576	Links Road, St Marys – Approximately 1.7km north of the project area.

Item Name	Status and Listing ID	Location and proximity to the proposal site
St Mary Magdalene Anglican Church & Cemetery	(Registered) Register of the National Estate (Non-statutory archive) Place ID: 3117	Great Western Highway, St Marys – Approximately 1.5km south-east of the project area.
St Marys Permanent Cottage Area	(Registered) Register of the National Estate (Non-statutory archive) Place ID: 3122	Approximately 4ha, comprising the area bounded by Maple, Viney and Griffiths Streets and Forrester Road, St Marys – Approximately 1km east of the project area.
Western Sydney Shale Woodland St Marys	(Registered) Register of the National Estate (Non-statutory archive) Place ID: 19034	Forrester Road, St Marys – approximately 2.5km north-east of the project area.

2.2 NSW HERITAGE ACT

State Heritage Register

Natural, cultural and built heritage is protected in NSW under the *Heritage Act 1977*. The Act is administered by the Heritage Division, a State government agency within the Office of Environment and Heritage, Department of Planning and Environment.

The Act creates the State Heritage Register (SHR), which provides permanent protection for a heritage item or place. Items of State heritage significance are defined as a place, building, work, relic, moveable object or precinct which is of historical, scientific, cultural, social, archaeological or natural significance to the State (Section 4A(1) of the Act). The effect of SHR listing is that a person cannot damage, destroy, alter or move an item, building or land without approval from the Heritage Council.

The Heritage Council of NSW, constituted under the *Heritage Act 1977*, is appointed by the Minister and responsible for heritage in NSW. The Council reflects a cross-section of community, government and conservation expertise with the Heritage Division being the operational arm of the Council.

The 2001 NSW Heritage Manual Update published by the NSW Heritage Office (now the 'Heritage Division') provides guidelines for 'Assessing Heritage Significance'. The Manual includes specific criteria for assessing heritage significance and the significance assessment within this report has been completed in accordance with these guidelines.

When items are listed on the State Heritage Register (SHR) applications to carry out works on those items need to be made to the Heritage Council under Section 60 of the Act.

A search of the study area and surrounds indicated 2 items listed on the SHR in the suburb of St Marys. The proposed project area is located within 100 metres of the St Marys Railway Station Group curtilage and has the potential to impact upon the significance of the site. The heritage significance and potential impact to the St Marys Railway Station Group will therefore be considered as part of this report.

The project area is located approximately 4km north from the State Listed Site 'Mamre', and as a result the item will not be considered as part of this SOHI as there is no determined impact (physical or visual) on the site.

Table 2. Places listed under the NSW Heritage Act.

Item name	Location and proximity to the proposal site	LGA	SHR Listing ID
Mamre	Mamre Road – Approximately 4km south of the project area.	Penrith	00264
St Marys Railway Station Group	Great Western Highway – Approximately 100 metres south-east of the project area.	Penrith	01249

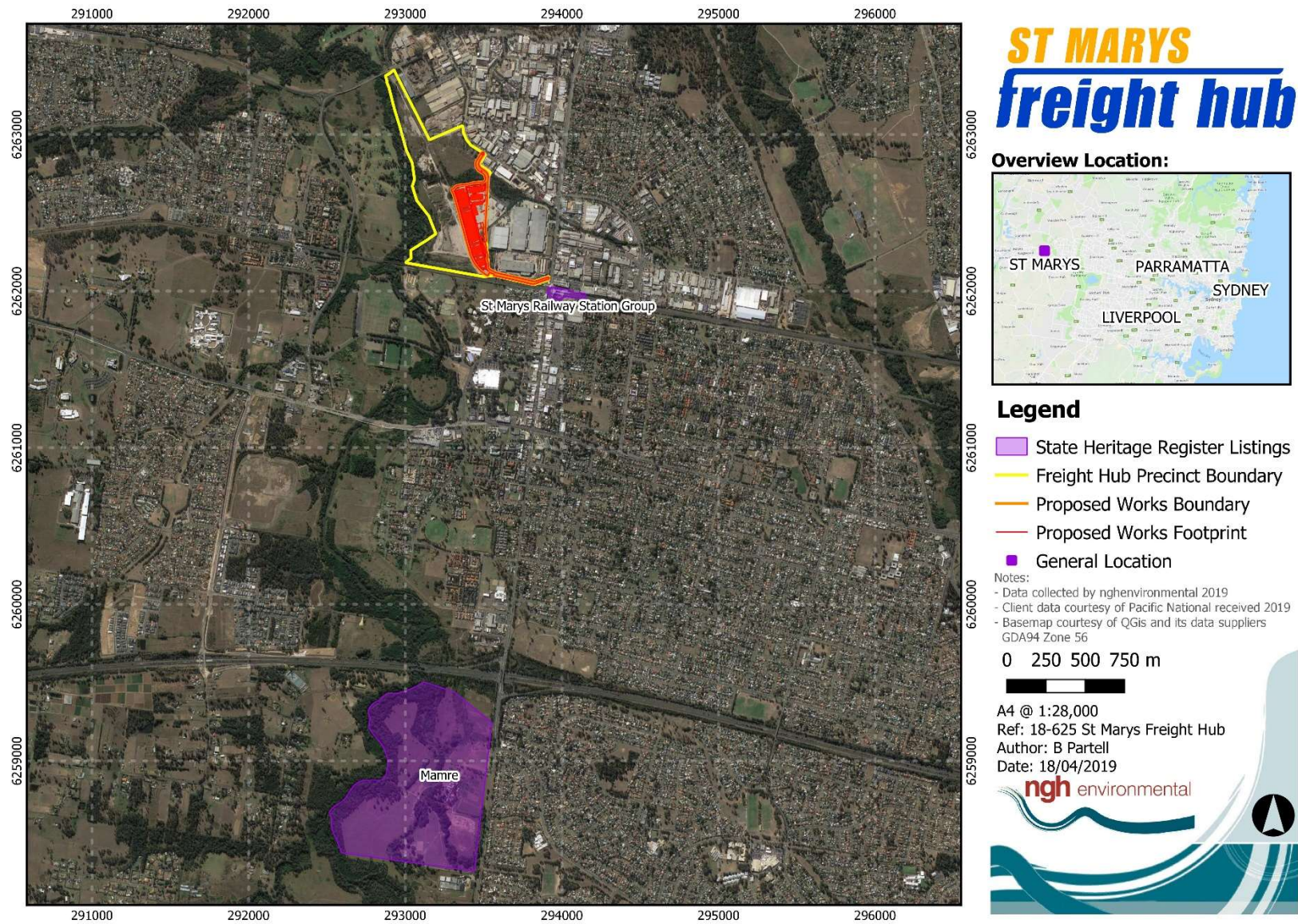


Figure 3. State listed heritage sites in the suburb of St Marys.

State Agency Heritage Registers

State agencies and authorities in NSW are required to keep a register of heritage places under their management under Section 170 of the Act. The s.170 registers are also held in the NSW Heritage Division's (OEH) State Heritage Inventory (SHI), an electronic database of statutory listed heritage items in NSW.

There are 4 listings within the St Marys area on the s.170 register. One of those items is in immediate proximity to the project area:

- St Marys Railway Station Group

Table 3. Locations listed on the State Agency Heritage Register

Item Name	Location and proximity to project area	Suburb	LGA
Mamre	Mamre Road– Approximately 4km south of the project area.	St Marys	Penrith
Margaret Farm & Barn	Pages Road – Approximately 1.4km south of the project area.	St Marys	Penrith
South Creek Bridge (Eastbound)	Great Western Highway – Approximately 1km south of the project area.	St Marys	Penrith
St Marys Railway Station Group	Great Western Highway – Approximately 100 metres south-east of the project area.	St Marys	Penrith

Historical Archaeology

The Heritage Act gives statutory protection to relics that form part of historical archaeological deposits. OEH's guidelines for Assessing Significance for Historical Archaeological Sites and 'Relics' outlines that: *The main aim of an archaeological significance assessment is to identify whether an archaeological resource, deposit, site or feature is of cultural value.*

Amendments to the Heritage Act made in 2009 defined an archaeological 'relic' under the Act. A relic is an archaeological deposit, resource or feature that has heritage significance at a local or State level. The definition is not based on age.

Sections 139-145 of the Heritage Act prevents the excavation or disturbance of land for the purpose of discovering, exposing or moving a relic, except in accordance with an excavation permit issued by the Heritage Council of NSW.

To excavate or disturb areas of significant archaeological potential, permits are required. Section 139 (1) of the NSW Heritage Act (1977) states:

(1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

The type of excavation permit required to excavate/disturb lands with potential significant archaeological deposits is dependent upon the heritage listing of the individual Lop/DP. Owners of land in NSW that is likely to contain archaeological remains must make an application to the Heritage Council prior to undertaking ground disturbance works.

The following list outlines the types of applications and when they are appropriate.

- Section 60 Application
 - This type of application is required to disturb or excavate sites listed on the State Heritage Register or to which an interim heritage order (IHO) applies
- Section 139 Exemption
 - This type of exemption is contingent upon the extent of the proposed ground disturbance has two facets to it:
 - The excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them; OR
 - the proposed excavation is located in an area of disturbance, indicating that the site has little likelihood of Relics or no archaeological research potential
- Section 140 Application
 - This type of application is required to disturb or excavate sites not listed on the State Heritage Register

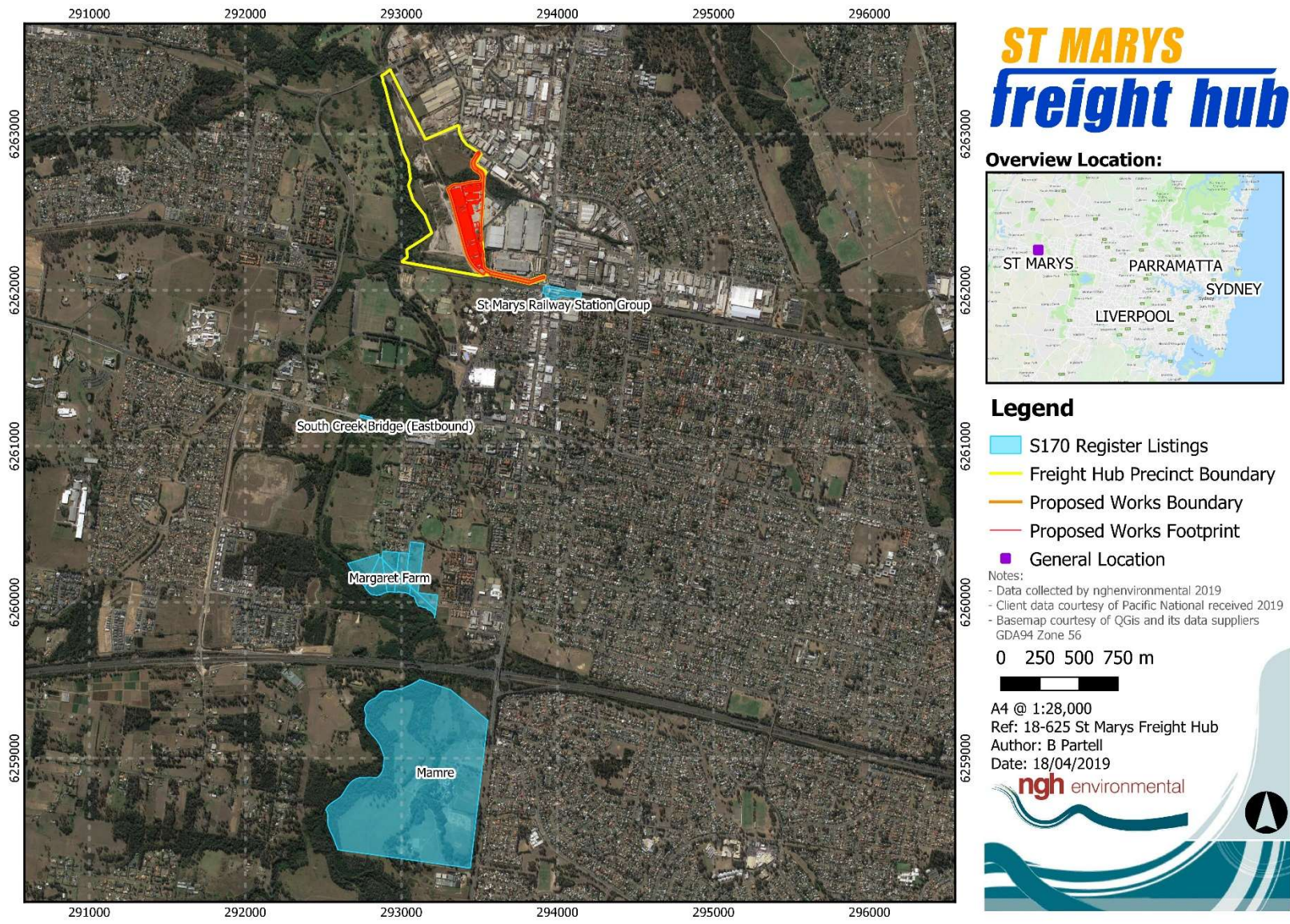


Figure 4. S.170 listed heritage sites in the suburb of St Marys.

2.3 ENVIRONMENTAL PLANNING & ASSESSMENT ACT

The *Environmental Planning & Assessment Act 1979* (EP&A Act) controls land use planning in NSW. The planning system established by the EP&A Act includes Local Environment Plans (LEPs) and other provisions relating to development control.

Heritage items are added to a heritage schedule of a LEP often following identification and assessment from a local shire heritage study. The SHI also holds local heritage items listed by local councils in NSW. These items are then given protection by the heritage provisions within the relevant plan, which will then require consent of Council for certain developments.

2.3.1 Local Environmental Plan, 2010

The Penrith City Council LEP (2010) identifies and protects heritage conservation areas and listed buildings/items, identifies environmentally sensitive land, and proscribes land use practices. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas are shown on the Heritage Map as well as being described in Schedule 5.

While there are a number of local heritage items in the St Marys area, 2 items are within close proximity on the surrounding blocks to the proposal site. They are:

Table 4. LEP listed heritage items within close proximity to the proposal site

Item name	Location and proximity to the proposal site	Listing ID
North St Marys Staff Cottages Conservation Area	Approximately 4ha, comprising the area bounded by Maple, Viney and Griffiths Streets and Forrester Road, St Marys – Approximately 1km east of the project area.	HCA4
St Marys Railway Station	Great Western Highway – Immediately adjacent to the project area.	282

Local heritage items that will be specifically addressed within this report will be limited to those located within 500 metres to the proposed works area due to the presence of trees and other industrial buildings in the area. These items are:

- St Marys Railway Station

Heritage Conservation - LEP Clause 5.10

Clause 5.10 of the LEP provides stipulating how heritage is to be conserved. The objectives of Clause 1 are particularly pertinent to this report and are as follows:

- (a) to conserve the environmental heritage of Penrith,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The Penrith LEP is supported by the Penrith DCP, which provides more detailed standards and controls for specific types of development.

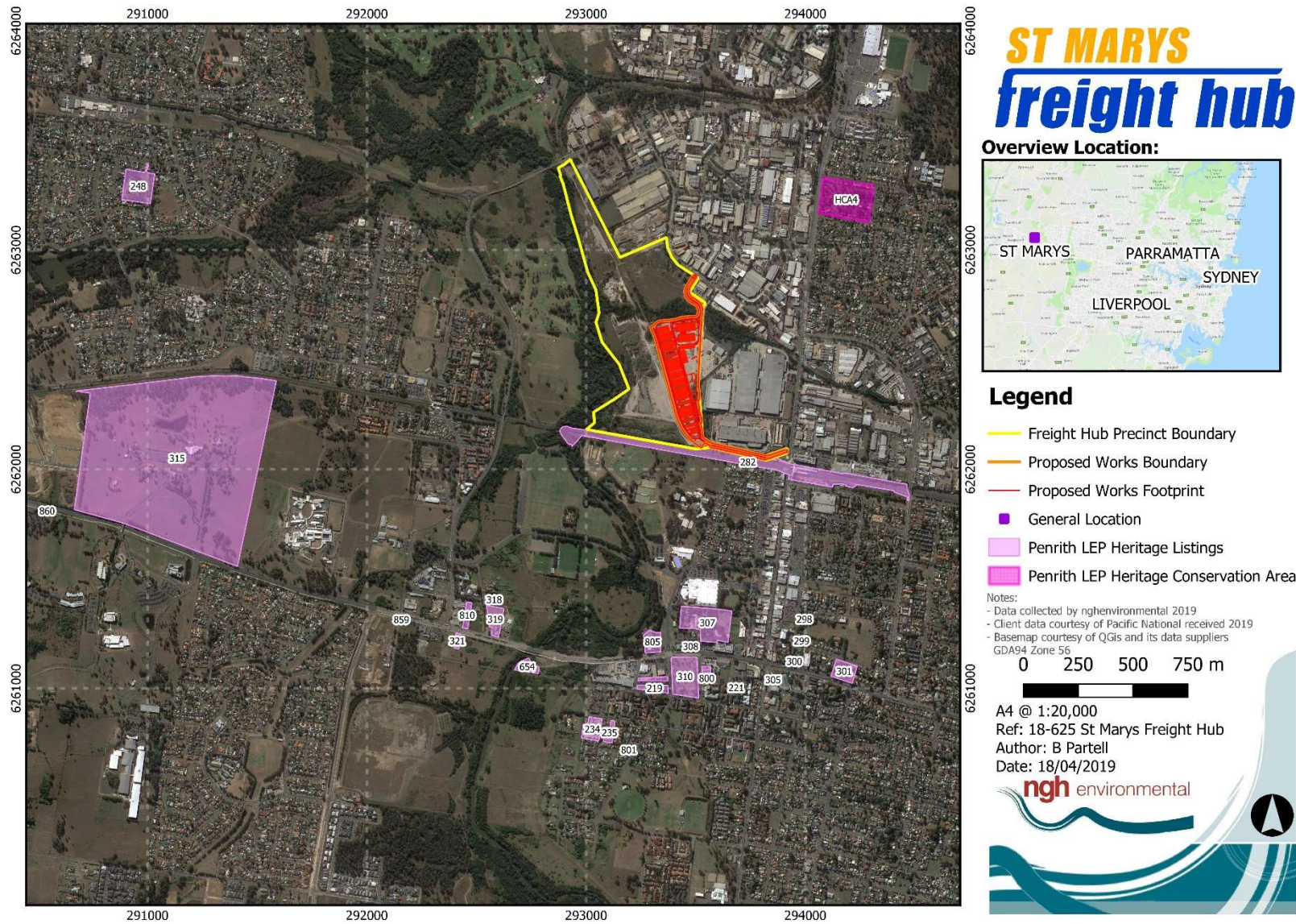


Figure 5. LEP listed heritage sites in the suburb of St Marys.

2.4 THE BURRA CHARTER

The Australia ICOMOS (International Council on Monuments and Site) Charter for the conservation of places of cultural significance (the Burra Charter) (current edition 2013) sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance including owners, managers and custodians. The Charter is not a statutory document but does provide specific guidance for physical and procedural actions that should occur in relation to significant places. A copy of the charter can be accessed at <http://icomos.org/australia>. This SOHI has been prepared in accordance with the Burra Charter.

Article 7 of the Burra Charter reads:

“Where the use of a place is of cultural significance it should be retained.”

An appreciation of landscape is highlighted in the 1999 revision of the Burra Charter of Australia ICOMOS, placing greater emphasis on ‘setting’. Article 8 of the Burra Charter now reads:

“Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate”.

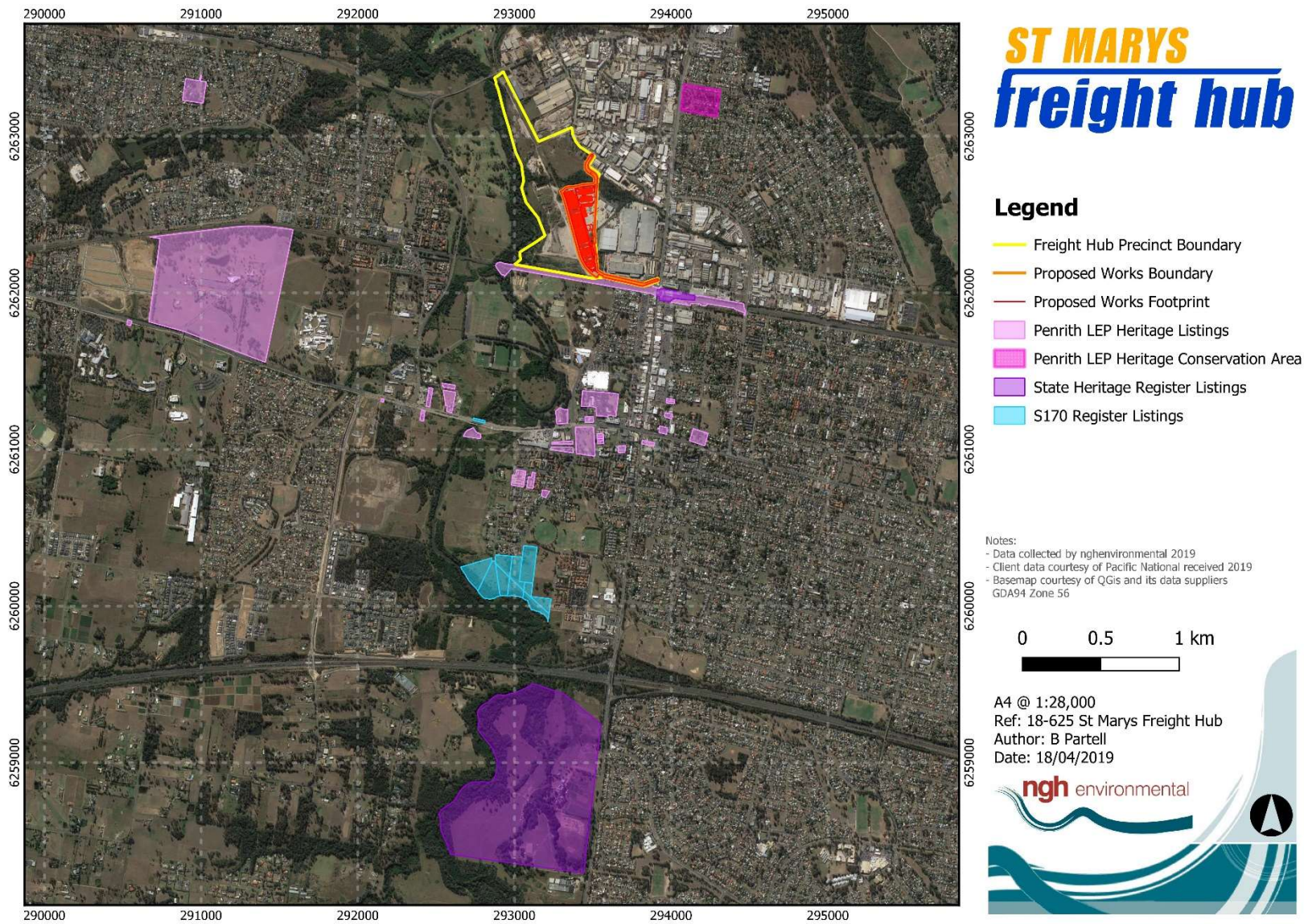


Figure 6. All listed heritage sites within proximity to the project area.

3 HISTORICAL & PHYSICAL OVERVIEW

3.1 LOCAL AREA

St Marys was first opened up for European occupation in 1806 when Mary Putland was granted 242 hectares, which she named 'Frogmore' Estate. Mary Putland subsequently married Maurice O'Connell and the Frogmore Estate was enlarged by a further grant of 426 acres. These combined grants were later known as the O'Connell Estates at South Creek. In 1841 part of the estate was subdivided into thirty-five town allotments and put up for sale as the Village of St Marys.

By 1842 approximately 400 hectares of the Estate had been divided into town allotments, and closer settlement of the town began. By the 1850s the area of St Marys contained a few small houses, shops, grocer, post office, hotel, and at least two tanneries (Penrith City Local History).

The opening of the South Creek (name later changed to 'St Marys') railway station to the north of the town reinforced the status of the suburb as a small rural village in 1863. The introduction of the railway line to St Marys prompted substantial urban and industrial development of St Marys.

From the mid-nineteenth century the village developed as the centre of a number of major industries including timber, tanneries, and coach and wagon works. St Marys reached its first peak of development in the last twenty years of the nineteenth century and the local industries played a major role in the continued growth and consolidation of the town at this time. This peak was maintained through the first few years of the twentieth century but, in common with the rest of the present City of Penrith, the town entered a period of hiatus during the inter-war years. Although a number of the early industrial sites continued to operate during this period, changing technology and economic conditions and the development of new industrial areas elsewhere in the state diminished their importance, and their history at this time is one of gradual decline (Penrith City Local History).

In 1889, 138 citizens of St. Marys area petitioned the government asking for incorporation as a municipality. The Government, with Sir Henry Parkes as Premier, agreed to this request and in a proclamation dated 3 March 1890 the Municipality of St Marys was constituted (Penrith City Local History). In 1894, there was a further proclamation with new boundaries to the south, thus, enlarging the municipality. In 1906, there was a further addition in the southern section.

During the Second World War a large munitions depot was constructed to the north of the Railway Station along Palmyra Avenue, St Marys. At its peak, the factory employed 3500 people and ran 3 shifts per day. A branch railway line (Ropes Creek line) was constructed in the early 1940s to ferry workers to and from St Marys to the munition's factory. At the end of the war in August 1945, production wound down and the buildings on the old site were leased and then sold to private firms, evolving into the current industrial area in St Marys.



Plate 1. Aerial Photograph of St Marys Munitions Factory, 1944 (Image: Penrith City Library).

The Ropes Creek Railway Line was originally 5.6km long and served the Commonwealth Government's munitions factory, located on a 1500 hectare site north of St Marys (Sydney's Forgotten Military Railways 2011, 53). The branch opened to Dunheved on 1 March 1942 and to Ropes Creek on 29 June 1942, and the railway became a double track shortly after services commenced to Dunheved. After the war, when production of the munitions factory had declined, the 'down' line (western) track was removed from the Branch Creek Railway line due to desperate shortages of rails across Sydney. Only the 'up' (eastern) line of the railway remained.

A flood in February 1956 resulted in damage to northern sections of the line between Dunheved and Ropes Creek Railway stops. In December 1956 the damaged northern section was rebuilt, and the 'down' line from St Marys to Ropes Creek were re-laid. The 'up' (eastern) line was upgraded following this re-laying. The line was electrified shortly thereafter.

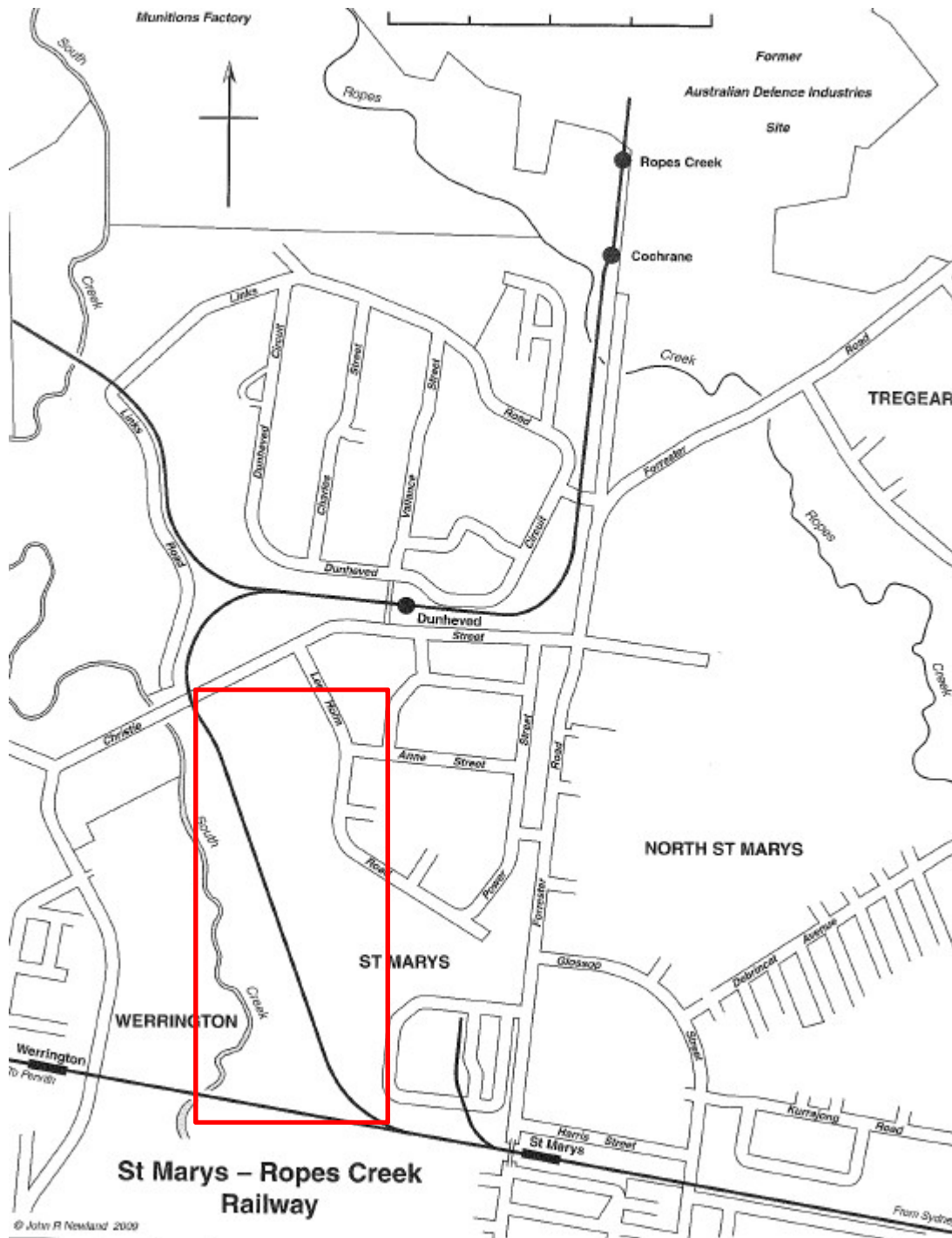


Plate 2. Ropes Creek Railway Line route (Image: J. Oakes, Sydney's Forgotten Military Railways 2011). Approximate project area outlined in red.

The line was officially closed in 1986 and the shunting and storage sidings were removed, but the main line was never lifted. The first kilometre of the main line has continued to be used as a storage siding.

In the early 1950s with the beginning of the Korean War, the Commonwealth Government built a new filling factory at St Marys on a site adjacent to the Second World War factory to increase the production of munitions. The new munitions factory was opened on 17 December 1957 by Prime Minister Robert Menzies.

By the end of the Second World War, all of the tanneries, saw-mills and cattle saleyards in St Marys had closed (Penrith City Local History). The only industrial site that continued to operate in St Marys post the Second World War was James Bennett’s carriage works shop, which was no longer building wagons post 1934, but was continuing to undertake general repairs on damaged wagons. The factories in the area were leased or sold to private enterprise and the Dunheved Industrial Estate came into being. Many of the munitions workers had established lives in the town and stayed on to work in the new industries. Part of the Munitions Factory was turned into a Migrant Hostel, again swelling the population of St Marys.

On 1 January 1949, St Marys Municipal Council amalgamated with Penrith Municipal Council to form Penrith City Council.

The broader site of the proposed St Marys Intermodal was acquired by State Rail Authority (SRA) as a site to house its Tangara train maintenance and storage facility in 1986 with the closure of the Ropes Creek Branch Line. Initial earthworks to raise the level of the broader site commenced in 1987, but the plan was abandoned in the late 1990s, during which time the broader site was unused. The broader site was then filled with material excavated from the Northside Sewerage Tunnel Project in 1999.

In June 2001 FreightCorp became the registered proprietor of the former SRA land, and in February 2002 Pacific National acquired the land.

The following historical timeline of the area of St Marys has been adopted from the Penrith City Local History on the suburb of St Marys (2018):

Year	Day/Month	Event
1804		Land grants made along South Creek by Governor King
1806		Land grants to King family ratified by Governor Bligh
1813		Blaxland, Lawson and Wentworth set out from Gregory Blaxland’s farm Leeholme to attempt to cross the Blue Mountains
1822		Mamre homestead (SHR site) completed
1827		Harriet King arrives in Sydney with her brother Robert Copeland Lethbridge. Harriet settled at Dunheved estate and Robert built Werrington House
1832		After the death of John Oxley, his property at St. Marys is purchased by Phillip Parker King. Ann Josepha King, Phillip’s mother chose a site for an Anglican Church
1834		Travelers Rest Inn opened. First in the district
1837	22 November	Foundation stone laid for St Mary Magdalene Anglican Church
1839		First school opened with 39 pupils, and South Creek Inn opened
1840	22 April	St Mary Magdalene Church is consecrated
1840	1 October	First Post Office opened on the O’Connell estate

Year	Day/Month	Event
1842	26 May	First town allotments sold from the O'Connell estate
1850		John Page opened a large tannery along South Creek
1852		Andrew Thompson born in St Marys, elder son of Samuel Thompson, tanner.
1862	7 July	Railway line from St Marys (South Creek) to the Crossroads (Kingswood) opened.
1863	27 July	National School opened
1879	30 May	Branch of Bank of New South Wales opened near Victoria Park
1885	1 August	The name St Marys appeared on a railway timetable replacing the name South Creek
1890	4 March	St Marys proclaimed a Municipality
1892		Foundation stone laid by Cardinal Moran for a Catholic Church
1897	June	Station Street re-named Queen Street in honor of Queen Victoria's Diamond Jubilee
1910	29 April	Telephone exchange opened
1941		St Marys Industrial Estate established, and munitions filling factory established on 3,500 acres
1946		Government leased 600/700 acres of Commonwealth land for private industrial use
1949	1 January	Castlereagh, Mulgoa, St. Marys and Penrith Shires amalgamated to form the Municipality of Penrith
1955	8 October	First electric train between Blacktown and Penrith, including St Marys

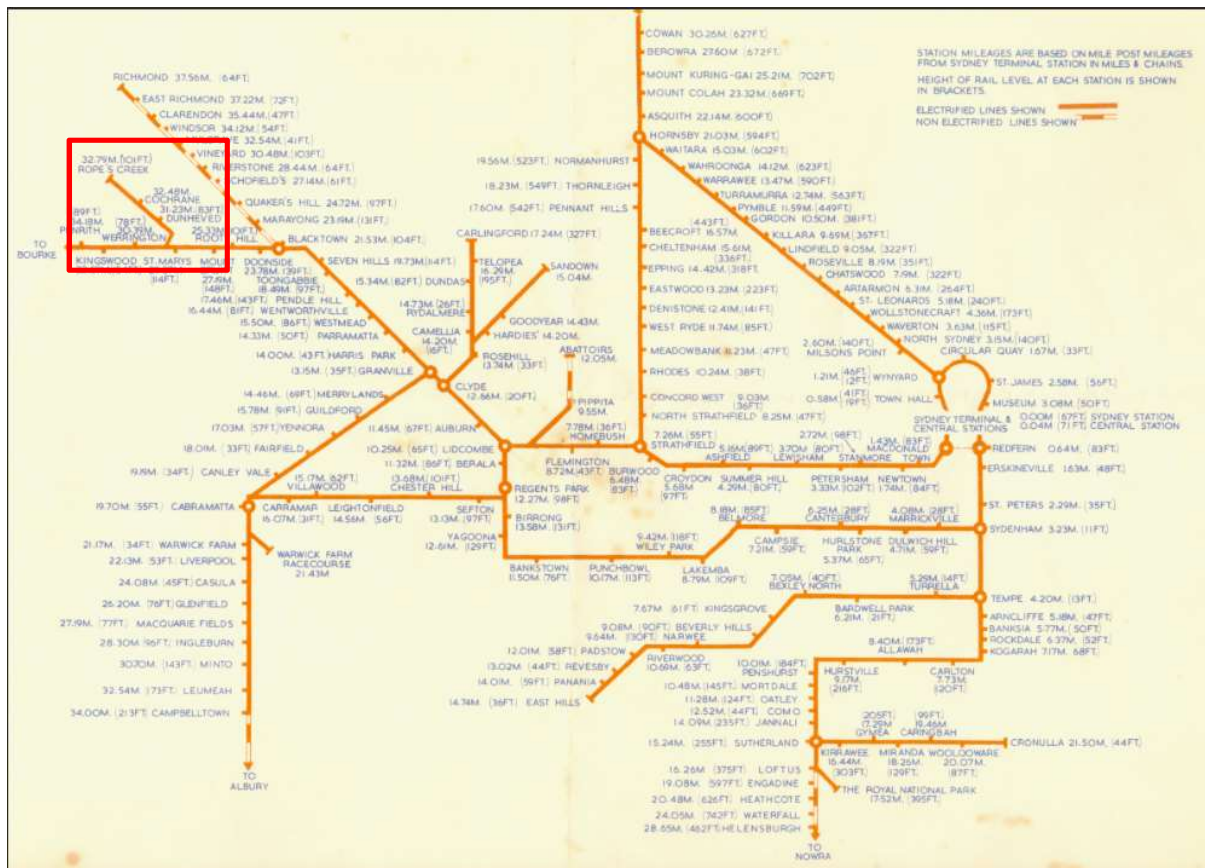


Plate 3. Ropes Creek Line (Outlined in red) (Image: NSW Rail).

3.2 HERITAGE ITEMS IN PROXIMITY OF THE PROPOSAL SITE

St Mary's Railway Station

On 1 May 1862 St. Marys Railway Station opened as the short-term terminal station of the Main Western line when it was extended west from Rooty Hill. The Station was initially named South Creek (as the site is located within close proximity to the Creek of the same name) but was renamed St Marys on 5 August 1885 (NSW Rail). In approximately 1880 a brick goods shed was built in the yard, which remains within the station precinct.

The line was eventually extended to Penrith on 19 January 1863, and then duplicated in 1886. In 1888 the Platform 3 & 4 built was constructed by the contractor John Ahearn & William King.

Major changes occurred to the station during the years 1942-3, which included construction of the (present) signal box, the Platform 1 & 2 building, and the islanding of both platforms as well as the opening in stages of the branch line to Ropes Creek (which ran through the project area of this assessment). A type 1 jib crane that was manufactured by Frederick Gregory & Co and placed at St Marys on the 24th August 1943 and continues to reside within the site.

These changes were one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. It took over 32 years until all aspects of the quadruplication were completed between Westmead and Blacktown. Quadruplication reached St. Marys in 1978, while the Granville to Westmead section was finally completed in 1986. The line closed in 1986, being shortened to two storage sidings at the western end of the station and the overhead wiring removed.

The signal box is of a select non-standard elevated electric power operated type and is only the second to be built at the station. It was constructed in 1942 to provide signal and track control on the main line and the then new branch line serving the wartime munitions factories at Dunheved and Ropes Creek. The signal box was the only example built during World War II to have a flat roof. The original electric control console and wall panel have been replaced.

The 1943 footbridge underwent major upgrading work in 1994-95, including covering the footbridge deck and stairs and a new overhead booking office designed by Spooner Harris & Associates. The 1995 works also involved replacing the canopy on the Platform 1 & 2 building.

In 2001 additional platform canopies were constructed.



Plate 4. St Marys Railway Station, c.1900s (Image: Penrith City Library).

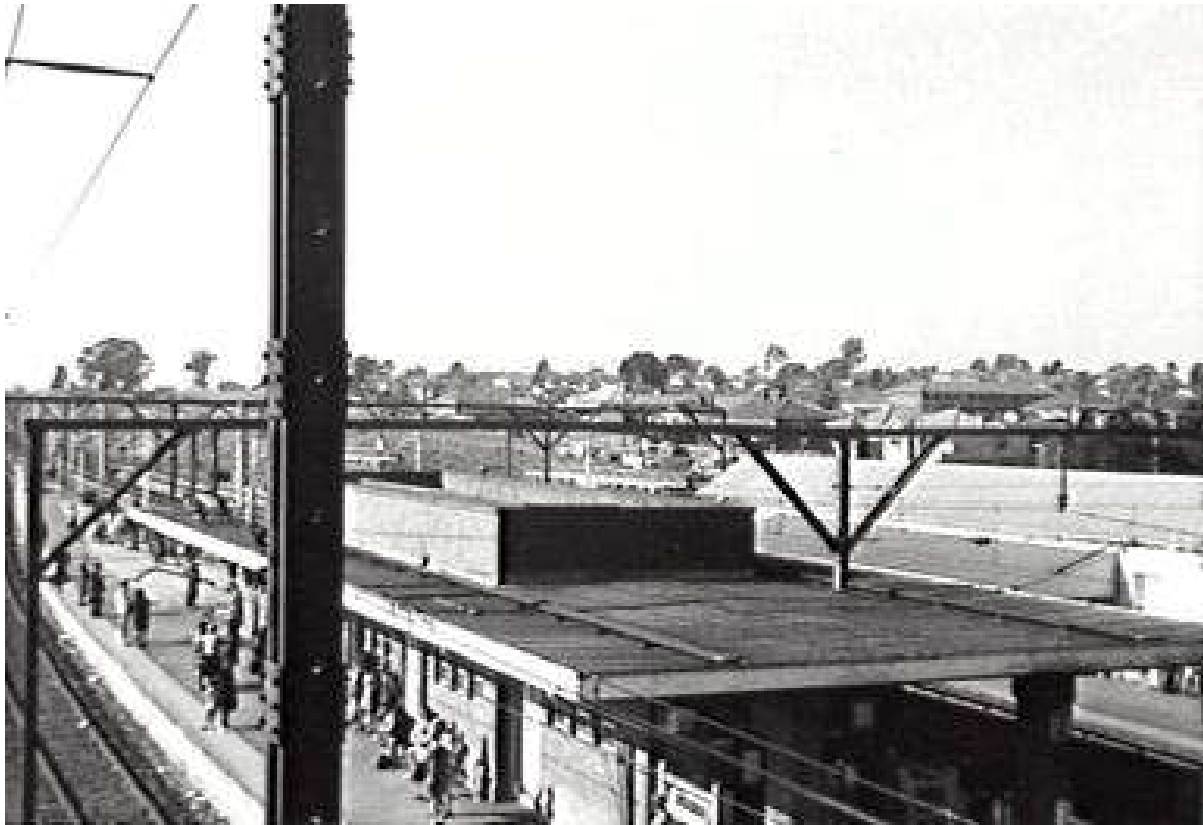


Plate 5. St Marys Railway Station, 1970 (Image: Penrith City Library).

3.3 ARCHAEOLOGICAL POTENTIAL

Examination of the Parish Maps available for the St Marys Freight Hub project area (Plates 6-10) display that historically the land was used for farming practices during the nineteenth and early twentieth centuries, before being declared as an area for Commonwealth purposes on the 1938 Historical Parish Map (Plate 7). Any significant archaeological potential from these periods is unlikely, as no permanent structures have been recorded as having been constructed on the site. Whilst relics related to farming practices could occur, the historical use of the site suggests that the archaeological integrity would have been compromised and that recovery of any items would be unlikely.

The single Branch Creek Railway Line linking St Marys Railway Station to the WWII Munitions Factory was constructed on the project area site in 1942, with the line becoming a double track shortly after. Plate 2, above, displays the route of the railway track through the project area. No stations or associated stops were present within the project area.

Any subsurface archaeological potential of the St Marys Freight Hub site is most likely linked to the presence of the Ropes Creek Railway Line on the site. Archaeological subsurface items are likely to consist of individual items from the railway track, including sleepers, metalwork etc. The closure of the line in 1986 resulted in the removal of the shunting, storage sidings, and part of the line. The first kilometre of the main line has continued to be used as a storage siding.

When the State Rail Authority acquired the site in 1986 with the closure of the branch line, earthworks occurred to raise the level of the broader site. The site was filled with material excavated from the Northside Sewerage Tunnel Project in 1999. Across the broader site, remains from the railway line are present, including wooden sleepers, metal gauges, and miscellaneous items.

As a result of the historic use of the site as a railway line to ferry workers to and from the WWII munitions factory, there is potential for historic items related to the Ropes Creek Railway Line to remain within the site. However, the presence of these archaeological rail items does not necessarily designate archaeological significance to the site.

The significance of the Ropes Creek Branch Line is discussed below in Section 4.5, and the significance of the archaeological potential of the site is outlined in Section 4.6.

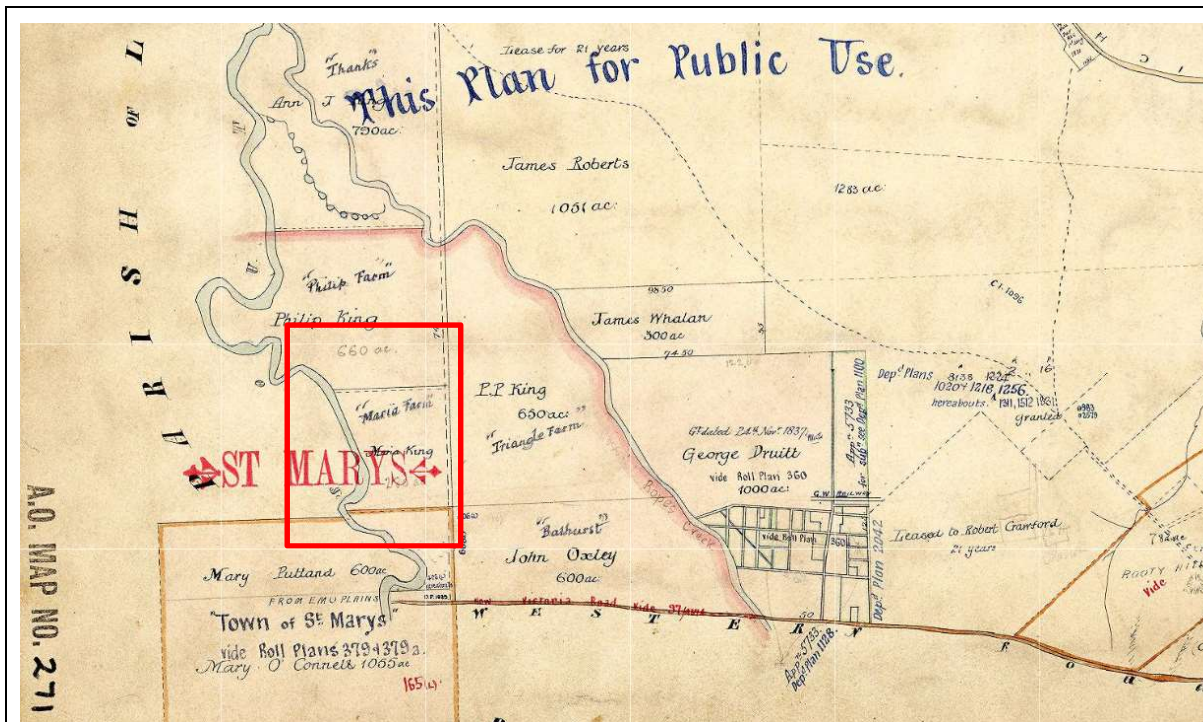


Plate 6. Historical Parish Maps, Parish Maps, Cumberland, Rooty Hill, Sheet Reference 7, 1890. General project area outlined in red.

Parish map displays the land use in 1890. The project area was mainly large land holdings most likely used for farming purposes with low likelihood of significant archaeological objects remaining on site from this period.

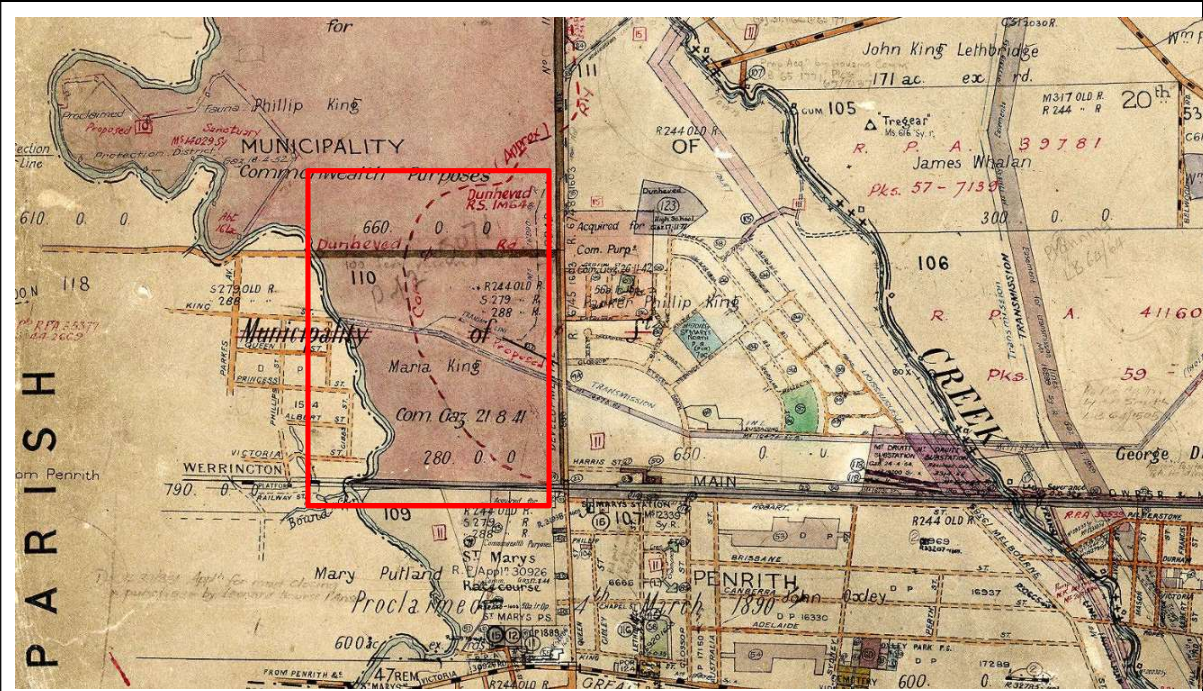


Plate 7. Historical Parish Maps, Parish Maps, Cumberland, Rooty Hill, Sheet Reference 1, Edition Number 3, 1938. General project area outlined in red.

Project area designated for Commonwealth purposes in 1938, with the area to the south and east used for residential purposes. The main railway line (to the south of the project area) is also included on the map.

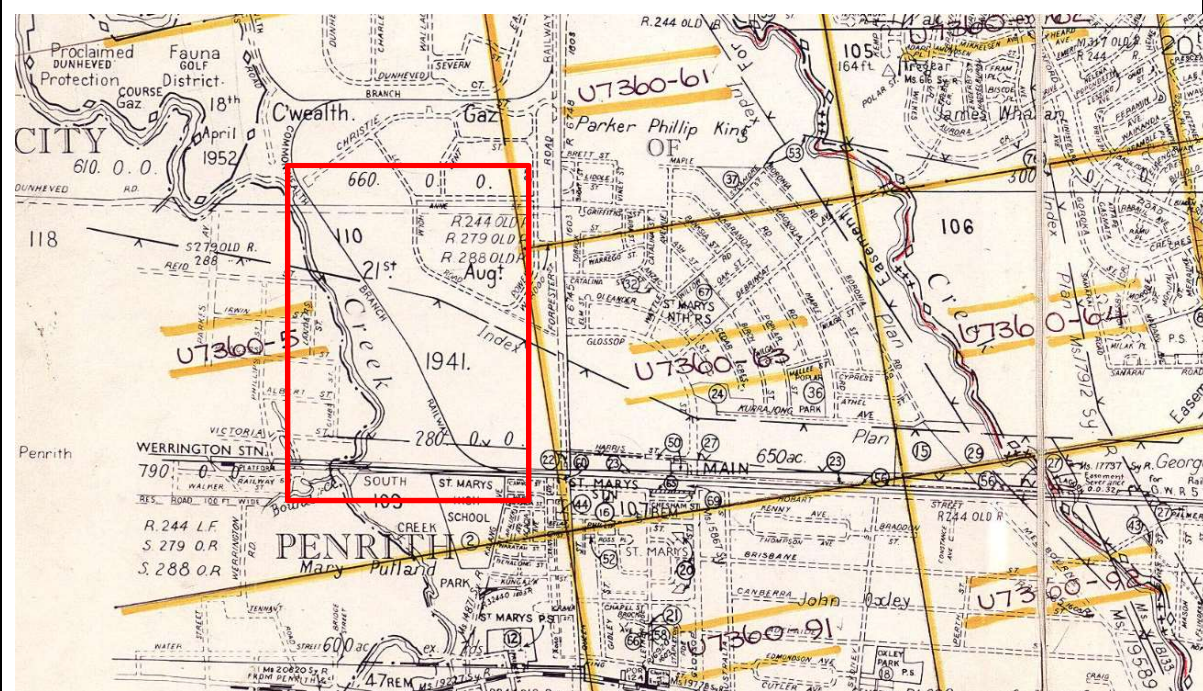


Plate 8. LTO Charting Maps, Parish Map, Cumberland, Rooty Hill, 1972. General project area outlined in red. The Ropes Creek Branch Railway Line is present within the site.

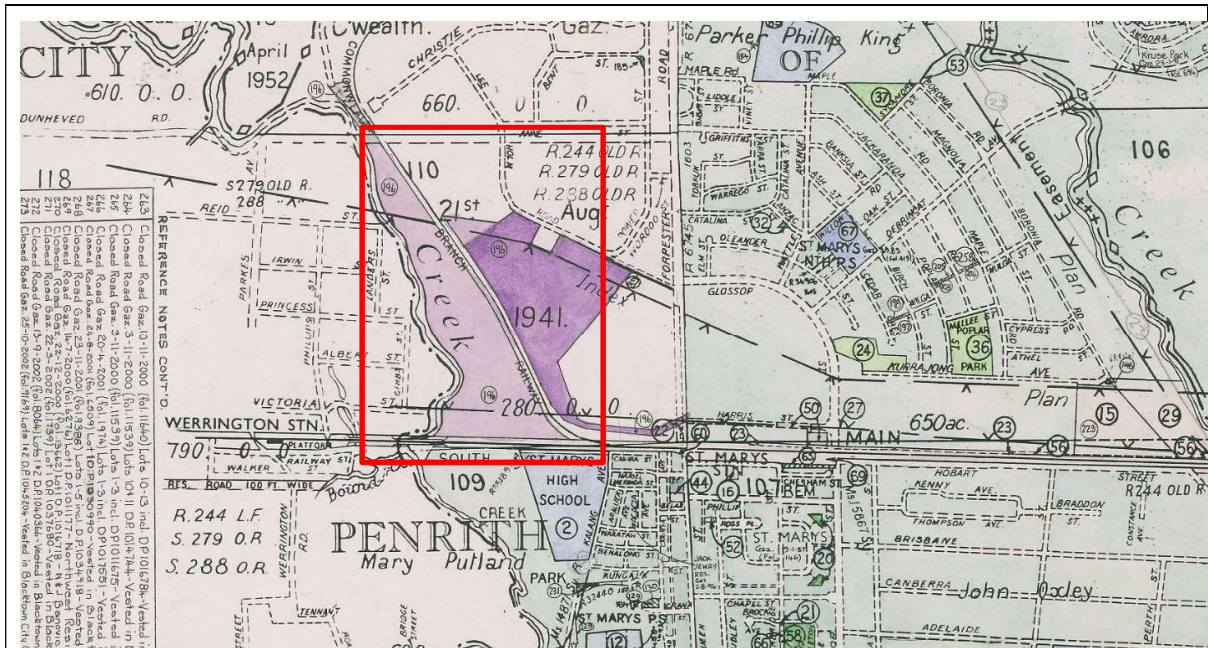


Plate 9. Regional Charting Maps, Parish Map, Cumberland, Rooty Hill, Sheet Reference 2, 1972. General project area outlined in red.

Land reserved from occupation. The Ropes Creek Branch Railway Line is present within the site.

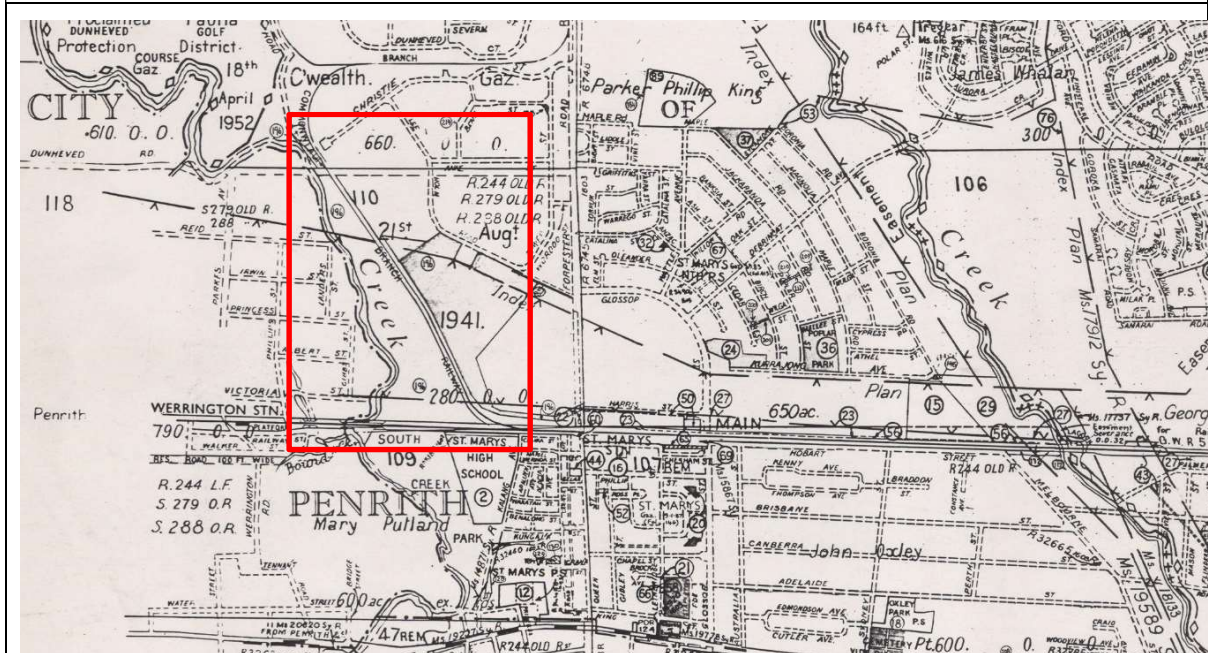


Plate 10. Status Branch Charting Maps, Parish Map, Cumberland, Rooty Hill, Sheet Reference 2, 1979. General project area outlined in red.

Land reserved from occupation. The Ropes Creek Branch Railway Line is present within the site.

3.4 SITE VISIT

A site visit was undertaken by Ingrid Cook and Zeina Jokadar from NGH Environmental on 10.1.2019. Previous to the site visit, staff undertook an over the phone induction meeting with Pacific National highlighting the dangers of the site, specifically the active railway (3 trains and associated return trips are undertaken on the track per day).

The site can be accessed via either Forrester Road or Christie Street in St Marys NSW. The site is protected on all side by metal and mesh fencing, with the two entrance gates containing padlocks to prevent public access.

Entrance to the site via Forrester Road is close to the State Heritage listed St Marys railway station (See Plate 11 and 12 below). The track from the road to the main part of the site is unpaved, bounded by long grass growth and trees along the property edge. Visibility within this entrance corridor was low. The long grass and the introduced fill for the unpaved road reduced the possibility of identifying any archaeological remains along the driveway corridor.

Within the main part of the site the area is relatively flat, with a number of mounds of fill material across the site. The majority of the ground includes long grass vegetation and fill material. Powerlines are present across the site, generally running in a south-east to north-west diagonal direction.

A number of mature trees were present around the boundary of the site. To the west South Creek could not been seen through the trees, and to the east a number of large industrial buildings were partially disguised by the foliage. The Main Western Line Train Tracks to the south were fully exposed, with no vegetation growth along a section of the southern boundary fence.

Similar to the Forrester Road entrance, the Christie Street entrance to the site also contained an unpaved driveway with long grass growth on either side of the road. Mature trees were present on both the eastern and western sides of the path.

Overall, the visibility on site was low, with significant introduced fill and vegetation growth.

3.4.1 Site Integrity and Subsurface Archaeology Potential

Numerous piles of concrete and timber railway sleepers in a deteriorated condition are currently stockpiled on the site, and various associated metal pieces were also located within the ground fill across the entirety of the lot boundaries.

There was only one structure noted within the site itself; a tall green derelict metal train dump station. The building was fenced off to prevent access to the area.

Towards the north of the site the railway track ends with a large pile of gravel immediately north of the track. This line would have originally continued further north towards the WWII munition's factory.

Visibility within this main section of the site was also low, with the introduced fill, long grass vegetation, and railway exclusion zone making identification of archaeological remains difficult.

NGH assessed either side of the railway line and found that no archaeological remains were visible within the buffer zone as a substantial amount of gravel fill was present on either side of the line, significantly reducing visibility.

It is possible for historical archaeology to exist on site and within a subsurface context. Whilst the site has been used to store and dump various materials, it was not obvious from the site inspection that significant ground disturbance had been occurred across the proposed development area. Furthermore, railway related materials would likely be made from steel and wood, which should have survived since the Ropes Creek site ceased operation in the 1980s.

No unknown sites of archaeological potential were noted whilst on site.



Plate 11. View of St Marys Railway Station from the Forrester Road site entrance.



Plate 12. View of St Marys Railway Station from the Forrester Road site entrance. A blue steel fence and locked gate prevent public access to the site.



Plate 13. Forrester Road entrance corridor. Facing east towards St Marys Railway Station.



Plate 14. Forrester Road entrance corridor. Facing west towards the Intermodal site.



Plate 15. Facing east towards the boundary of the site. Mound of vegetation-covered fill and line of mature trees.



Plate 16. Facing south-west. School buildings present across the southern side of the railway tracks.



Plate 17. Mound of fill and power lines.



Plate 18. Gravel inclusions across the site.



Plate 19. Areas of dense long grass vegetation cover.



Plate 20. Ground exposure, powerlines, and railway tracks to the west.



Plate 21. Areas of fill ground exposure.



Plate 22. Disused metal railway siding.



Plate 23. Concrete railway sleepers within the vegetation on site.



Plate 24. Metal spring within an area of light vegetation.



Plate 25. Ceramic shard within the ground fill.



Plate 26. Metal plate within the ground fill.



Plate 27. Large conglomerate concrete blocks formed into two 'U' shapes. A significant amount of gravel had accumulated within the form of the 'U'.



Plate 28. Concrete blocks with graffiti.



Plate 29. 'U' shaped concrete block structure situated approximately 10 metres west of the double railway track.



Plate 30. Conglomerate concrete block.



Plate 31. Open, flat site with sparse trees in the centre of the site.



Plate 32. One fenced off, derelict building on site. The building could not be accessed.



Plate 33. Ground fill and patches of long grass. Mound of fill material covered in vegetation in the background.



Plate 34. Railway tracks traversing across the site, gravel and long grass patches.



Plate 35. Concrete railway sleepers arranged in a rectangular pattern towards the centre of the site.



Plate 36. Concrete railway sleeper with two associated metal anchors.



Plate 37. Ground fill material includes gravel, rock, dirt, and rusted metal work.



Plate 38. Concrete drum and rusted steelwork with substantial modern graffiti.



Plate 39. Concrete railway sleepers in piles along the eastern boundary of the site. Bus depot present adjacent to the site.



Plate 40. Deteriorated wooden sleepers in piles along the eastern boundary of the site. Bus depot present adjacent to the site.



Plate 41. Powerlines running across the site.



Plate 42. Deteriorated wooden sleepers for railway track placed in piles across the site. Facing east towards a large white industrial building present on the eastern boundary of the Intermodal site.



Plate 43. View south-east towards St Marys train station from the proposed southern end of the container storage. Railway station is not visible behind the tree canopy.



Plate 44. View south-east towards St Marys train station from the proposed southern end of the container storage. Railway station is not visible behind the tree canopy.



Plate 45. St Marys railway station from the southern area of the site. Seen through a break in the tree cover.



Plate 46. Main Western railway line and St Marys railway station from the southern boundary of the site.



Plate 47. St Marys railway station and railway tracks from the southern boundary of the site.



Plate 48. Locally listed rail tracks on the Main Western Line viewed from the southern boundary of the site. Access to the tracks from the site is restricted by a mesh wire fence. The view to and from the tracks is not impeded by any vegetation growth.



Plate 49. Mound of fill material with vegetation growing.



Plate 50. Facing North from the northern portion of the site. Substantial fill and gravel introduced across the site. A large blue steel industrial building is present close to the fence on the eastern boundary, behind the boundary trees.



Plate 51. Facing South from the northern portion of the site. Areas of introduced gravel and long grass vegetation are present across the site. A number of tall trees surround the boundaries of the site reducing visibility externally. Powerlines traverse the site diagonally in a south-east to north-west fashion.



Plate 52. Double railway tracks through the site surrounded by long grasses and vegetation, significantly reducing visibility in areas.



Plate 53. Double railway tracks through the site with large pile of rubble on the eastern side of the fence boundary belonging to the adjacent industrial site.



Plate 54. End of railway line in the northern section of the site. A pile of gravel is present immediately north of the end of the tracks. Originally the tracks would have continued further north to the munitions factory railway station.



Plate 55. Ground clearance, fill and bordering trees at the northern portion of the site



Plate 56. Northern Christie Street entrance to the St Marys Intermodal site.

4 HERITAGE SIGNIFICANCE

4.1 INTRODUCTION

'Heritage significance' is a term used to describe the inherent cultural and historical value of an item. Significance may be contained within the fabric of a building or other place, in its setting and its relationship with other nearby items.

The main aim in assessing significance is to produce a succinct statement of significance, which summarises an item's heritage values. The statement is the basis for policies and management structures that will affect the item's future (NSW Heritage 2001).

The NSW Heritage Division (OEH) recommends assessment of heritage items in a number of situations, which include:

- Making decisions about whether to retain an item.
- Considering changes to an item.
- Preparing a heritage study.
- Preparing a conservation management plan.
- Considering an item for listing on the State Heritage Register or on the schedule of heritage items in a local environmental plan.
- Preparing a statement of environmental effects or a heritage impact statement as part of the development and building approval process.

The following assessment of significance is based on the NSW heritage assessment criteria. The criteria encompass the four values in the Australia ICOMOS Burra Charter (1999), which are commonly accepted as generic values by Australian heritage agencies and professional consultants:

- Historical significance.
- Aesthetic significance.
- Scientific significance.
- Social significance.

The above are expressed as criteria in a more detailed form than this to:

- Maintain consistency with the criteria of other Australian heritage agencies.
- Minimise ambiguity during the assessment process.
- Avoid the legal misinterpretation of the completed assessments of listed items.

4.2 HERITAGE ASSESSMENT CRITERIA

Assessments of Significance

The following assessment follows the guidelines set out by the NSW Office of Environment and Heritage and the principles of the Australia's ICOMOS Burra Charter.

The OEH guidelines for *Assessing Heritage Significance (Heritage Office (former), 2001)* states that an item will be considered to be of state and/or local heritage significance if it meets one or more of the NSW Heritage Assessment Criteria, below:

Table 5. NSW Heritage Assessment Criteria

Criteria	Description
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 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 <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments. (or a class of the local area's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments.)

In order to undertake an assessment of an item against the NSW heritage assessment criteria, the OEH guidelines recommend that the following steps be undertaken:

- Investigate the historical context of the item or study area;
- Investigate the community's understanding of the item;
- Establish local historical themes and relate them to the State themes;
- Investigate the history of the item; and
- Investigate the fabric of the item.

4.2.1 NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics

Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'. The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant. The OEH guidelines (2009) recommend the following questions to be considered when assessing significance related to archaeological sites and relics:

- To which contexts (historical, archaeological and research-based) is it anticipated that the site will yield important information?
- Is the site likely to contain the mixed remains of several occupations and eras, or is it expected that the site has the remains of a single occupation or a short time-period?

- Is the site rare or representative in terms of the extent, nature, integrity and preservation of the deposits (if known)?
- Are there a large number of similar sites?
- Is this type of site already well-documented in the historical record?
- Has this site type already been previously investigated with results available?
- Is the excavation of this site likely to enhance or duplicate the data set?

4.3 NSW HISTORICAL THEMES

A historical theme is a way of describing a major force or process which has contributed to history. Historical themes provide a context within which the heritage significance of an item can be understood, assessed and compared. In using themes to assess heritage items and places it is useful to identify both local or regional themes applying to the item and the broader state theme to which the local or regional theme relates.

The following table shows the correlation between national and state heritage themes with those relating to the subject site, St Marys Freight Hub (specifically the Ropes Creek branch line which bisects the site), and the adjacent State and locally listed St Marys Railway Station. This table has been adapted from a document produced by the Heritage Council of NSW in 2001: *New South Wales Historical Themes*.

Table 6. NSW Historic Themes in relation to the St Marys Freight Hub site (specifically the Ropes Creek branch line which bisects the site) and St Marys Railway Station

Australian Theme	NSW Theme	Description	Ropes Creek branch railway line at St Marys Freight Hub site	St Marys Railway Station
3 Developing local, regional and national economies	Events	Activities and processes that mark the consequences of natural and cultural occurrences	The opening of the Ropes Creek Branch line, which bisects the St Marys Intermodal site, for the workers of the munitions factory was a direct result of WWII.	St Marys Railway Station was significantly remodelled in the early 1940s due to the extension of the Ropes Creek branch line.
3 Developing local, regional and national economies	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	The Ropes Creek Railway branch line has significant associations with the WWII munitions factory in St Marys. The branch line was specifically constructed to ferry munitions factory workers to and from their workplace.	The St Marys Railway Station is of significance as an early railway station opened along the Great Western Railway when the line was extended in the 1860s. The Station has a significant collection of early buildings and has significant associations with the extension of the offshoot railway line to Ropes Creek, a significant association with defence in Australia during WWII.
4 Building settlements, towns and cities	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	<i>Not relevant.</i>	The St Marys Railway Station is situated in the civic centre of St Marys and was an important early train station along the Great Western line.

Australian Theme	NSW Theme	Description	Ropes Creek branch railway line at St Marys Freight Hub site	St Marys Railway Station
7 Governing	Defence	Activities associated with defending places from hostile takeover and occupation	The opening of the Ropes Creek Branch line, which bisects the St Marys Intermodal site, for the workers of the munitions factory was a direct result of WWII.	St Marys Railway Station was significantly remodelled in the early 1940s due to the extension of the Ropes Creek branch line.

4.4 HERITAGE ASSESSMENT

In this section, the subject site, St Marys Freight Hub, the State and locally heritage listed Railway Station, and the subsurface archaeological potential are assessed against the seven NSW Heritage Significance criteria.

The St Marys Freight Hub site will be physically impacted by the works to the site. Whilst the site of the proposed Freight Hub is not currently listed on any heritage register, the history of the site suggests that there is potential for the area to meet the criteria to be listed on the local or State heritage register/s.

As the St Marys Railway Station has the potential to be visually impacted by the proposed works the station will also be included in this assessment. Where appropriate, the NSW Heritage (2016) listings for the St Marys Railway Station has been used.

4.4.1 Criterion (a) – Historical:

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)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (a)

Guidelines for INCLUSION:

- shows evidence of a significant human activity
- is associated with a significant activity or historical phase
- maintains or shows the continuity of a historical process or activity

Guidelines for EXCLUSION:

- has incidental or unsubstantiated connections with historically important activities or processes
- provides evidence of activities or processes that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek branch line is of historical significance as a wartime line built as a result of the opening of the Ropes Creek munitions factory during the early 1940s. The branch line track is the only remaining tangible link to the WWII munitions factory.

Ropes Creek branch railway line at St Marys Freight Hub meets criterion (a) at a local level.

St Marys Railway Station:

St Marys Station Group is of historical significance as one of the early railway stations opened with the extension of the Great Western Railway line from Paramatta, and for its role for handling the increased traffic for the American ammunition and general store built at Ropes Creek.

The signal box is also of historical significance as a wartime box built as a result of the important branch line workings to the Ropes Creek munitions factory.

The station complex demonstrates a phase in the development of St Marys associated with the coming of the railway and subsequent upgrades to satisfy increasing demand and regional development.

St Marys Railway Station meets criterion (a) at a State level.

Subsurface archaeological potential at St Marys Freight Hub:

Any subsurface archaeological potential of the St Marys Freight Hub site would be associated with the presence of the Ropes Creek Railway Line on the site.

There is no evidence to suggest that there were any significant built structures present on site associated with the Ropes Creek Railway Branch line. Subsurface archaeological potential on the site would therefore be limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. These individual items do not hold historic associations with the branch line or the WWII munitions factory.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (a) at a local or State level.

4.4.2 Criterion (b) – Associative:

An item has 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)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (b)

Guidelines for INCLUSION:

- shows evidence of a significant human occupation
- is associated with a significant event, person, or group of persons

Guidelines for EXCLUSION:

- has incidental or unsubstantiated connections with historically important people or events
- provides evidence of people or events that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek railway line in the St Marys Freight Hub site has significant associations with those that worked in the munitions factory during WWII. The line was built during the early 1940s to ferry workers to and from the factory during the peak period of production.

Ropes Creek branch railway line at St Marys Intermodal meets criterion (b) at a local level.

St Marys Railway Station:

St Marys Railway Station does not have any significant associations with the life or works of a person or group of persons.

St Marys Freight Hub does not meet criterion (b) at a local or State level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. These individual items were of importance for construction and operation purposes do not hold any significant associations with groups of the branch line or the WWII munitions factory.

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line. Any individual subsurface items associated with the construction or operation of the site would not hold a significant association with any particular group.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (b) at a local or State level.

4.4.3 Criterion (c) – Aesthetic/Technical

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (c)

Guidelines for INCLUSION:

- shows or is associated with, creative or technical innovation or achievement
- is the inspiration for a creative or technical innovation or achievement
- is aesthetically distinctive
- has landmark qualities
- exemplifies a particular taste, style or technology

Guidelines for EXCLUSION:

- is not a major work by an important designer or artist
- has lost its design or technical integrity
- its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
- has only a loose association with a creative or technical achievement

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek Branch line is not aesthetically distinctive and does not have any landmark qualities. The line is not a technical or aesthetic innovation as it was constructed with the same methods and to a standard used across the state when building other railway lines.

Ropes Creek branch railway line at St Marys Freight Hub does not meet criterion (c) at a local or State level.

St Marys Railway Station:

St Marys Station Group is of aesthetic significance for its collection of railway structures including an early station building, goods shed and crane dating from the 1880s and 1940s featuring typical architectural elements of their types.

The goods shed is aesthetically significant as a good example of its type and dominant feature within the station precinct. The signal box is a good example of the Inter-War period 'Modern' design box built with utilitarian materials in a non-standard style.

The buildings are excellent examples of the Colonial Georgian style of late nineteenth century railway architecture.

The aesthetic significance of the station has been reduced by the addition of extensive metal canopies on both platforms affecting the visual quality of the 1880s building and the overall station.

St Marys Railway Station meets criterion (c) at a State level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line, or small personal possessions of the munitions factory workers. Any

individual subsurface items associated with the construction or operation of the site would not be of aesthetic or technical significance as the line was constructed with the same methods and to a standard used across the state when building other railway lines.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (c) at a local or State level.

4.4.4 Criterion (d) – Social:

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (d)

Guidelines for INCLUSION:

• is important for its associations with an identifiable group • is important to a community's sense of place

Guidelines for EXCLUSION:

• is only important to the community for amenity reasons • is retained only in preference to a proposed alternative

Ropes Creek branch railway line at St Marys Freight Hub:

St Mary's Freight Hub has significant associations with the group of munitions factory workers utilising the railway line to travel to and from the factory during WWII.

Ropes Creek branch railway line at St Marys Freight Hub meets criterion (d) at a local level.

St Marys Railway Station:

St Marys Railway Station has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.

St Marys Railway Station meets criterion (d) at a local level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line. Any individual subsurface items associated with the construction or operation of the site would not be important for their associations to any particular group.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (d) at a local or State level.

4.4.5 Criterion (e) – Research

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)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (e)

Guidelines for INCLUSION:

• has the potential to yield new or further substantial scientific and/or archaeological information • is an important benchmark or reference site or type • provides evidence of past human cultures that is unavailable elsewhere

Guidelines for EXCLUSION:

• the knowledge gained would be irrelevant to research on science, human history or culture • has little archaeological or research potential • only contains information that is readily available from other resources or archaeological sites

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek Branch line does not have significant research potential for its ability to provide further research potential.

Ropes Creek branch railway line at St Marys Freight Hub does not meet criterion (e) at a local or State level.

St Marys Railway Station:

St Marys Station has research and technical potential due to it being able to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.

St Marys Railway Station meets criterion (e) at a State level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line, or small personal possessions of the munitions factory workers. Any individual subsurface items associated with the construction or operation of the site would not provide any significant research potential as the Ropes Creek Branch Railway Line is not known to have been constructed utilising innovative methods or materials but rather was constructed to standard railway designs of the time.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (e) at a local or State level.

4.4.6 Criterion (f) – Rarity

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)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (f)

Guidelines for INCLUSION:

- provides evidence of a defunct custom, way of life or process
- demonstrates a process, custom or other human activity that is in danger of being lost
- shows unusually accurate evidence of a significant human activity
- is the only example of its type
- demonstrates designs or techniques of exceptional interest
- shows rare evidence of a significant human activity important to a community

Guidelines for EXCLUSION:

- is not rare
- is numerous but under threat

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek Railway Line bisecting the St Marys Freight Hub site is locally rare as a site associated with the WWII munitions factory in the Penrith LGA. The railway line was specifically built to service the munitions factory workers (up to 3500 people per day during peak construction phases) to and from St Marys Railway Station during the 1940s.

Ropes Creek branch railway line at St Marys Freight Hub meets criterion (f) at a local level.

St Marys Railway Station:

St Marys Station Group features a number of rare items. The goods shed is the only brick example of a side goods shed in NSW and is rare as only a few goods sheds remain in the Metropolitan area, being once a common structure at all major railway station sites. The signal box is rare as one of a few such signal boxes left in the state.

St Marys Railway Station meets criterion (f) at a State level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. Any individual subsurface items associated with the construction or operation of the site would not be classed as rare as the Ropes Creek Branch Railway Line was not constructed utilising innovative methods or materials.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (f) at a local or State level.

4.4.7 Criterion (g) – Representative:

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)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (g)

Guidelines for INCLUSION:

- is a fine example of its type
- has the principal characteristics of an important class or group of items
- has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity
- is a significant variation to a class of items
- is part of a group which collectively illustrates a representative type
- is outstanding because of its setting, condition or size
- is outstanding because of its integrity or the esteem in which it is held

Guidelines for EXCLUSION:

• is a poor example of its type • does not include or has lost the range of characteristics of a type • does not represent well the characteristics that make up a significant variation of a type

Ropes Creek branch railway line at St Marys Freight Hub:

The Ropes Creek Railway Line bisecting the St Marys Freight Hub site provides physical evidence of railway operations that were established and shaped in accordance with the war industries, however the line is in poor condition with little remaining integrity.

Ropes Creek branch railway line at St Marys Freight Hub does not meet criterion (g) at a local or State level.

St Marys Railway Station:

St Marys Station Group is a representative example of railway station arrangements combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the main station building, goods shed, signal box, crane, footbridge substructure and overhead booking office. It provides physical evidence of railway operations and policies that were established and shaped in accordance with the politics and war industries. The station building is a representative example of 'type 3' second class railway station buildings.

St Marys Railway Station meets criterion (g) at a State level.

Subsurface archaeological potential at St Marys Freight Hub:

Subsurface archaeological potential on the St Marys site is limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. Any individual subsurface items associated with the construction or operation of the site would not represent a significant variation to a type as the Ropes Creek Branch Railway Line was not constructed utilising innovative methods or materials.

Subsurface archaeological potential at St Marys Freight Hub does not meet criterion (g) at a local or State level.

4.5 STATEMENT OF SIGNIFICANCE

The Ropes Creek branch railway line has been assessed within Section 4.4 of this report as being of local heritage significance due to its associations with the WWII Munitions factory north of St Marys Railway Station. As the site is not currently listed as an item of heritage significance, no statement of heritage significance currently exists for this site. NGH have created the statement of significance, below, to highlight the importance of the branch line in the history of the Penrith LGA.

The St Marys Railway Station statement of heritage significance is taken from the NSW Heritage (2016) listing for the item. The NGH assessment of the Station against the NSW Heritage Significance criteria in the preceding section supports the existing heritage significance statement, and so no new assessment of significance is required for this report.

Ropes Creek branch railway line at St Marys Freight Hub

Ropes Creek branch railway line is of local heritage significance for its historic and social associations with the munition's factory built in St Marys during 1942 as part of the WWII war effort. The branch line has strong associations with the operations of the factory and local workers in the 1940s.

The line has undergone significant alterations since its closure in 1986 when the shunting, storage sidings and section of the main line were removed, however the first kilometre of the main line was not lifted and continues to be used as a storage siding.

St Marys Railway Station

St Marys Station Group is of state significance as an early station opened in the 1860s when the Great Western Railway was extended from Parramatta and for the role it played in handling the increased traffic for the American ammunition and general store built at Ropes Creek during World War II. The station, in particular the signal box, has strong associations with the operations of the once important rail system to Dunheved and Ropes Creek, and with the development of local industry and residential expansion of St Marys after 1942. The place has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.

St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area. The signal box is one of few remaining such structures using utilitarian materials in a non-standard style.

Date significance updated: 01 Nov 10 – St. Marys Railway Station Group OEH listing.

4.6 SUBSURFACE POTENTIAL ARCHAEOLOGICAL SIGNIFICANCE

As a result of the historic use of the site as a railway line to ferry workers to and from the WWII munitions factory, there is potential for historic items related to the Ropes Creek Railway Line to remain within the site. However, the presence of these archaeological rail items does not necessarily designate archaeological significance to the site.

It has been assessed in Section 4.4 and 4.5 that the significance of the Ropes Creek Branch line lies in its historic and social associations with the with the munition's factory built in St Marys during 1942 as part of

the WWII war effort. The significance of the line therefore lies in the tangible historical link to the munitions factory.

The Heritage Council Archaeological Assessment Guidelines comment that: *'the key test that must be applied in understanding the scientific research values of a known or potential archaeological site is the question of whether further studies of the physical evidence may reasonably be expected to help answer research questions'* (Archaeological Assessment Guidelines 1996:26).

It has been assessed that the presence of subsurface historical items on site will most likely be associated with the Ropes Creek Branch Line. There is no evidence to suggest that there were any significant built structures present on site associated with the Ropes Creek Railway Branch line, and as a result subsurface archaeological potential on the site would therefore be limited to individual items associated with the construction, maintenance and operation of the line, or small personal possessions belonging to the factory workers. These individual items do not hold historic, or social associations with the branch line or the WWII munitions factory and would not provide further scientific values or information to the site.

It has been assessed in Section 4.4 that the subsurface archaeological potential of the St Marys Freight Hub site is not of heritage significance. As a result, any works to the site will not negatively impact on significant historic subsurface material.

5 POTENTIAL HERITAGE IMPACT ASSESSMENT

5.1 PROPOSED DEVELOPMENT

The proposed development includes the staged construction, and ultimate operation, of 9.6ha of the broader site for the St Marys Freight Hub, comprising an intermodal (road and rail) terminal and container park with an operating capacity of 300,000 TEU annual throughput.

The proposed development will facilitate the introduction of a new container rail shuttle between Port Botany and greater western Sydney, increasing the volume of import and export freight moved via rail and relieving the regional and state road network of heavy vehicle and container traffic, including primary freight roads servicing Port Botany.

The proposed St Marys Freight Hub will be supported by a dedicated port rail shuttle service from Port Botany, with the road transport leg commencing at the St Marys site. The St Marys Freight Hub will be operated by an independent intermodal freight forwarding organisation, with containers transported between Port Botany and St Marys via up to five 650 metre Pacific National trains per day.

The proposed development includes the following works:

- Use of the rail infrastructure sidings for loading and unloading of trains, with access via the existing Dunheved Railway spur line traversing the site from the Great Western Railway line;
- Construction of hardstand areas for container storage and laydown, rail and vehicle loading and unloading areas;
- Construction of new internal access roads providing separate ingress and egress for light and heavy vehicles as follows:
 - To/from Lee Holm Road for heavy vehicles; and
 - To/from Forrester Road for light vehicles;
- Construction of:
 - Wash bay;
 - Office building;
 - Fuel storage area;
 - Container shed (repair bay);
 - Transport shed;
 - Staff and visitor light vehicle parking bays (parallel to the internal light vehicle access road connecting to Forrester Road); and
 - Heavy vehicle parking bays;
- Ancillary development includes:
 - Signage and landscaping;
 - Utility services to support the proposed development including drainage, portable water, water (for firefighting purposes), power, data, security and sewerage;
 - Minor realignment of a section of the Sydney Trains high voltage overhead power line at the southern end of the subject site;
 - Stormwater detention basin with bio-retention;
 - Minor clearing of areas of vegetation regrowth, remediation (if required) and minor earthworks; and
 - Electrical transformer.

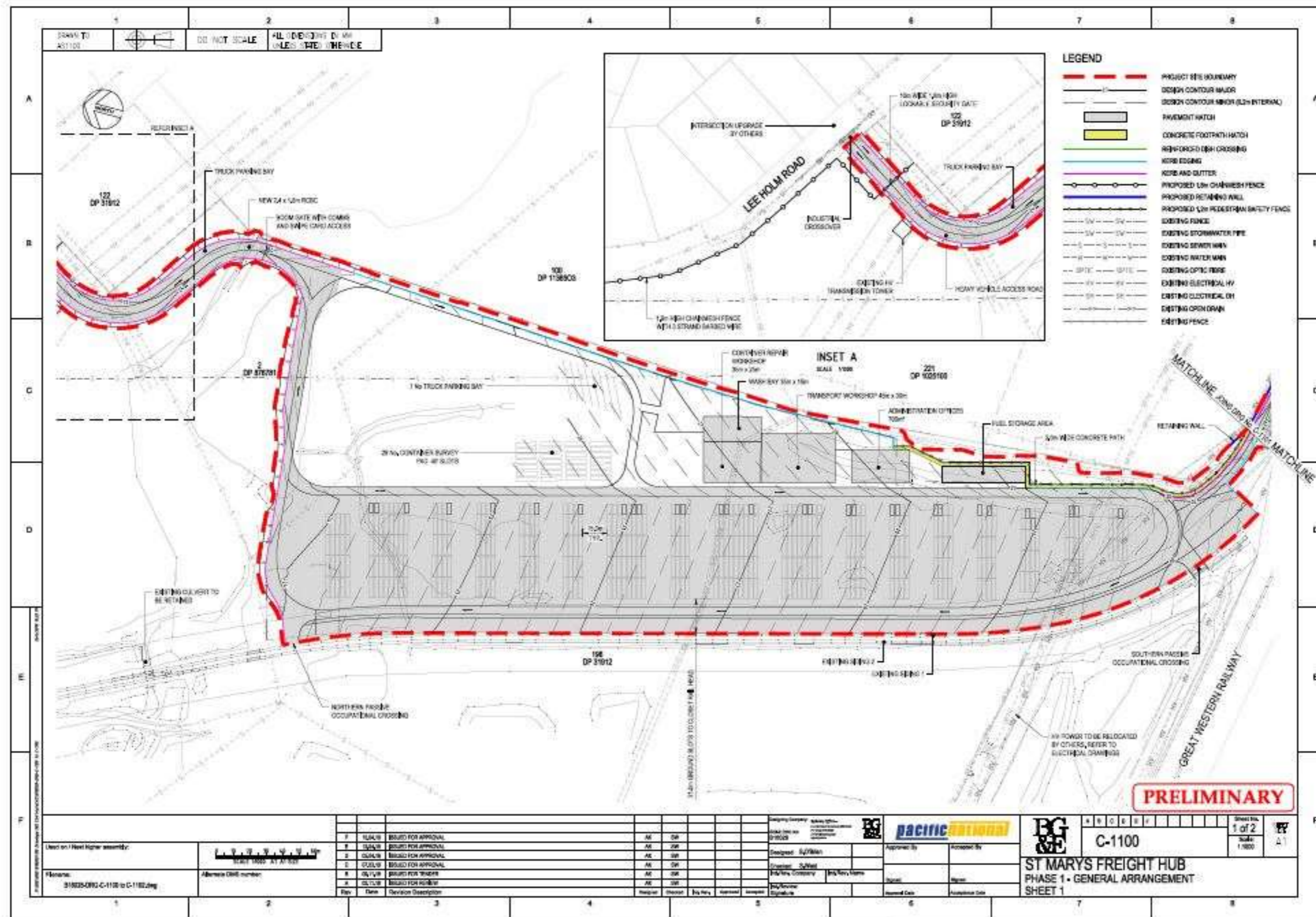


Figure 7. St Marys Intermodal Concept Design.

5.2 HERITAGE IMPACT CONSIDERATIONS

The Heritage Office guideline, *Principles of Conservation Work on Heritage Places*, outlines the following principles that should be considered when planning work to a heritage item:

- **2.1 Continue to Use the Place**

The item should continue to be used, preferably for the purpose for which it was built, or for a use with which it has a long association.
- **2.2 Repair Rather than Replace**

Keep as much of the historic fabric as possible. Heritage items are by definition authentic examples of the architecture and lifestyle of previous generations and should be respected as evidence of our past.
- **2.3 Make Reversible Alterations**

If alterations must be made to significant building fabric, they should be as reversible as possible.
- **2.4 Make a Visual Distinction Between Old and New**

Whilst being sympathetic and respectful to old material, detail of new work should generally be distinguishable from the old.
- **2.5 Avoid Precise Imitation of Architectural Detail**

New additions should generally not imitate the precise architectural detail of historic items.
- **2.6 Ensure Alterations are Sympathetic**

Generally, new additions should be sympathetic to the existing item. In this context, "sympathetic" means that new work is compatible with the character of the earlier building and with its context.
- **2.7 Respect the Ageing Process**

There is no reason why old buildings and items, like old people, should not look old. There may be no reason to repair cracks that are structurally sound, to recoat worn surfaces, or to remove patina, or even to excessively clean surfaces where the coating of time is not destructive or concealing detail.
- **2.8 Respect Previous Alterations**

If there are previous alterations, these may also contribute to the item's significance and should be respected.
- **2.9 Discontinue Previous Unsound Practices**

Previous unsound practices or details should not be continued, whether in original work or subsequent repairs.
- **2.10 Stabilise Problem Areas**

The correction of severe structural problems that may cause damage may be necessary so that the problem does not lessen the authenticity of the item. It is usually better to secure and stabilise the problem area, as this may be sufficient to restore the structural stability of the item.

- **2.11 Respect the Item’s Context and Location**

The early context or setting is generally part of the item's significance. If the item is deprived of any of its early context, significance may be lost.

- **2.12 Ensure New Buildings fit into the Streetscape**

Where a gap in an existing streetscape or series of buildings is to be filled by a new building, the bulk and height should not exceed the height of buildings next door.

- **2.13 Maintain Views**

Significant views of the item should be identified and maintained.

- **2.14 Respect Contents**

The removal of significant contents of a heritage building, such as furniture and furnishings, should be avoided, unless this is the only way they can survive.

- **2.15 Seek Design Excellence**

These principles provide a safe, respectful approach to heritage buildings, but they cannot be guaranteed to produce fine architecture. They should not prevent inventive, interpretive, contemporary design solutions of high architectural quality. New work may be quite different in spirit and appearance from the existing fabric, but still sympathetic to its heritage values.

Table 8, below, provides an assessment of the proposed new intermodal works against the considerations listed above.

Table 7. Assessment of the proposed works to the St Marys Intermodal site

Consideration	Proposed works to St Marys Intermodal
2.1 Continued Use	The construction of the St Marys Freight Hub will result in the continued use of the Ropes Creek Branch line into the future. The upgrading of the original track line will be limited to replacing only areas of deteriorated line and adding additional track to cater for the number of anticipated freight trains entering and leaving the Intermodal terminal.
2.2 Repair rather than replace	The current Ropes Creek Branch line will be utilised for access to the site and will be repaired accordingly.
2.3 Make reversible alterations	Not applicable.
2.4 Make a visual distinction between old and new	Not applicable.
2.5 Avoid precise imitation of architectural detail	Not applicable.
2.6 Ensure alterations are sympathetic	Alterations to the track will be in line with the continued use of the branch line for the Freight Hub site.
2.7 Respect the ageing process	Works to the materials of the original line should be limited to areas of deterioration which may cause a safety hazard.
2.8 Respect previous alterations	Not applicable.
2.9 Discontinue previous unsound practices	Not applicable.

2.10 Stabilise problem areas	Works to the materials of the original line should be limited to areas of deterioration.
2.11 Respect the buildings context and location	The new Freight Hub will be constructed of similar materials and colours in line with the existing industrial buildings surrounding the site. Development will be in line with the height restrictions of the industrial zoning area – 12 meters.
2.12 Ensure new buildings fit into the streetscape	The new Freight Hub will be constructed of similar materials and colour in line with the existing industrial buildings surrounding the site.
2.13 Maintain views	Views to and from the St Marys Railway Station will be maintained by retention of existing vegetation on site, the distance to the proposal, and the existing industrial buildings surrounding the site. No heritage significant views to and from the Ropes Creek Railway line.
2.14 Respect contents	Not applicable.
2.15 Seek design excellence	Not applicable.

5.3 BUILT HERITAGE IMPACT CONSIDERATIONS

Whilst physical impacts to a heritage item is an important consideration, there are also other considerations which could potentially impact upon heritage items and the conservation areas. The design of a building or structure within a heritage context should include consideration of the cultural, social, historical, political, economic and physical values of the heritage area and buildings. The Heritage Office guidelines, *Design in Context: guidelines for infill development in the historic environment*, recommends that “new development affecting an established and valued setting such as a conservation area should understand and respond to that place in a positive way that is of its own time” (2005,2). The relationships between a building/structure and its setting contribute to that place’s special character. Depending on its design and position, a new building/structure can have a beneficial or detrimental effect on its setting or an adjacent heritage item or conservation area.

In order to assess the heritage impact of the proposed construction of the St Marys Freight Hub upon the surrounding heritage items, values and the Landscape Conservation Area, the NSW Heritage Division guidelines recommend using the following considerations:

- **CHARACTER:**
What is the historic context into which the new structure is to be introduced? Is there a predominant historic and heritage theme that ‘characterises’ the area?
Each of the other five criteria described below contributes to the overall character but can be identified separately.
- **SCALE:**
The scale of a building is its size in relation to surrounding buildings or landscape. Design should recognise the predominant scale (height, bulk, density, grain) of the setting and then respond sympathetically. The impact of an inappropriately scaled building/structure cannot be compensated for by building form, design or detailing.
The grain, or pattern of arrangement and size of buildings in a precinct or conservation area, can be an important part of its character.

- FORM:**

The form of a building/structure is its overall shape and volume and the arrangement of its parts. Design should be sympathetic with the predominant form of its neighbours. Where a building/structural form is highly repetitive within an area, variations to this form would appear discordant. For example, the form of a new house in the context of a conservation area of typical federation bungalows should not interrupt the cohesiveness of the streetscape. The roofline may play an important part in determining neighbourhood character. Infill buildings should respond to, or reinforce, existing ridge or parapet lines, roof slopes and other features such as party walls and chimneys.
- SITING:**

New buildings/structure in a valued historic context should add sympathetically to the local streetscape and the pattern of the area. The qualities of the streetscape can be reinforced by conforming to existing front and side setbacks and the general location of new buildings on site and the complementary treatment of street edges.

New buildings should conform to the predominant building alignment where it contributes to significance. New buildings should allow for the retention of significant views and vistas to and from the building, a townscape or a landscape.
- MATERIAL AND COLOUR**

New buildings/structures should recognise characteristic materials, textures and colours used locally and in adjacent buildings within a heritage context. These should be re-interpreted and incorporated as part of the new building. Materials and colours of surrounding buildings need not be simply copied but used as a point of reference. Modern materials can be used if their proportions and details are harmonious within the surrounding historic context. Colour, texture and tonal contrast can be unifying elements.
- DETAILING**

Common details within an area establish resemblance and contribute to its special character. Details that contribute to the character of a conservation area or heritage item should be identified. They can inform or inspire the design of the new building/structure. Modern details can reinterpret traditional details and create new relationships between new and old. Contemporary detailing of materials and junctions can provide levels of visual interest that contribute positively to the character of a place.

Table 8, below, provides an assessment of the proposed works against the considerations listed above and in relation to the heritage values of the heritage items and cultural heritage landscape generally, identified throughout this report.

Table 8 Assessment of the proposed works in relation to character, scale, form, siting, materials and colour, detailing

	St Marys Intermodal Terminal	St Marys area
Scale	The St Marys Freight Hub is located within the area of industrial zoning in St Marys and will comply with the height restrictions applicable to the area (12 metres).	The suburb of St Marys has various height scales in different zoning areas. The northern side of the railway line (area of the proposed Intermodal) is zoned as industrial, with a maximum height of 12 metres. A number of industrial buildings currently exist within this zoning area, including along the project area fence line. To the east of the project area the land is zoned as public recreation, with no residential or industrial buildings. To the south of the railway line, immediately opposite the project area the land is zoned as residential, with an 8.5 metre height restriction. To the south-east of the site two high rise areas of 32 metres and 24 metres are present.
Form	As with the other buildings within the area, the form of the St Marys Freight Hub will be industrial and rectilinear. Shipping containers will also be stored across the site which will also be of industrial form.	Within the industrial area, the general form of the buildings is large and rectilinear with flat or low-pitched roofs. To the east of the site there is a bus depo, storing numerous buses which were not currently in use.
Siting	The St Marys Freight Hub will be spread across a large portion of the site. The site will contain the railway line, shipping containers, access roads, and associated buildings.	No regular siting present within the industrial area.
Materials/ Colour	The materials and colour used within the Freight Hub site should be consistent with the surrounding area including galvanised metal and neutral colours.	The materials and colour used within the industrial area of St Marys includes neutral tones that blend into the surrounding environment. Corrugated metal has been used on the surrounding industrial items on both the external walls and roof.
Detailing	The Freight Hub site will be an industrial site with no specific detailing on the buildings or shipping containers.	No specific details noted within the industrial area.
Character	The St Marys Freight Hub is not located in an area with a predominant historic or heritage theme. The Freight Hub will be constructed in similar materials, form, colour, and scale as the other surrounding industrial items.	The St Marys Railway Station is the only item of listed heritage significance within proximity to the St Marys Intermodal site. The station was initially constructed in the 1860s as part of the extension to the Parramatta railway line. The current overhead station building is a steel, beam and column structure over the platforms. The platform buildings are covered by pitched modern metal canopies with awnings on both elevations.

5.4 HISTORIC ARCHAEOLOGY IMPACT CONSIDERATIONS

The primary considerations in assessing the potential impact upon historic archaeology of the proposed project are:

1. The potential for archaeological material to be present based on historical land use to identify what was once on site that could now be an archaeological relic or deposit;
2. The potential for any identified archaeological materials to still be present on site, to be assessed through an understanding of:
 - a) historical land use of the site and how that may have impacted upon the integrity of the site (partly as evidenced by the current condition of the site) and the intactness of any potential archaeological material; and
 - b) the nature of materials from which any potential archaeological relics were comprised and the likelihood that those materials would until the present.
3. The heritage significance of the potential archaeological relics and/or deposit using the NSW heritage criteria as recommended within the OEH guidelines (2009), 'Assessing Significance for Historical Archaeological Sites and Relics'; and
4. The level of proposed disturbance to the proposed development area.

5.5 HERITAGE IMPACT QUESTIONS

The following questions are presented in the NSW Heritage Manual document *Statements of Heritage Impact* to address development proposals on heritage items (NSW Heritage Office 2002).

What aspects of the proposal respect or enhance the heritage significance of the subject item?

The proposed new St Marys Freight Hub will utilise the existing Ropes Creek branch railway line, identified in Section 4 of this SOHI as an item of local heritage significance. In reference to Article 7 of the Burra Charter:

"A place should have a compatible use."

The Freight Hub will ensure the continued use of the branch line as a working track.

What aspects of the proposal could have a detrimental effect on the heritage significance of the subject item?

The proposed Freight Hub will have a minor visual impact on the SHR listed St Marys Railway Station, located to the south-east of the project site.

Have more sympathetic solutions been considered and discounted? Why?

The site of the Freight Hub has been chosen due to the proximity to the railway line and the existing Ropes Creek Branch line which will be utilised in the new development. The site will only have a minor visual impact on the SHR listed railway station due to the surrounding vegetation and 400 metre distance to the new structures associated with the Intermodal.

Major additions

- **How is the impact of the addition on the heritage significance of the item to be minimised?**

The new Freight Hub would ensure the continued use of the remaining part of the Ropes Creek branch railway line.
- **Can the additional area be located within an existing structure? If not, why not?**

The new Freight Hub will be built around the existing Ropes Creek Branch Line, identified in Section 4 of this SOHI as an item of local heritage significance. The addition of the Freight Hub to the site cannot be located within an existing structure as there are no existing structures on site.

- **Will the additions visually dominate the heritage item?**

The additions to the site will be significant, however the identified significance of the branch railway line lies in its historic link to the WWII munitions factory. The additions to the site will not detract from this identified significance.

- **Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?**

It is likely that there will be some archaeological deposits associated with the Ropes Creek railway line present on site. However, these remains have been assessed in Section 4.6 as not being of archaeological significance.

Whilst there is potential for there to be archaeological remains from the Ropes Creek Railway Line on site, the significance of the line lies within its historic and social associations with the WWII munitions factory. The significance of the site lies within the remains of the working track. Any archaeological remains on site from the branch line would therefore not offer any further information or research potential to the site.

The Freight Hub must be constructed within the chosen area as the new development will utilise the existing Ropes Creek Branch line to transfer goods to and from the storage yard.

- **Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?**

The additions to the site will be in line with the surrounding industrial buildings in proportion, form and design.

New development adjacent to a heritage item

- **How is the impact of the new development on the heritage significance of the item or area to be minimised?**

The new St Marys Freight Hub development will have a minor visual impact on the SHR registered St Marys Railway Station, located to the south-east of the site. The Freight Hub site will be partially visible from the overpass of the station, with the majority of the site restricted from view due to vegetation growth and other residential buildings.

In order to reduce the impact, the Freight Hub will be designed in similar colours and materials to the surrounding industrial buildings and will maintain the maximum height of 12 metres. As the site is narrower in the south and widens out in the north, the extent of visual impact to the Railway Station will be minimised.

The development of the Freight Hub on either side of the Ropes Creek Branch Line (Identified in Section 4 as being of local heritage significance) will not have a major impact on the significance of the railway line. The significance of the line lies predominately within its historic associations with the WWII munitions factory, originally located to the north of the St Marys Freight Hub site.

- **Why is the new development required to be adjacent to a heritage item?**

The new development will utilise the existing Ropes Creek Branch line to transfer goods to and from the storage yard.

- **How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?**

The State Significant St Marys Station has a curtilage around the building that accounts for physical impacts to the material of the building.

- **How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?**

The proposed Freight Hub will be located 400metres from the edge of the SHR curtilage and will be partially disguised by vegetation and other existing industrial buildings

- **Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?**

It is likely that there will be some archaeological deposits associated with the Ropes Creek railway line present on site. However, these remains have been assessed in Section 4.6 as not being of archaeological significance.

Whilst there is potential for there to be archaeological remains from the Ropes Creek Railway Line on site, the significance of the line lies within its historic and social associations with the WWII munitions factory. The significance of the site lies within the remains of the working track. Any archaeological remains on site from the branch line would therefore not offer any further information or research potential to the site.

The Freight Hub must be constructed within the chosen area as the new development will utilise the existing Ropes Creek Branch line to transfer goods to and from the storage yard.

- **Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?**

The form, colour, and materials of the new development should be constructed in line with the surrounding industrial buildings.

- **Will the additions visually dominate the heritage item? How has this been minimised?**

The new Freight Hub will have a minor visual impact on the SHR St Marys railway station but will not visually dominate the heritage item. The distance (minimum 400 metres from the station) and the surrounding vegetation will minimise the visual impact the Freight Hub will have on the railway station.

- **Will the public, and users of the item, still be able to view and appreciate its significance?**

The public will continue to be able to view and use the SHR listed St Marys Railway Station. The Ropes Creek Branch Line (identified in Section 4 of this SOHI as an item of local heritage significance) cannot currently be viewed or accessed by the public and will continue to not be able to be viewed with the construction of the Intermodal.

5.6 SCOPE OF WORKS ASSESSMENT

The individual components of the maintenance works are listed below and assessed for the potential impact on the identified heritage values and significance of the subject item, St Marys Fright Hub.

Table 9 Impact rating definitions.

Impact Rating	Definition
Negative	The proposed works will have an overall negative heritage impact. Justification and mitigation measures are required.
Nil/neutral-negative	The proposed works will have a minor negative impact on surrounding heritage items. Mitigation measures to limit impact are required.
Nil/neutral	The proposed works will not have any impact on the heritage significance of any surrounding items.

Nil-neutral-positive	The proposed works will have a minor positive impact on surrounding heritage items.
Positive	The proposed works will have a positive impact on surrounding heritage items and will help to highlight/conserves/interpret their significance.

Table 10 Assessment of the proposed works to the St Marys Freight Hub in relation to the heritage significance of the subject site

Proposed works to St Marys Freight Hub	Effects of the proposal on the heritage significance of the subject site	Impact positive, negative or nil/neutral on the significance of the subject item.
Upgrading the rail infrastructure sidings for loading and unloading of trains, with access via the existing Dunheved Railway spur line traversing the site from the Great Western Railway line	The upgrading of the rail infrastructure sidings will result in the Ropes Creek Branch line (identified in Section 4 as locally significant) being continually used into the future.	Nil/neutral-positive.
Construction of hardstand areas for container storage and laydown, rail and vehicle loading and unloading areas	The construction of the hardstand areas for container storage will result in the storage of numerous shipping containers on site. This will result only in a minor visual impact on the SHR listed St Marys Railway Station because existing mature trees will obscure the view of the containers.	Nil/neutral-negative.
Construction of new internal access roads providing separate ingress and egress for light and heavy vehicles as follows: <ul style="list-style-type: none"> To/from Lee Holm Road for heavy vehicles To/from Forrester Road for light vehicles 	No physical or visual impact on any surrounding heritage items.	Nil/neutral.
Construction of: <ul style="list-style-type: none"> Wash bay Office building Fuel storage area Container shed (repair bay) Transport shed Staff and visitor light vehicle parking bays (parallel to the internal light vehicle access road connecting to Forrester Road) Heavy vehicle parking bays 	Potential to have minor visual impact on SHR listed St Marys Railway Station. Whilst there is currently vegetation partially blocking the view of St Marys Railway Station to the project area (Figures 44 and 45), some parts of the proposed freight terminal will be visible from the Railway Station overpass.	Nil/neutral-negative.
Ancillary development includes: <ul style="list-style-type: none"> Signage and landscaping Utility services to support the proposed development including drainage, portable water, water (for firefighting purposes), 	The minor realignment of the overhead powerlines will not have a negative heritage impact on the significance of the Ropes Creek branch line as the significance of the line is due to its close historic associations with the WWII munitions	Nil/neutral.

<p>power, data, security and sewerage</p> <ul style="list-style-type: none"> • Minor realignment of a section of the Sydney Trains high voltage overhead power line at the southern end of the subject site • Stormwater detention basin with bio-retention • Minor clearing of areas of vegetation regrowth, remediation (if required) and minor earthworks • Electrical transformer 	<p>factory, originally located to the north of St Marys railway line. The realignment of a minor section of the overhead power line will not have an impact on its historical significance.</p> <p>Additional works to the site will not impact the significance of the railway line or impact visually on the SHR listed St Marys Railway Station.</p>	
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5.7 SUMMARY OF POTENTIAL HERITAGE IMPACTS

In summary, the assessment of heritage impacts for the new St Marys Freight Hub proposal within the suburb of St Marys NSW has found that the overall impact is minor. This is due to:

- There will be no physical impact on the SHR listed St Marys Railway Station. A minor visual impact will occur on the station; however, this is mitigated by the distance to the containers, vegetation growth, and surrounding industrial buildings which will match the form and materials of the new terminal;
- The Ropes Creek branch railway line has been identified within this SOHI (Section 4) as being of local heritage significance for its historic associations with the 1940s munitions factory operating in St Marys during WWII. The historical significance of this line will not be compromised with the proposed works as the line will continue to be in use, consistent with the principles outlined in Article 7 of the Burra Charter;
- The subsurface archaeological potential of the site is associated with the presence of the branch Ropes Creek Railway line and any associated infrastructure. There is no evidence to suggest that there were any significant built structures present on site associated with the Ropes Creek Railway Branch line, and as a result subsurface archaeological potential on the site would therefore be limited to individual items associated with the construction and operation of the line, or the small personal possessions of the munition factory workers. These individual items have been assessed to have no heritage significance; and
- There are no other registered or identified items of heritage significance within proximity to the site which will be impacted, physically or visually, by the works.

In summary, the cumulative impact of the proposed reconstruction of the St Marys Freight Hub is considered to be low.

6 CONCLUSION & RECOMMENDATIONS

6.1 CONCLUSIONS

NGH Environmental was commissioned by Urbanco on behalf of Pacific National Pty Ltd to undertake a Heritage Assessment, Heritage Impact Assessment and Archaeological Assessment of the proposed State Significant development of St Mary's Freight Hub, located to the north-east of the St Marys Railway Station between Forrester Road, Lee Holm Road and Christie Street, St Marys NSW.

The proposed St Marys Freight Hub is located on the site of the Ropes Creek Branch Railway Line, identified within Section 4 of this SOHI as an item of local heritage significance. The site is also within proximity to the SHR listed St Marys Railway Station. Analysis of the site has revealed that the presence of any significant in situ subsurface archaeological remains is unlikely, with the shunting, storage sidings, and part of the line removed post the closure of the line in 1986. Archaeological items remaining on site do not hold any assessed heritage significance and will therefore not be impacted by the proposed works.

The cumulative impact of the proposed reconstruction of the St Marys Freight Hub is considered to be low. The proposed works will have no physical impact to the SHR listed St Marys Railway Station and will only have a minor visual impact on the site. The significance of the Ropes Creek branch line lies in its tangible historic association with the 1940s munitions factory operating in the St Marys area during WWII, and as a result the significance of this line will therefore not be compromised with the proposed works. The line will continue to be in use, consistent with the principles outlined in Article 7 of the Burra Charter. There is low archaeological potential identified within the site, and there are no other registered or identified items of significance within proximity to the proposal site which will be impacted physically or visually by the works.

6.2 RECOMMENDATIONS

The proposal to undertake the construction of the St Marys Freight Hub as outlined in this assessment is not considered to lead to a significant impact to surrounding heritage items in accordance with the NSW *Heritage Act 1977*, and *Environmental Planning and Conservation Act 1979*.

The following recommendations are made for the proposal:

1. Based on our assessment, NGH recommends that the Ropes Creek Branch line holds local heritage values that may be consistent with inclusion of future Penrith LEPs. The St Marys Freight Hub project will ensure the ongoing use and maintenance of the Ropes Creek Branch Railway Line, consistent with Article 7 of the Burra Charter – *“Where the use of a place is of cultural significance it should be retained.”*
2. The current mature trees present on the southern side of the site (outside of the site and within Western Line Railway Reserve) helping to shield the view of the proposed Freight Hub from the SHR listed St Marys Railway Station should be retained during works to the site to mitigate a significant visual impact to the railway station;
3. The Freight Hub should be constructed and painted in similar, neutral tones to existing surrounding industrial buildings;
4. A heritage induction should be undertaken with all contractors on site to highlight the heritage significance of the site prior to works being undertaken; and

5. Likely archaeological finds on site will include items related to the Ropes Creek railway line. These have been assessed in Section 4.6 as not holding any heritage significance. In the event any unexpected heritage finds are identified, works must cease temporarily and the 'Unexpected Finds Procedure' described in Appendix A, should be adhered to.

7 REFERENCES

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APPENDIX A UNEXPECTED FINDS PROCEDURE

An unexpected heritage item means any unanticipated discovery of an actual or potential heritage item, for which the Proponent does not have prior approval to disturb or does not have a safeguard in place to manage the disturbance.

These discoveries are categorised as either:

- a) Aboriginal objects
- b) Historic/non-Aboriginal heritage items
- c) Human skeletal remains

If any of the above items are suspected or identified during construction activities, then a series of steps must be followed. These are outlined below:

1. all work should cease in that area and notify a Project Manager or Supervisor immediately of the find;
2. A 'no-go' zone should be established around the find, using visibility fencing (where applicable);
3. Inform all on-site personnel and staff of the find and the demarcated 'no-go' zone;
4. Contact a qualified archaeologist/heritage consultant to inspect the find and provide recommendations.
5. In the event that human remains are identified, complete steps 1-3. Replace Step 4 by immediately contacting the local police to investigate if the find relates to a criminal investigation. The police may take command of part or all of the site.
6. Once clearance of the site has been given by either the qualified archaeologist/heritage consultant then works may proceed within the 'no-go' zone UNLESS specifically instructed by the professional that no further works can be completed.