



Roads and Maritime Services/Sydney Airport Corporation Limited

# Sydney Gateway Road Project

## Environmental Impact Statement/ Preliminary Draft Major Development Plan

Technical Working Paper 10

Aboriginal Cultural Heritage Assessment Report

November 2019

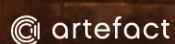


# Sydney Gateway Road Project

Technical Working Paper 10 –  
Aboriginal Cultural Heritage  
Assessment Report

Report to the Gateway to Sydney  
Joint Venture for NSW Roads  
and Maritime Services

November 2019



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## ABBREVIATIONS

AHC	Australian Heritage Council
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
ALR Act	<i>Aboriginal Land Rights Act 1983</i>
Artefact Heritage	Artefact Heritage Services Pty Ltd
ASR	Archaeological Survey Report
ACHAR	Aboriginal Cultural Heritage Assessment Report
BP	Before Present (that is 1950)
Consultation Requirements	Aboriginal cultural heritage consultation requirements for proponents 2010
CHL	Commonwealth Heritage List
Code of Practice	Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales 2010
DCP	Development Control Plan
DECCW	Department of Environment, Climate Change and Water (now OEH)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
the Guide	Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW
GPS	Global Positioning System
ha	hectares
Heritage Act	<i>Heritage Act 1977</i>
JMCHM	Jo McDonald Cultural Heritage Management
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local Government Area
NHL	National Heritage List
NPW Act	<i>National Parks and Wildlife Act 1974</i>
OEH	Office of Environment and Heritage
OSL	Optically Stimulated Luminescence



PAD	Potential Archaeological Deposit
RAP	Registered Aboriginal Party
REF	Review of Environmental Factors
RNE	Register of the National Estate
SHR	State Heritage Register
SSI	State Significant Infrastructure
UNESCO	United Nations Educational, Scientific and Cultural Organisation

## 1.0 INTRODUCTION

### 1.1 Overview

#### 1.1.1 Sydney Gateway and the project

Sydney Kingsford Smith Airport (Sydney Airport) and Port Botany are two of Australia's most important infrastructure assets, providing essential domestic and international connectivity for people and goods. Together they form a strategic centre, which is set to grow significantly over the next 20 years. To support this growth, employees, residents, visitors and businesses need reliable access to the airport and port, coupled with efficient connections to Sydney's other strategic centres.

The NSW and Australian governments are making major investments in the transport network to achieve this vision. New road and freight rail options are being investigated to cater for the forecast growth in passengers and freight through Sydney Airport and Port Botany. Part of this solution is Sydney Gateway, which comprises the following road and rail projects:

- Sydney Gateway road project (the subject of this assessment)
- Botany Rail Duplication.

Sydney Gateway will expand and improve the road and freight rail networks to Sydney Airport and Port Botany to keep Sydney moving and growing. The Sydney Gateway road project forms part of the NSW Government's long-term strategy to invest in an integrated transport network and make journeys easier, safer and faster.

Transport for NSW and Sydney Airport Corporation propose the Sydney Gateway road project (the project). This comprises new direct high capacity road connections linking the Sydney motorway network at St Peters interchange with Sydney Airport's terminals and beyond. It involves constructing and operating new and upgraded sections of road connecting to the airport terminals, four new bridges over Alexandra Canal, and other operational infrastructure and road connections

The project and its location is shown on Figure 1.1.

#### 1.1.2 Overview of approval requirements

The project is subject to approval under NSW and Commonwealth legislation. Parts of the project located on Commonwealth-owned land leased to Sydney Airport (Sydney Airport land) are subject to the Commonwealth Airports Act 1996 (the Airports Act). In accordance with the Airports Act, these parts of the project are major airport development. A major development plan (MDP), approved by the Australian Minister for Infrastructure, Transport and Regional Development, is required before a major airport development can be undertaken at a leased airport.

Parts of the project located on other land are state significant infrastructure (SSI) in accordance with the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). As SSI, these parts of the project require approval from the NSW Minister for Planning and Public Spaces. An environmental impact statement (EIS) is required to support the application for approval for SSI under the EP&A Act.

A combined EIS and preliminary draft MDP is being prepared to:

- Support the application for approval of the project in accordance with NSW and Commonwealth legislative requirements

- Address the environmental assessment requirements of the Secretary of the Department of Planning and Environment (the SEARs), issued on 15 February 2019
- Address the MDP requirements defined by section 91 of the Airports Act.

This report was prepared on behalf of Transport for NSW and Sydney Airport Corporation to support the combined EIS/preliminary draft MDP.



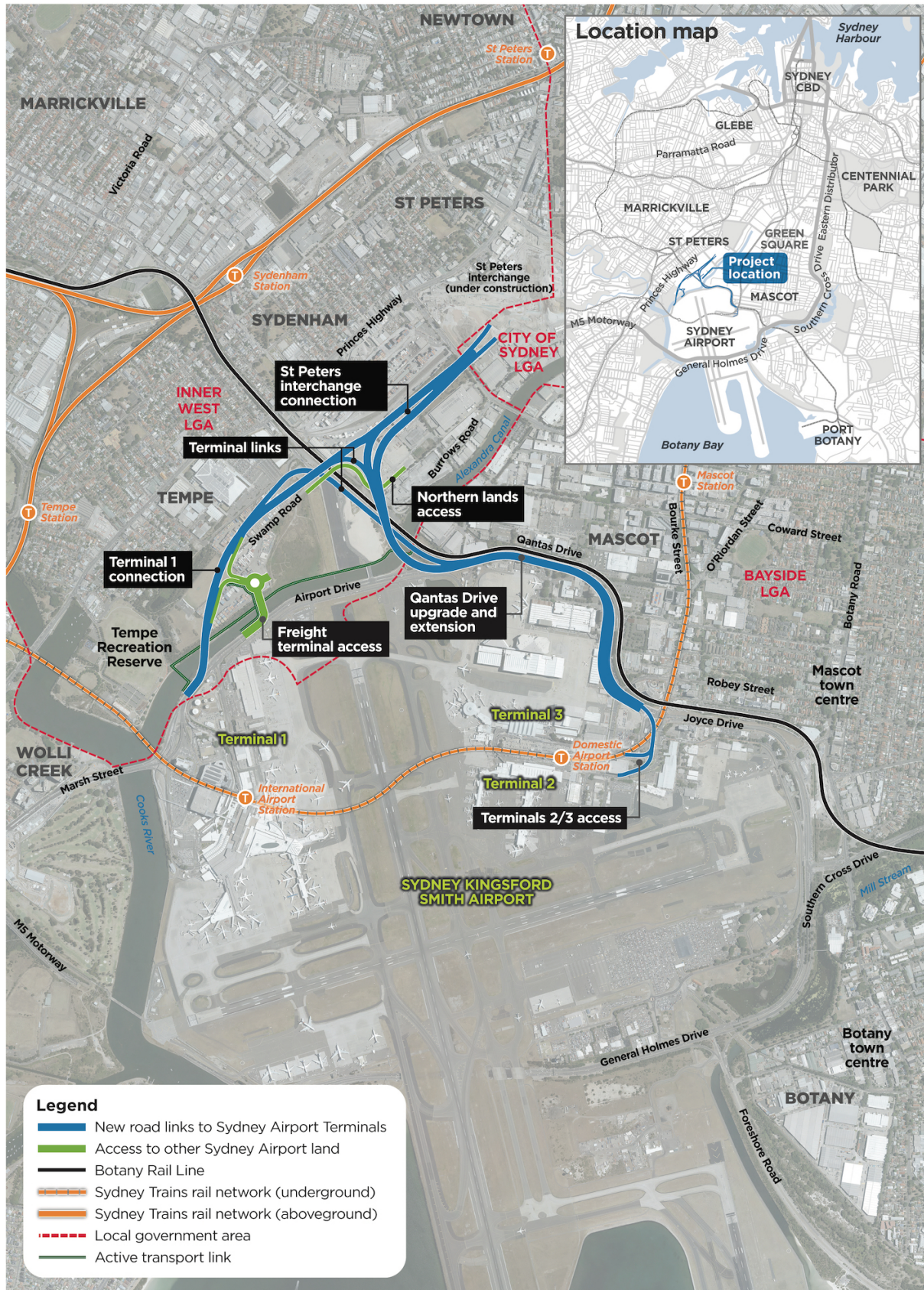


Figure 1.1: Location of the project site

## 1.2 Purpose and scope of this report

The purpose of this report is to assess the potential Aboriginal heritage impacts resulting from construction and operation of the project.

The objectives of this report are to:

- Describe the existing environment with respect to Aboriginal heritage
- Assess the impacts of constructing and operating the project on identified Aboriginal cultural heritage values
- Recommend measures to mitigate the impacts on the identified Aboriginal cultural heritage values
- Outline the process of consultation with Aboriginal stakeholders.

This report also addresses the relevant SEARs (as outlined in Table 1.1), and the MDP requirements in accordance with the requirements of the Airports Act (as outlined in Table 1.2).

**Table 1.1: SEARs relevant to this assessment**

Requirements	Where addressed in this report
<b>7. Heritage</b>	
<p>The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts and visual impacts) to the heritage significance of:</p> <p>Aboriginal places, objects and cultural heritage values, as defined under the National Parks and Wildlife Act 1974 and in accordance with the principles and methods of assessment identified in the current guidelines</p> <p>(b) Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan.</p>	<p>Section 2.2.2 Outlines search for gazetted Aboriginal Places</p> <p>Section 2.2.1 Outlines LEP listed Aboriginal heritage items</p> <p>Section 8.0 Assesses the likelihood of Aboriginal objects being present within the project site</p> <p>Section 9.2 Identifies cultural heritage values</p> <p>Section 11.0 Assesses of construction impacts (Section 11.3 on impacts from vibrations and Section 11.4 on visual impacts)</p> <p>Section 12.0 Cumulative impacts</p>
<p>Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010).</p>	<p>Section 14.4.1</p>



Where impacts to Aboriginal objects and/or places are proposed, consultation must be undertaken with Aboriginal people in accordance with the current guidelines.

Section 4.0 Consultation

**Table 1.2: MDP requirements relevant to this assessment**

Requirements	Where addressed in this report
<b>Consistency with master plan</b> (d) if a final master plan for the airport is in force – whether or not the development is consistent with the final master plan	Section 13.0: Outlines heritage interpretation and protocols for site recording, as per the initiatives of the Sydney Airport Master Plan 2039
<b>Assessment of environmental impacts</b> (h) the airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development	Section 11.0 Assessment of construction impacts Section 12.0 Cumulative impacts
<b>Plans for dealing with environmental impacts</b> (j) the airport-lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts)	Section 13.0 Recommended mitigation measures Section 14.0 Salvage excavation methodology

## 1.3 The project

### 1.3.1 Location

The project is located about eight kilometres south of Sydney's central business district and to the north of Sydney Airport on both sides of Alexandra Canal. The northern extent of the project is located at St Peters interchange, which is currently being constructed to the north of Canal Road in St Peters. The western extent of the project is located near the entrance to Sydney Airport Terminal 1 on Airport Drive, to the north of the Giovanni Brunetti Bridge and south-west of Link Road. The eastern extent of the project is located near the intersection of Joyce Drive, Qantas Drive, O'Riordan Street and Sir Reginald Ansett Drive.

The project is located mainly on government owned land in the suburbs of Tempe, St Peters and Mascot, in the Inner West, City of Sydney and Bayside local government areas.

### 1.3.2 Key design features

The project provides a number of linked road connections to facilitate the movement of traffic between the Sydney motorway network, Sydney Airport Terminal 1 (Terminal 1) and Sydney Airport Terminals 2 and 3 (Terminals 2/3). The project would connect Terminal 1 and Terminals 2/3 with each other and with the Sydney motorway network. The project would also facilitate the movement of traffic towards Port Botany via General Holmes Drive. It would provide three main routes for traffic:

- Between the Sydney motorway network and Terminal 1, and towards M5 motorway and Princes Highway
- Between the Sydney motorway network and Terminals 2/3, and towards General Holmes Drive, Port Botany and Southern Cross Drive
- Between Terminal 1 and Terminals 2/3.

The key features of the project include:

- Road links to provide access between the Sydney motorway network and Sydney Airport's terminals, consisting of the following components:
  - St Peters interchange connection – a new elevated section of road extending from St Peters interchange to the Botany Rail Line, including an overpass over Canal Road
  - Terminal 1 connection – a new section of road connecting Terminal 1 with the St Peters interchange connection, including a bridge over Alexandra Canal and an overpass over the Botany Rail Line
  - Qantas Drive upgrade and extension – widening and upgrading Qantas Drive to connect Terminals 2/3 with the St Peters interchange connection, including a high-level bridge over Alexandra Canal
  - Terminal links – two new sections of road connecting Terminal 1 and Terminals 2/3, including a bridge over Alexandra Canal
  - Terminals 2/3 access – a new elevated viaduct and overpass connecting Terminals 2/3 with the upgraded Qantas Drive.
- Road links to provide access to Sydney Airport land:
  - A new section of road and an overpass connecting Sydney Airport's northern lands either side of the Botany Rail line (the northern lands access)
  - A new section of road, including a signalised intersection with the Terminal 1 connection and a bridge connecting Sydney Airport's existing and proposed freight facility either side of Alexandra Canal (the freight terminal access).
- An active transport link, about 1.3 kilometres long and located along the western side of Alexandra Canal, to maintain connections between Sydney Airport, Mascot and the Sydney central business district
- Intersection upgrades or modifications
- Provision of operational ancillary infrastructure including maintenance bays, new and upgraded drainage infrastructure, signage and lighting, retaining walls, noise barriers, flood mitigation basin, utility works and landscaping.

### 1.3.3 Construction overview

A conceptual construction methodology has been developed based on the preliminary project design to be used as a basis for the environmental assessment process. Detailed construction planning, including programming, work methodologies, staging and work sequencing would be undertaken once construction contractor(s) have been engaged.

## Timing and work phases

Construction of the project would involve four main phases of work. The indicative construction activities within each phase are outlined below:

Phase	Indicative construction activities
Enabling works	<ul style="list-style-type: none"> <li>• construction of the temporary active transport link,</li> <li>• modification of various road intersections to facilitate main construction works.</li> </ul>
Site establishment	<ul style="list-style-type: none"> <li>• installing site fencing, hoarding and signage,</li> <li>• establishing construction compounds, work areas and site access routes.</li> </ul>
Main construction works	<ul style="list-style-type: none"> <li>• clearing/ trimming of vegetation,</li> <li>• removal (or partial removal) of a number of buildings and other existing infrastructure e.g. concrete hardstand areas, drainage infrastructure, sheds, advertising structures, containers, etc,</li> <li>• roadworks, including bridge and viaduct construction and drainage works,</li> <li>• utility works.</li> </ul>
Finishing works	<ul style="list-style-type: none"> <li>• erecting lighting, signage and street furniture, landscaping works and site demobilisation and rehabilitation in all areas.</li> </ul>

Specific construction issues which will require careful planning and management and close co-ordination with relevant stakeholders include:

- Works within the prescribed airspace of Sydney Airport
- Works interfacing with the Botany Rail Line
- Piling in the vicinity of the T8 Airport and South line underground rail tunnels
- Works within the former Tempe Tip site and Alexandra Canal which are subject to remediation orders and specific management plans
- Excavation, storage and handling of contaminated soils generally within the project site and contaminated groundwater from the Botany Sands aquifer.

Construction is planned to start in mid 2020, subject to approval of the project, and is expected to take about three and a half years to complete. Further information on construction is provided in Chapter 8 of the EIS.

The project would include work undertaken during recommended standard hours as defined by the Interim Construction Noise Guideline (DECC, 2009):

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 1pm
- Sundays and public holidays: no work.

It would also include work outside these hours (out-of-hours work) to minimise the potential for aviation and rail safety hazards.

### **Construction footprint**

The land required to construct the project (the construction footprint) is shown on Figure 1.2. The construction footprint includes the land needed to construct the proposed roadways, bridges and ancillary infrastructure and land required for the proposed construction compounds. Utility works to support the project would generally occur within the construction footprint; however, some works (such as connections to existing infrastructure) may be required outside the footprint.

### **Compounds, access and resources**

Construction would be supported by five construction compounds located to support the main construction works (shown on Figure 1.2). Construction compounds would include site offices, staff amenities, storage and laydown areas, workshops and workforce parking areas.

Materials would be transported to and from work areas via construction haul routes, which have been selected to convey vehicles directly to the nearest arterial road.

The construction workforce requirements would vary over the construction period based the activities underway and the number of active work areas. The workforce is expected to peak at about 1,000 workers for a period of about 13 months, indicatively from the fourth quarter of 2021. Either side of this peak, workforce numbers are expected to reduce to about two thirds.



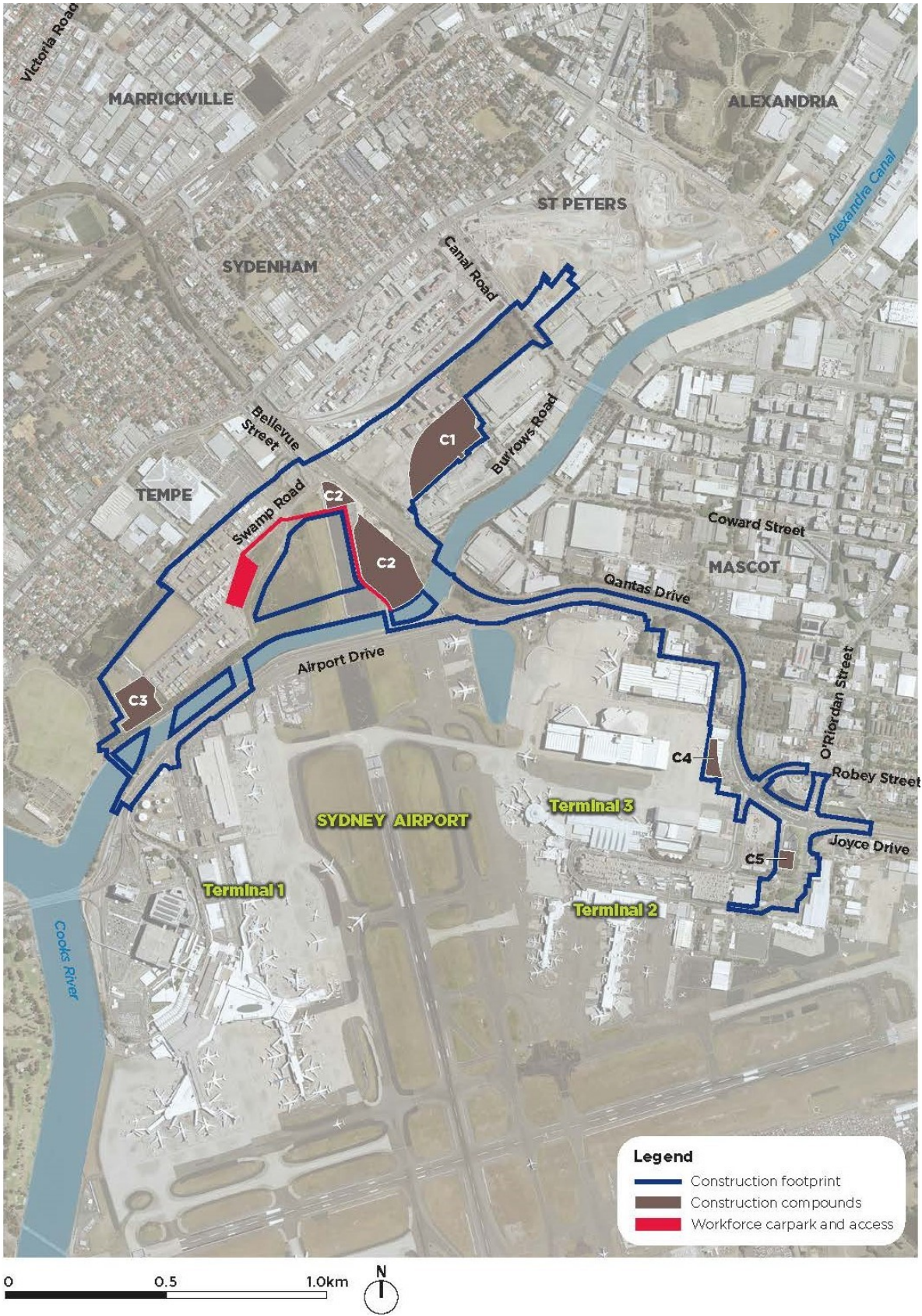


Figure 1.2: Construction footprint and facilities



## 1.4 Structure of this report

The structure of the report is outlined below.

- Section 1 – Introduction
- Section 2 – Legislative context: outlines relevant Commonwealth and State legislation for this assessment
- Section 3 – Methodology: provides an overview and justification of the methodology and standards used in the completion of this document
- Section 4 – Consultation: provides information on the Aboriginal consultation process and results
- Section 5 – Environmental context: provides an overview of the environmental conditions to provide context for the predictive model
- Section 6 – Aboriginal context: presents the results of the background ethnohistoric and literature research and database searches. This section also presents a predictive model as background to the survey sampling strategy
- Section 7 – Archaeological survey: presents the methodology and results of the Aboriginal archaeological survey
- Section 8 – Archaeological assessment: discussion of the likely archaeological potential of the project site, based on background information, survey results and predictive models
- Section 9 – Aboriginal cultural heritage assessment: outlines the methodology for conducting an Aboriginal cultural heritage assessment and the identified heritage values, based on stakeholder consultation
- Section 10 – Significance assessment: full assessment of significance based on consultation with stakeholders following the review of this ACHAR and the salvage methodology
- Section 11 – Assessment of construction impacts: discussion of how the proposed works will impact the identified investigation areas and how to mitigate against the loss of heritage value (Note: there will be no operational impacts on Aboriginal cultural heritage)
- Section 12 – Cumulative impacts: consideration of impacts on Aboriginal cultural heritage as a result of the project, the Botany Rail Duplication project and other proposed major developments
- Section 13 – Recommended mitigation measures: recommendations for further investigations and mitigation against loss of heritage values
- Section 14 – Salvage methodology: presents the methodology proposed for salvage excavation, including logistical constraints, operational procedures and health and safety measures
- Section 15 – Conclusion
- Section 16 – References.

## 2.0 LEGISLATIVE AND POLICY CONTEXT

### 2.1 Commonwealth heritage legislation and guidelines

#### 2.1.1 Airports Act 1996 and associated regulations

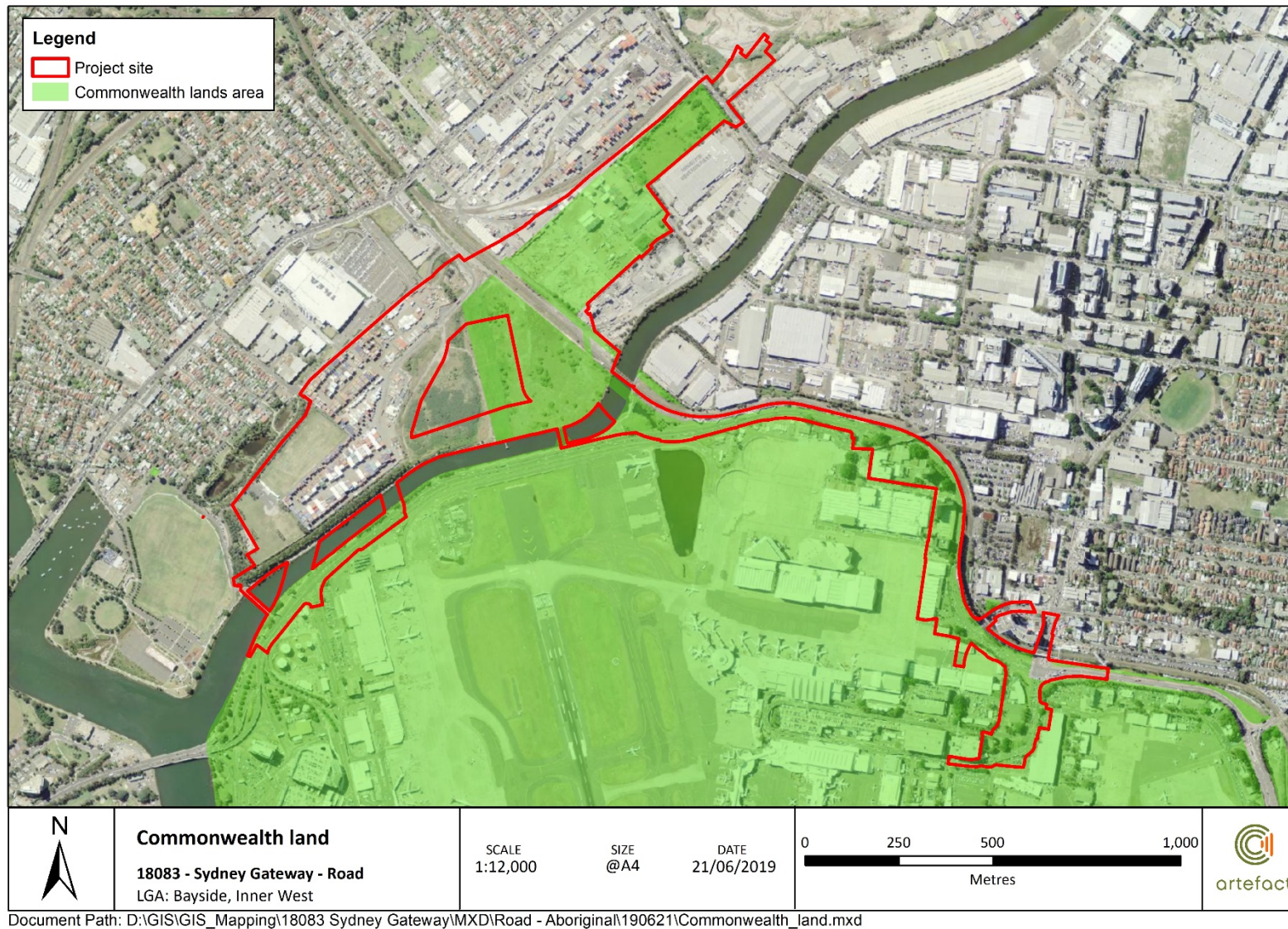
The project site includes areas of Commonwealth-owned land leased by SACL (Figure 2.1). The *Airports Act 1996* (the Airports Act) and associated regulations provide the assessment and approval process for development on Commonwealth-owned land leased from the Australian Government for the operation of Sydney Airport.

Section 89 of the Airports Act specifies types of development that constitute 'major airport development'. A major development plan (MDP) approved by the Australian Minister for Infrastructure and Transport is required before major airport development can be undertaken at a leased airport.

The Airports Act and regulations are the statutory controls for ongoing regulation of development activities on Commonwealth-owned land leased from the Australian Government for the operation of Sydney Airport. Section 70 of the Airports Act requires a final master plan for the airport that has been approved by the Australian Minister for Infrastructure and Transport and that any major airport development must be consistent with the master plan.

Part 5 of the Act also requires that each airport develop an environment strategy which is included in its master plan. Once approved, Sydney Airport and all persons who carry out activities at the airport are obliged to take all reasonable steps to ensure compliance with the environment strategy.

The consistency of the project with the Airports Act and associated master plan and environment strategy is provided in Section 11.9.



**Figure 2.1: Commonwealth land in relation to the project site (the remaining area is state land)**



### 2.1.2 Airports (Environment Protection) Regulations 1997

The objective of the Airports (Environment Protection) Regulations 1997 (the regulations) is to establish a system of regulation for activities at airports that generate or have potential to generate pollution or excessive noise. The regulations impose a general duty to prevent or minimise environmental pollution and have as one of their objects the promotion of improved environmental management practices at Commonwealth-leased airports. The regulations contain detailed provisions setting out:

- Definitions, acceptable limits and objectives for air, water and soil pollution as well as offensive noise
- General duties to prevent or minimise pollution, preserve significant habitat and cultural areas, and to prevent offensive noise
- Monitoring and reporting requirements for existing pollution

Regulations related to Aboriginal heritage are specified in Part 4, Division 2, Section 4.04:

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*The operator of an undertaking at an airport must take all reasonable and practicable measures to ensure that, in the operation of the undertaking, and in the carrying out of any work in connection with the undertaking:*

*there are no adverse consequences for existing aesthetic, cultural, historical, social and scientific (including archaeological and anthropological) values of the local area; and*

*there are no adverse consequences for sites of indigenous significance on the airport site.*

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The consistency of the project with the Airports Act and associated master plan and environment strategy is provided in section 11.9.

### 2.1.3 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act) is administered by the Australian Department of the Environment and Energy and provides a legal framework to protect and manage nationally important flora, fauna, ecological communities and heritage places defined as 'matters of national environmental significance' (MNES).

Under the EPBC Act, proposed actions (i.e. activities or projects) with the potential to significantly impact matters protected by the EPBC Act must be referred to the Australian Minister for the Environment to determine whether they are controlled actions, requiring approval from the Minister. The following matters are defined as protected matters by Part 3 of the EPBC Act:

- Matters of national environmental significance
- The environment of Commonwealth land
- The environment in general if they are being carried out by an Australian Government agency.

The Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies Significant impact guidelines 1.2 specify what kinds of Aboriginal heritage values should be assessed under the EPBC Act.

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*Indigenous heritage value is that which is of significance to Indigenous persons in accordance with their practices, observances, customs, traditions, beliefs or history. The sensitivity and value of Indigenous heritage are identified through consultation with the Indigenous people that are potentially affected. (page 9)*

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This ACHAR has considered the EPBC Act and Significant Impact Guidelines 1.2 in the following sections:

- State legislation in Section 2.2
- Consultation with the Aboriginal community, Sections 3.4.2 and 4.0
- Outlining the environmental and cultural history of land within the project area in Sections 5.0 and 6.0
- Field survey to identify and assess known and unknown Aboriginal sites in Section 3.4.37.0
- Identifying suitable mitigation and management measures to reduce impacts on Aboriginal heritage in Section 13.0.

The EPBC Act includes 'national heritage' as a matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

There are no CHL listed or NHL listed places in the project site.

#### **2.1.3.1 Authorisation of a Major Development Plan**

The EPBC Act (s160 (1) and (2c)) requires advice to be sought and considered from the Minister for the Environment and Energy prior to a decision being made on the approval of an MDP. If significant impacts are considered likely on any matter of national environmental significance, and the action is deemed to be a controlled action, then the referral to the Environment Minister will proceed to environmental assessment and approval under the EPBC Act.

For proposed actions situated on Commonwealth land or actions which may impact Commonwealth land, the Significant Impact guidelines 1.2 – Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Department of Environment and Energy 2013) are applicable. The guidelines require the proponent to undertake a self-assessment process to decide whether the action is likely to have a significant impact on the environment, including the heritage value of places.

As part of the assessment of the draft MDP, the Department of Infrastructure, Regional Development and Cities will, on behalf of the Minister for Infrastructure and Transport, seek advice from the Australian Minister for the Environment under section 160 of the EPBC Act.

#### **2.1.4 Sydney Airport Environment Strategy 2019-2024**

The Airports Act requires that airport operators provide an assessment of the environmental issues associated with implementing the airport master plan and the plan for dealing with those issues. This is documented in an environment strategy that forms part of the airport's master



plan. The Sydney Airport Environment Strategy 2019 – 2024 (the Environment Strategy), which forms part of Master Plan 2039, provides strategic direction for the environmental performance and management of Sydney Airport for the five-year period between 2019 and 2024. The purpose of the Environment Strategy is to:

- Establish a framework for assessing compliance and ensuring that all operations at Sydney Airport are undertaken in accordance with relevant environmental legislation and standards
- Promote the continual improvement of environmental management and performance at Sydney Airport and build on the achievements and goals of previous strategies
- Realise improvements in environmental sustainability, by minimising Sydney Airport's environmental footprint and working towards a more efficient and resilient airport.

The Sydney Airport Environment Strategy 2019 – 2024 stipulates that heritage must be appropriately considered and managed. This ACHAR has been prepared in accordance with this requirement.

### 2.1.5 Aboriginal and Torres Strait Islander Heritage Protection Act 1984

The *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* (Cwlth) (ATSIHP Act), deals with Aboriginal cultural property (intangible heritage) in a wider sense. Such intangible heritage includes any places, objects and folklore that 'are of particular significance to Aboriginals in accordance with Aboriginal tradition'. These values are not currently protected under the *National Parks and Wildlife Act 1974* (NPW Act).

There is no cut-off date and the ATSIHP Act may apply to contemporary Aboriginal cultural property as well as ancient sites. The ATSIHP Act takes precedence over state cultural heritage legislation where there is conflict. The Commonwealth Minister who is responsible for administering the ATSIHP Act can make declarations to protect these areas and objects from specific threats of injury or desecration. The responsible Minister may make a declaration under section 10 of the ATSIHP Act in situations where state or territory laws do not provide adequate protection of intangible heritage.

Where an Aboriginal individual or organisation is concerned that intangible values within the proposal are not being adequately protected, they can apply to the Minister for a declaration over a place. No intangible places were identified during the heritage investigations undertaken by KNC (2018) however consultation is ongoing for the project and may identify intangible places as the project proceeds.

### 2.1.6 Native Title Act 1993

The main purpose of the *Native Title Act 1993* is to recognise and protect native title. Native title is the rights and interests in land and waters that Aboriginal and Torres Strait Islanders have under their traditional laws and customs.

The following list is indicative of the type of land, which might be subject to native title:

- Vacant Crown land and any other public or Crown lands including oceans and inland waterways, beaches and foreshores, State forests, national parks and public reserves
- Pastoral leases
- Land held by government agencies

- Land held in trust for Aboriginal communities.

Under the amended *Native Title Act 1993*, native title is extinguished by the following:

- Private freehold land, valid grants of private freehold land or waters
- Residential, commercial or exclusive possession leases
- Mining dissection leases
- Community purpose leases (eg religious, sporting or charitable purposes)
- Scheduled interests that give exclusive possession
- Public works (eg schools, public amenities, hospitals etc).

Section 24KA of the *Native Title Act 1993* requires that native title claimants are notified of any 'future act' which may result in a change in land use for Crown lands affected by claims. 'Future act' is defined in section 233 of the Act as a proposed activity or development on land and/or waters that may affect native title, by extinguishing (removing) it or creating interests that are inconsistent with the existence or exercise of native title. If after one month there was no response, then the proponent will be deemed to have fulfilled their obligations under the Act.

There are no Native Title claims currently registered in the project site.

## 2.2 State legislation

The following legislation applies to the portions of the project site outside the Commonwealth Land.

### 2.2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning, development assessment and environmental impact assessment processes. The EP&A Act consists of three main parts of direct relevance to Aboriginal cultural heritage; Part 3 which governs the preparation of planning instruments, Part 4 which relates to development assessment processes for local government (consent) authorities, and Part 5 which relates to activity approvals by governing (determining) authorities.

Part 3, Division 3.4 deals with the development of Local Environmental Plans (LEPs). Planning decisions within Local Government Areas (LGAs) are guided by LEPs. Each LGA is required to develop and maintain an LEP that includes Aboriginal and historical heritage items which are protected under the EP&A Act and the *Heritage Act 1977*. The project site is located across the boundaries of the City of Sydney LGA, Bayside LGA and the Inner West LGA and are covered by the Sydney LEP, Botany Bay LEP and Marrickville LEP respectively. No Aboriginal heritage items listed on either LEP are located within the project site.

The project is assessed under Division 5.2 of the EP&A Act, which establishes an assessment and approval regime for SSI. An EIS has been prepared to assess the impacts of the project, in accordance with requirements issued by the Secretary of the Department of Planning and Environment (DP&E).

As the project has been declared SSI, approval requirements under the EP&A Act do not apply to the current development consent process. However, consultation with local governments is required under the SEARs.

### 2.2.2 National Parks and Wildlife Act 1974

The *National Parks and Wildlife Act 1974* (NPW Act), administered by the Office of Environment and Heritage (OEH), provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW) under section 90 of the NPW Act and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community) under section 84.

The protection provided to Aboriginal objects applies irrespective of the level of their significance or issues of land tenure. However, areas are only gazetted as Aboriginal Places if the Minister for the Environment is satisfied that sufficient evidence exists to demonstrate that the location was or is, of special significance to Aboriginal culture.

There are no gazetted Aboriginal Places in the project site. All Aboriginal objects, whether recorded or not are protected under the NPW Act.

The NPW Act was amended in 2010 and, as a result, the legislative structure for seeking permission to impact heritage items has changed. A section 90 permit is now the only Aboriginal Heritage Impact Permit (AHIP) available and is granted by the OEH. Various factors are considered by OEH in the AHIP application process, such as site significance, Aboriginal consultation requirements, Ecological Sustainable Development (ESD) principles, project justification and consideration of alternatives. The penalties and fines for damaging or defacing an Aboriginal object have also increased.

The project is being assessed as SSI under Division 5.2 of the EP&A Act 1979, and under section 5.23 of the EP&A Act, permits issued under the NPW Act 1974 are not required.

### 2.2.3 Native Title Act 1994

The *Native Title Act 1994* was introduced to work in conjunction with the Commonwealth Native Title Act 1993. Native Title claims, registers and Indigenous Land Use Agreements are administered under the Act.

There are no registered Native Title claims identified for the project site.

### 2.2.4 Aboriginal Lands Right Act 1983

The *Aboriginal Land Rights Act 1983* (ALR Act) established Aboriginal Land Councils (at State and Local levels). Under Division 1A section 52(4) of the ALR Act these bodies have a statutory obligation to:

- 
- (a) *take action to protect the culture and heritage of Aboriginal persons in the council's area, subject to any other law, and*
  - (b) *promote awareness in the community of the culture and heritage of Aboriginal persons in the council's area.*
- 

There are no Registered Aboriginal Owners pursuant to Division 3 of the ALR Act for the project site. The project site is within the boundary of the Metropolitan Local Aboriginal Land Council (LALC).

## 2.3 Relevant guidelines and procedures

As part of the administration of Part 6 of the NPW Act, OEH has produced a number of regulations pertaining to Aboriginal heritage. These have been addressed in the ACHAR where relevant:

- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH 2011)
- Aboriginal Cultural Heritage Consultation Requirements for Proponents (Department of Environment Climate Change and Water [DECCW] 2010a)
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010b)
- Ask First: A guide to respecting Indigenous heritage places and values (Australian Heritage Commission 2002).

For environmental assessments under the EPBC Act:

- Engage Early: Guidance for proponents on best practice Indigenous engagement (Department of Environment 2016)
- Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies Significant impact guidelines 1.2 (Department of Environment 2013).

### 2.3.1 Sydney Airport Master Plan 2019 – 2039

As part of the planning framework established by the Airports Act, airport operators are required to prepare a master plan for the coordinated development of their airport. Sydney Airport Master Plan 2039 (Master Plan 2039) outlines the strategic direction for Sydney Airport's operations and development over the next 20 years. It acknowledges that the continued growth of Sydney Airport is vital to achieving local, state and national employment, tourism and development objectives. In accordance with the requirements of the Airports Act, Master Plan 2039:

- Establishes the strategic direction for efficient and economic development at Sydney Airport over the planning period
- Provides for the development of additional uses of the Sydney Airport site
- Indicates to the public the intended uses of the Sydney Airport site
- Reduces potential conflicts between uses of the Sydney Airport site to ensure that uses of the site are compatible with the areas surrounding the airport
- Ensures that operations at Sydney Airport are undertaken in accordance with relevant environmental legislation and standards
- Establishes a framework for assessing compliance with relevant environmental legislation and standards
- Promotes continual improvement of environmental management at Sydney Airport.

The Master Plan 2039 includes the following relevant heritage initiatives:

- Conserve the significant places of the airport, in line with the Heritage Management Plan
- Actively conserve heritage elements listed as Environmentally Significant under the Airports Act
- Deliver and continually build upon the online experience centre, to tell the history of the airport site, detail its significance and its aviation history
- Integrate heritage interpretation devices into new and existing Sydney Airport facilities, through delivery of an interpretation strategy
- Ensure that heritage items of recognised significance are recorded to an appropriate archival standard
- Establish an archive of historical records of the history of Sydney Airport and the site
- Implement the management plan for the fig trees and the Sydney Airport Wetlands, located in the South East Sector.

This ACHAR has been prepared in accordance with these 2019 Master Plan commitments as outlined in section 1.0.





## 3.0 METHODOLOGY

This ACHAR has been prepared in accordance with the Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) and SEARs (Application Number SSI 18\_9737) and was guided by the following guidelines and procedures:

- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH 2011) (the Guide)
- Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010a) (Consultation Requirements)
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010b) (the Code of Practice).

### 3.1 Overview of the PACHCI

The PACHCI involves four stages of consultation and investigation that assess known or potential impacts on Aboriginal cultural heritage. Projects that can avoid impacts on Aboriginal cultural heritage may only be required to complete some stages of this procedure. However, projects that would harm Aboriginal objects or places are required to complete all stages.

The PACHCI is NSW Roads and Maritime Service's internal guideline and procedure to ensure compliance with statutory requirements for works that may impact upon Aboriginal heritage. It has been developed to ensure consistency on projects of varying scale and with different environmental approval processes.

The four stages of this procedure are described below.

#### **Stage 1: Initial assessment**

The aim of Stage 1 is to undertake a desktop risk assessment to determine whether a project is likely to harm Aboriginal cultural heritage or not, and whether further assessment or investigation is required.

#### **Stage 2: Further assessment and site survey**

The aim of Stage 2 is to undertake further assessment and a survey with specific Aboriginal stakeholders and an archaeologist to assess a project's potential to harm Aboriginal cultural heritage, and determine whether formal Aboriginal community consultation and a cultural heritage assessment report is required.

#### **Stage 3: Formal consultation and preparation of a cultural heritage assessment report.**

Where Stages 1 and 2 have led to the preliminary view that harm to Aboriginal objects or places will occur or is likely to occur, the NSW statutory consultation process must take place and a cultural heritage assessment report must be prepared. Aboriginal parties must be involved in the preparation of the report in accordance with legislative requirements and OEH's Aboriginal cultural heritage consultation requirements for proponents 2010.

Stage 3 may also involve archaeological testing in accordance with an AHIP, the Code of practice for archaeological investigation of Aboriginal objects in NSW 2010 or Secretary Environmental Assessment Requirements issued by the Secretary of DPE.

#### **Stage 4: Implement project mitigation measures**

The aim of Stage 4 is to undertake any salvage or project implementation in accordance with a project approval.

### **3.2 Project site**

The project site consists of an area approximately 77 hectares in size, that falls within the Local Government areas (LGAs) of the Inner West, Bayside, and Sydney (Figure 1.1). The boundaries of the Metropolitan Local Aboriginal Land Council encompass the project site. The project area is situated within the County of Cumberland and the Parish of Botany. The project site is located immediately north of the Sydney Airport runways.

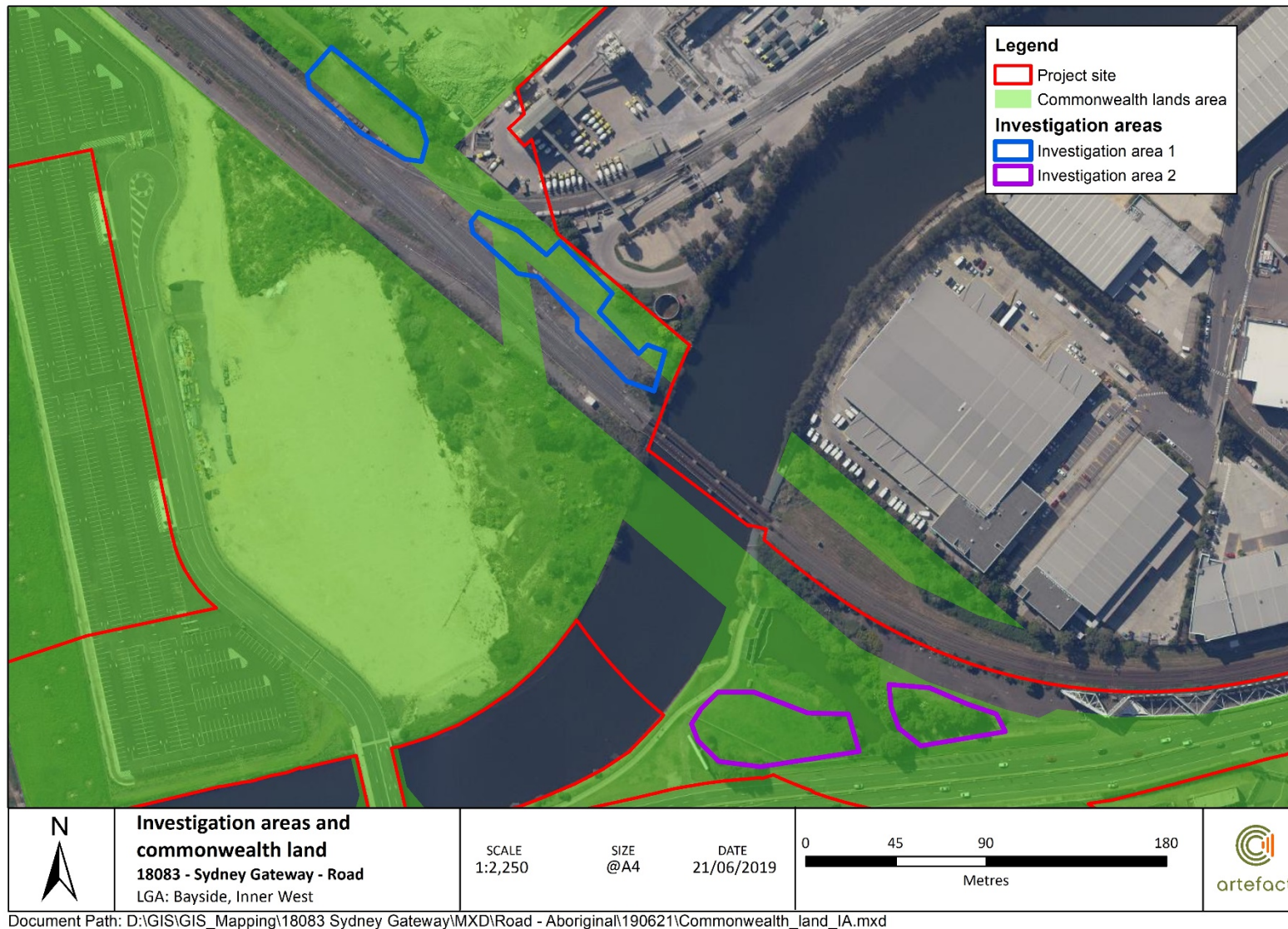
The project is located within both State and Commonwealth owned land. As a result, separate approvals are required for impacts on registered or identified sites and areas containing archaeological potential within these boundaries.

### **3.3 Background**

An Aboriginal heritage assessment of the combined Sydney Gateway road project and the Botany Rail Duplication project was prepared by Kelleher Nightingale Consulting in 2018 (KNC 2018) in accordance with the Roads and Maritime Services Procedure for Aboriginal cultural heritage consultation and investigation (PACHCI) Stage 2 (Roads and Maritime 2011).

This assessment involved an archaeological survey and consultation with the La Perouse Local Aboriginal Land Council (LALC) and the Metropolitan LALC. This resulted in the identification of two areas (Investigation Area 1 and Investigation Area 2) with no visible disturbance to ground surface and where intact sub-surface deposits could be present. The location of these areas is illustrated in Figure 3.1. KNC (2018) concluded that further assessment of Investigation Area 1 and Investigation Area 2 would be required.

Subsequently, Artefact Heritage was engaged to prepare a salvage excavation methodology (Artefact Heritage 2018) and a Cultural Heritage Assessment Report (CHAR) (this report) for review by the Registered Aboriginal Parties (RAPs) and to fulfil the requirements outlined in section 1.2.



**Figure 3.1: Location of Investigation Areas in relation to Commonwealth land**

## 3.4 ACHAR requirements

### 3.4.1 Background research

Background research into the Aboriginal heritage of the project site was conducted using available information from previous archaeological and ethnohistorical studies. This research provides important background information that informs and contributes to understanding and assessment of the potential archaeological significance of the project site and the potential for impacts from the project.

The Aboriginal Heritage Information Management System (AHIMS) database was searched to gain information on the archaeological context of the project site and identify whether any previously recorded Aboriginal sites are located within the project site. A search of the Botany Bay LEP and Marrickville LEP were made to identify any Aboriginal places within the project site.

A review of the landscape context of the project site was conducted to assist in the determination or prediction of:

- The potential of the landscape, over time, to have accumulated and preserved objects
- The ways Aboriginal people have used the landscape in the past, with reference to the presence of resource areas, surfaces for art, other focal points for activities and settlement
- The likely distribution of the material traces of Aboriginal land use.

See section 5.0 and 6.0 for a full description and discussion of the background research.

### 3.4.2 Consultation

Consultation with Aboriginal community representatives was undertaken to comply with EPBC guidelines and ensure that Aboriginal people have opportunities to improve assessment outcomes by:

- Providing relevant information about the cultural significance and values of the Aboriginal objects or places
- Influencing the design of the method to assess cultural and scientific significance of Aboriginal objects or places
- Actively contributing to the development of cultural heritage management options and recommendations for any Aboriginal objects or places within the proposed project site
- Commenting on draft assessment reports before they are submitted by the proponent to the relevant approval authority.

Consultation for this project was completed by Roads and Maritime in accordance with the Consultation Requirements and the PACHCI process. An overview of the consultation outcomes is provided in section 4.0.

### 3.4.3 Archaeology survey

An archaeological survey of the project site was conducted by KNC (2018) to record all (or a representative sample) of the material traces and evidence of Aboriginal land use that are:

- Visible at or on the ground surface



- Exposed in sections
- Visible as features (eg rock shelters, rock art, scar trees).

The survey also aimed to identify areas where it can be inferred that Aboriginal archaeological material is likely to be present under the ground surface.

Artefact Heritage completed a site inspection of Investigation Area 1 and Investigation Area 2 on 19 July 2018. The site inspection was completed by Vanessa Edmonds (Principal, Artefact Heritage) and Adele Zubrzycka (Senior Heritage Consultant, Artefact Heritage). A photographic record was kept of the landform elements, existing disturbance of the investigation areas and existing ground conditions. A handheld global positioning system (GPS) was used to track the path of the team and document any significant features. Survey results are described in section 7.0.

#### 3.4.4 Significance assessment

An assessment of the cultural heritage significance of an item or place is required by The Guide to form the basis of its management. Significance assessment is based on the following criteria:

- Social values – does the area have a strong or special association with a community or cultural group for social, cultural or spiritual reasons
- Historic values – is the area important to the cultural or natural history of the local area, region or state
- Scientific values – does the area have the potential to yield information that will contribute to an understanding of the cultural and natural history of the local area, region or state
- Aesthetic values – is the area important in demonstrating aesthetic characteristics in the local area, region or state.

The Guide outline the requirements for undertaking a significance assessment in accordance with the Burra Charter (Australia ICOMOS 2013).

The Aboriginal heritage significance of the project site was assessed in accordance with The Guide, based on background research, results of archaeological surveys and comments received from Registered Aboriginal Parties (RAPs).

Scientific values are considered based on the following criteria:

- Research potential – does the evidence suggest any potential to contribute to an understanding of the area, region or state's natural and cultural history
- Representativeness – how much variability (outside or inside the subject area) exists, what is already conserved, how much connectivity is there
- Rarity – is the subject area important in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised? Is it in danger of being lost or of exceptional interest?
- Education potential – does the subject area contain teaching sites or sites that might have teaching potential?

It is important to note that heritage significance is a dynamic value and may require re-evaluation as further information is obtained and the nature of this values change in the future.

Under the EPBC Act, assessment of heritage values and significance is also required as outlined in section 2.1.3.



### 3.4.5 Impact assessment

Impacts caused by construction will result in the removal or destruction of Aboriginal heritage objects. Therefore, only impacts caused by construction have been assessed as there would be no operational impacts.

The impact assessment was limited to Investigation Areas 1 and 2 as the remainder of the project site (within and outside Commonwealth Land (Figure 3.1) was assessed as having a nil-low archaeological potential due to past land use history (see section 8.2 for further details). Therefore, impacts on Aboriginal objects or Aboriginal heritage values outside Investigation Area 1 and 2 are unlikely.

## 4.0 CONSULTATION

Representatives from the Metropolitan LALC and the La Perouse LALC participated in the archaeological survey conducted on 14 and 21 September 2016 and were given the opportunity to provide input on cultural significance in accordance with PACHCI Stage 2 (KNC 2018).

As the survey identified there was a potential for impacts on Aboriginal heritage, Roads and Maritime commenced consultation requirements in accordance with PACHCI Stage 3 and the Consultation Requirements.

Records of the consultation process supplied by Roads and Maritime have been included in Appendix 1.

**PACHCI Stage 3 – Action 1** – Roads and Maritime contacted relevant organisations on 16 October 2018 requesting the details of Aboriginal people who may hold cultural knowledge relevant to determining the Aboriginal significance of Aboriginal objects and/or places within the project site. The following organisations were contacted:

- La Perouse LALC
- Metropolitan LALC
- NSW Aboriginal Land Council
- The Parramatta OEH
- Native Title Services Corporation
- National Native Title Tribunal
- Greater Sydney Local Land Services
- Office of the Registrar Aboriginal Lands Right Act 1983

**PACHCI Stage 3 – Action 2** – letters were sent by Roads and Maritime on 31 October 2018 to all parties identified during PACHCI Stage 3 Action 1.

**PACHCI Stage 3 – Action 3** – newspaper advertisements were placed by Roads and Maritime inviting participation of Aboriginal people who may hold cultural knowledge relevant to determining the Aboriginal significance of Aboriginal objects and places within the local area. The newspapers and dates in which the advertisements were placed are as follows:

- Koori Mail – 17 October 2018
- Inner Western Suburbs Courier – 16 October 2018
- St George & Sutherland Shire Leader – 17 October 2018
- Nit.com.au/ National Indigenous Times – 17 October 2018

**PACHCI Stage 3 – Action 5** – following consultation and newspaper advertisements, 12 individuals representing 10 groups registered their interest. Roads and Maritime then prepared a register of Aboriginal parties (Table 4.1) and responded to their registration.

**Table 4.1: Registered Aboriginal parties for the project site**

Group represented	Contact name
Metropolitan LALC	Nathan Moran
La Perouse LALC	Chris Ingrey
Tocomwall Pty Ltd	Scott Franks
Darug Boorooberogal Elders Aboriginal Corporation	Gordon Workman
Muragadi Heritage Indigenous Corporation	Darleen Johnson
Murra Bidgee Mullangari	Ryan Johnson
Darug Land Observations	Jamie Workman, Gordon Workman and Anna O'Hara
Butucarbin Aboriginal Corporation	Jennifer Beale
Didge Ngunawal Clan	Paul Boyd and Lilli Carroll
DJMD	Darren Duncan

**PACHCI Stage 3 – Action 7** – An invitation to attend an Aboriginal Focus Group (AFG) meeting on the 18 December 2018 was sent on the 12 December 2018. The invitation was accompanied by a copy of the salvage excavation methodology. It was requested that any comments on the salvage methodology be submitted by 9 January 2019.

Ryan Johnson (Murra Bidgee Mullangari) was the only RAP to provide comment on the salvage methodology. Ryan Johnson endorsed the recommendations of the report.

**PACHCI Stage 3 – Action 8** – An AFG was held on the 18 December 2018 to present the proposal, the details of the previously completed archaeological assessment (KNC 2018) and to discuss the salvage excavation methodology. The following RAPs were in attendance:

- Anna O'Hara – Darug Land Observations
- Uncle Gordon Workman – Darug Land Observations / Darug Boorooberogal Elders Aboriginal Corporation
- Darren Duncan – DJMD.

During the AFG Uncle Gordon Workman commented that there should be protocols in places to ensure that Optically Stimulated Luminescence (OSL) dating of excavated samples will be possible without contamination from external sources of light. These comments were noted in the minutes to the meeting and have been incorporated into the revised salvage methodology included in this ACAHR (Section 14.4.7).

**PACHCI Stage 3 – Action 9** – A copy of the AFG PowerPoint presentation and minutes were issued to all RAPs.

**PACHCI Appendix D – Action 3** – A draft copy of this ACHAR and an invitation to attend a second AFG was sent to all RAPs on 6 May 2019. It was requested that any comments on the ACHAR should be submitted by 4 June 2019. The second AFG was held on 22 May 2019. At the end the consultation period Scott Franks (Tocomwall) commented that he could not support the ACHAR without engagement as a paid subcontractor.





## 5.0 ENVIRONMENTAL CONTEXT

### 5.1 Geology

The project site (Figure 5.1) is mainly located on top of Quaternary deposits of peat, sandy peat and mud ('Qhs' in Herbert 1983). This substrate is the result of sediment deposition through fluvial activity in freshwater swamps. These organic muds and peats are terrestrial deposits formed above the high tide level (Herbert 1983: 66). The shallow drowned estuaries of the Cooks River and Sheas Creek hosted terrestrial swamp environments after sea level stabilisation in the Holocene, which have been reclaimed by historical development (Herbert 1983: 83). Peat from a similar environment within the Lakes Valley (located near Centennial Park and Paddington) was dated at  $8,880 \pm 200$  years BP, indicating that the swampy conditions have existed in these areas for the majority of the Holocene (c. 11,700 years age – present) (KNC 2018). The swampy conditions from this period would have provided Aboriginal people with vital resources for long-term occupation. The Hawkesbury Sandstone around the Cooks River would have provided Aboriginal people with shelter and the surrounding environment would have provided ample materials for tools and other material culture.

The southeast of the project site is located on top of Quaternary marine sand deposits (Qhd) (Herbert 1983). This material is characterised by medium to fine-grained marine sand with podzols.

Isolated portions of the project site have been defined as man-made fill ('mf' in Herbert 1983). This type of profile is characterised by dredged estuarine sand, demolition rubble and industrial household waste.

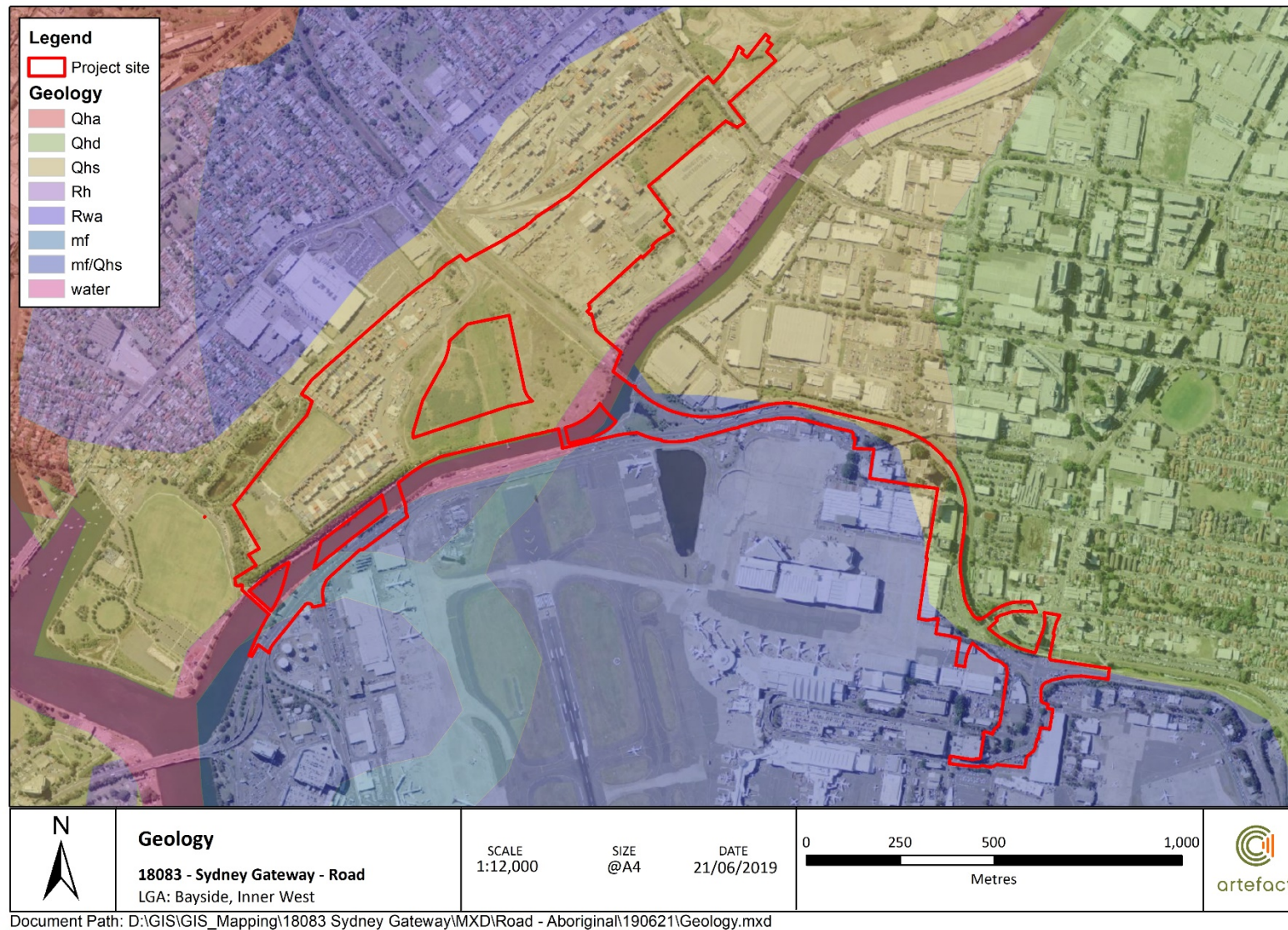


Figure 5.1: Geology landscapes across the project site

### 5.1.1 Soils

The project site is mainly located in terrain that was extensively disturbed by historic human activity (disturbed terrain) including the infilling and realignment of Sheas Creek, construction of Alexandra Canal and land reclamation. This disturbance also includes the removal of buried soils, landfilling, construction of buildings and clearing of original vegetation.

The remainder of the project site is located within the Tuggerah soil landscape. The Tuggerah soil landscape comprises quaternary (Holocene and Pleistocene [c. 2,588,000 to 11,700 years ago]) wind-blown, fine to medium grained, well sorted marine quartz sand. Prior to European occupation and development, the area would have comprised gently undulating to rolling coastal dune fields. Sand dune systems are considered to be a landform sensitive for the presence of Aboriginal cultural heritage.

### 5.1.2 Geotechnical and contamination investigations

Previous geotechnical and contamination investigations included boreholes which were located adjacent to the current project site (Coffey Geotechnics 2015a and Coffey Geotechnics 2015b).

KNC (2018) undertook assessment of the borehole logs to identify any remaining intact stratigraphic sequences similar to those described in previous archaeological investigations in the local area, including that of AHIMS ID 45-6-0751 where the remains of butchered dugong were uncovered during excavation of the Alexandra Canal (Figure 6.3).

The investigations can be summarised as follows:

- Borehole 14 (WCX\_GTY\_BH\_014), which was located in the southern corner of the Boral Concrete Yard property on Burrows Road South, St Peters, next to Investigation Area 1 (Figure 5.4). The stratigraphic sequence described by the borehole log is suggestive of an intact deposit below approximately one metre of introduced fill. Below the sand and gravel fill, bands of marine/estuarine sands alternate with two distinct layers of shell fragments, underlain by a band of sandy clay in the same approximate position as was described at AHIMS ID 45-6-0751 approximately 900 metres to the northeast (Figure 5.2). Stratigraphic sequences from the other borehole logs more commonly demonstrated varying depths of fill over relatively clean marine sands and silty sands with few organic components. Alluvial deposits and occasional residual soils are present below the marine sands, demonstrating the variety of past depositional environments present in the project site (KNC 2018)
- Two hand auger push tubes (GW25s and SG-EH-105) were placed near to Investigation Area 1 (Figure 5.4). GW25s was 75 millimetre in diameter and was placed on 13 November 2018, to a depth of 6.5 metres. SG-EH-105 was 75 millimetres in diameter and was placed on 15 November 2018, to a depth of 3.9 metres. Both borehole logs recorded a dense layer of shells beginning at approximately 2.5 metres depth and decreasing in frequency at approximately five metres depth
- Hand auger push tube SG-BH-147 was placed south of Alexandra Canal, immediately north of Investigation Area 2 (Figure 5.4). The borehole log showed that fill was present to approximately two metres, with intact soils located below that to the depth of bedrock at 18 metres.

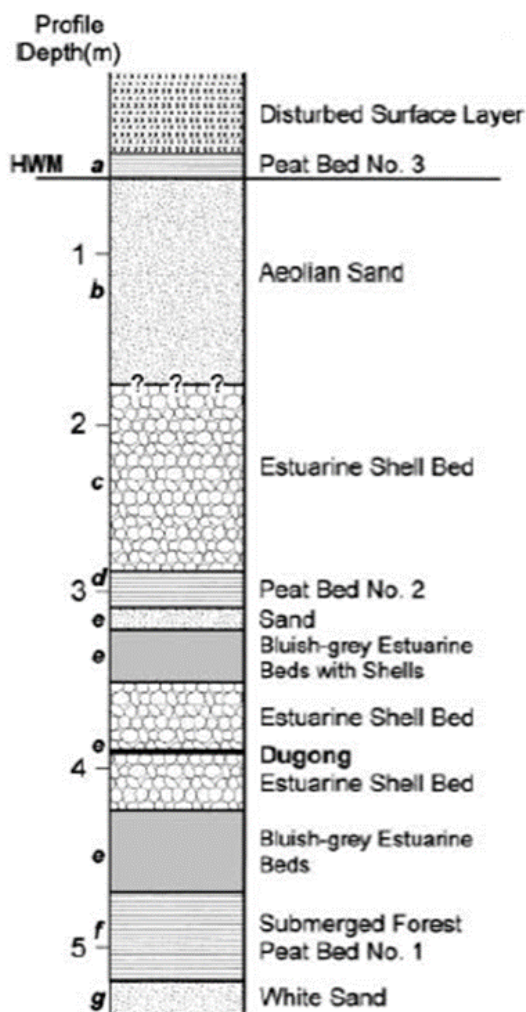


Figure 5.2: Stratigraphic sequence from Borehole 14 showing the relative position of the dugong remains [depth below the original ground surface shown in metres on left side of column] (Source AECOM 2015)



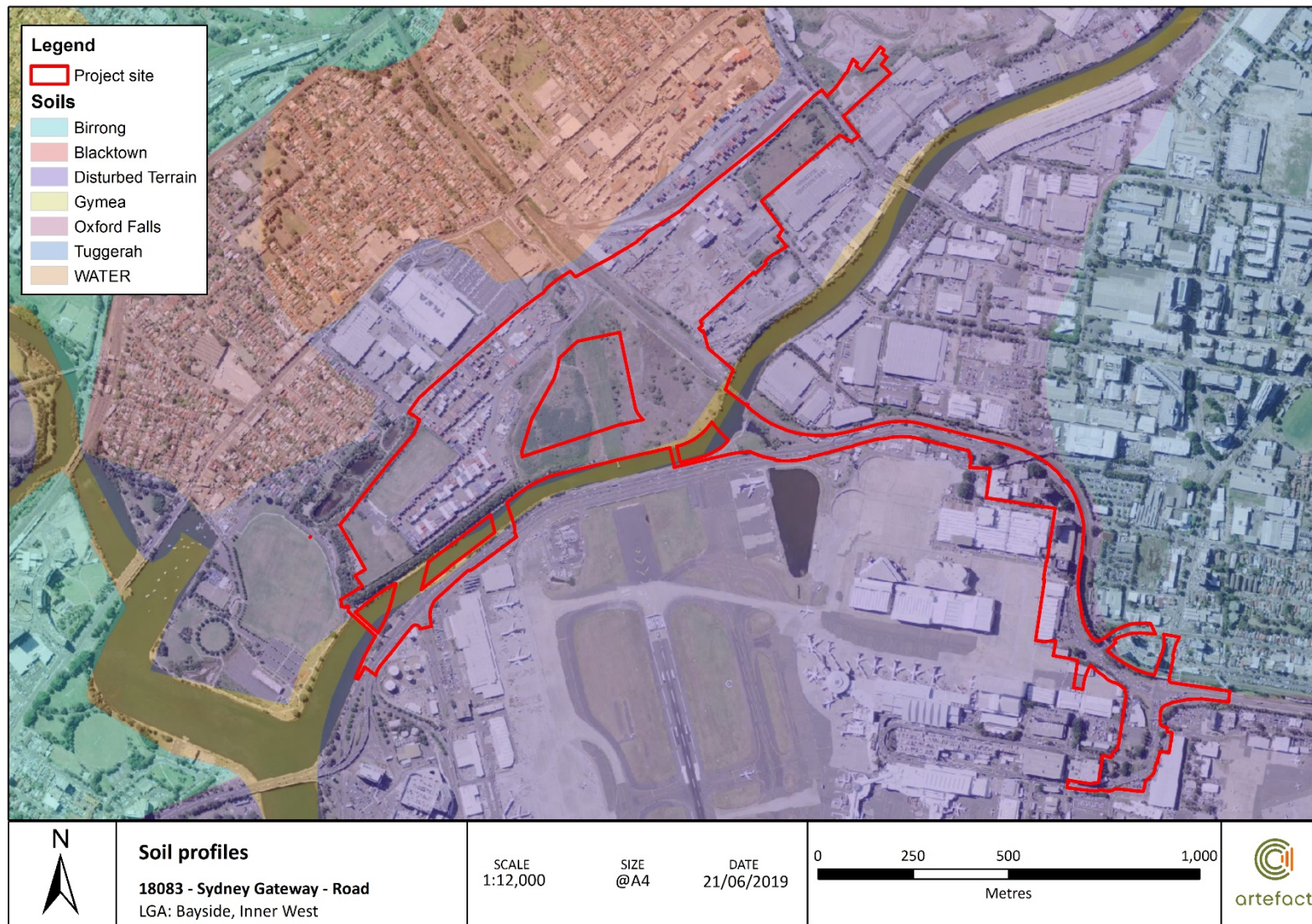
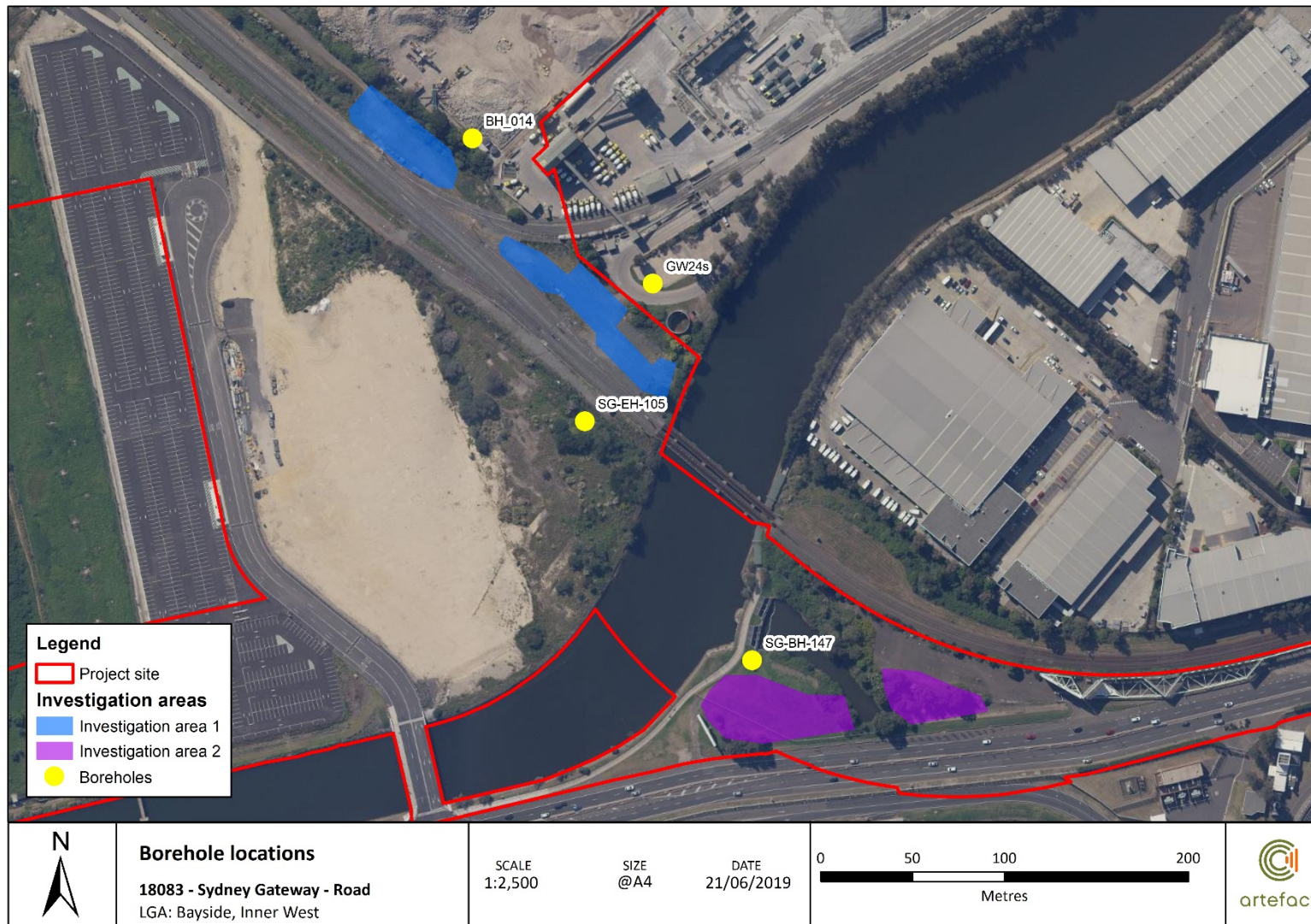


Figure 5.3: Soil profiles of the project site





**Figure 5.4: Location of boreholes in relation to the identified Investigation Areas**

### 5.1.3 Natural resources

Aboriginal people used different landscapes and resource strategies within their clan territories across the Sydney Basin. Different resources were possibly available seasonally, necessitating movement or trade across the landscape (Attenbrow 2010: 78). Aboriginal people hunted kangaroos and wallabies as well as snaring possums and other small animals and birds for food and skins.

Mammals such as kangaroos and wallabies and arboreal mammals such as possums can be used as a food source and also for tool making. For example, tail sinews were used as a fastening cord, while 'bone points' which would have functioned as awls or piercers are an often-abundant part of the archaeological record (Attenbrow 2010:118). Ethnographic observations of early European settlers noted that Aboriginal people used a variety of animal parts; claws, talons, bone, skin, teeth, shell, fur and feathers for a variety of tools and non-utilitarian functions.

Plants were likewise an important source of nutrition for past Aboriginal peoples with numerous plant species utilised for food, manufacture and medicinal purposes (Attenbrow 2010: 41).

The project site would have provided a variety of resources and suitable climatic conditions for year-round occupation by traditional Aboriginal groups inhabiting the area. The Cooks River and Botany Bay would have provided valuable resources such as fish and shellfish (Attenbrow 2010: 62). The region surrounding the project site would have provided an abundance of native animals and vegetation forming a food source as well as source of useful materials.

### 5.1.4 Vegetation

It is likely that vegetation around the project site would have comprised a combination of Coastal Dry Sclerophyll Forest and Coastal Heaths (Keith 2004). The Dry Sclerophyll Forest grows on sandstone landscapes in areas below 700 metre elevation, where rainfall average varies from 1,000 to 1,300 millimetres (Keith 2004:146). This vegetation type encompasses a wide range of related forest and woodland communities. The eucalypt canopy includes Sydney Red Gum, Red Bloodwood, Sydney Peppermint, Brown Stringybark, Broadleaved Scribbly Gum and Old Man Banksia (Keith 2004:146). The prominent and diverse Sclerophyll Shrub understorey is shorter and more open on ridges than in gullies, while the open ground layer is dominated by Sclerophyll Sedges.

The Coastal Heaths generally comprise a small overstorey of sparse Red Bloodwood, Heart-leaved Stringybark and Yellow-top Ash (Keith 2004:179). The low shrubby vegetation comprises a diverse array of sclerophyllous genera and is interspersed with an equally rich complement of sedges, herbs, and a small number of grasses. Various plant species within the area were exploited for food, seeds, nectars, fruits, roots and tubers. For example, various species of native lilies with small tuberous roots were collected and eaten (Australian National Botanic Gardens) (Keith 2004).

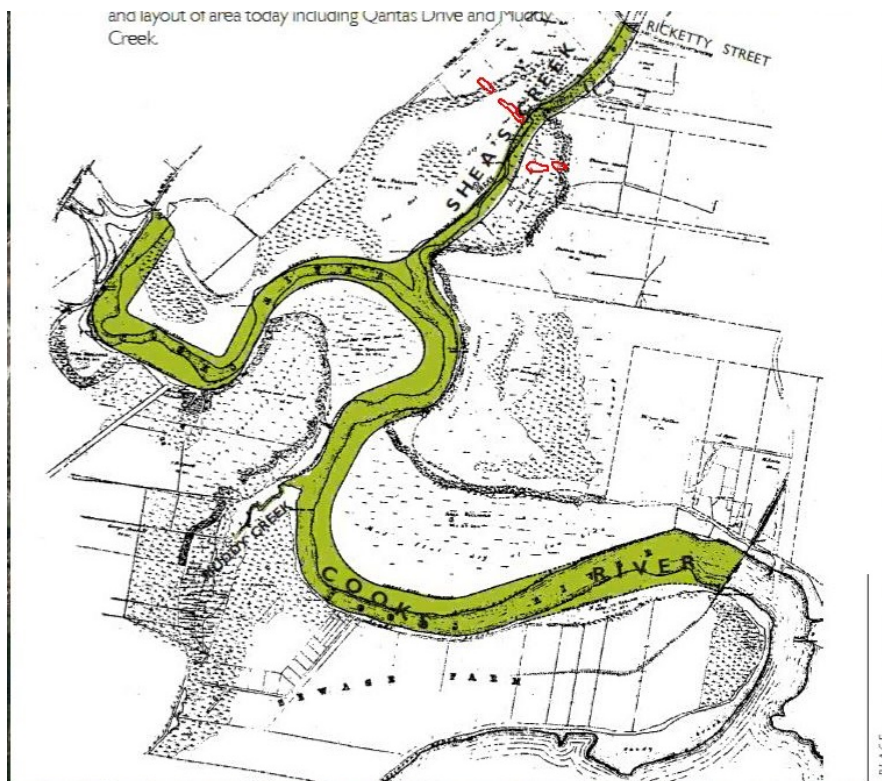
The flower-cones of the Banksia were soaked in water in bark or wooden containers to extract the nectar to make sweet drinks (Australian National Botanic Gardens). The hearts of the Grass Tree stems were eaten and the nectar from the spike flowers was also collected and eaten. They could also be utilised for making tools such as spears, shafts and handles for stone implements, as well as carrying vessels of bark and woven fibre, digging sticks and a variety of other items utilitarian and non-utilitarian. The dry flower-stems of the smaller Grass Tree species were used for spears (Australian National Botanic Gardens) (Keith 2004).



### 5.1.5 Historical land use

#### Phase 1 – Early occupation and industry (circa 1809 – 1862)

This historical occupation phase is associated with early European settlement and land grants along the Cooks River, industry and some scattered residential settlement. Early land use comprised timber getting, the collection of shells for lime production, pastoralism and agriculture. Portions of land within the project site remained unoccupied at this time, although informal land use such as timber getting is likely to have taken place in wooded areas.



**Figure 5.5: 1889 map with Investigation Areas in red (Source: Government Architects Office 2004)**

Market gardens were first established around Botany and Mascot in the 1830s and became common following the Gold Rush of the 1850s (Larcombe 1970). The majority of market gardens were established between Sheas Creek and O'Riordan Street which acted as a boundary between residential subdivisions to the east and agricultural activity to the west.

Due to the area's sandy soils, 'night soils' were often used as a fertiliser. These were generally collected from cesspits and earth closets across Sydney by night soil carters, dumped at a night soil depot near the Victoria Barracks or sold directly to market gardeners (Asset Management and Sydney Water Corporation 2003). Shell from middens and natural deposits were also used to neutralise acid sulphate affected farm soils.

The mid-19th century saw significant changes to land use in and around the project site a result of the 1848 Noxious Industries Act. The Act pushed industries out of the city limits and into Botany, Tempe, St Peters and Mascot and the area was soon being heavily utilised for wool washing, meat works, candle works, leather tanning, paper making, soap making, boiling down works and brick making (Lawrence 2001).

## Phase 2 – Creation of the Alexandra Canal (1894 – 1906)

The growing industrial nature of the area, which relied heavily on Sheas Creek and its ability to wash away waste such as blood, chemicals and contaminated water, soon polluted the watercourse and created unease and annoyance among the surrounding residents. In an effort to remove some of this contamination, dredging was carried out at the junction of Sheas Creek and the Cooks River, immediately south of the Botany Rail Line in 1887 under unemployment relief schemes established during the 1890s depression (Ringer 2013).

In 1894, formal construction began for the Alexandra Canal, a project that would dramatically modify Sheas Creek and land along the mouth of the Cooks River. Works for the canal required excavation either side of the creek to accommodate a wider and deeper canal which could be used to transport goods up and down the water course. The canal is a 60 to 80 metre wide artificial waterway constructed along the drainage line of a salt marsh known during the early days of the NSW colony as Sheas Creek. Further excavations of the canal began in the 1890s to aid water transport of goods to and from the surrounding burgeoning industrial area.



**Figure 5.6: 1894 mapping with Investigation Areas in red (Source: Government Architects Office 2004)**

Much of the area modified for the Canal was associated with Chinese market gardens (Ringer 2013). Despite what is likely to have been a significant modification to the natural and historic landscape of the area, excavations for the Canal uncovered remains of early Aboriginal occupation along the watercourse consisting of butchered dugong bones, two stone hatchets and remains of 'an ancient forest in estuarine clays below the low tide level' (Ringer 2013). These were found several metres below the creek bed and examined by Robert Etheridge, a palaeontologist and curator at the Australian Museum and government palaeontologist William Dun (illustrated in Figure 5.7). The nature of these remains provided evidence for higher water levels and the climate was considerable warmer than the present.

Originally designed to join the Cooks River with the Parramatta River, the depression of the 1890s halted works for the Canal and construction did not extend past Huntley Street, Alexandria (approximately 1.5 kilometres north of the project site). Despite this set back, the Canal allowed surrounding creeks and swamps to be drained and consequently created land that could be used for further industrial activities, paving the way for the increasingly industrial nature of the area.

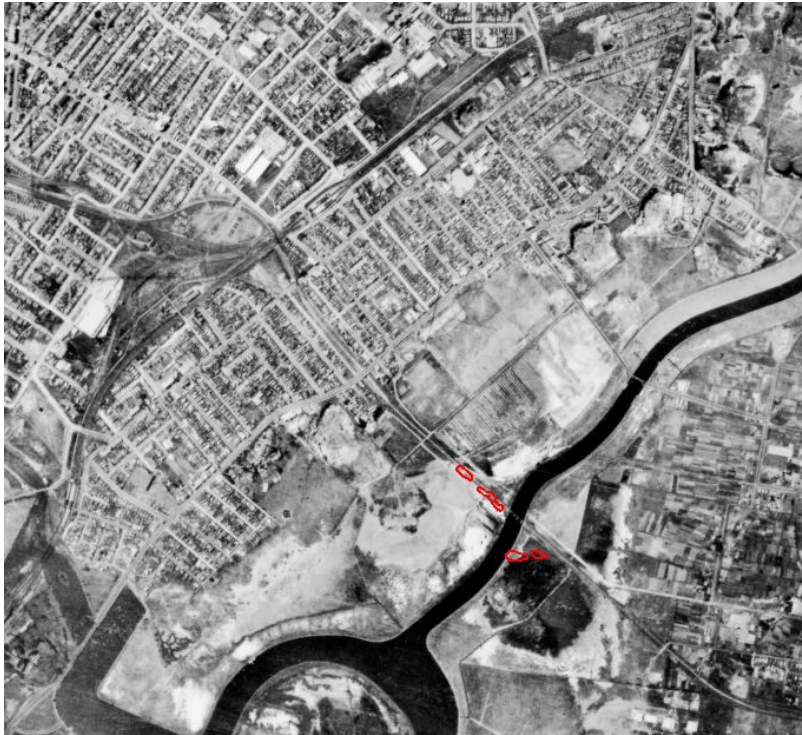


**Figure 5.7. William Sutherland Dun excavating dugong remains at Sheas Creek for the Alexandra Canal 1896 (Source: Australian Museum)**

### **Phase 3 – Sydney Airport (1924 – present))**

In 1921 land within the project site was purchased by the Australian government for the construction of a formalised airport. The airport began offering regular flights in 1924 and contained three landing strips by 1938.





**Figure 5.8: 1930s aerial with Investigation Areas in red (Source: Government Architects Office 2004)**

The advent of World War II (WWII) required the airport to expand to nine times its original size. Following the War, it was once again enlarged, this time requiring the resumption of residential subdivisions, farmland, the Sydney sewerage farm and two golf courses (Chaffey 2011).

In 1947 the first phase of alteration of the Cooks River near Tempe Bridge commenced. The works involved the diversion of sewer lines and the construction of the Endeavour Bridge for General Holmes Drive. Once this was completed, the Cooks River had to be diverted to allow for the construction of a new east–west runway. The old section south-east of Alexandra Canal was backfilled with sand (Government Architects Office 2004).

In 1960, large scale expansions of Sydney Airport required that a portion of the Botany Rail Line be deviated approximately 100 and 400 metres north of its original alignment between O’Riordan Street and the Alexandra Canal (located approximately 200 metres west of the project site) (Pollard 1988, 17). Construction on the north-south runway commenced in 1963, requiring the diversion of Alexandra Canal westwards to provide an additional 800 feet for the runway. The moving of the Canal was completed by 1970.

## 5.2 Summary

Overall, the project site is highly modified and includes few remnant areas of natural ground. Landforms within the project site are generally flat to gently sloping, the result of levelling activities carried out to facilitate industrial development and transport. The western extent of the project site is located near Cooks River. The river’s course and channel alignment are entirely artificial, being altered to accommodate the growth of Sydney Airport. However, as illustrated in Figure 5.5 to Figure 5.8, alterations to the waterways have not impacted the Investigations Areas. Alexandra Canal (a tributary of the Cooks River) is traversed three times by the project site.

Despite landscape impacts, the borehole data found that deep intact soils can still survive within the project site. Surface impacts from historic land use did not necessarily impact these buried soils.



## 6.0 ARCHAEOLOGY CONTEXT

### 6.1 Evidence of Aboriginal occupation

The archaeological understanding of the early Aboriginal settlement of the Sydney Basin and surrounds is constantly expanding and developing. At present, the earliest occupation known is associated with deposits on the Parramatta and Nepean Rivers, which were dated to c.25 – 30,000 years before present (JMCHM 2005a) and 36,000 years before present (AHMS 2015). The archaeological material record provides evidence of this long occupation, but also provides evidence of a dynamic culture that has changed through time.

The existing archaeological record is limited to certain materials and objects that were able to withstand degradation and decay. As a result, the most common type of Aboriginal objects remaining in the archaeological record are stone artefacts, followed by bone and shell. There is potential for Aboriginal objects to occur across the landscape. The nature of the underlying geology and proximity of water sources to portions of the project site indicates the potential for the occurrence of artefact sites or midden sites.

Stone artefacts are one of the most common types of Aboriginal objects remaining in the archaeological record. Archaeological analyses of these artefacts in their contexts have provided the basis for the interpretation of change in material culture over time. Technologies used for making tools changed, along with preference of raw material. Different types of tools appeared at certain times. It is argued that changes in material culture were an indication of changes in social organisation and behaviour.

The northern portion of the project site is located approximately 110 metres east of the site of where the skeleton of a dugong (*Dugong dugon*) with marks of butchering and several edge ground stone axe heads were uncovered during the construction of the Alexandra Canal in the 1890s. The investigation noted that deep transverse and oblique curved cuts and scars were present on the dugong bones, particularly at the distal ends of the ribs that were consistent with the marks on dugong bones from Queensland which were known to have been butchered by Aboriginal people (Etheridge et al. 1896: 174).

Dugongs were known to inhabit the warm waters of northeast Queensland and were only occasionally found as far south as the Tweed and Richmond Rivers. The investigation therefore hypothesised that:

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*...at the time this Sirenian was stranded, and before the final geological changes had taken place that brought about the present aspect of the Botany and contiguous swamps, man was an inhabitant of the locality (Etheridge et al. 1896: 174).*

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The importance of this site is tied to both its clear demonstration of climatic/environmental change and the evidence of past Aboriginal peoples' presence in the area at that time.

A more recent analysis of the dugong skeleton and drawings of the sedimentary sequence from the 1890s excavation were conducted in 2004 (Haworth et al. 2004). Conventional radiocarbon (<sup>14</sup>C) dating from a sample of the dugong bones produced an age of 5,520 ± 70 years before present (BP) (WK 8616), which is consistent with three older <sup>14</sup>C dates for a layer of buried trees that underlies much of the north Botany sediments (Haworth et al. 2004: 50).

## 6.2 Aboriginal histories of the locality

Prior to European colonisation in 1788, areas surrounding Sydney were occupied by the Eora people. The name Eora is derived from *Ea*, meaning yes and *ora*, meaning this place or here (Smith et al 2006). The Eora inhabited a territory bordered by the coast to the east, Pittwater and the mouth of the Hawkesbury River to the north and the Georges River and Botany Bay to the south. Their geographical location meant that the Eora subsisted on a predominantly marine based diet of fish, shellfish and edible plants from the shoreline (Kohen 1986). Today their occupation is evident from various middens, rock shelter art and engravings along the coastline.

The Eora were distributed into family and clan groups, which included different languages and varying settlements around the harbour. These groups included the Gadigal, the Wangal and the Cammeraygal (Smith et al 2006).

Upon initial contact, the population of the Eora is likely to have been around 1,000 people; however, some estimates put the figure at between 3,000 – 5,000 (Smith 2006). The arrival of Europeans had a rapid effect on the Eora population due to introduced disease, dislocation and disruption of traditions and established behaviours. In 1789, the area was hit by an epidemic of smallpox or similarly contagious disease, leading to a significant drop in population and, by the 1820s, the number of Aboriginal people inhabiting the area had been irreversibly reduced (Curon 1985: 9).

Of the three Eora clans, the Gadigal people occupied the land closely associated with the project site. Their traditional occupation of the area is believed to have been for at least 20,000 years prior to European arrival in 1788. The territory associated with the Gadigal people stretched from the south side of Port Jackson from South Head to Petersham (Heiss 2002).

The name Gadigal and its alternative spellings (Cadigal, Cadi) was used in the earliest historical records of the European settlement in Sydney to describe the Aboriginal band or clan that lived on the southern shore of Port Jackson, from South Head west to the Darling Harbour area. The project site is likely located within the area that was inhabited by the Wangal clan. The Wangal clan's territory extended between the Parramatta River and the Cooks River from Darling Harbour to Rosehill (Attenbrow 2010: 34).

The project site is located within an area that was rich with resources. The wetlands associated with Cooks River and Gumbramorra Swamp was likely a source of reliable fresh water and food. The Hawkesbury Sandstone around the Cooks River would have provided Aboriginal people with shelter and the surrounding environment would have provided ample materials for tools and other material culture.

Observations of Aboriginal people living on the Cooks River made early after the British arrival in Australia indicate the importance of these riverine and estuarine environments for Aboriginal people. Watkin Tench noted a camp consisting of twelve huts near the Cooks River in 1788 (Muir 2013), while another account by James Backhouse details the construction of canoes using heat from fires in the 1830s (Backhouse 1838). Other accounts observed Aboriginal people in canoes and shell middens indicate the procurement of fish and shellfish for food (Backhouse 1838). The discovery of butchered dugong bones during the excavation of Alexandra Canal in the late 19th century highlights the ways in which Aboriginal people took advantage of their environments, particularly during periods of climate change around 6,000 years ago (Etheridge et al. 1896).





Figure 6.1: From Mud Bank Botany Bay – Mouth of Cooks River 1830 – three Aboriginal people can be seen seated in the foreground next to wooden spears, one of which appears to have a barbed head (Source: State Library of NSW, Call no. DL PXX 31, 2a)

### 6.3 Registered Aboriginal sites

The location of Aboriginal sites is considered culturally sensitive information. This information has been removed from the public version of this report.



## 6.4 Previous archaeological investigations

A number of archaeological investigations were conducted in the vicinity of the project site. The results of those investigations and implications for the project site are discussed below.

### **Val Attenbrow, Search Archaeological Enterprises 1984, St Peters Brick Pit, Sydney NSW Investigation of Shell Material.**

Val Attenbrow was originally engaged by the Sydney City Council in 1983 to assess shell material identified within the St Peters Brick Pit, 280 metres east of the project site. The material was considered to form part of a shell midden and subsequently registered with AHIMS ID 45-6-1496. The 1984 report details a reassessment of the site, to determine if the site was a midden or the product of natural processes.

This reassessment considered the material to represent a former shoreline associated with Botany Bay rather than cultural consumption and discard. This hypothesis was supported by the discovery of dugong bones during the excavations of Alexandra Canal in the late 19th century. Another hypothesis proposed that the shell material was introduced during brick production.

It was recommended that the site card be updated and that AHIMS ID 45-6-1496 not be considered to be an Aboriginal site. The site is currently listed as valid therefore it appears that this recommendation was not followed through.

### **Susan McIntyre-Tamwoy (2003), MetroGrid Project Test Excavation of Buried Shell Bed at Fraser Park, Marrickville, NSW – Preliminary Report**

As part of investigations for proposed underground electricity supplies in the area, McIntyre-Tamwoy conducted archaeological investigations at Fraser Park, approximately 130 metres east of the current project site. The sub-surface investigation involved excavation by machine of five pits along the proposed underground service alignment. The excavation identified layers of introduced fill overlying natural swamp deposit and naturally deposited shell beds. The report noted that due to the nature of the silt associated with the shell bed it was assumed that the shell was deposited when that area was underwater. The conclusion of the report is that prior to British settlement, the Fraser Park area was submerged by a low-lying swamp.

### **AMBS 2003 Report on the Salvage Excavation of a Portion of the Kendrick Park Midden, Tempe NSW (Report to Marrickville Council)**

Archaeological excavation was undertaken within a portion of AHIMS ID 45-6-2198, located on a sandstone outcrop at the back of Kendrick Park, Tempe (approximately 770 metres west of the western part of the project site). The midden encompassed an area of approximately 7.6 metres by 3 metres and had been heavily disturbed by past sandstone quarrying and the dumping of modern rubbish. Various shellfish species were recorded, with the faunal assemblage dominated by Sydney cockle (*Anadara trapezia*). Three animal bone fragments, six stone artefacts and locally available estuarine shell material were identified. Two radiocarbon dates were obtained from an intact layer of the midden and returned dates of  $4328 \pm 50$  years BP and  $3901 \pm 53$  years BP.

### **Navin Officer Heritage Consultants (NOHC) 2005, Intermodal Logistics Centre at Enfield, EIS, Assessment of Indigenous Heritage**

NOHC conducted an Aboriginal heritage assessment of the Enfield Intermodal Logistics Centre as part of the EIS for that project. NOHC indicate in its report that as the surface of that site was extensively used for industrial purposes over a long time period, that the assessment was mainly

concerned with archaeological potential and not surface Aboriginal sites. The site is located 8.2 kilometres northwest of the project site.

The NOHC assessment area was located within a similar environmental context to the western portion of the current project site. This includes underlying Shale and sandstone geology, and location within the Cooks River catchment area. A tributary of Cooks River, Coxs Creek, ran to the east of the NOHC assessment area. The soils of the area were described as comprising the Blacktown, Birrong and disturbed terrain soil landscapes. The elevation of parts of the assessment area would have provided vantage points over the surrounding areas.

The site inspection conducted by NOHC for the assessment did not identify any Aboriginal objects or areas of archaeological potential. The site inspection revealed that little to no topsoil had been preserved throughout the assessment area. This is typical of areas where mechanical scraping has occurred within shallow soils such as the Blacktown soil landscape. The assessment concluded that any Aboriginal sites that were located within the area were destroyed by past land use activity.

**Jo McDonald Cultural Heritage Management 2005a. Archaeological testing and Salvage Excavation at Discovery Point, Site # 45-6-2737 in the former grounds of Tempe House, NSW.**

Salvage excavation was undertaken at AHIMS ID 45-6-2737 located at Discovery Point, directly north of Tempe House. Despite considerable levels of ground disturbance in the area, 389 stone artefacts and an Aboriginal hearth was identified within a sand body (possibly part of earlier Pleistocene aged dune) and subsequently radiocarbon dated to  $9,376 \pm 61$  years BP. Artefact densities were considered generally low, with the exception of one knapping floor with silcrete the dominant material. Due to historic levels of disturbance it was uncertain whether the identified material was part of a continuous scatter or a series of discrete, low density clusters. Nonetheless, it is suggested that the excavated site continues around the grounds of Tempe House. Following excavation, the site was destroyed by development.

**Jo McDonald Cultural Heritage Management 2005b, Archaeological assessment of Aboriginal site (45-6-615) a rock shelter with art and midden at 32 Undercliffe Road, Undercliffe, NSW**

An archaeological assessment was prepared by JMcD CHM for AHIMS ID 45-6-0615. The site consists of a rock shelter with art, and a shell midden at the front of the shelter. The art comprised hand and foot stencils in white. The coordinates on AHIMS place the site within 42 Undercliffe Road. However, the site description records the site as located at the rear of 32 Undercliffe Road. The examination of aerial imagery available on Google Earth indicates what appears to be a sandstone overhang at the rear of 32 Undercliffe Road. Therefore, there is likely to be an error in the coordinates recorded on the AHIMS site register. AHIMS ID 45-6-0615 is located approximately 1.5 kilometres south of the current project site.

The surrounding environment of the site was characterised by JMcD CHM as comprising the Cooks River estuarine system of extensive marshes prior to 20th century development. The underlying geology is similar to that outside the project site at Sydenham, which consists of Quaternary sediments overlying Hawkesbury sandstone. The shelter itself is located in an outcrop of Hawkesbury sandstone which originally formed part of an outcrop along a ridge crest landform context.

JMcD CHM assessed the site as demonstrating high archaeological significance at the local and regional level. The site was considered to be rare within the Sydney basin context, especially in association with the shell midden. The rock art was assessed to be in good condition. The midden was assessed to be in relatively poor condition based on superficial inspection. Subsurface inspection was recommended to fully assess impacts on the midden. No information is available to suggest that any archaeological investigation was conducted at AHIMS ID 45-5-0615.

### **AECOM 2015, WestConnex New M5, Technical Working Paper: Aboriginal Heritage**

An Aboriginal heritage assessment was conducted by AECOM as part of the M5, WestConnex EIS. The WestConnex assessment area is located to the south of the current project site and is similar in geology and soil landscape.

The predictive statements for the assessment area considered that there was potential for archaeological deposits to occur within areas of the GyMEA, Blacktown and Birrong soil landscapes across all landforms. However, archaeological potential in areas of the GyMEA and Birrong soils where high erosion has occurred could be limited. AECOM considered it likely that artefact bearing deposits would be present in areas adjacent to Alexandra Canal. It was also considered likely that shell midden sites could occur at considerable distances from existing foreshore areas due to past sea level fluctuations.

The study identified two areas of potential remnant landscape which could contain evidence of past Aboriginal occupation of the area. This assessment was based on the location of previously recorded AHIMS sites and disturbance levels. The study also identified a number of new Aboriginal sites consisting of five sandstone overhangs with associated PAD to the south of the Cooks River and outside the current project site.

### **Conybeare Morrison 2006, Cooks River Container Terminal Heritage Assessment Report**

The Conybeare Morrison report notes that an extensive layer of fill has been placed over the Cooks River Container Terminal site and that Aboriginal and non-Aboriginal archaeological remains may be present beneath the fill (up to 4 metres in depth). As the former landscape would have been elevated from the sensitive estuarine floodplain and within the Tuggerah soil landscape, and is likely to have been marshy, there would only be a low potential that Aboriginal objects would be present. It is likely any existing Aboriginal objects would have been impacted by modification of the site for levelling and topping.

### **Government Architects Office 2004, Alexandra Canal: Conservation Management Plan (CMP).**

The Alexandra Canal CMP does not assess Aboriginal heritage values in detail but does identify a possible Aboriginal midden on the western side of the pedestrian bridge, marked as AAA on Figure 6-4. This site was not identified in the Stage 2 PACHCI report, and there is no notable evidence of midden on the surface. As this area would not be impacted by the proposed works no additional assessment was undertaken.



Figure 6.2: Potential midden identified in the Alexandra Canal CMP

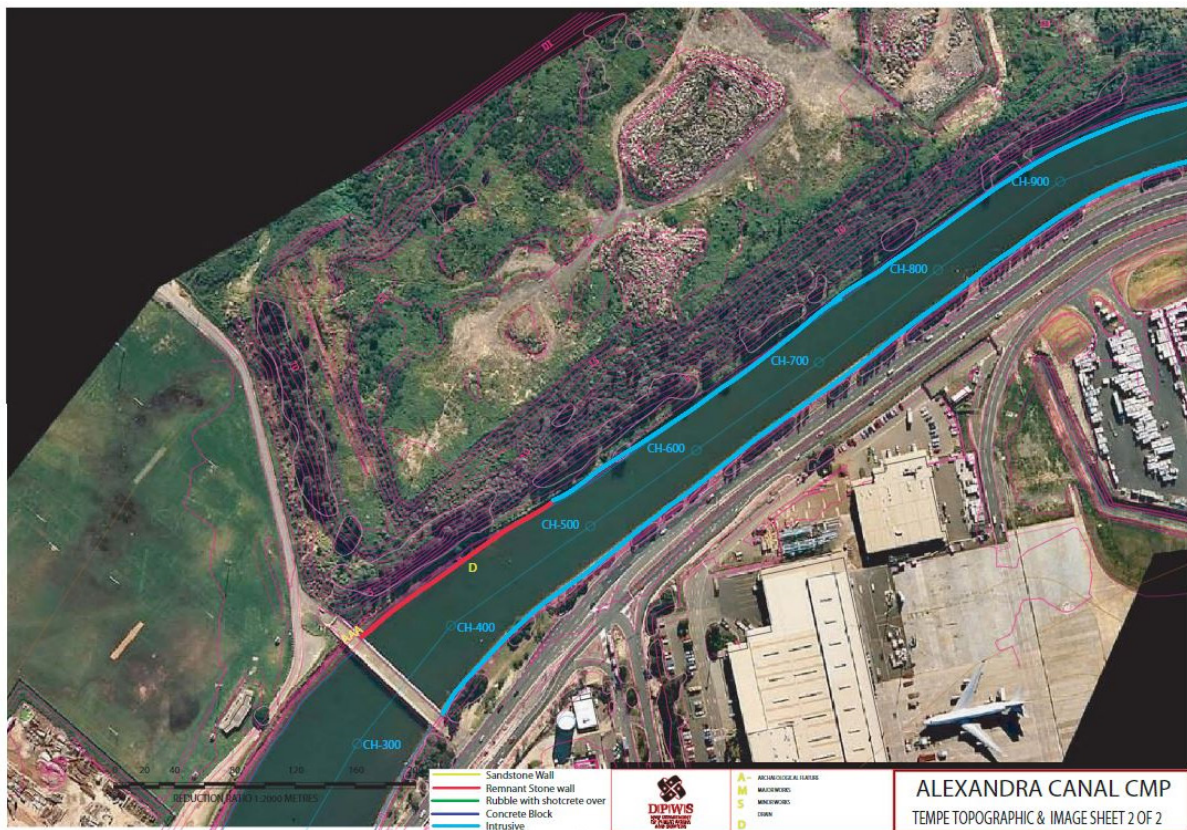


Figure 6.3: Site of potential midden



## 6.5 Summary

The project site was originally part of Wangal clan territory. Aboriginal people would have utilised the rich resources of the estuarine environment and would likely have camped on the estuary's margins. Although there are no registered Aboriginal sites within the project site, Sheas Creek Dugong (AHIMS ID 45-6-0751) is located around 110 metres to the east. Partial remains of a dugong skeleton, with cut marks, were identified during an excavation in 1896. The site also featured stone axes. The findings at this site demonstrate the use of marine resources by Aboriginal people in the area.



## 7.0 ARCHAEOLOGICAL SURVEY

### 7.1 Kelleher Nightingale Consulting (2018) survey

#### 7.1.1 Stage 2 PACHCI survey

In 2018 KNC completed an Aboriginal heritage assessment for the project site, in accordance with the Roads and Maritime PACHCI Stage 2 (Roads and Maritime 2011). The assessment involved an archaeological survey (undertaken on 14 and 21 September 2016) and consultation with the La Perouse LALC and the Metropolitan LALC.

#### 7.1.2 Methodology and coverage

The aim of the archaeological survey was to conduct a full coverage, pedestrian survey of the project site and to record any Aboriginal archaeological sites or areas with potential to contain Aboriginal objects. The project site was divided into three survey units based on landform and physical features.

Overall, three Survey Units were investigated:

- Survey Unit 1 encompassed land from Banksia Street to Southern Cross Drive, Botany. The survey unit included the Botany Rail Line and the southern boundary of the Eastlakes Golf Course.
- Survey Unit 2 encompassed Southern Cross Drive to the Alexandra Canal. The survey unit contained a combination of land occupied by the Botany Rail Line, adjacent urban areas, road corridors and the riparian areas adjacent to Mill Stream and Mill Pond.
- Survey Unit 3 comprised the northern portion of the study area from the Alexandra Canal in the south to the northern boundary occupied by the suburbs of St Peters and Tempe. The survey unit consisted of the Botany Rail Line and adjacent industrial areas, road corridors and vacant lots.

All survey units were inspected by pedestrian survey. The archaeological survey was conducted on 14 and 21 September 2016. The survey was undertaken by Mark Rawson (Archaeologist, KNC) and representatives from the Metropolitan LALC, the La Perouse LALC, SMEC and Rail Safety.

The survey team was equipped with high resolution aerial photography and topographic maps showing the project site boundary. A non-differential GPS receiver was used for spatial recordings. All GPS recordings were made using the Geocentric Datum of Australia (GDA) coordinate system. Detailed notes on the condition of the survey unit were compiled by the survey team including an assessment of surface visibility, vegetation coverage, modern disturbance and current land use.

### 7.2 Results

The survey identified two areas (Investigation Area 1 and Investigation Area 2) with no visible disturbance to the ground surface and where intact sub-surface deposits could be present. The results of the survey are described below and shown in Figure 3.1.

#### Investigation Area 1

Investigation Area 1 is situated on a flat landform adjacent to Alexandra Canal and the existing rail corridor (Figure 7.1 and Figure 7.2). KNC (2018) conducted a review of previous geotechnical and

contamination investigations (section 5.0), as well as a review of historical aerals. This resulted in the assessment that Investigation Area 1 has not been subject to past industrial activity. Further geomorphic investigation was recommended to confirm the presence of intact soil deposits.



**Figure 7.1: Investigation Area 1 - north from the Boral Concrete St Peters Yard siding (Source KNC 2018)**



**Figure 7.2: Investigation Area 1 - facing south from Boral Concrete St Peters Yard siding towards Alexandra Canal (Source KNC 2018)**

## Investigation Area 2

Investigation Area 2 was situated on a flat landform adjacent to the Alexandra Canal, the existing rail corridor and Airport Drive. The area comprised vacant lands east and west of a canalised drain where historical aerial photography indicated low impact from past industrial activities and which would have been near to Sheas Creek (now Alexandra Canal) prior to its channelisation. Investigation Area 2 was clearly defined by Airport Drive, past construction channelisation and landscaping activities. The area exhibits low visible surface disturbance; however, it is unclear whether the subsurface was impacted as the area was subject to flooding. Further geomorphological investigation was recommended by KNC (2018) to confirm the presence of intact soil structures.

## 7.3 Artefact Heritage 2018 survey

Artefact Heritage completed a site inspection of Investigation Area 1 on 19 July 2018. The site inspection was completed by Vanessa Edmonds (Principal, Artefact Heritage) and Adele Zubrzycka (Senior Heritage Consultant, Artefact Heritage). A photographic record was kept of the landform elements, disturbance of the area and ground conditions (Figure 7.3 and Figure 7.4). A handheld GPS was used to track the path of the team and document any significant features.

The outcome of this investigation was the confirmation that both Investigation Area 1 and Investigation Area 2 are undisturbed and require further archaeological investigation.



**Figure 7.3: View north across cement slab (Investigation Area 1)**



**Figure 7.4: Sandstone with drainage channel in background (Investigation Area 1)**



## 8.0 ARCHAEOLOGICAL ASSESSMENT

### 8.1 Predictive model

Archaeological data gathered in the locality has demonstrated the widespread and varying use of the area by Aboriginal people. The project site is located across a range of contexts, including areas near to marine and estuarine resources, fresh water and varying terrestrial subsistence resources.

Previous archaeological investigations of the greater Sydney area (section 6.4) in general demonstrate the distribution of recorded Aboriginal sites as reflecting the use of the landscape by Aboriginal people, including movement between resources and activity areas. The distribution of recorded Aboriginal sites in built environments, such as the majority of the project site, is largely limited to areas that was subject to archaeological excavation or not impacted by development.

The distribution of overlapping and higher concentrations of stone artefacts in the Sydney area tended to be associated with high order watercourses and creek confluences, while lower density and more isolated activity areas in other parts of the landscape represented different and varying activities important to the understanding of overall landscape use (White & McDonald 2010).

The predictive statements for the project site are as follows:

- Sub-surface artefact sites tend to consist of lower density isolated occurrences in areas away from major watercourses, including freshwater, marine and estuarine areas
- More frequent and higher concentrations of sub-surface artefact sites are likely to occur close to major watercourses
- Shell midden sites are more likely to be identified near to marine and estuarine areas. Note that due to land reclamation in the Botany Bay area, former marine and estuarine areas may be set back from contemporary shoreline areas
- Surviving portions of deeper soil profiles within the project site, including the Birrong soil landscape, may provide stratified evidence of occupation.

Previous archaeological investigations (section 6.4) have provided data on site distribution, site type and lithic raw material use that aid assessment of the archaeological character of the region. Site frequency and density can be related to key landscape factors including distance to water, landform, degree of slope, soil landscape and proximity to environmental resources.

Overall, the distribution of registered sites within the AHIMS search area is more a reflection of the extent of previous archaeological investigations and modern land use disturbance than an accurate reflection of past Aboriginal landscape use. While relatively few archaeological sites were identified close to the project site, general trends in local and regional archaeology can be determined. Information from registered Aboriginal archaeological sites and previous archaeological investigations indicate the frequency of artefact and shell midden sites, in open contexts, relates directly to the environmental setting and resources available along Botany Bay, the Cooks River and its tributaries.

### 8.2 Archaeological potential

Two areas (Investigation Area 1 and Investigation Area 2) have been identified within the project site that have a higher archaeological potential as there is evidence that buried intact estuarine deposits are present which may contain Aboriginal archaeological deposits.



Historical maps and aerial photos show that Investigation Area 1 and Investigation Area 2 were not impacted by modifications to Alexandra Canal. Although the Investigation Areas are located in a highly modified landscape, information obtained from borehole logs, within the vicinity, has identified that intact soil profiles are present at depth.

Preservation of archaeological material in highly developed areas was demonstrated at a number of archaeological sites. For example, the introduced fill and rail ballast used in the construction of the railway at Wickham served to protect the underlying intact sand profile (Artefact Heritage 2016). Excavations within the Sydney CBD have also identified sites in which the overlying construction phases have protected intact archaeological deposits (Haworth et al. 2004).

The Investigation Areas are located on a dynamic landform that was subject to submersion from rising sea-levels in the past. The Investigation Areas therefore have significant research potential to provide information on the impact of changing sea levels on the archaeological record. It is also noted that a significant archaeological site associated with a buried soil landscape is located around 110 metres from the project site (Shea's Creek Dugong AHIMS ID 45-6-0751) (Figure 6.3). It is therefore likely that archaeological deposits are present within the project site at the specified investigation areas, buried under a layer of disturbed fill.

Investigation Area 1 and Investigation Area 2 have a **moderate archaeological potential**.

## 9.0 ARCHAEOLOGICAL CULTURAL HERITAGE ASSESSMENT

The cultural assessment in this report includes information collected through background research, and consultation during the survey. This information was collected by Ryan Taddeucci (Heritage Consultant, Artefact Heritage) and Vanessa Edmonds (Principal, Artefact Heritage).

### 9.1 Cultural landscape

The World Heritage Convention of United Nations Educational, Scientific and Cultural Organisation (UNESCO) defines a cultural landscape as one which has 'powerful religious, artistic or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent' (UNESCO 1991). The relationship between Aboriginal Australians and the land is conceived in spiritual terms rather than primarily in material terms (Andrews et al 2006). Aboriginal cultural knowledge is defined as:

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*Accumulated knowledge which encompasses spiritual relationships, relationships with the natural environment and the sustainable use of natural resources, and relationships between people, which are reflected in language, narratives, social organisation, values, beliefs and cultural laws and custom (Andrews et al 2006).*

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Aboriginal cultural knowledge was traditionally bequeathed through oral traditions from generation to generation. Within all Aboriginal communities there was a time of dislocation and upheaval associated with the arrival of colonial settlers. This widespread disruption resulted in much of the detailed knowledge and understanding of many of the elements of the cultural landscape being lost from the Aboriginal community, nonetheless many Aboriginal people maintain a strong connection to the land of their ancestors and collectively possess a wealth of knowledge passed down through the generations.

### 9.2 Identified Aboriginal cultural heritage values

The background research for this and other projects in the Sydney region demonstrates that the project site is potentially part of a wider landscape of cultural significance. Table 9.1 summarises identified cultural heritage values for the project site and surrounds from the background research and database searches.

**Table 9.1: Cultural heritage values identified for the project site and surrounds**

Cultural heritage value	Description	Source
Bushlands	Any remnants of traditional plant, bird and animal life with fish and rock oysters available from Blackwattle Bay.	Anita Heiss and Melodie-Jane Gibson, Barani, accessed 9 April 2019, <a href="http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/">http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/</a>  Aboriginal Heritage Office, accessed 9 April 2019, <a href="http://www.aboriginalheritage.org/history/history/">http://www.aboriginalheritage.org/history/history/</a>

Cultural heritage value	Description	Source
City of Sydney	As the town of Sydney developed into a city, the Gadigal were joined by other Aboriginal people from elsewhere in NSW, to live, work and forge relationships within the urban Aboriginal community.	Anita Heiss and Melodie-Jane Gibson, Barani, accessed 9 April 2019, <a href="http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/">http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/</a>  Aboriginal Heritage Office, accessed 9 April 2019, <a href="http://www.aboriginalheritage.org/history/history/">http://www.aboriginalheritage.org/history/history/</a>
Archaeology	Analysis of archaeological material provides insight into the ancestral activities of Aboriginal people	Anita Heiss and Melodie-Jane Gibson, Barani, accessed 9 April 2019, <a href="http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/">http://www.sydneybarani.com.au/sites/aboriginal-people-and-place/</a>  Aboriginal Heritage Office, accessed 9 April 2019, <a href="http://www.aboriginalheritage.org/history/history/">http://www.aboriginalheritage.org/history/history/</a>
Alexandra Canal State Heritage Register (SHR) Item 01621	Aboriginal cultures and interactions with other cultures. Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present. Land tenure. Activities and processes for identifying forms of ownership and occupancy of land and water	OEH, accessed 9 April 2019, <a href="https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053860">https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053860</a>

## 10.0 SIGNIFICANCE ASSESSMENT

A significance assessment of the scientific, social, historic and aesthetic values of the project site is included below. The significance assessment was completed in accordance with the methodology outlined in section 18 and to satisfy guidelines within the EPBC Act.

### 10.1 Social and cultural value

The Consultation Requirements specify that the social or cultural value of a place must be identified through consultation with Aboriginal people.

No specific areas of cultural significance within the project site were identified by RAP representatives during the field survey.

### 10.2 Historic value

Historic values refer to the association of the place with aspects of Aboriginal history. Historic values are not necessarily reflected in physical objects, but may be intangible and relate to memories, stories or experiences.

The project site is not known to be associated with any people, events or activities of historical importance to the Aboriginal community. The project site is considered not to be of any specific historical significance.

### 10.3 Aesthetic value

This refers to the 'sensory' value of a place, and can include aspects such as form, texture, and colour as well as the smell and sound elements associated with use or experience of a site (Australian ICOMOS 2000). Aesthetic significance can be closely linked to the social value of a site.

The project site was substantially modified from the landscape used and lived in by Aboriginal people in the area prior to European contact. As such, the majority of the project site cannot be described as retaining aesthetic values in connection with pre-European Aboriginal heritage. Any archaeological evidence recovered may have aesthetic value, depending on its nature and integrity.

### 10.4 Indicative scientific significance

The majority of the project site has nil – low archaeological potential and would not have scientific value. Two areas within the project site were identified for further archaeological investigation, Investigation Area 1 and Investigation Area 2. These Investigation Areas are assessed as likely to have **moderate – high archaeological significance**. The indicative scientific significance would be reassessed and may change following salvage excavations.

Alexandra Canal is listed on a number of heritage registers/databases, including the SHR (Item 01621, gazetted 15 November 2002). The Statement of Significance for the Alexandra Canal includes reference to its scientific (Aboriginal archaeological) values:

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*...scientifically, the excavation of the canal provided a valuable contribution to the understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area.*

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As part of the SHR listing criteria, criterion E (research potential) states:



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*...the discovery of butchered Dugong bones, aboriginal axes and the remains of an ancient forest in this area, all of which were found beneath the then low water mark during the excavation of the canal, were the subject of an academic paper. This paper contributed to the scientific understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area.*

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The borehole data (section 5.2) may indicate that the Investigation Areas have a similar soil profile to the sandy clay estuarine deposit in which the Sheas Creek Dugong (AHIMS ID 45-6-0751) was identified. Therefore, the investigation areas are considered to have moderate – high scientific significance.

### 10.5 Statement of significance

At the time this report was prepared, no specific aesthetic, historic or social values associated with the project site were identified. However, a rare archaeological site, Sheas Creek Dugong (AHIMS ID 45-6-0751), was located 110 metres east of the project site. Geotechnical investigations found that the deposit adjacent to Investigation Area 1 and Investigation Area 2 is very similar to the sandy clay estuarine deposit in which the dugong remains were recovered. Historical aerials and maps identified that area was not subject the major disturbance at depth therefore Investigation Area 1 and Investigation Area 2 have been assessed as having a moderate archaeological potential and moderate-high scientific significance. Any archaeological remains would be rare and have the potential to add to knowledge of Aboriginal occupation of the area during periods of landscape change.

## 11.0 ASSESSMENT OF CONSTRUCTION IMPACTS

### 11.1 Summary of key findings

Two areas have been identified within the project site as having significant archaeological research potential. As a result, Investigation areas 1 and 2 are considered to be of likely **moderate – high archaeological significance**.

Ground disturbance impacts have been identified across the Investigation Areas, which would compromise the integrity of the Investigation Areas and result in a loss of research potential. Figure 11.1 demonstrates that portions of both investigation areas would be impacted by the project. The harm would be direct and result in a partial loss of value. Table 11.1 provides a summary of the impact assessment.

**Table 11.1: Impact assessment**

Site name (AHIMS ID)	Type of harm	Degree of harm	Consequence of harm
Investigation Area 1	Direct	Partial	Partial loss of value
Investigation Area 2	Direct	Partial	Partial loss of value

### 11.2 Construction impacts

#### Drainage works

A subsurface culvert would need to be installed to convey drainage into the Alexandra Canal. Current details regarding installation of the drainage culvert indicate that open cut trenching would be required. The trench would traverse Investigation Area 1 for approximately 200 metres and would be approximately 3.5 metres wide although another metre either side was allowed due to the variation of the required depth from the ground surface. The drainage channel would be installed impacting a depth of -2.7 metres Australian Height Datum (AHD) in the west to -4.7 metres AHD in the east. These levels may impact *in-situ* sandy clay estuarine deposits which have been identified as archaeologically sensitive.

#### Qantas Drive bridge

Three areas of deep piling have been identified within Investigation area 2 and one area within Investigation Area 1. The purpose of the piling is to accommodate abutments of Qantas Drive bridge across Alexandra Canal. Each of the abutments and piers would require bored cast-in-place piles (probably with permanent steel casing) to be excavated down to and socketed into the sandstone bedrock. This is at a depth varying from about 10 to 15 metres in these locations. It is certain some would be located within the Investigation Areas and would impact on sands and clay estuarine deposits where these are present.

### 11.3 Vibration assessment

No Aboriginal places or structures were identified during this assessment. Any buried Aboriginal objects would not be subject to impacts as a result of noise and vibration. Therefore, vibrations associated with the construction and operational activities of the project will not impact Aboriginal heritage.

## 11.4 Visual impacts

No Aboriginal places, structures, or specific areas of aesthetic significance were identified during this assessment. Any Aboriginal heritage items present within the study area are likely to be compromised and a subsurface artefact deposit. Therefore, the construction and operational activities of the project will not have a visual impact on Aboriginal heritage.

## 11.5 Assessment of impact under the EPBC Act guidelines

The Significant Impact Guidelines 1.2 provide information on how to assess whether impact on heritage values is significant in terms of the EPBC Act. The following should be considered.

Is there a real chance or possibility that the action will:

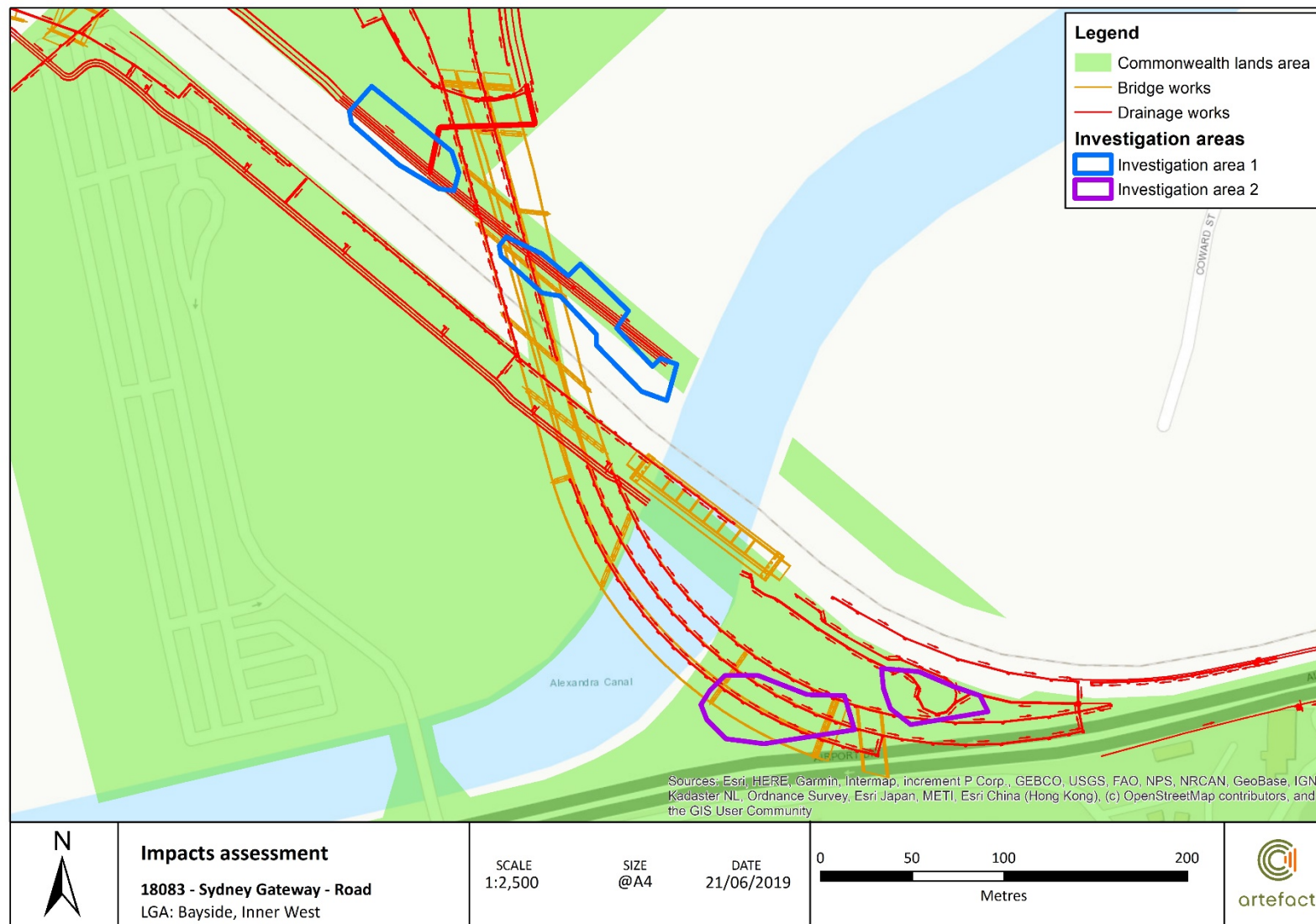
- Permanently destroy, remove or substantially alter the fabric (physical material including structural elements and other components, fixtures, contents, and objects) of a heritage place
- Involve extension, renovation, or substantial alteration of a heritage place in a manner which is inconsistent with the heritage values of the place
- Involve the erection of buildings or other structures adjacent to, or within important sight lines of, a heritage place which are inconsistent with the heritage values of the place
- Substantially diminish the heritage value of a heritage place for a community or group for which it is significant
- Substantially alter the setting of a heritage place in a manner which is inconsistent with the heritage values of the place, or
- Substantially restrict or inhibit the existing use of a heritage place as a cultural or ceremonial site?

As impacts on Aboriginal heritage values will be localised and would only partially impact a potential archaeological site, it is not considered that Aboriginal heritage values would be significantly impacted under the above criteria.

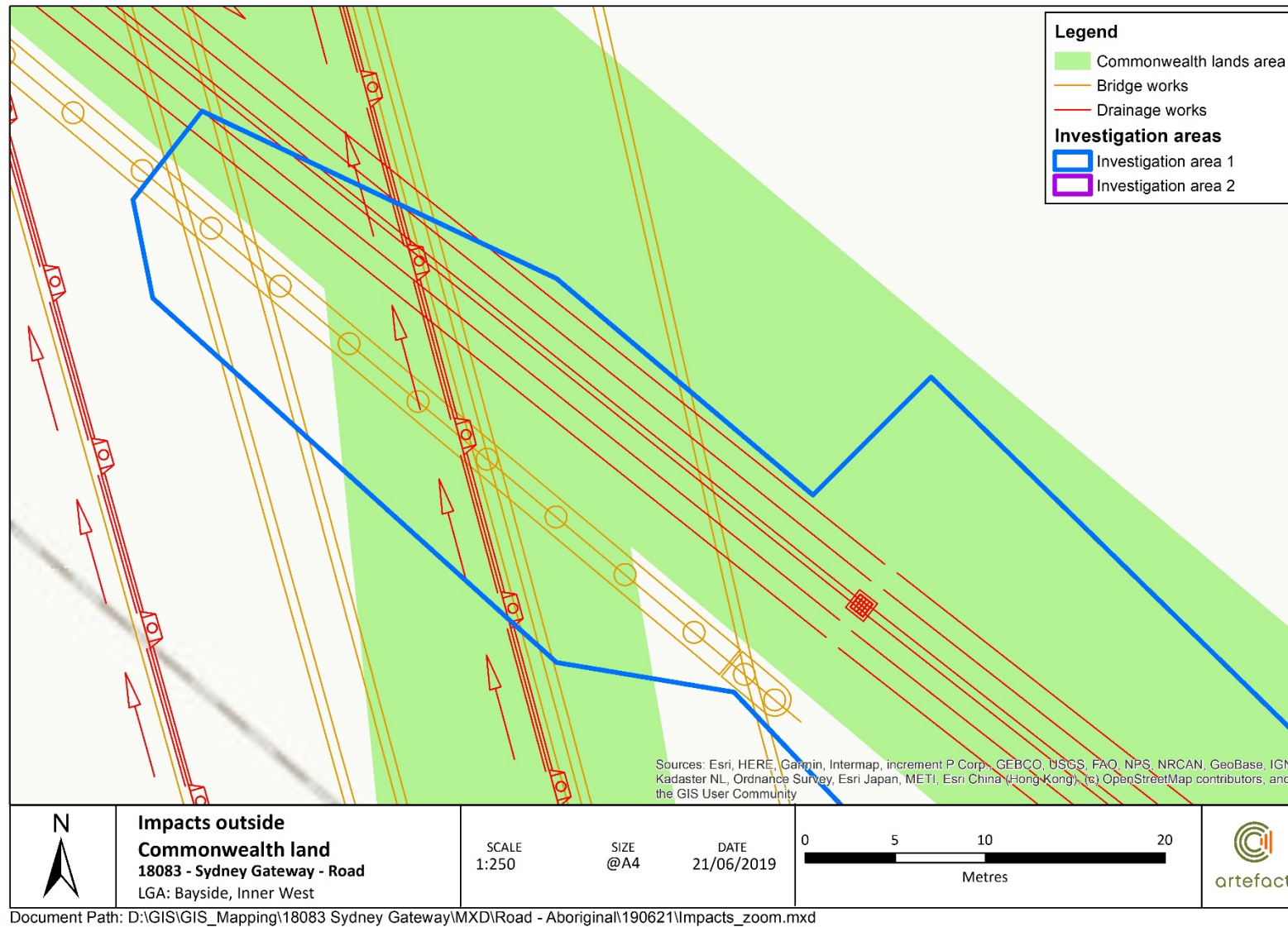
## 11.6 Summary of construction impacts on Commonwealth land

The construction impact assessment was limited to Investigation Areas 1 and 2 as the remainder of the project site (within and outside Commonwealth Land) was assessed as having a nil – low archaeological potential (section 8.2). Therefore, impacts on Aboriginal objects or Aboriginal heritage values outside Investigation Areas 1 and 2 are unlikely.

The majority of construction impacts are located on Commonwealth land. A section of the piling works for Qantas Drive Bridge will occur in a portion of Investigation area 1 outside of Commonwealth Land area (Figure 11.2).



**Figure 11.1: Impacts on Investigation Areas**



**Figure 11.2: Close up of impact area outside Commonwealth Land**



## 11.7 Consideration of alternatives and justification of impacts

An options assessment for the project can be found in Chapter 6 of the EIS. It provides background information in relation to the history of the project and how it has developed. It describes the alternatives to the project as a whole and the options and design refinements considered as part of the design and construction planning process. Justification for impacts regarding placement for the bridge piers and drainage is provided below.

### 11.7.1 Bridge piers

The Qantas Drive Bridge piers have been located to ensure the structural integrity of the bridge and follow the existing property boundaries of both Boral Concrete St Peters and the freight railway corridor.

### 11.7.2 Drainage and culvert

The project site and surrounding area is flat with minor slopes from north-west to south-east, towards the Alexandra Canal. The existing drainage catchment within the project site is bordered by Canal Road, the Cooks River Intermodal Terminal, Botany Rail Line and the Alexandra Canal. Currently, an open channel on the western side of the catchment, drains water along the Botany Rail Line towards Alexandra Canal. The existing open channel connects to a drainage system which runs inside Boral Concrete St Peters.

The proposed road alignment divides the drainage catchment area into two areas, creating the need for additional drainage infrastructure. This has been proposed in the form of an open channel adjacent to the active transport link and a new drainage culvert adjacent to the Botany Rail Line. The drainage system is required to store and transfer water during flood events which back up from the Canal. The drainage culvert has been located outside of private property to minimise impact on existing commercial operations and with consideration of existing electrical distribution mains (6x 11kV).

An alternative option was considered for locating the drainage culvert on the western side of the Botany Rail Line. However, this was discarded due to the complexity and cost of constructing a culvert beneath an active freight railway line. This option would also encounter flooding issues, due to the Canal backing up in the drainage system.

## 11.8 Ecological Sustainable Development principles

The Guide (OEH 2011) specifies that Ecological Sustainable Development (ESD) principles must be considered when assessing harm and recommending mitigation measures in relation to Aboriginal objects.

The following relevant ESD principles are outlined in Section 3A of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* and Part 3 Section 6(2) of the *Environment Administration Act 1991*:

- Decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the ‘integration principle’)
- If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the ‘precautionary principle’)

- The present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the ‘principle of intergenerational equity’).

#### 11.8.1 The integration principle

The project would comply with the integration principle regarding Aboriginal heritage. The Aboriginal heritage values of the project site were considered as part of the planning process for the proposed works.

#### 11.8.2 The precautionary principle

If there are threats of serious or irreversible environmental damage, lack of full scientific confidence should not be used as a reason for postponing measures to prevent environmental degradation (the ‘precautionary principle’).

As impacts on Investigation Area 1 and Investigation Area 2 are unavoidable salvage excavations have been recommended. As standard archaeological testing is not possible due to high levels of contamination at the site full mitigation should still be undertaken in the form of salvage (section 14.0).

#### 11.8.3 The principle of intergenerational equity

This assessment was completed to identify and provide recommendations on the management of Aboriginal heritage, to ensure that future generations will not bear the further destruction of Aboriginal heritage.

The project would adhere, as closely as possible, to the principle of intergenerational equity by collating scientific and cultural information on former Aboriginal occupation of the project site through the previous investigations and the proposed salvage excavation along with controlled archaeological recording, and curation of the data.

### 11.9 Consistency with the Sydney Airport Master Plan 2039

Section 14.6.7 of the Master Plan 2039 lists the following initiatives:

- Conserve the significant places of the airport, in line with the Heritage Management Plan.
- Actively conserve heritage elements listed as Environmentally Significant under the Airports Act 1996.
- Integrate heritage interpretation devices into new and existing Sydney Airport facilities, through delivery of an interpretation strategy.
- Ensure that heritage items of recognised significance are recorded to an appropriate archival standard.
- Establish an archive of historical records of the history of Sydney Airport and the site.

The recommended mitigation measures outlined in section 14.0 have been prepared in accordance with the initiatives outlined by the Master Plan 2039. It is noted that the proposed investigation may potentially add to existing knowledge about Aboriginal heritage values in the area. The salvage methodology proposes to only target the areas that would be impacted by the project to conserve Aboriginal heritage *in situ*. This report has also recommended that a heritage interpretation strategy be developed to recognise Aboriginal heritage values within the project site.

## 12.0 CUMULATIVE IMPACTS

As per the General Standards of SSI 18\_9737, an assessment of the cumulative impacts of the project taking into account other projects that have been approved should be completed.

### 12.1 Overall cumulative impacts

A cumulative impact is an impact on Aboriginal cultural heritage resulting from the incremental impact of the actions of a development when added to other past, present and reasonably foreseeable future actions.

A total of 85 valid, registered AHIMS sites were identified within a seven kilometres radius of the project site (three sites have been destroyed). The majority of the sites were identified within the Sydney CBD between Central Station and Circular Quay. A few AHIMS sites were identified along Cooks River to the west of the project site. Overall, known Aboriginal archaeology is rare within the immediate vicinity of the project site.

### 12.2 Botany Rail Duplication

#### 12.2.1 Project overview

ARTC proposes to upgrade and duplicate a section of the Botany Line between Mascot and Botany to increase rail freight capacity to Port Botany.

The Botany Rail Duplication would involve constructing a new second track within the existing rail corridor for a distance of 2.9 kilometres. This section of line would be converted from one track to two tracks. In addition, some sections of the existing single track would be moved (slewed) sideways. The Botany Rail Duplication would also involve works to four existing rail bridges in this section to provide for the new second track.

The key features of the Botany Rail Duplication include:

- Track duplication – constructing a new track within the rail corridor for 2.9 kilometres
- Track slewing – a total of 1.4 kilometres of existing track would be moved sideways in sections (slewed) to improve the alignment of both tracks and minimise impacts on adjoining land uses
- Crossovers – constructing new rail crossovers to maintain and improve access at two locations
- Bridge works – constructing new bridge structures at Mill Stream, Southern Cross Drive, O’Riordan Street and Robey Street, re-constructing the existing bridge structures at Robey and O’Riordan streets, and potential foundation strengthening works at the Botany Road bridge
- Embankment/retaining structures – constructing a new embankment and retaining structure adjacent to Qantas Drive between Robey and O’Riordan streets and a new embankment between the Mill Stream and Botany Road bridges.

#### 12.2.2 Aboriginal heritage assessment

KNC (2018) completed a survey combining the project and the Botany Rail Duplication project (Appendix 2). The assessment did not identify any Aboriginal archaeological objects or Potential Archaeological Deposits (PADs). Only Investigation Area 1 and Investigation Area 2, within the project site, were identified for further archaeological assessment.

The AHIMS search completed for this assessment found that there are no registered Aboriginal sites located within the Botany Rail Duplication project site.

Artefact Heritage was engaged by G2SJV, on behalf of ARTC, to complete an additional Aboriginal archaeological survey and ACHAR. At the time this assessment was prepared, Artefact Heritage had not completed the survey or ACHAR for the Botany Rail Duplication project.

Based on the background information including the KNC 2018 report and the AHIMS search, it is unlikely that Aboriginal objects or PADs will be present with the Botany Rail Duplication project site. Therefore, the Botany Rail Duplication project will not result in further impact on Aboriginal heritage.

### 12.3 New M5

The New M5 is a new, tolled multi-lane road tunnel linking the existing M5 East Motorway, east of King Georges Road, and St Peters. This project would also include an interchange at St Peters and connections to the existing road network. In 2015, AECOM completed an Aboriginal Heritage report for this project (AECOM 2015). In summary, the assessment found that:

- No direct or indirect impacts on known Aboriginal sites or the Wolli Creek Landscape Area are anticipated as a result of the New M5 project
- Potential Aboriginal site SR-OVRH-1 is located within 50 metres of the proposed tunnel alignment, where blasting would occur. However, the size of blast activities near SR-OVRH-1 would be minimised to ensure vibration remains below recommended criteria and this site would not be impacted
- Artefact-bearing deposits may be present in areas adjacent to Alexandra Canal. Should such deposits be present, existing archaeological data indicate that these would be located approximately five metres below the current ground surface. Given the nature and extent of proposed ground disturbances associated with the construction of two new road bridges across Alexandra Canal and the project more broadly, the likelihood of impacts on any subsurface deposits that may be present near the Canal is considered low.

The AECOM (2015) report found that Aboriginal heritage will not be impacted by works associated with the New M5 and therefore will not result in further impact on Aboriginal heritage.

### 12.4 Summary

Although nearby major projects, specifically the Botany Rail Duplication and the New M5 would not have impacted on Aboriginal archaeology, and therefore cumulative impacts would not be relevant, in the wider regional context, cumulative impacts should be considered.

Aboriginal archaeological remains are a rare and diminishing resource in urban areas such as the localities surrounding the project site. Impact on Aboriginal archaeology within the project site would have a cumulative impact of the regional archaeological landscape, although only a discrete area is to be impacted. Other locations along Alexandra Canal which are likely to contain buried soils landscapes would not be impacted by the project and would mean that a representative sample would be preserved in the locality.

## 13.0 RECOMMENDED MITIGATION MEASURES

### 13.1 Project specific mitigation measures

#### 13.1.1 Salvage excavation

A three phased salvage excavation will be undertaken within Investigation Area 1 and Investigation Area 2 in accordance with the methodology outlined in section 14.4. RAPs will participate in the excavations. Post-excavation analysis and reporting will be undertaken in accordance with the methodology outlined in section 14.7.

#### 13.1.2 Changes to the proposed works

This ACHAR is based upon the project information available in the combined EIS/preliminary draft MDP. Any changes to the design that extends outside the current project site will be assessed by an archaeologist in consultation with the RAPs.

#### 13.1.3 Heritage interpretation strategy

An appropriate Aboriginal heritage interpretation strategy will be developed in line with the initiatives of the Master Plan 2039, the Airport Heritage Management Plan and in consultation with Sydney Airport Corporation Limited. The Aboriginal heritage interpretation strategy will be incorporated into the design for the project in consultation with the RAPs.

### 13.2 General environmental management measures

#### 13.2.1 Heritage Management Plan

An Aboriginal Heritage Management Plan (AHMP) will be prepared for the project that outlines the salvage methodology discussed in this ACHAR and includes an unexpected finds procedure. Details of RAPs and circumstances where additional consultation would be required should also be included.

#### 13.2.2 Unexpected finds

The Roads and Maritime Standard Management Procedure: Unexpected Heritage Items (2015) will be implemented in the event of an unexpected find including potential human skeletal remains.

#### 13.2.3 Site registration

If Aboriginal objects are located during salvage excavations, or as unexpected finds in other parts of the project site during construction, they will be recorded and registered on the Aboriginal Heritage Information Management System.





## 14.0 SALVAGE METHODOLOGY

### 14.1 Aims

Salvage excavations should be undertaken within Investigation Area 1 and Investigation Area 2 to mitigate potential impacts on these areas. Any archaeological remains are likely to have a **moderate – high scientific/archaeological significance**.

### 14.2 Salvage excavation justification

The justification for the methodology proposed is that *in situ* sandy clay estuarine deposits are highly likely to occur in Investigation Area 1 and Investigation Area 2. The actual presence of these deposits and the depths from the current ground surface are unknown. Similar deposits have been demonstrated to contain Aboriginal objects (Etheridge et al. 1896). Where these contain Aboriginal archaeological deposits, they are likely to have moderate to high scientific significance. Not all of the *in situ* sandy clay estuarine deposits are likely to be impacted during the proposed works, so partial conservation of the deposits within Investigation Area 1 and Investigation Area 2 (if present) is likely to be achieved.

The justification for proceeding directly to a salvage strategy is because the layers of interest (if present) are likely to be well below the water table in highly permeable soils. The high permeability soils mean that dewatering excavations to facilitate hand dug test excavations in accordance with the Code of Practice would not be feasible, as inflow volumes and rates would be too great. Also, the groundwater may be contaminated. There is also a risk that the sandy soils would collapse as the excavation progresses to depth. It would be extremely hazardous to both the environment and excavation team to attempt to remove sediments through a test excavation phase and then return at a later stage to re-excavate for salvage (if required). Therefore, to mitigate against these issues, a staged salvage program is proposed with the aim of identifying and removing Aboriginal heritage material from the impact area.

### 14.3 Constraints to the methodology

Generally, it is considered best practice that all archaeological excavations are completed by hand and guided by the Code of Practice. However, health and safety risks and logistical constraints such as groundwater, contaminated soil and fill, and deep deposits mean that this approach is not feasible.

#### 14.3.1 Groundwater

High volumes of groundwater inflow will be an issue for excavation within the Investigation Areas. Groundwater is likely to rapidly infill any excavation once the current water table is reached. The potential archaeological deposit is expected to be below the current water table. Depth to groundwater recorded during monitoring (WSP | Parsons Brinckerhoff 2016) was as shallow as 1.6 metres below ground level. Potential groundwater inflow rates during culvert construction (to ensure that the groundwater level is below the bottom of the excavation) at this location are estimated in the groundwater technical working paper at 680 to 2297 cubic metres per day.

Excavation by hand would not be feasible as groundwater would infill areas rapidly. The groundwater inflows would need to be captured to maintain a dry excavation. Direct discharge of the water extracted from the excavation to Alexandra Canal is unlikely due to the potential for contamination in the groundwater. The extracted water requires capture and treatment prior to discharge. Based on

calculated inflows rates and volumes it would not be feasible to keep excavation areas open for long durations.

#### 14.3.2 Contamination

The groundwater within the Investigation Areas has the potential to be contaminated with a range of substances including poly-fluoroalkyl substances (PFAS), hydrocarbons, metals, and high concentrations of ammonia. There is also the potential of encountering acid sulphate soils (ASS) particularly near Alexandra Canal. Exposing contaminated sediments during excavation poses a risk to human health and the surrounding environment and will need to be managed through appropriate environmental and occupational health measures. A safe work method statement will be produced prior to the commencement of the proposed investigation and will detail the risks to human health and the environment.

#### 14.3.3 Nature of subsurface deposit

There are varying depths of fill across the Investigation Areas. If potential archaeological deposits are present, they are likely to be well below the groundwater table. Due to this depth and likelihood of rapid inflow of groundwater to any excavation, archaeological excavation by hand will not be feasible. In addition, excavation in deep sandy soils may be at high risk of collapse adding to the significant logistical constraints which make excavation by hand in accordance with the Code of Practice not feasible.

### 14.4 Methodology

Given the constraints of archaeological excavation within Investigation Areas, it is proposed to use a sonic drill rig and push tubes to conduct salvage excavation. This would mitigate against health and safety risks relating to contaminated soils and fill, high volumes of contaminated groundwater and the constraints associated with the required depth of excavation.

The methodology proposes a three phased salvage excavation to identify the sandy clay estuarine deposits prior to the construction stage of the project and remove any Aboriginal heritage objects.

The salvage excavation will only target areas that will be impacted by the project. Remaining archaeological features outside the excavation area would be preserved intact.

#### 14.4.1 Personnel

As per section 1.6 of the Code of Practice, archaeological investigations in NSW must use the services of people who are skilled and experienced in archaeology. The Code of Practice states that an appropriately skilled person has:

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*a minimum of a bachelor's degree with honours in archaeology or relevant experience in the field of Aboriginal cultural heritage management, and*

*the equivalent of two years' full-time experience in Aboriginal archaeological investigation, including involvement in a project of similar scope, and*

*a demonstrated ability to conduct a project of the scope required through inclusion as an attributed author on a report of similar scope.*

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The salvage excavation will be managed and supervised by suitably qualified heritage professional whose qualifications meet or exceed the requirements of the Code of Practice.

#### 14.4.2 Safe work methods statement

Due to the likely occurrence of hazardous material during works, a detailed safe work method statement (SWMS) will be developed prior to the commencement of works. The SWMS will include protocols to manage any hazardous materials likely to be present. The SWMS will need to include a plan of emergency decontamination and evacuation. Plans for the safe layout of the work site will be included in the SWMS.

A responsibility matrix will be developed and incorporated into the SWMS. As Artefact Heritage does not specialise in the safe management of contaminated or acidic soils, an environmental hygienist will be required onsite to assess excavated materials to identify any potential health and safety risks and provide direction as to management.

#### 14.4.3 Sample strategy

To minimise impact on the environment and production of hazardous waste, a three phase program for excavations was developed to identify and target archaeologically significant features. All phases will be completed during a continuous excavation program to minimise the time that hazardous material is exposed and workers are placed at risk. Excavation will be limited as much as feasible to the area and depth of impact, as indicated by current design plans. Any changes to design plans may require further archaeological investigation.

In summary, Phase 1 push tubes results would confirm the presence of deposits with archaeological potential, Phase 2 would use more tubes to determine the presence and frequency of any cultural remains and Phase 3 would undertake further push tubing in the immediate area of the finds to maximise recovery of archaeological evidence.

#### Phase 1

Phase 1 would involve the placement of 14 push tubes with a diameter of around 200 millimetres (Figure 14.1). These push tubes would sample an area of 0.03 square metres each. Four locations for piling have been identified. The initial excavations at these locations would progress to bedrock to identify if layers of archaeological potential are present. The subsequent excavations would only need to progress as deep as necessary to sample the deposits of interest (if present). The remaining push tubes (1-3 and 6-7) will investigate land in which the drainage channel will be located. These depths have been calculated based on the concept design and will need to be confirmed prior to the commencement of the salvage program. Table 14.1 provides a summary of the push tube depths.

**Table 14.1: Proposed Phase 1 push tubes**

Phase 1 location number	Estimated depth of excavation (m AHD)	Estimated depth from surface
1	-0.83	2.8 metres
2	-0.91	2.8 metres
3	-0.99	3.3 metres
4	Bedrock	Unknown

Phase 1 location number	Estimated depth of excavation (m AHD)	Estimated depth from surface
5	Bedrock	Unknown
6	-1.24	4.3 metres
7	-1.36	5 metres
8	-1.47	4 metres
9	Bedrock	Unknown
10	Bedrock	Unknown
11	Bedrock	Unknown
12	Bedrock	Unknown
13	Bedrock	Unknown
14	Bedrock	Unknown

Where identical estuarine deposits are identified between two or more push tube locations, it will be assumed that the deposit between those two points is comprised of the same material. Areas where archaeologically sensitive deposits (sandy clay estuarine soils) are identified would trigger Phase 2 investigations.

Note that Phase 1 deposits would be processed in the following ways:

- Introduced fills – not investigated
- Estuarine deposits – hand sieved, and environmental samples taken where appropriate
- Shell midden – bulk samples and sieved if low density of shell
- Sterile deposits – not investigated (for example clay or sandstone transition soils below estuarine deposits).

### Phase 2

Phase 2 investigations will involve the placement of push tubes at 2.5 metre intervals from the triggering push tube within the impact footprint. Information yielded from the Phase 1 investigation would also inform the required depth for subsequent phases of investigation.

### Phase 3

Where significant archaeological triggers are identified, Phase 2 locations would be expanded with additional push tubes placed around the circumference of the Phase 2 location to determine the full extent of the archaeological features (Phase 3). The decision on which Phase 2 locations to further investigate with Phase 3 excavations would be made by the supervising archaeologist based on the following ‘triggers’ being encountered:

- Identification of artefacts (no minimum number due to potential significance of site)
- Archaeological features such as hearths and/or middens
- Cultural material with potential for scientific dating



- Any other features identified by the supervising archaeologist and Aboriginal stakeholder representatives.

A record of finds as they are retrieved from the sieve would be kept to determine if Phase 3 excavations are required. The precise locations of all the push tubes would need to be recorded by a survey and the resulting data provided to the consulting archaeologist in GIS format.

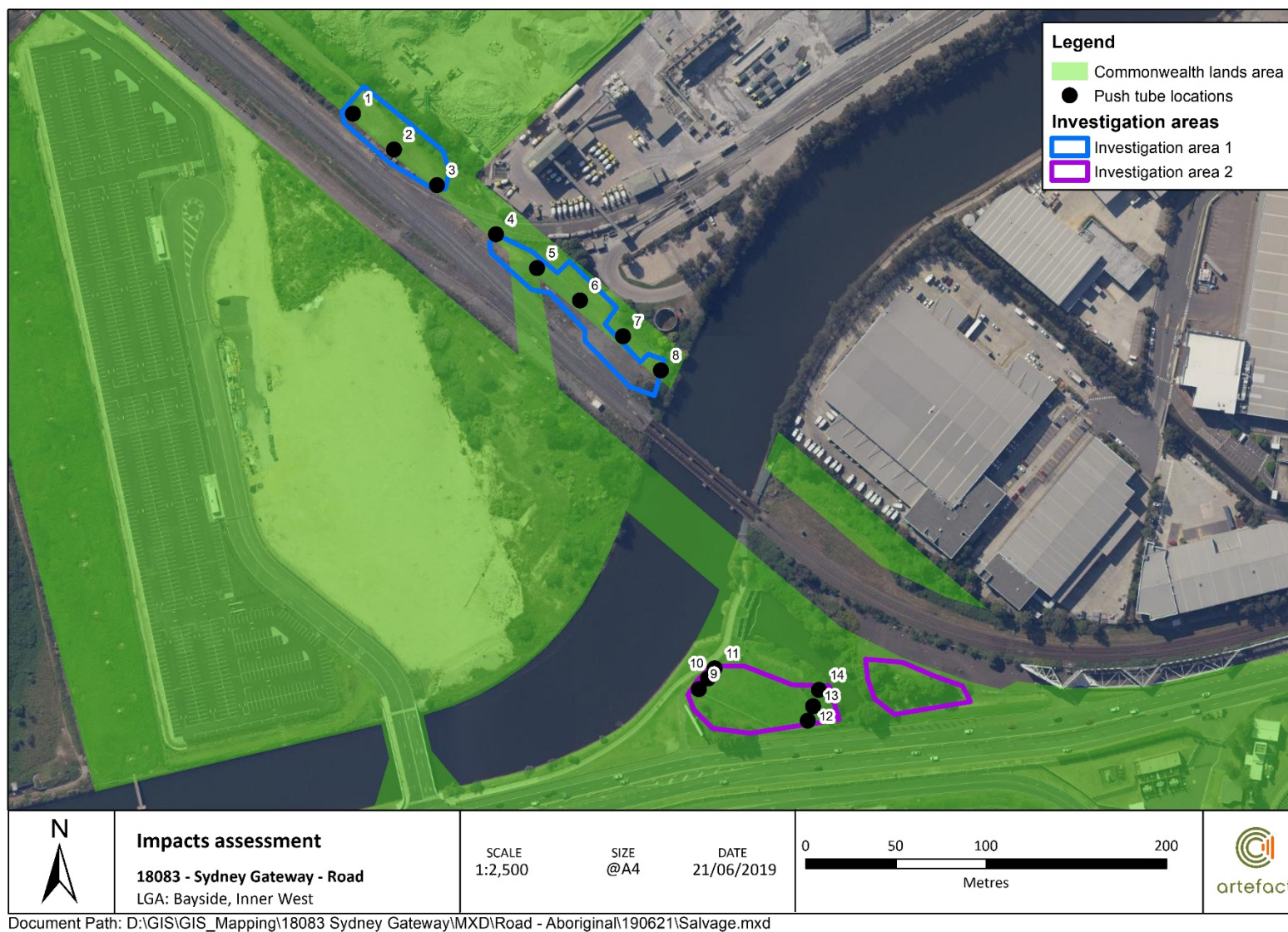


Figure 14.1: Proposed location of Phase 1 push tubes (indicative)

#### 14.4.4 Excavation procedure

Due to the health and safety risks associated with potential contaminated deposits, a sonic drill rig and 200 millimetre (approx.) push tubes is proposed for the excavation. The push tubes would be inserted with a steel casing to prevent the collapse of the pit. The sonic rig has a catcher at the bottom which will ensure the recovery of undisturbed, uncompressed cores of sand.

The push tubes would remove 1.5-2 metres of material per section. Each section would be placed inside a plastic tube to maintain stratigraphical integrity. The samples would need to be examined for potential hazardous material by an environmental hygienist. The investigations contractor would need to develop a management strategy for the segregation, storage and disposal of any material that constitutes a threat to humans or the environment. Recommendations would be given by the contamination expert on site as to whether the deposit was safe to sieve. If the material is conformed as containing hazardous material and not safe to sieve the deposit would be abandoned.

Archaeological assessment would involve placing the tubes in order of depth, opening the tubes, and investigating and photographing each section.

#### 14.4.5 Sieving

Push tubes would be opened and recorded prior to sieving. The section containing estuarine deposits with archaeological potential would be sieved in 100 millimetre spits.

Only those sediments identified as having archaeological potential will be sieved. It is understood that given the likely depth of the potential archaeological deposit these sediments will be groundwater affected. These sediments will be wet sieved through a three millimetre mesh. That is, already wet sediments will be clean washed through the sieve so that archaeological material can be observed. Phase 3 tubes may need to be sieved through a finer mesh (3-1 millimetres) to identify charcoal, knapping debitage, etc.

A water source will be required to wash sediments through the sieves. It is proposed that sieving will occur over a large metal container that will collect the sediments and groundwater. The handling and disposal of contaminated material would be in accordance with the management plans of the investigating contractor. It is likely that special wire mesh trays will need to be constructed that will fit over the mouth of the container for the purpose of sieving.

Appropriate personal protective equipment will be required. The wet sieve would be set up in close proximity to excavations.

All recovered archaeological material would be cleaned, dried and bagged with a brief analysis conducted in the field. This analysis would include logging artefact type, raw material, and dimensions. These items would then be taken off site to be analysed in detail by relevant specialists in consultation with the RAPs.

All material, excluding material that will be retained for analysis, would be placed into suitable receptacles and removed from site for disposal at a suitable licensed waste facility. The investigations contractor will collect the excavated material and remove from site for disposal.

#### 14.4.6 Excavation recording

All excavated units would be recorded in detail, including a photographic record and context sheets for each excavation unit. Context sheets will document information regarding depth (measured from

the current ground surface), spit number, and spit characteristics (colour, compaction, moisture, inclusions, context interface, texture, soil structure and preliminary identification).

A resealable bag and paper tag would be prepared for each excavation unit and annotated with details of test area, pit grid reference, spit context, date and excavators.

#### 14.4.7 Soil sampling method

Palaeo-environmental samples for potential OSL dating, radiocarbon <sup>14</sup>C dating, pollen analysis or particle analysis will be undertaken if suitable material is identified during excavations. Any samples will be decided by the supervising archaeologist, in consultation with the RAP representatives on site. A geomorphologist would also be consulted in regard to soil sampling and characterisation.

Pollen analysis samples will be taken from any suitable natural soil deposits that contain a high humic content. Samples will be collected in a resealable labelled bag.

Particle analysis provides higher-level characterisation than simple visual description and would substantially increase the degree to which the stratigraphic process can be determined. Samples for particle analysis will be taken from a representative section at one push tube location (more if changes in stratigraphy are evident across the salvage area) at 50 millimetre increments. Samples will be collected in resealable labelled bags.

At the AFG held on 12 December 2018, Gordon Workman mentioned that he would like samples to be collected for OSL dating. The procedure requires that the samples are extracted in the absence of green-blue spectrums of light. Where stratigraphic layers are identified suitable for OSL dating, these samples must be extracted under a red light.

The validity of processing samples will be determined on site.

#### 14.4.8 Human remains

The Roads and Maritime Unexpected Heritage Finds Procedure would be followed.

This requires that if suspected human skeletal remains are uncovered at any time throughout the excavation program, the following actions will be followed:

- Cease all excavation activity.
- Do not further disturb or move the remains.
- Notify NSW Police.

An Aboriginal community representative must be present where it is reasonably suspected burials or human remains may be encountered. If human remains are unexpectedly encountered and they are thought to be Aboriginal, the Aboriginal community must be immediately notified.

Recording of Aboriginal ancestral remains must be undertaken, or reviewed by, a specialist physical anthropologist or a suitable qualified person.

Archaeological reporting of Aboriginal ancestral remains must be undertaken, or reviewed by, a specialist physical anthropologist, or other suitable qualified person, with the intent of using respectful and appropriate language and treating the ancestral remains of Aboriginal people rather than as scientific specimens.

## 14.5 Excavation Logistics

### 14.5.1 Access

It is assumed that ready access to sites will be provided by the proponent and that no night time works will be required. The proponent will be responsible for securing any open area excavations conducted.

### 14.5.2 Operational safety

In addition to standard safety considerations associated with excavation, handling of contaminated sediments and groundwater will need to be addressed by the proponent and investigations contractor. These safeguards will be in accordance with SafeWork NSW technical guidelines.

### 14.5.3 Management of open excavation units

The investigations contractor would ensure that access to the excavation locations is adequately restricted. Upon completion, each excavation location would be immediately backfilled by the investigation's contractor with an inert material, such as bentonite, to prevent collapse and avoid ongoing safety risks.

## 14.6 Aboriginal objects

All Aboriginal objects retrieved during excavation would be cleaned following initial microscopic analysis to detect residues if present and placed in resealable bags for further analysis and recording. Once excavation is completed, the artefact assemblage would be recorded and stored appropriately. This includes recording key attributes of material, artefact type, platform type, termination type and dimensions, as well as photographic and drawn records of representative artefacts. All recorded information would be entered into a Microsoft Excel table with detail linked to the provenance of each artefact. Once entered into the Excel table, the data can be readily supplied with the salvage excavation report to the registered Aboriginal parties in both electronic and hard-copy form.

All artefacts would be given a unique number and stored in double resealable snap lock bags. A permanent marker will be used to record the provenance and unique number of artefacts in each bag in writing on the outside of the bag and on an archival grade tag such as Dupont™ Tyvek® paper.

The long term care and management of all Aboriginal archaeological material retrieved will need to be discussed with the RAPs during the ACHAR process.

## 14.7 Reporting

An Aboriginal archaeological salvage excavation report detailing the results of the archaeological excavation program would be prepared once excavation, artefact recording, and any other analytic activities are concluded.

The excavation report would provide details on the established extent and scientific significance of any Aboriginal archaeological material retrieved during the excavation process.



#### 14.7.1 Changes to proposed impact area

Where changes to the proposed impact area are made after the completion of the archaeological salvage excavation program, further assessment will need to be completed. The necessity for further salvage will be determined based on the nature of changes to the proposal.

#### 14.7.2 Site impact recording form

An Aboriginal site recording form will be completed and submitted to the Aboriginal Heritage Management Systems database register to document any Aboriginal objects found during excavation.

### 14.8 Temporary and long-term care and management of retrieved Aboriginal objects

The temporary repository of any retrieved artefacts will be in a locked cupboard on the premises of the archaeological consultant.

## 15.0 CONCLUSION

No Aboriginal objects have been identified as defined under the NPW Act. However, the ACHAR has found that Aboriginal people are likely to have occupied the project site and taken advantage of estuarine and marine resources, including shellfish, terrestrial animals and marine animals such as Dugong. There are no previously registered Aboriginal sites within the project site. A site survey and background research were completed to ascertain levels of potential for the survival of buried Aboriginal occupation deposits that may contain Aboriginal objects.

The ACHAR found that evidence of Aboriginal occupation may be present within undisturbed sections of the project site. Investigation Areas 1 and 2 were identified as area of archaeological potential located on the banks of the Alexandra Canal. These areas are likely to retain buried former estuarine tidal flats, a similar landscape to where butchered Dugong bones and Aboriginal artefacts were located in a site 110 meters from the project site during the construction of the Canal. There is a moderate potential that Aboriginal objects are present in these buried deposits in Investigation areas 1 and 2 and, if present they are likely to have a moderate – high archaeological and scientific significance. Both investigation Areas would be impacted by the project.

As impacts on Aboriginal heritage values will be localised and would only partially impact a potential archaeological site, it is not considered that Aboriginal heritage values would be significantly impacted under the criteria outlined in the EPBC Act Significant Impact Guidelines 1.2.

It is therefore recommended that:

- A three phase program of salvage excavation be completed to identify and remove archaeological material
- A combined non-Aboriginal and Aboriginal CHMP be prepared for the project that outlines the methodology discussed in this ACHAR and includes an unexpected finds procedure. Details of RAPs and circumstances where additional consultation would be required should also be included
- An Unexpected finds procedure should be developed in line with the Roads and Maritime Standard Management Procedure: Unexpected Heritage Items (2015)
- A Heritage interpretation strategy be developed.



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## GLOSSARY

**Aboriginal cultural heritage:** The material (objects) and intangible (mythological places, dreaming stories etc) traditions and practices associated with past and present day Aboriginal communities.

**Aboriginal object:** Any deposit, object or material evidence (not being a handicraft made for sale), including Aboriginal remains, relating to the Aboriginal habitation of NSW.

**Aboriginal place:** Any place declared to be an Aboriginal place under s.94 of the *National Parks and Wildlife Act 1974*.

**Aboriginal stakeholders:** Members of a local Aboriginal land council, Aboriginal groups or other Aboriginal people who have registered their interest with Roads and Maritime to be consulted about a proposed Roads and Maritime project or activity.

**AHIMS:** Acronym for 'Aboriginal heritage information management system'. AHIMS is a register that contains information about NSW Aboriginal heritage, and it is maintained by DECCW.

**Alluvium:** A deposit left by the flow of water. It can include sediments of gravel, mud or sand.

**Angular fragment:** A flaked piece of stone that does not have characteristic features which allow for it to be positively identified as a flake, core or tool.

**Archaeological site:** A location that has evidence of past Aboriginal activity (both material and mythological/ritual).

**Archaeology:** The scientific study of human history, with focus on material remains and ethnographic evidence.

**Area of archaeological sensitivity:** A part of the landscape that contains demonstrated occurrences of cultural material. The precise level of sensitivity will depend on the density and significance of the material.

**Artefact:** An item of cultural material created by humans.

**Artefact scatter:** Where two or more stone artefacts are found within an area of potential archaeological deposit or a site.

**Backed blade/arteifact:** Bladelets that have one edge blunted by steep retouch to form a back.

**Basalt:** A common volcanic rock. It is fine grained (approximately 45–50 per cent silica) and rich in iron and magnesium.

**Bedrock:** A consolidated rock that is unbroken and unweathered, located beneath soil or rock fragments.

**Bifacial flaking:** The removal of flakes from two faces of a single platform.

**Bipolar:** A method of flaking stone, especially quartz, where cores are rested upon an anvil during flaking.

**Bipolar core:** A core used to create bipolar flakes.

**Blade:** A stone flake that is at least twice as long as it is wide.

**Bioturbation:** Disturbance in soil profiles caused by living organisms, such as ants and roots.

**Bora ground:** These are usually identified as flat, mounded earth rings that were used for Aboriginal ceremonial activities.

**Bulb of percussion:** A partial cone of force produced when a flake is struck off a core. The cone occurs on the ventral (inside surface) of the flake.

**Burials:** Burial sites may be composed of a single burial, isolated individuals in a general area or cemeteries containing many individuals.

**Carved/modified trees:** Carved trees exhibit evidence of purposeful removal of bark but differ from scarred trees in that geometric patterns and figures are cut into the tree.

**Chalcedony:** A mineral with high silica content that has a microcrystalline structure. It is often described as 'waxy' and can be translucent. It is found in a variety of colours such as white, grey, greyish-blue or brown.

**Chert:** A fine grained rock composed of cryptocrystalline silica. It exhibits a range of textures and colours including red, green or black. Chert is easy to work and retains a sharp edge for an extensive period of time before resharpening is required. It has a low to medium fracture toughness.

**Clast:** A broken fragment of rock or crystal particle that was created either through erosion or weathering.

**Clay:** A type of sediment with particles less than 4 microns in size and that is composed of clay minerals (Keary 2001: 49).

**Conglomerate:** A geological term used to describe clasts that are cemented in a fine-grained matrix. It is a sedimentary rock.

**Core:** A stone piece from which a flake has been removed by percussion (striking it) or by pressure. It is identified by the presence of flake scars showing the negative attributes of flakes, from where flakes have been removed.

**Cortical platform:** This term is used to describe a platform that has cortex present and may indicate that the core's surface (where the flake was struck) was previously un-worked.

**Cortex:** The outer weathered surface of stone; if smooth, it can indicate the source of stone was a pebble.

**Crushed platform:** This term is used to describe a flake that has a damaged platform and where the platform's attributes cannot be recorded as a result.

**Cultural heritage assessment report:** A report combining an Aboriginal archaeological assessment and Aboriginal cultural assessment, required to be submitted to DECCW for any Part 6 *National Parks and Wildlife Act 1974* approval or prepared for projects under section 5.1 of the *Environmental Planning and Assessment Act 1979* where Aboriginal cultural heritage is identified as a key issue.

**Debitage:** Small, unmodified flakes produced as part of the flaking process, but discarded unused.

**Distal:** Term of view used to describe the lower portion of a flake in respect to where the striking force terminates.

**Distal flake:** A broken flake with the presence of a termination and the absence of a platform or impact point.

**Dorsal:** The side of a flake that was originally part of the core's outer surface (often referred to as the 'dorsal surface').

**Dynamic value:** Characterised by constant change, activity, or progress. As new information is accumulated over time the value and significance of a heritage item will change.

**Easting:** This is a measurement used to determine location. The easting is the x-coordinate and relates to the vertical lines on a map, which divide east to west. It increases in size when moving further east.

**Edge damage:** Where the edge of a tool has been used, resulting in microscopic fractures along the surface.

**Ethnohistory:** The branch of anthropology concerned with the history of peoples and cultures, especially non-Western ones.

**Exposure:** The level of ground exposure is based on whether the landform is eroding, aggrading or stable.

**Faceted platform:** A faceted platform has three or more flake scars present on its surface.

**Feather termination:** A feather termination has a 'minimal thickness at the distal end and an acute angle between the dorsal and ventral surfaces' (Holdaway and Stern 2008: 129). In appearance, a feather termination becomes gradually thinner towards the end of the flake.

**Fine grained siliceous material:** A rock that has a high content of silica and that is fine grained in appearance without any further identifying characteristics.

**Flake:** A stone piece removed from a core by percussion (striking it) or by pressure. It is identified by the presence of a striking platform and bulb of percussion, not usually found on a naturally shattered stone.

**Flake scar:** Often called a 'negative flake scar', it is the remnant of a previous flake that was struck from the core. This appears on the dorsal surface of a flake.

**Flaked fragment:** This is a chipped stone artefact which cannot be classed as a flake, core or retouched flake, the reason being that the defining attributes are missing. This often happens when a core contains a number of incipient fracture planes. Artefacts that are heavily weathered or which have been shattered in a fire are also difficult to categorise.

**Flaked platform:** This term is used to describe a platform that has been worked previously; one or more flakes were removed prior.

**Floodplain:** The area covered by water during a major flood and/or the area of alluvium deposits laid down during past floods.

**Fluvial:** Pertaining to or produced from a river.

**Focalised platform:** A small platform that is intentionally prepared for percussion by overhang removal.

**Footprint:** The scale, extent or mark that a development makes on the land in relation to its surroundings.

**Geometric microliths:** Backed at one end, the other end or both, these tools are made on geometric shaped flakes, <80 mm maximum dimension.

**Geomorphic:** Relating to the structure, shape and development of landforms.



**Hammerstone:** A piece of stone used to knock flakes from a core. Evidence of pitting or bashing can usually be seen along some part of the margins of this artefact.

**Hinge termination:** A hinge termination occurs 'when the fracture meets the surface of the core at approximately right angles to the longitudinal axis of the flake' (Holdaway and Stern 2008: 130). This can present as a rounded surface that curves downwards at the distal end of a flake.

**Holocene:** The Holocene epoch forms part of the late Quaternary period and extends from about 11,000 years ago to the present day.

**Humic:** Soil that contains organic matter (from 'humus').

**Igneous:** After magma or lava cools and solidifies, it forms igneous rock. This can happen in volcanic and plutonic (under the surface of the earth) scenarios. An example of this is basalt.

**In situ:** A description of any cultural material that lies undisturbed in its original point of deposition.

**Ironstone:** A type of sedimentary rock that contains iron.

**Knapping:** The removal of flakes and flaked pieces from a stone core by the use of percussion.

**Layer:** In stratigraphy, it is used to describe a horizon (soil, rock, charcoal) that is distinct from its surrounds.

**Landform:** Description for an area of land based on an assessment of a series of environmental characteristics including geology, geomorphology, soils and vegetation.

**Lithic (raw material):** of the nature of or relating to stone.

**Loam:** Soil that contains roughly equal concentrations of silt, sand and clay.

**Longitudinally split flake:** This is a flake that is broken (split) from the point of percussion (the strike) through to the termination.

**Manuport:** An unmodified piece of stone transported to a site by humans.

**Medial:** Term of view referring to the intermediate section or middle section of a broken flake.

**Medial flake:** Absence of proximal and distal margins, but with an identifiable ventral surface.

**Metamorphism:** The process where an existing rock (which can be sedimentary or igneous) is transformed into another mineral through the application of temperature and pressure. An example of this is hornfels.

**Mudstone:** A sedimentary rock formed from mud/clay.

**Muller:** A large stone artefact which differs in construction depending on the environment. These were used as an aide for processing seeds and other low return plant material or ochre.

**Multiple platform core:** Is a core with more than one identifiable platform.

**Munsell colour:** This is a colour code chart used to standardise colour specifications.

**Non-diagnostic:** An amorphous piece of stone that is neither a flake, flaked fragment, core or retouched flake.

**Northing:** This is a measurement used to determine location. The northing is the y-coordinate and relates to the horizontal lines on a map, which divide north to south. It increases in size when moving further north.

**Notched tool:** Flakes that exhibit a small area of retouch, forming a concave edge on lateral or distal margin.

**Oriented length:** This is a measurement taken from the point of impact through to the termination.

**Oriented thickness:** This is a measurement taken from where the oriented width and oriented length intersect.

**Oriented width:** This is a measurement taken across the middle of a flake (halfway between the point of impact and the termination).

**Overhang removal:** This occurs when a platform is prepared for striking; small flakes are struck before a flake is detached, leaving visible scars behind.

**Potential Archaeological Deposit (PAD):** A PAD is a location that is considered to have potential for sub-surface cultural material. This is determined from a visual inspection of the site, background research of the area and the landform's cultural importance.

**pH:** A measure of the acidity or alkalinity of the soil. Neutral is indicated by a pH of 7, with strongly acidic being 0 and strongly basic (alkaline) being 14. The 'pH' is said to stand for 'potential of hydrogen'.

**Platform:** On a flake, this is a core remnant from where the flake was struck off the core.

**Platform width:** This is a measurement taken across the width of a platform between the two lateral margins of a flake.

**Platform thickness:** This is a measurement taken from the ventral to dorsal surfaces of a flake (beginning at the point of impact/percussion).

**Plunge termination:** This occurs when the ventral surface 'curves markedly away from the face of a core...and continues directly into the core, removing the base of the core' (Holdaway and Stern 2008: 132). This can present as a 'J' shape when holding the flake in profile.

**Pot-lidded:** The damage caused by exposure to extreme heat, resulting in a circular depression on the surface of a stone artefact.

**Podzol:** an infertile acidic soil characterised by a white or grey subsurface layer resembling ash, from which minerals have been leached into a lower dark-coloured stratum. It typically occurs under temperate coniferous woodland.

**Proximal:** Term of view used to describe the upper portion of a flake in respect from where it was initially struck off a core.

**Proximal flake:** A broken flake with the presence of a platform, but the absence of a termination.

**Pressure flaking:** A process to remove a flake from a core by applying pressure (from a piece of wood or bone) along the core's edge.

**Quarry:** In this report, 'quarry' can refer to a native source of stone that was mined by Aboriginal people in the past. Rock from these sites could be used to make artefacts.

**Quartz:** A mineral composed of silica with an irregular fracture pattern. The quartz used in artefact manufacture is generally semi-translucent, although it varies from milky white to glassy. Glassy quartz can be used for conchoidal flaking, but poorer quality material is more commonly used for block fracturing techniques. Quartz can be derived from water worn pebbles, crystalline or vein (terrestrial) sources.

**Quartzite:** A form of metamorphosed sandstone. It is often white or grey in colour but can occur in other shades due to mineral impurities.

**Quaternary:** Relating to or denoting the most recent period in the Cenozoic era, following the Tertiary period and comprising the Pleistocene and Holocene epochs

**Refit:** Knapping is a reductive technology. As such, it is possible to 'refit' tools back together after breakage or knapping (i.e. refitting a proximal and distal flake back together or refitting a flake back to the core it was knapped from).

**Resource area:** An area of the landscape or part of the environment that provides a resource (be it food or material items such as a source of stone for making artefacts) for Aboriginal people. Swamps are good examples of rich resource zones.

**Retouch:** A flake, flaked piece or core with intentional secondary flaking along one or more edges.

**Sand:** A material composed of small grains (0.625–2.0 mm) (Keary 2001: 233). Sand is formed from a variety of minerals and rocks, but commonly contains silica, such as quartz.

**Sandstone:** Is a sedimentary rock formed from sand-sized grains.

**Scarred trees:** Trees that feature Aboriginal derived scars are distinct due to the scar's oval or symmetrical shape and the occasional use of steel, or more rarely, stone axe marks on the scar's surface. Scarred trees are identified by the purposeful removal of bark for use in the manufacture of artefacts such as containers, shields and canoes. The bark was also used for the construction of shelters. Other types of scarring include toeholds cut in the trunks or branches of trees for climbing purposes and the removal of bark to indicate the presence of burials in the area.

**Sediment:** Is a mineral that has undergone erosion or weathering and is then deposited via aeolian, glacial or fluvial means.

**Sedimentary:** Sedimentary rock is formed through the accumulation of sediment deposits that are then consolidated. An example of this is mudstone.

**Shale:** A sedimentary rock of well-defined layers comprised of small particles (less than 4 microns in size) (Keary 2001: 16) sourced from weathered or eroded materials.

**Significant ground disturbance:** Means disturbance of (a) the topsoil or surface rock layer of the ground; or (b) a waterway, by machinery in the course of grading, excavating, digging, dredging or deep ripping, but does not include ploughing other than deep ripping.

**Silt:** A sediment with grains ranging from 4.0–62.5 microns in size (Keary 2001: 245). It can be found as a soil or in water.

**Single platform core:** Is a core with one identifiable platform.

**Scraper:** A stone tool, usually with steep retouch along its edges that was ethnographically used to make wooden implements or process foods and other resources.

**Silcrete:** Soil, clay or sand sediments that have silicified under basalt through groundwater percolation. It ranges in texture from very fine grained to coarse grained. At one extreme it is cryptocrystalline with very few clasts. It generally has characteristic yellow streaks of titanium oxide that occur within a grey and less commonly reddish background. Used for flaked stone artefacts.

**Site inspection:** A preliminary walk over of an area not completed in accordance with the Code of Practice. The function of a walkover may be to determine the general character of an area and assess if investigation is required.

**Spit:** Refers to an arbitrarily defined strata of soil removed during excavation (often 50 millimetres to 100 millimetres in depth).

**Step termination:** This occurs when a 'flake terminates abruptly in a right-angle break' (Holdaway and Stern 2008: 130).

**Stratification:** The way in which soil forms in layers.

**Stratigraphy:** The study of soil stratification (layers) and deposition.

**Sub-surface testing:** An archaeological method used to determine the cultural sensitivity of an area by excavating small (0.5 metre x 0.5 metre) pits and recording the stratigraphy, material remains (such as stone tools) and disturbance.

**Survey:** In archaeological terms, this refers to walking over a surface while studying the location of artefacts and landmarks. These are then recorded and photographed. An archaeological survey would be completed in accordance with the requirements outlined in the Code of Practice.

**Termination:** Refers to the shape of the distal end of a flake.

**Tool:** A stone flake that has undergone secondary flaking or retouch.

**Usewear:** A pattern of wear that is left on a stone artefact due to utilisation.

**Ventral:** The side of a flake that was originally attached to the core (often called the 'ventral surface'). Features such as the bulb of percussion are found on this surface of a flake.

**Visibility:** Refers to the degree to which the surface of the ground can be observed. This may be influenced by natural processes such as wind erosion or the character of the native vegetation, and by land use practices, such as ploughing or grading. It is generally expressed in terms of the percentage of the ground surface visible for an observer on foot.

## APPENDIX 1 – CONSULTATION RECORDS



## **Action 1 – Outgoing agency letters**



16 October 2018

The Chief Executive Officer  
New South Wales Aboriginal Land Council  
PO Box 1125  
Parramatta NSW 2124

Ref: A24416747

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years. Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway, which includes two projects:

- ) Sydney Gateway road project
- ) Port Botany Rail Duplication.

The Sydney Gateway road project is the subject of this request. A map of the project is provided below.



This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

Lee Davison  
A/Senior Aboriginal Engagement Specialist

16 October 2018

Manager Planning & Aboriginal Heritage Section – Metropolitan  
Office Environment & Heritage  
PO Box 644  
Parramatta NSW 2124

Ref: A24416776

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

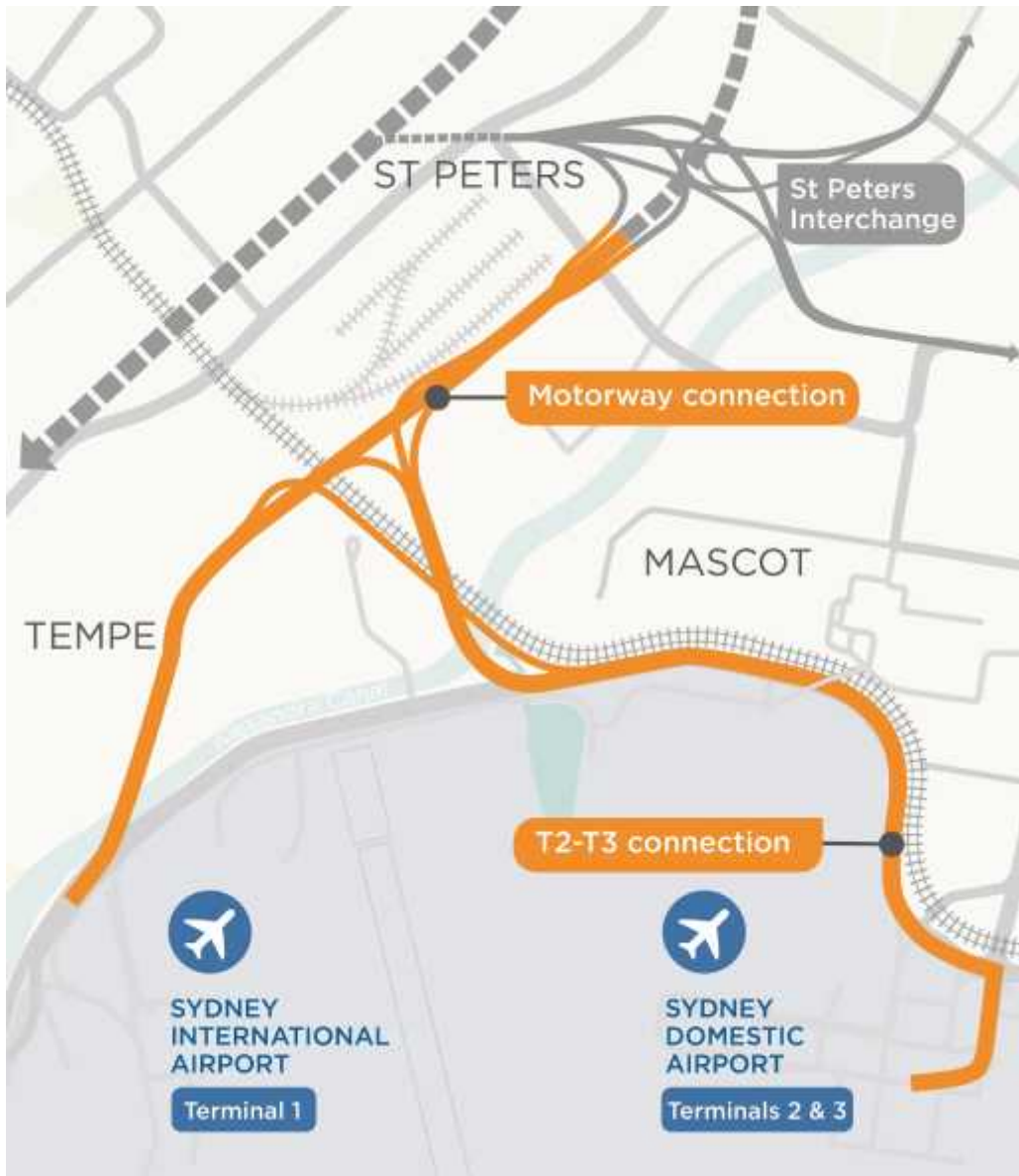
The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

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This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

A handwritten signature in blue ink that reads 'Lee Davison'.

Lee Davison  
A/Senior Aboriginal Engagement Specialist



16 October 2018

The Registrar General Manager  
Office of the Registrar Aboriginal Lands Right Act 1983  
PO Box 112  
Glebe NSW 2037

Ref: A24416792

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

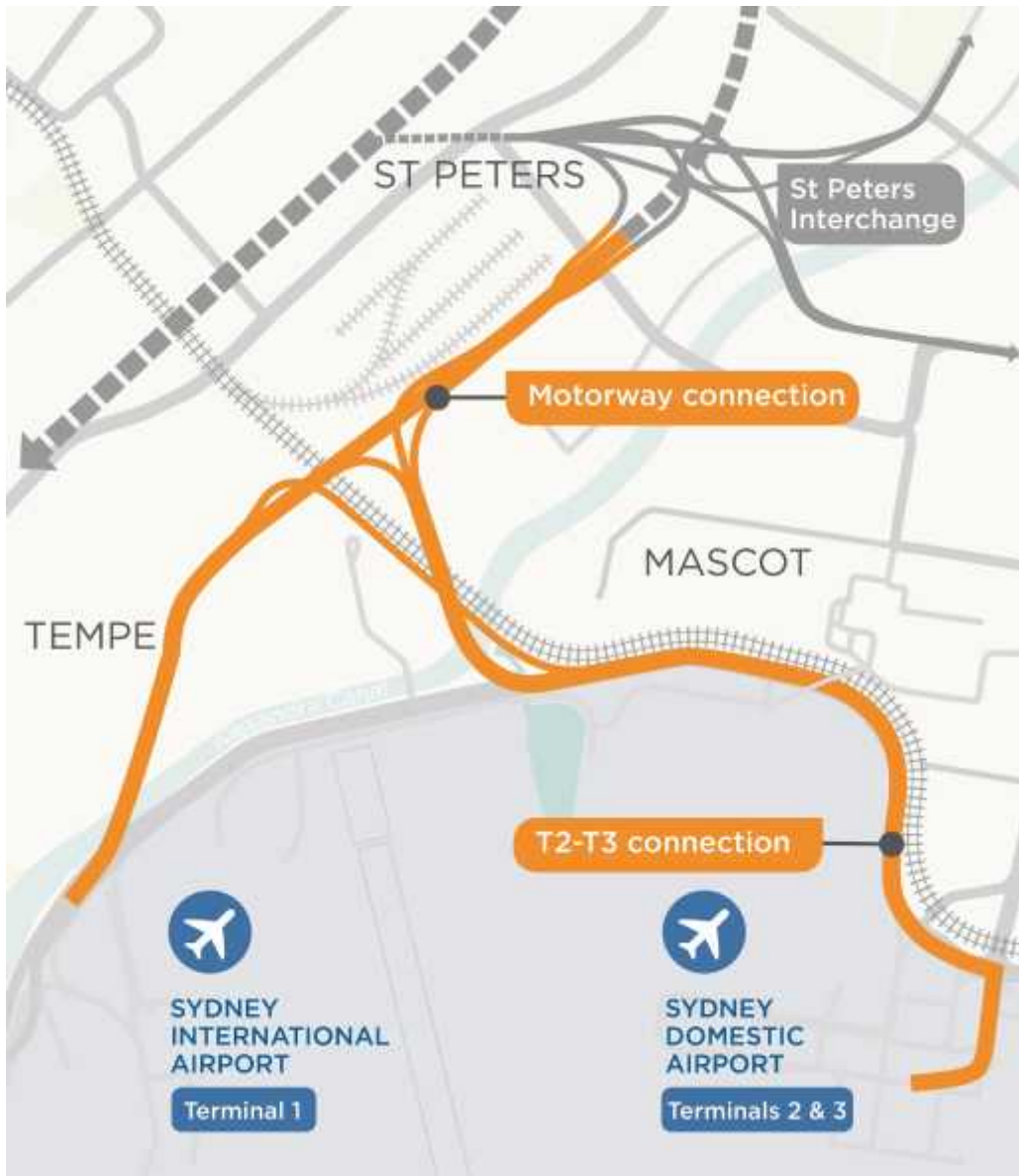
Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

The contact details for this project are:  
Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

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Yours sincerely

A handwritten signature in blue ink that reads 'Lee Davison'.

Lee Davison  
A/Senior Aboriginal Engagement Specialist



16 October 2018

The General Manager  
Greater Sydney Local Land Services  
PO Box 4515  
Westfield Penrith 2790

Ref: A24416613

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years. Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway, which includes two projects:

- ) Sydney Gateway road project
- ) Port Botany Rail Duplication.

The Sydney Gateway road project is the subject of this request. A map of the project is provided below.



This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

Lee Davison  
A/Senior Aboriginal Engagement Specialist



16 October 2018

The Chief Executive Officer  
La Perouse Local Aboriginal Land Council  
1 Elaroo Avenue  
La Perouse NSW 2036

Ref: A24416644

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years. Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway, which includes two projects:

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This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

Lee Davison  
A/Senior Aboriginal Engagement Specialist

16 October 2018

The Chief Executive Officer  
Metropolitan Local Aboriginal Land Council  
PO Box 1103  
Strawberry Hills NSW 2012

Ref: A24416704

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years. Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway, which includes two projects:

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This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

Lee Davison  
A/Senior Aboriginal Engagement Specialist



16 October 2018

The General Manager  
Native Title Services Corporation  
PO Box 2105  
Strawberry Hills NSW 2012

Ref: A24416716

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

Aboriginal people identified by your agency will be notified of the project and invited to participate in the assessment process as described in OEH's requirements. Please forward the details of relevant Aboriginal people to the RMS before **31 October 2018**.

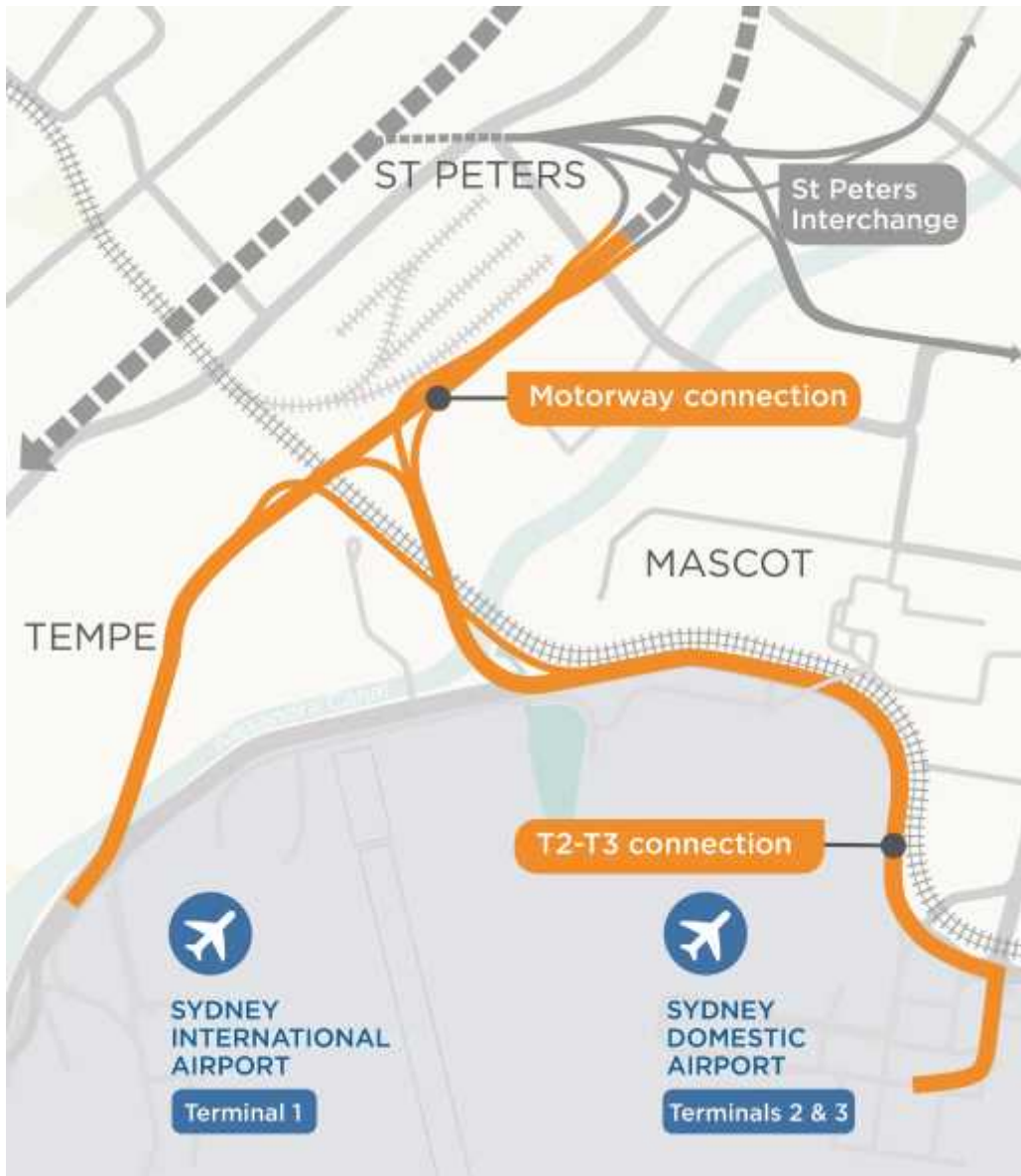
The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

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This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

A handwritten signature in blue ink that reads 'Lee Davison'.

Lee Davison  
A/Senior Aboriginal Engagement Specialist





16 October 2018

The General Manager  
Native Title Tribunal – New South Wales Registry  
GPO Box 9973  
Sydney NSW 2001

Ref: A24416730

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

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Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

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Yours sincerely

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Lee Davison  
A/Senior Aboriginal Engagement Specialist

## Reponses from agencies



**Office of  
Environment  
& Heritage**

Our reference: Doc18/815754

Lee Davidson  
A/Senior Aboriginal Engagement Specialist  
Roads and Maritime Services  
33 Argyle Street  
Parramatta NSW 2150

Dear Lee,

Thank you for your letter dated 16<sup>th</sup> October 2018 to the Office of Environment and Heritage (OEH) regarding obtaining a list of the Aboriginal stakeholders that may have an interest in the proposed development for the Sydney Gateway road project.

Please find attached the list of Aboriginal stakeholders known to OEH that may have an interest in the project.

As the Department of Planning and Environment is the approval authority for this project, the consultation process should be in accordance with the relevant guidelines as stipulated by the Department of Planning and Environment.

If you wish to discuss any of the above matter further please email [gs.ach@environment.nsw.gov.au](mailto:gs.ach@environment.nsw.gov.au).

Yours sincerely

*26/10/2018*  
**Amy Dumbrell**  
**A/Senior Team Leader Planning**  
**Greater Sydney Branch**  
**Communities and Greater Sydney Division**

DOC/18/815754



**Transport**  
Roads & Maritime  
Services

16 October 2018



Manager Planning & Aboriginal Heritage Section – Metropolitan  
Office Environment & Heritage  
PO Box 644  
Parramatta NSW 2124

Ref: A24416776

Dear Sir/Madam

**To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

The RMS is seeking the names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places within the project area for Sydney Gateway road project.

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The contact details for this project are:

Lee Davison, [sydneygateway@rms.nsw.au](mailto:sydneygateway@rms.nsw.au) and 1800 654 446

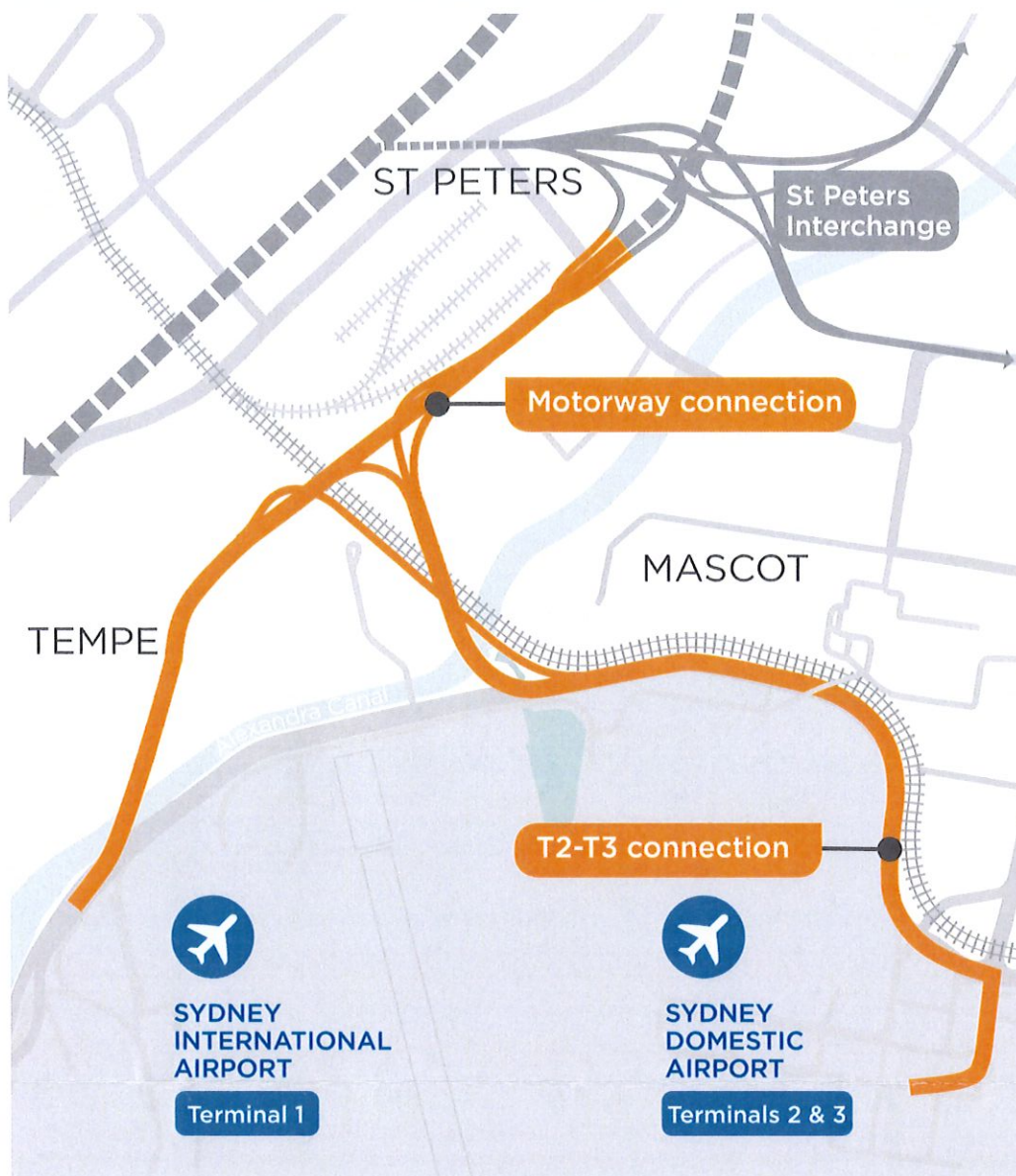
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**Roads & Maritime Services**





This letter forms part of the RMS's commitment to actively identify relevant Aboriginal people in accordance with section 4.1.2 of the Office of Environment and Heritage (OEH) *Aboriginal cultural heritage consultation requirements for proponents* (2010).

Yours sincerely

*Lee Davison*

Lee Davison  
A/Senior Aboriginal Engagement Specialist

## Ryan Taddeucci

---

**From:** Margaret Bottrell <margaret.bottrell@lls.nsw.gov.au>  
**Sent:** 29 October, 2018 7:18 AM  
**To:** Sydney Gateway  
**Subject:** (RMS) cultural heritage assessment report for Sydney Gateway road project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To Lee Davison,

**RE: To seek Aboriginal knowledge holders to assist Roads and Maritime Services (RMS) to prepare a cultural heritage assessment report for Sydney Gateway road project**

Thank you for your letter dated 16 October 2018, requesting assistance with identifying Aboriginal stakeholder groups or persons who may have an interest in your project area.

Greater Sydney Local Land Services (GS LLS) acknowledges that Local Land Services have been listed in *Section 4.1.2 (g) of the Aboriginal cultural heritage consultation requirements for proponents 2010*, under *Part 6, National Parks and Wildlife Act 1974* as a source of information to obtain the “names of Aboriginal people who may hold cultural knowledge relevant to determining the significance of Aboriginal *objects* and/or *places*”.

GS LLS is a partner with many Aboriginal communities in the region on many natural resource management (NRM) projects. However, GS LLS is not the primary source for contacting or managing contact lists for Aboriginal communities or persons that may inform or provide comment on planning issues. GS LLS considers cultural heritage issues that relate to land-use planning in general and only considers culture and heritage issues in the context of NRM.

We strongly recommend that you make contact with the Office of Environment and Heritage (OEH), Cultural Heritage Division, for all-inclusive contact lists of persons and organisations that may assist with your investigation.

**Note:** Hawkesbury Nepean Catchment Management Authority (HNCMA) no longer exists. All work previously carried out by HNCMA is now delivered by Greater Sydney Local Land Services (GS LLS).

Regards,

--

**Margaret Bottrell** Senior Strategic Land Services Officer  
(Aboriginal Communities)

Greater Sydney Local Land Service

Level 4, 2-6 Station Street Penrith

PO Box 4515 Penrith Westfields NSW 2750

T: 02 47242111

E: [margaret.bottrell@lls.nsw.gov.au](mailto:margaret.bottrell@lls.nsw.gov.au)

W: <http://www.lls.nsw.gov.au>



This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of their organisation.



## LIST OF ABORIGINAL STAKEHOLDERS FOR THE GREATER SYDNEY BRANCH HELD BY OEH FOR THE PURPOSES OF THE ABORIGINAL CULTURAL HERITAGE CONSULTATION REQUIREMENTS FOR PROPONENTS 2010

These lists are provided to proponents in accordance with section 4.1.2 of the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (the "Consultation Requirements") which commenced on 12 April 2010.

The consultation process involves getting the views of, and information from, Aboriginal people and reporting on these. It is not to be confused with other field assessment processes involved in preparing a proposal and an application. Consultation does not include the employment of Aboriginal people to assist in field assessment and/or site monitoring. Aboriginal people may provide services to proponents through a contractual arrangement however, this is separate from consultation. The proponent is not obliged to employ those Aboriginal people registered for consultation. Consultation as per these requirements will continue irrespective of potential or actual employment opportunities for Aboriginal people.

A copy of the Consultation Requirements can be found on the OEH website at: <http://www.environment.nsw.gov.au/resources/cultureheritage/commconsultation/09781ACHconsultreq.pdf>.

Under the Consultation Requirements; a proponent is required to provide Aboriginal people who hold cultural knowledge relevant to determining the cultural significance of Aboriginal objects and/or places as relevant to the proposed project area, with an opportunity to be involved in consultation. Section 3.3.1 of the Consultation Requirements states that Aboriginal people who can provide this information are, based on Aboriginal lore and custom, the traditional owners or custodians of the land that is the subject of the proposed project.

The Consultation Requirements also state that:

*Traditional owners or custodians with appropriate cultural heritage knowledge to inform decision making who seek to register their interest as an Aboriginal party are those people who:*

- *continue to maintain a deep respect for their ancestral belief system, traditional lore and custom*
- *recognise their responsibilities and obligations to protect and conserve their culture and heritage and care for their traditional lands or Country*
- *have the trust of their community, knowledge and understanding of their culture, and permission to speak about it.*

Please note: the placement of an organisation's name on any OEH Aboriginal stakeholder list for the Consultation Requirements does not override a proponent's requirement to also advertise in the local newspaper and to seek from other sources the names of any other Aboriginal people who may hold cultural knowledge as required under clause 80C of the National Parks and Wildlife Regulation 2009.

### How to use this list

1. Determine which Local Government Area/s (LGA/s) your project area falls into
2. Identify which organisations and individuals on the list have an interest in the LGA/s relevant to your project – identified in column 6 of the list
3. Contact the organisations/individuals who have indicated an interest in the relevant LGA/s and invite them to register an interest in your project

Do not reproduce the attached list in publicly available reports and other documents. Your report should only contain the names of the organisations and individuals who you have invited to register an interest in your project and those who have registered as stakeholders for your project.

**PLEASE NOTE: THE STAKEHOLDER LIST HAS NOT BEEN UPDATED TO INCLUDE THE RECENT COUNCIL MERGERS AND NAME CHANGES. PLEASE CONSIDER THE PRE-MERGER COUNCIL BOUNDARIES WHEN DETERMINING WHO SHOULD BE INVITED TO REGISTER FOR YOUR PROJECT.**



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
Deerubbin Local Aboriginal Land Council	Kevin Cavanagh	(02) 4724 5600	Not provided	2/9 Tindale St, Penrith NSW 2750	Hawkesbury Blacktown Penrith Fairfield	Holroyd Blue Mountains The Hills Shire Parramatta	
Tharawal Local Aboriginal Land Council	Rebecca Ede (CEO)	(02) 46810059	<a href="mailto:ceo@tharawal.com.au">ceo@tharawal.com.au</a> <a href="mailto:reception@tharawal.com.au">reception@tharawal.com.au</a>	PO Box 245 Thirlmere NSW 2572	Camden Campbelltown Wollondilly	Sutherland Liverpool	
Metropolitan Local Aboriginal Land Council	Nathan Moran	(02) 83949666	Not provided	PO Box 1103 Strawberry Hills NSW 2016	The Hills Shire Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay	Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Gandangara Local Aboriginal Land Council	Not provided	(02) 96025280	Not provided	PO Box 1038 Liverpool NSW 2170	Liverpool Fairfield Holroyd Parramatta	Auburn Bankstown Sutherland	
La Perouse Local Aboriginal Land Council	Chris Ingrey	(02) 9311 4282	Not provided	PO Box 365 Matraville NSW 2036	Sutherland Randwick Botany Bay Waverly	Woollahra Sydney Rockdale	
Parramatta City Council Aboriginal Advisory Committee	Parramatta City Council	(02)9806 5050	Not provided	PO Box 32, Parramatta, NSW, 2124.	Parramatta		
Holroyd City Council Advisory Committee	Holroyd City Council	(02) 9840 9840	Not provided	P.O. Box 42, Merrylands, NSW 2160	Holroyd		
Darug Custodian Aboriginal Corporation	Justine Coplin	0414 962 766	<a href="mailto:justinecoplin@optusnet.com.au">justinecoplin@optusnet.com.au</a>	PO Box 81, Windsor NSW 2756	Hawkesbury Blacktown Penrith Fairfield Holroyd Blue Mountains	Camden Campbelltown The Hills Shire Liverpool Parramatta	
Darug Tribal Aboriginal Corporation	Not provided	02 9622 4081	Not provided	PO Box 441, Blacktown NSW 2148	Hawkesbury Blacktown Penrith Fairfield Holroyd Blue Mountains	Camden Campbelltown The Hills Shire Liverpool Parramatta	
Darug Aboriginal Cultural Heritage Assessments	Gordon Morton	02 9410 3665 or 0422 865 831	Not provided	Unit 9, 6 Chapman Avenue, Chatswood, NSW 2067	Hawkesbury Blacktown Penrith Fairfield Holroyd Blue Mountains Camden Campbelltown The Hills Shire	Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney	



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
					Liverpool Parramatta Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown	Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby
Darug Land Observations	Jamie Workman and Anna Workman	0418 494 951 0413 687 279	daruglandobservations@gmail. com	PO Box 173, Ulladulla, NSW 2539	Ashfield Auburn Bankstown Blacktown Blue Mountains Botany Bay Burwood Camden Campbelltown Canada Bay Canterbury Fairfield Hawkesbury The Hills Holroyd Hornsby Hunter's Hill Hurstville Kogarah Ku-ring-gai Lane Cove	Leichhardt Liverpool Manly Marrickville Mosman North Sydney Parramatta Penrith Pittwater Randwick Rockdale Ryde Strathfield Sutherland Sydney Warringah Waverley Willoughby Woollahra Wollondilly
Des Dyer		0408 360 814	Not provided	18a Perigee Close, Doonside 2767	Hawkesbury Blacktown Penrith Fairfield Holroyd	Camden Campbelltown The Hills Shire Liverpool Parramatta
Ken Foster		0411 818 091	Not provided	68 Australia St Matraville	Sutherland	
La Perouse Botany Bay Corporation	Yvonne Simms	04660 94491	Fax (02) 9311 3440	10 Murrong Place, La Perouse NSW 2036	Sutherland	
Norma Simms		04660 94491	Not provided	10 Murrong Place, La Perouse NSW 2036	Sutherland	
Matthew and Andrew Coe		(08)83442196	Not provided	37 Derlanger Avenue, Collingswood, South Australia 5081	Sutherland	
Gundungurra Aboriginal Heritage Association Inc	Merl Williams	02 4757 3223	Not provided	PO Box 31, Lawson NSW 2783	Blue Mountains	
Gundungurra Tribal Council Aboriginal Corporation	Sharon Brown	02 4729 3713	Not provided	PO Box 7244, Leura NSW 2780	Blue Mountains	
Trevor Robinson		Not provided	Not provided	PO Box 73, Peak Hill, NSW 2869	Blue Mountains	
Tania Matthews		0409 193 612/ (02) 67924038	<a href="mailto:aboriginalhistoryhunter@gmail.com">aboriginalhistoryhunter@gmail. com</a>	U2 11 Walowa Street, Narrabri, NSW 2390	Blue Mountains	
A1 Indigenous Services	Carolyn Hickey	0411 650 057	<a href="mailto:cazadirect@live.com">cazadirect@live.com</a>	73 Russell Street, Emu Plains, NSW 2750.	Blue Mountains	Carolyn is Wonnarua

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
Cubbitch Barta	Glenda Chalker	0427 218 425	Not provided	55 Nightingale Rd, Pheasants Nest NSW 2574	Camden	Liverpool	
	Rebecca Chalker	Not Provided	Not provided	99 Menangle street, Picton 2571	Campbelltown	Wollondilly	
Eric Keidge		04311 66423	Not provided	11 Olsson Close Hornsby Heights NSW 2077	The Hills Shire Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay	Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Gunjeewong Cultural Heritage Aboriginal Corporation	Cherie Carroll Turrise	(02) 6355 4110 0456 116 408	<a href="mailto:cheriecarroll68@yahoo.com">cheriecarroll68@yahoo.com</a>	1 Bellvue Place, Portland NSW, 2847	Hawkesbury Blacktown Penrith Fairfield	Holroyd Camden Campbelltown Parramatta	Cherie is a Ngunnawal Elder however lived in the Western Sydney area during her childhood. She recognises she is not from the area but has associations
	Contact details have changed as the above contact details have been hacked as of January 2018	0438 428 805 or 0409 558 846	<a href="mailto:Gunjeewong53@hotmail.com">Gunjeewong53@hotmail.com</a>				
Merrigarn Indigenous Corporation	Shaun Carroll	0435 040 842	Not provided	GPO Box 158, Canberra City, ACT, 2601	Hawkesbury Blacktown Penrith Fairfield	Holroyd Camden Campbelltown Parramatta	Shaun is Ngunnawal and is Cherie's brother. <b>NOTE:</b> It has been reported to OEH that the contact details for this group are incorrect; however, OEH has not been provided with revised contact details.
Corroboree Aboriginal Corporation	Steve Johnson	0406 991 221	Not provided	PO Box 3340, Rouse Hill, NSW 2155	Western Sydney Camden	Campbelltown Parramatta	Ngunnawal and lives in Western Sydney
Murra Bidgee Mullangari Aboriginal Corporation	Darleen Johnson	0490 051 102	Not provided	PO Box 246, Seven Hills, NSW, 2147	Hawkesbury Blacktown Penrith Fairfield	Holroyd Camden Campbelltown Parramatta	Ngunnawal and lives in Western Sydney
Muragadi Heritage Indigenous Corporation	Jesse Johnson	0447 970 049	Not provided	5 Hession Road, Nelson, NSW 2765	Western Sydney Camden	Campbelltown Parramatta	Ngunnawal and lives in Western Sydney
Bidjawong Aboriginal Corporation	James Carroll	0433 224 324	Not provided	PO Box 124, Round Corner, NSW 2158	Hawkesbury Blacktown Penrith Fairfield	Holroyd Camden Campbelltown Parramatta	
Phil Kahn		0434 545 982	Not provided	78 Forbes Street, Emu Plains, NSW 2750	Hawkesbury Blacktown Penrith	Camden Campbelltown Liverpool	



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
					Fairfield Holroyd	Parramatta	
Wurrumay Consultancy	Kerrie Slater	0423 935 556	<a href="mailto:wurrumay@hotmail.com">wurrumay@hotmail.com</a> ; Vicki.slater@hotmail.com	89 Pyramid street, Emu Plains NSW	Hawkesbury Blacktown Penrith Fairfield Holroyd	Camden Campbelltown Liverpool Parramatta Wollondilly	
Warragil Cultural Services	Aaron Slater (Manager)	0481 280 067	<a href="mailto:Warragil_c.s@hotmail.com">Warragil_c.s@hotmail.com</a>		Hawkesbury Blacktown Penrith Fairfield	Holroyd Camden Campbelltown Liverpool Parramatta	
Kawul Cultural Services	Vicky Slater (Manager)	0431 720 887	Vicki.slater@hotmail.com	89 Pyramid Street, Emu Plains NSW 2750	Hawkesbury Blacktown Penrith Fairfield Holroyd Blue Mountains Sutherland Liverpool	Camden Campbelltown Parramatta Wollondilly The Hills Shire Auburn Bankstown	
Tocomwall	Scott Franks	0404 171 544	Not provided	PO Box 76, Caringbah NSW 1495	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown The Hills Shire Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown	Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
D'harawal Mens Aboriginal Corporation	Elwyn Brown	0401920982	Not provided	187 Riverside Drive, Airds NSW 2560	Camden Campbelltown	Wollondilly	
Amanda Hickey Cultural Services	Amanda Hickey	0434 480 588	Not provided	41 Dempsey Street, Emu Heights, NSW 2750	Hawkesbury Blacktown Penrith Blue Mountains	Fairfield Holroyd Parramatta	Amanda is Wonnarua
Widescope Indigenous Group	Steven Hickey and Donna Hickey	0425 230 693 (Steven) 0425 232 056 (Donna)	Not provided	73 Russell Street, Emu Plains, NSW 2750	Hawkesbury Blacktown Penrith	Fairfield Holroyd Parramatta Blue Mountains	
HSB Consultants	Patricia Hampton	0424 142 216	Not provided	62 Ropes Crossing Boulevard, Ropes Crossing 2760	Hawkesbury Blacktown Penrith	Fairfield Holroyd Parramatta	

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
Rane Consulting	Tony Williams	02 88246991	<a href="mailto:ajw1901@bigpond.com">ajw1901@bigpond.com</a>	1 Pyrenees Way Beaumont Hills NSW 2155	Hawkesbury Blacktown Penrith	Fairfield Holroyd Parramatta	
Anthony Williams		0456 399 687	Not provided	Unit 2 / 24 Goodwin Street Narrabeen NSW 2101	Hawkesbury Blacktown Penrith	Fairfield Holroyd Parramatta	
Dhinawan-Dhigaraa Culture & Heritage Pty Ltd	Ricky Fields	0402 942 572	dhinawan.fields@gmail.com	Not provided	Hawkesbury Blacktown Penrith	Fairfield Holroyd Parramatta	
	Athol Smith	0449 665 715	Not provided	16 Yantara Place, Woodcroft, NSW, 2767			
Gunyyu	Kylie Ann Bell	Not provided	<a href="mailto:gunyyuuchs@gmail.com">gunyyuuchs@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River.
Walbunja	Hika Te Kowhai	0402 730 612	<a href="mailto:walbunja@gmail.com">walbunja@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Badu	Karia Lea Bond	0476 381 207	Not provided	11 Jeffery Place, Moruya, NSW 2537	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River



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					Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Goobah Developments	Basil Smith	0405 995 725	Not provided	66 Grantham Road, Batehaven NSW, 2536	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Wullung	Lee-Roy James Boota	0403 703 942	Not provided	54 Blackwood Street, Gerringong, NSW, 2534	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Yerramurra	Robert Parson	Not provided	<a href="mailto:yerramurra@gmail.com">yerramurra@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River



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					Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Nundagurri	Newton Carriage	Not Provided	<a href="mailto:nundagurri@gmail.com">nundagurri@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Murrumbul	Mark Henry	Not provided	<a href="mailto:murrumbul@gmail.com">murrumbul@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River.
Jerringong	Joanne Anne Stewart	0422 800 184	<a href="mailto:jerringong@gmail.com">jerringong@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River

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					Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Pemulwuy CHTS	Pemulwuy Johnson	0425 066 100	<a href="mailto:pemulwuyd@gmail.com">pemulwuyd@gmail.com</a>	14 Top Place, Mt Annan	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown The Hills Shire Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown	Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Bilinga	Simalene Carriage	Not provided	<a href="mailto:bilingachts@gmail.com">bilingachts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River.
Munyunga	Kaya Dawn Bell	Not provided	<a href="mailto:munyungachts@gmail.com">munyungachts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown	Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River.

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					Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Wingikara	Hayley Bell	Not provided	<a href="mailto:wingikarachts@gmail.com">wingikarachts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River.
Minnamunnung	Aaron Broad	0402 526 888	Not provided	1 Waratah Avenue, Albion Park Rail NSW 2527	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Burwood Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby	
Walgalu	Ronald Stewart	Not provided	<a href="mailto:walgaluchts@gmail.com">walgaluchts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River



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					Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Thauaira	Shane Carriage	Not provided	<a href="mailto:thauairachts@gmail.com">thauairachts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Dharug	Andrew Bond	Not provided	<a href="mailto:dharugchts@gmail.com">dharugchts@gmail.com</a>	Not provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
					Woollahra	Waverly Wollondilly	
Bilinga Cultural Heritage Technical Services	Robert Brown	Not Provided	<a href="mailto:bilinga@mirramajah.com">bilinga@mirramajah.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group is a member of the Mirramajah Group of RAPs
Gunyyu Cultural Heritage Technical Services	Darlene Hoskins- McKenzie	Not Provided	<a href="mailto:gunyyu@mirramajah.com">gunyyu@mirramajah.com</a>  <a href="mailto:management@mirramajah.com">management@mirramajah.com</a> (management & administrative email address for the Mirramajah Group of RAPs).	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group is a member of the Mirramajah Group of RAPs
Munyunga Cultural Heritage Technical Services	Suzannah McKenzie	Not Provided	<a href="mailto:munyunga@mirmajah.com">munyunga@mirmajah.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby	This group is a member of the Mirramajah Group of RAPs



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
					Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Murrumbul Cultural Heritage Technical Services	Levi McKenzie- Kirkbright	Not Provided	<a href="mailto:murrumbul@mirramajah.com">murrumbul@mirramajah.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group is a member of the Mirramajah Group of RAPs
Wingikara Cultural Heritage Technical Services	Wandai Kirkbright	Not Provided	<a href="mailto:wingikara@mirramajah.com">wingikara@mirramajah.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group is a member of the Mirramajah Group of RAPs

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
Gulaga	Wendy Smith	Not Provided	<a href="mailto:gulagachts@gmail.com">gulagachts@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Biamanga	Seli Storer	Not Provided	<a href="mailto:biamangachts@gmail.com">biamangachts@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
Callendulla	Corey Smith	Not Provided	<a href="mailto:cullendullachts@gmail.com">cullendullachts@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's		Additional information
					Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Murramarang	Roxanne Smith	Not Provided	<a href="mailto:murramarangchts@gmail.com">murramarangchts@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	This group states that their boundaries (Murrin Peoples) extend from the Hawkesbury River to the Snowy River
DJMD Consultancy	Darren Duncan	0410 510 397	<a href="mailto:darrenjohnduncan@gmail.com">darrenjohnduncan@gmail.com</a>	Not Provided	Hawkesbury Blacktown Penrith Parramatta Sydney Marrickville Strathfield Warringah Willoughby Blue Mountains Burwood The Hills Ryde	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater	Darren is associated with Metro and Deerubbin LALCs
Butucarbin Aboriginal Corporation	Jennifer Beale	(02)9832 7167	<a href="mailto:koori@ozemail.com.au">koori@ozemail.com.au</a>	PO Box E18, Emerton, NSW 2770	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill	Preferred contact via email

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
					Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Didge Ngunawal Clan	Lillie Carroll Paul Boyd	0426 823 944	<a href="mailto:didgengunawalclan@yahoo.com.au">didgengunawalclan@yahoo.com.au</a>	7 Siskin St, Quakers Hill NSW 2763	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Ginninderra Aboriginal Corporation	Steven Johnson and Krystle Carroll	0406991221	<a href="mailto:Ginninderra.corp@gmail.com">Ginninderra.corp@gmail.com</a>	PO BOX 3143 Grose Vale NSW 2754	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
Garrara Aboriginal Corporation	Raymond Ingrey		<a href="mailto:raymond@bariyu.org.au">raymond@bariyu.org.au</a>		Sutherland Liverpool Camden Campbelltown Wollondilly	
Nerrigundah	Newton Carriage	0421 253 677	<a href="mailto:nerrigundachts@gmail.com">nerrigundachts@gmail.com</a>		Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Banksstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly
Duncan Falk Consultancy	Duncan Falk	0406 610 644	<a href="mailto:duncanfalk@hotmail.com">duncanfalk@hotmail.com</a>	34 Robinia Drive, Bowral NSW 2576	Camden Campbelltown	
Sharon Hodgetts		0405288814	<a href="mailto:sharonhodgetts@hotmail.com">sharonhodgetts@hotmail.com</a>	21/29 Central Coast Hwy West Gosford 2250	Hawkesbury	
Wailwan Aboriginal Group	Philip Boney	0436 483 210	<a href="mailto:waarlan12@outlook.com">waarlan12@outlook.com</a>		Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Banksstown Strathfield Randwick Woollahra	Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly
Guntawang Aboriginal Resources Incorporated	Wendy Morgan	0414 964 657 9601 7183	<a href="mailto:Wenlissa01@hotmail.com">Wenlissa01@hotmail.com</a>	113 Reservoir Road Mt Pritchard NSW 2170	Camden Campbelltown Liverpool Fairfield	



Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
					Holroyd Wollondilly Blue Mountains	
Barking Owl Aboriginal Corporation	Mrs Jody Kulakowski (Director)	0426 242 015	<a href="mailto:barkingowllcorp@gmail.com">barkingowllcorp@gmail.com</a>	2-65/69 Wehlow St. Mt Druitt	Hawkesbury Blacktown Penrith Fairfield Holroyd Camden Campbelltown Liverpool Parramatta Sutherland Sydney Kogarah Hurstville Rockdale Canterbury Marrickville Bankstown Strathfield Randwick Woollahra Ashfield Auburn Canada Bay Leichhardt Manly Mosman North Sydney Lane Cove Hunters Hill Hornsby Ku-Ring-Gai Pittwater Botany Bay Ryde Warringah Willoughby Blue Mountains Burwood The Hills Waverly Wollondilly	
Yulay Cultural Services	Arika Jalomaki (Manager)	0411 048 794	<a href="mailto:yulayculturalservices@gmail.com">yulayculturalservices@gmail.com</a>	15 Rowley Place, Airds NSW 2560	Deerubbin LALC Tharawal LALC Gandangarra LALC	LGAs of interest not specified, rather, LALC boundaries within which the organisation wish to be consulted
Thoorga Nura	John Carriage (Chief Executive Officer)	0401 641 299	<a href="mailto:thoorganura@gmail.com">thoorganura@gmail.com</a>	50B Hilltop Crescent, Surf Beach, 2536, NSW	Ashfield Auburn Bankstown Blacktown Blue Mountains Botany Bay Burwood Camden Campbelltown Canada Bay Canterbury Fairfield Hawkesbury The Hills Holroyd Hornsby Hunter's Hill Hurstville Kogarah Ku-ring-gai Lane Cove Leichhardt Liverpool Manly Marrickville Mosman North Sydney Parramatta Penrith Pittwater Randwick Rockdale Ryde Strathfield Sutherland Sydney Warringah Waverley Willoughby Woollahra Wollondilly	
Barraby Cultural Services	Lee Field (Manager)	0423 906 606	<a href="mailto:barrabyculturalservices@gmail.com">barrabyculturalservices@gmail.com</a>	6 Macgibbon Parade, Old Erowal Bay, NSW 2540	Tharawal LALC	LGAs of interest not specified, rather, LALC

Organisation/ Individual	Contact Name	Phone Number	Email Address/ Fax	Postal Address	LGA's	Additional information
					Gandagarra LALC	boundaries within which the organisation wish to be consulted
Yurrandaali Cultural Services	Bo Field (Manager)	0457 546 643	<a href="mailto:yurrandaali_cs@hotmail.com">yurrandaali_cs@hotmail.com</a>	3 Sheeran Street, Old Errowal Bay NSW 2540	Tharawal LALC Gandagarra LALC	LGAs of interest not specified, rather, LALC boundaries within which the organisation wish to be consulted
Darug Boorooberongal Elders Aboriginal Corporation	Gordon Workman	0415 663 763	fax 02 9831 8868 <a href="mailto:boorooberongal@outlook.com">boorooberongal@outlook.com</a>	73 Judith Anderson Drive, Doonside NSW 2767	Ashfield Auburn Bankstown Blacktown Blue Mountains Botany Bay Burwood Camden Campbelltown Canada Bay Canterbury Fairfield Hawkesbury The Hills Holroyd Hornsby Hunter's Hill Hurstville Kogarah Ku-ring-gai Lane Cove Leichhardt Liverpool Manly Marrickville Mosman North Sydney Parramatta Penrith Pittwater Randwick Rockdale Ryde Strathfield Sutherland Sydney Warringah Waverley Willoughby Woollahra Wollondilly	

## **Action 2 – Notification of potential Aboriginal stakeholders**



31 October 2018

Philip Boney  
Wailwan Aboriginal Group  
waarian12@outlook.com

Ref: A24655594

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

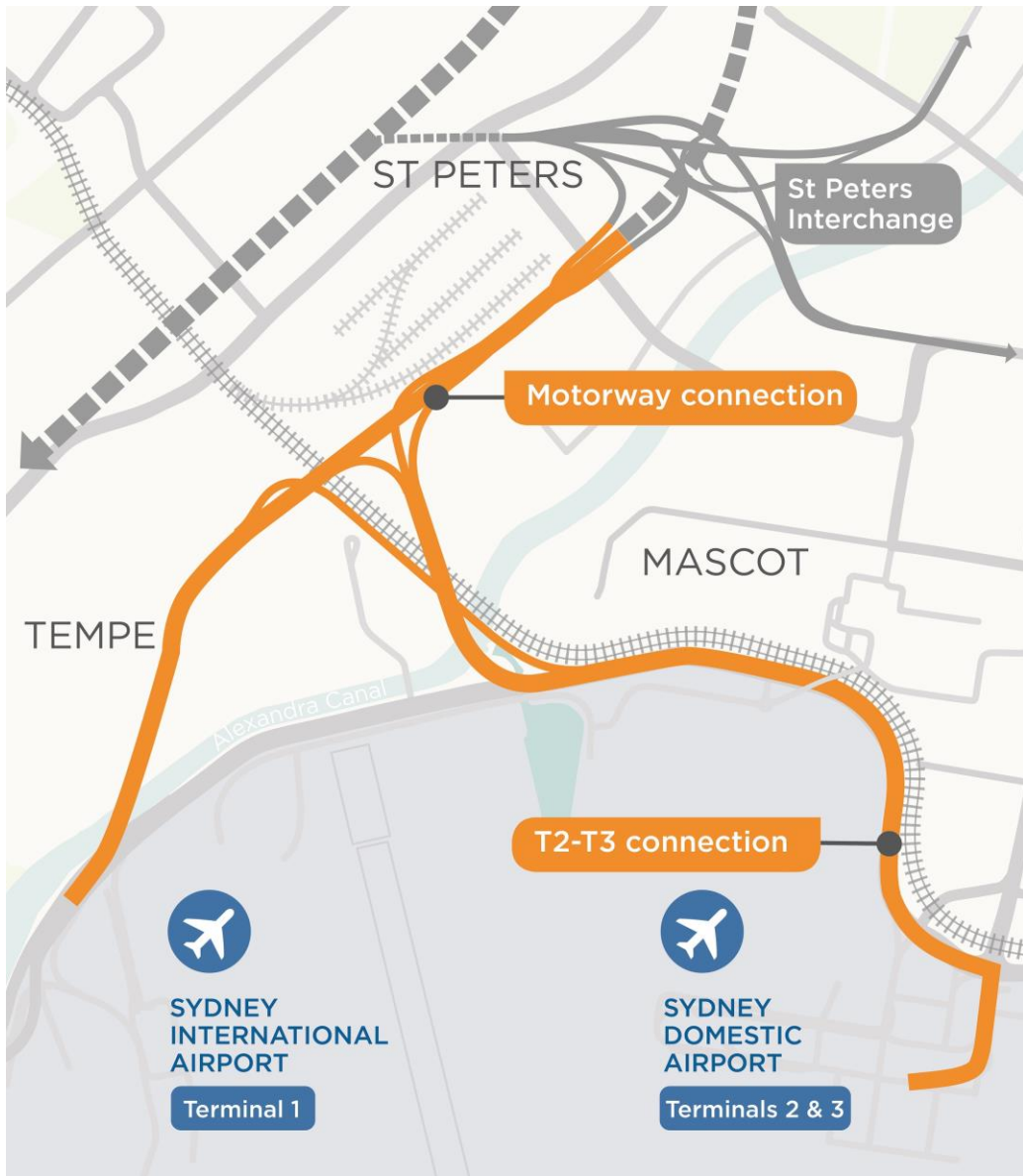
You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project. Accordingly, Roads and Maritime Services (Roads and Maritime) invites you to participate in community consultation for this project.

To register your interest to be consulted about this project, please contact the following: Lee Davison, Senior Aboriginal Engagement Specialist, [lee.davison@rms.nsw.gov.au](mailto:lee.davison@rms.nsw.gov.au), 0428 683 845 or at 27-33 Argyle Street, Parramatta. To be involved in the consultation process, responses must be received by 14 November 2018.

Roads and Maritime proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal. The Sydney Gateway road project is the subject of this request. A map of the project is provided below.

---

**Roads & Maritime Services**



This notification is being undertaken in accordance with section 4.1.1 of the Office of Environment and Heritage's *Aboriginal cultural heritage consultation requirements for proponents (2010)*.

The proposal may result in the Roads and Maritime:

- undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

*Lee Davison*

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

John Carriage  
Thoorga Nura  
50B Hilltop Crescent  
Surf Beach NSW 2536  
thoorganura@gmail.com

Ref: A24655585

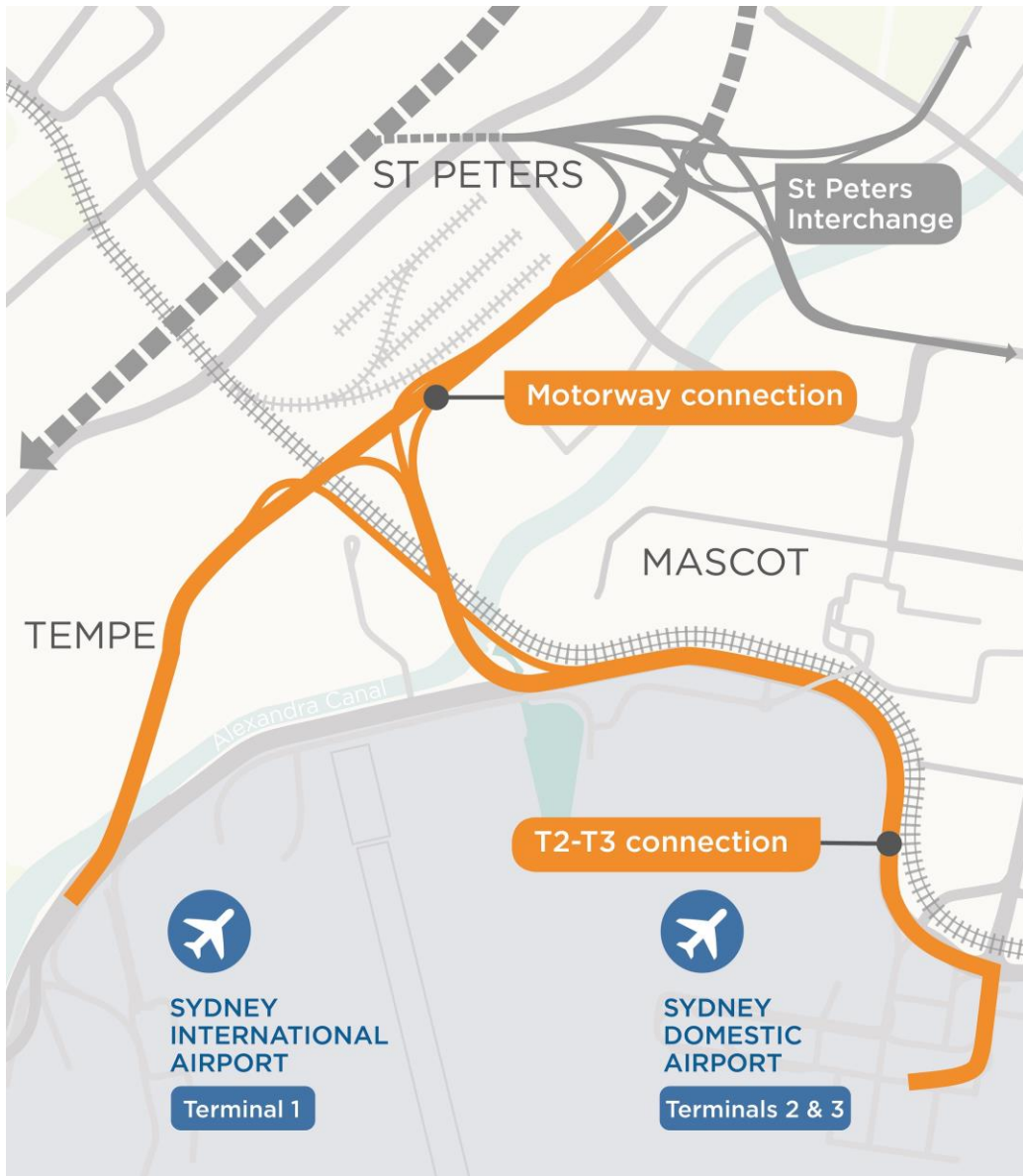
Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

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- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Shane Carriage  
Thauaira  
thauairachts@gmail.com

Ref: A24655582

Dear Sir/Madam

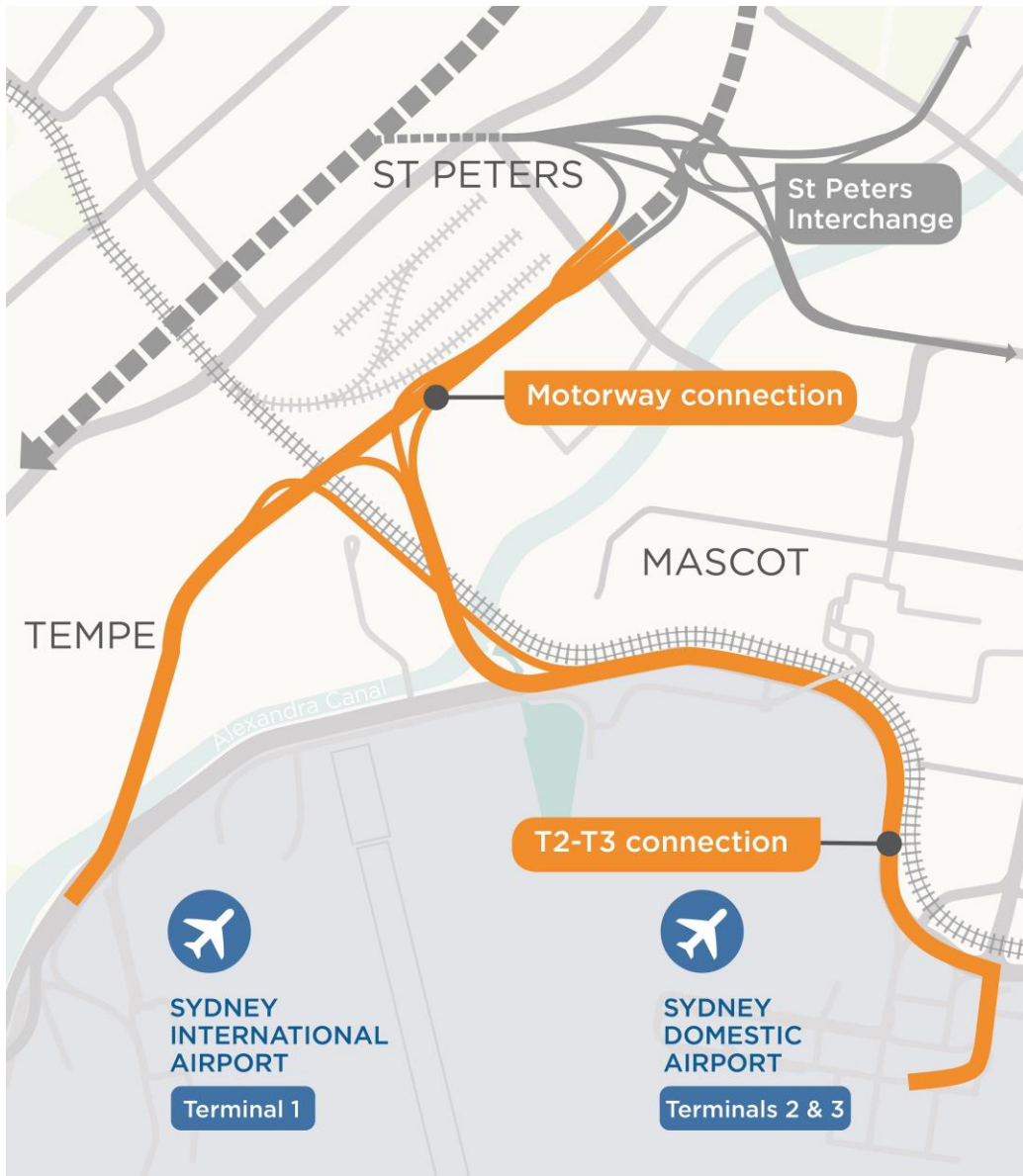
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To register your interest to be consulted about this project, please contact the following: Lee Davison, Senior Aboriginal Engagement Specialist, [lee.davison@rms.nsw.gov.au](mailto:lee.davison@rms.nsw.gov.au), 0428 683 845 or at 27-33 Argyle Street, Parramatta. To be involved in the consultation process, responses must be received by 14 November 2018.

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**Roads & Maritime Services**



This notification is being undertaken in accordance with section 4.1.1 of the Office of Environment and Heritage's *Aboriginal cultural heritage consultation requirements for proponents (2010)*.

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- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Pemulwuy Johnson  
Pemulwuy CHTS  
14 Top Place  
Mount Annan NSW 2567  
pemulwuyd@gmail.com

Ref: A24655577

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

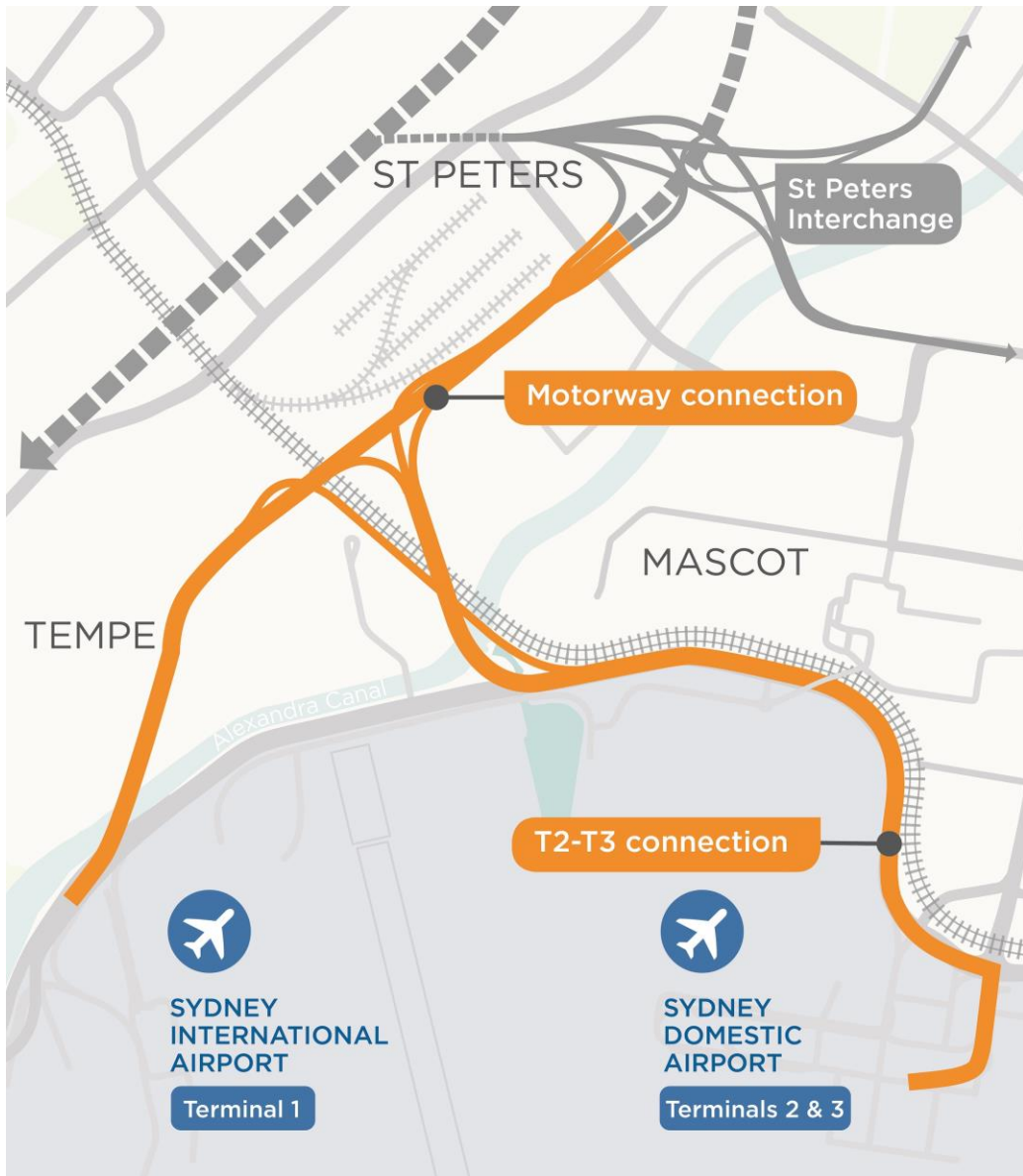
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**Roads & Maritime Services**





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- undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Newton Carriage  
Nundagurri  
nundagurri@gmail.com

Ref: A24655569

Dear Sir/Madam

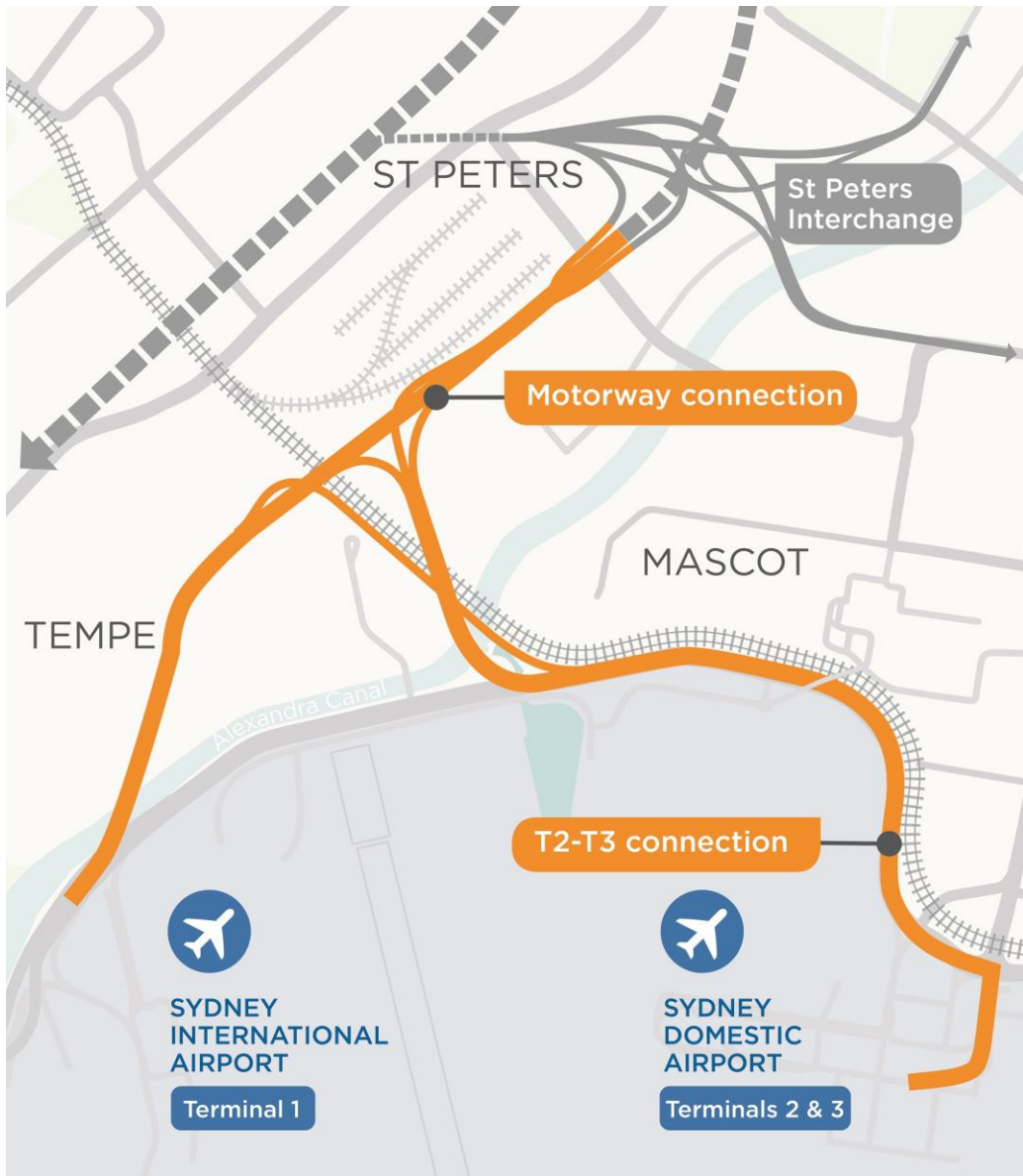
**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

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- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Newton Carriage  
Nerrigundah  
nerrigundahchts@gmail.com

Ref: A24655564

Dear Sir/Madam

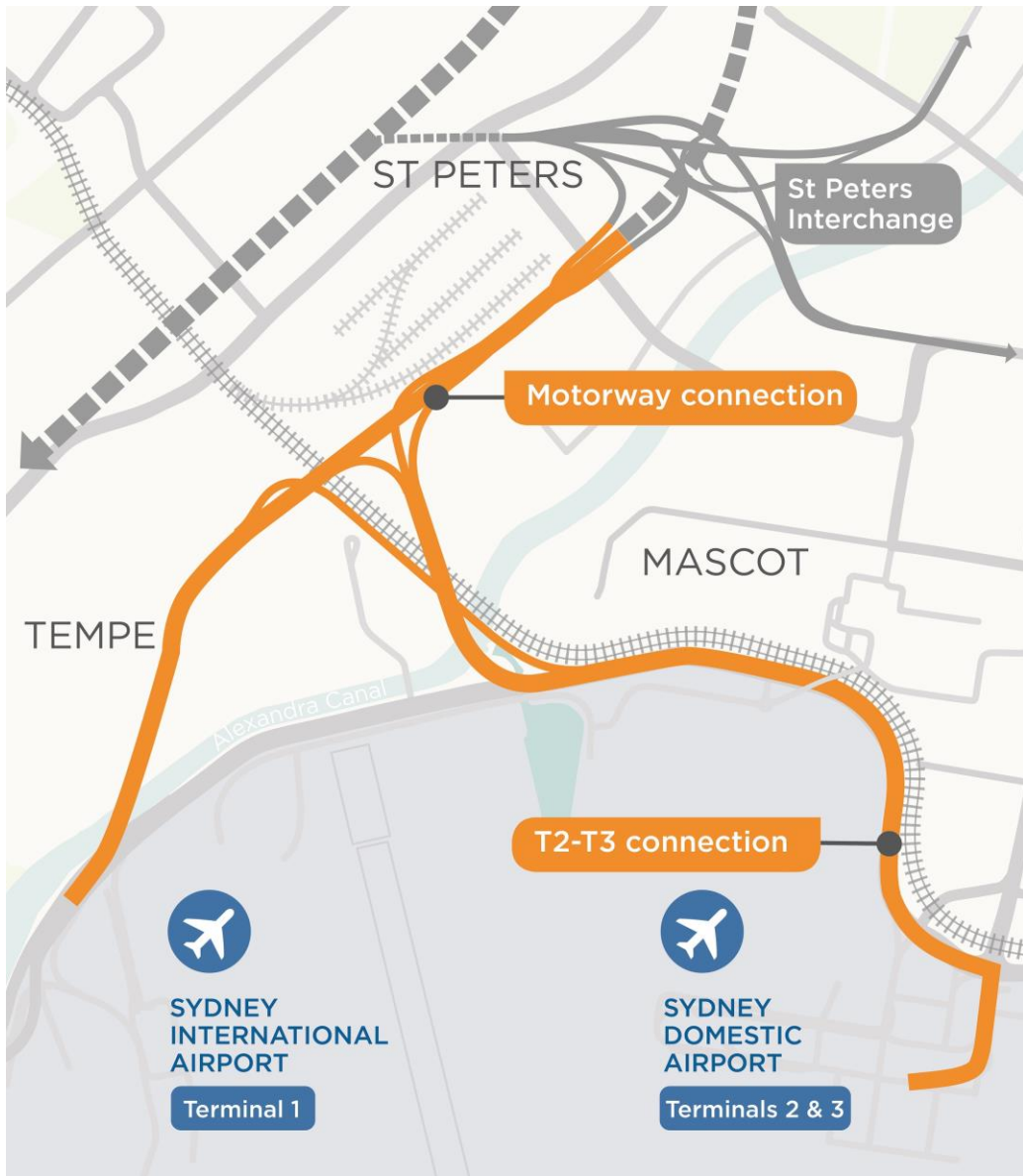
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- undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Mark Henry  
Murrumbul  
murrumbul@gmail.com

Ref: A24655558

Dear Sir/Madam

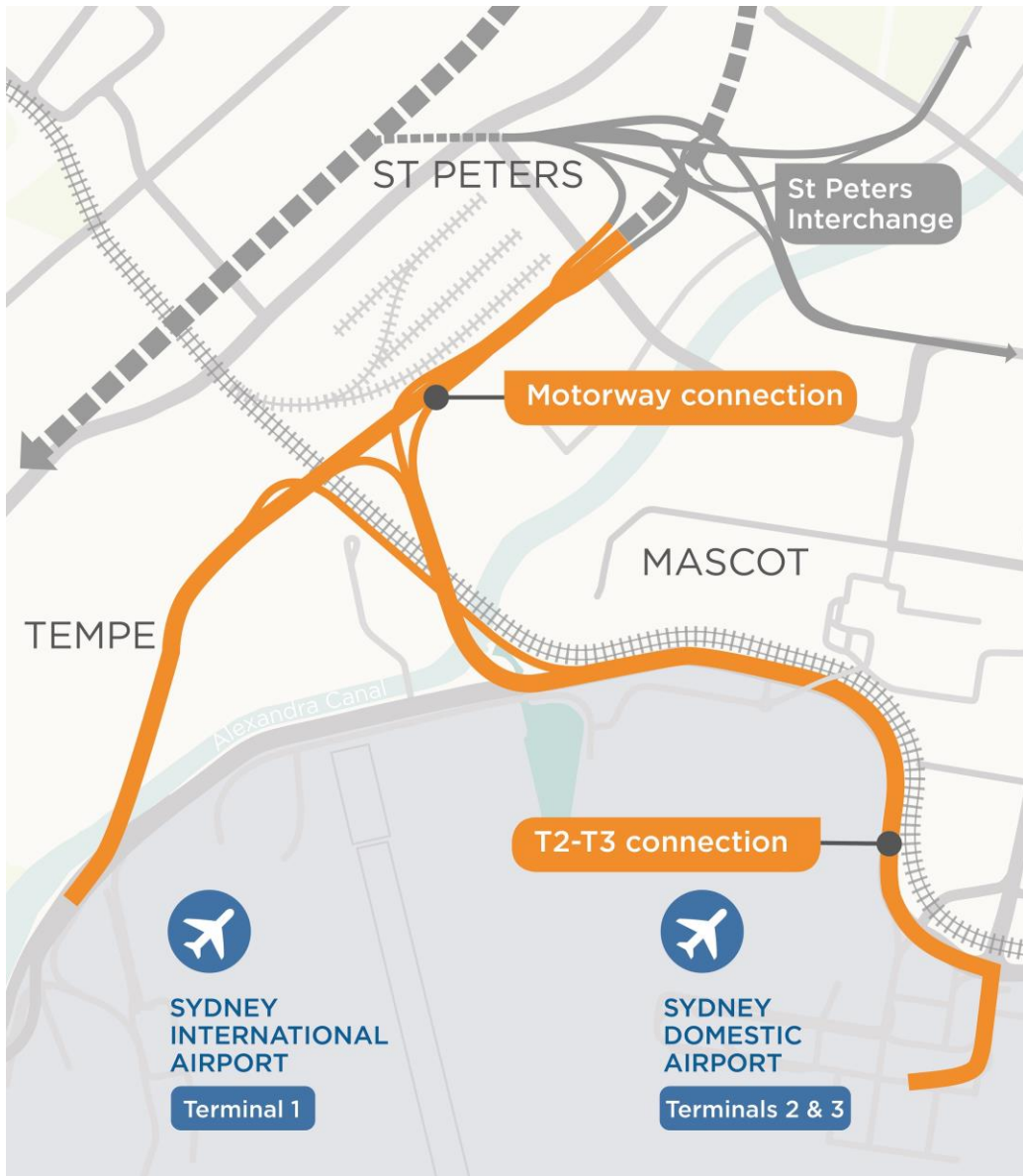
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Levi McKenzie-Kirkbright  
Murrumbul Cultural Heritage Technical Services  
murrumbul@mirramajah.com

Ref: A24655551

Dear Sir/Madam

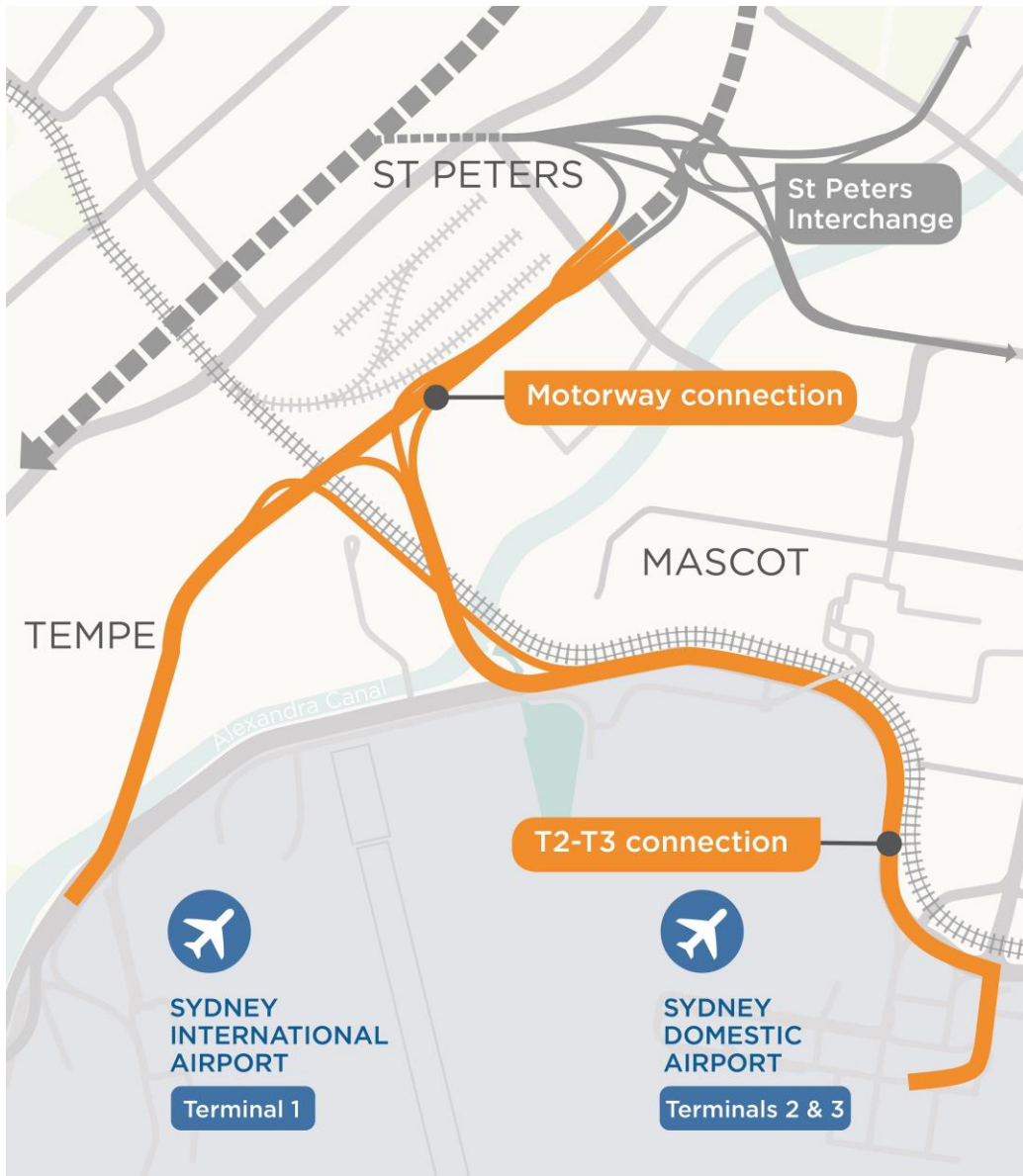
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- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Roxanne Smith  
Murramarang  
murramarangchts@gmail.com

Ref: A24655547

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

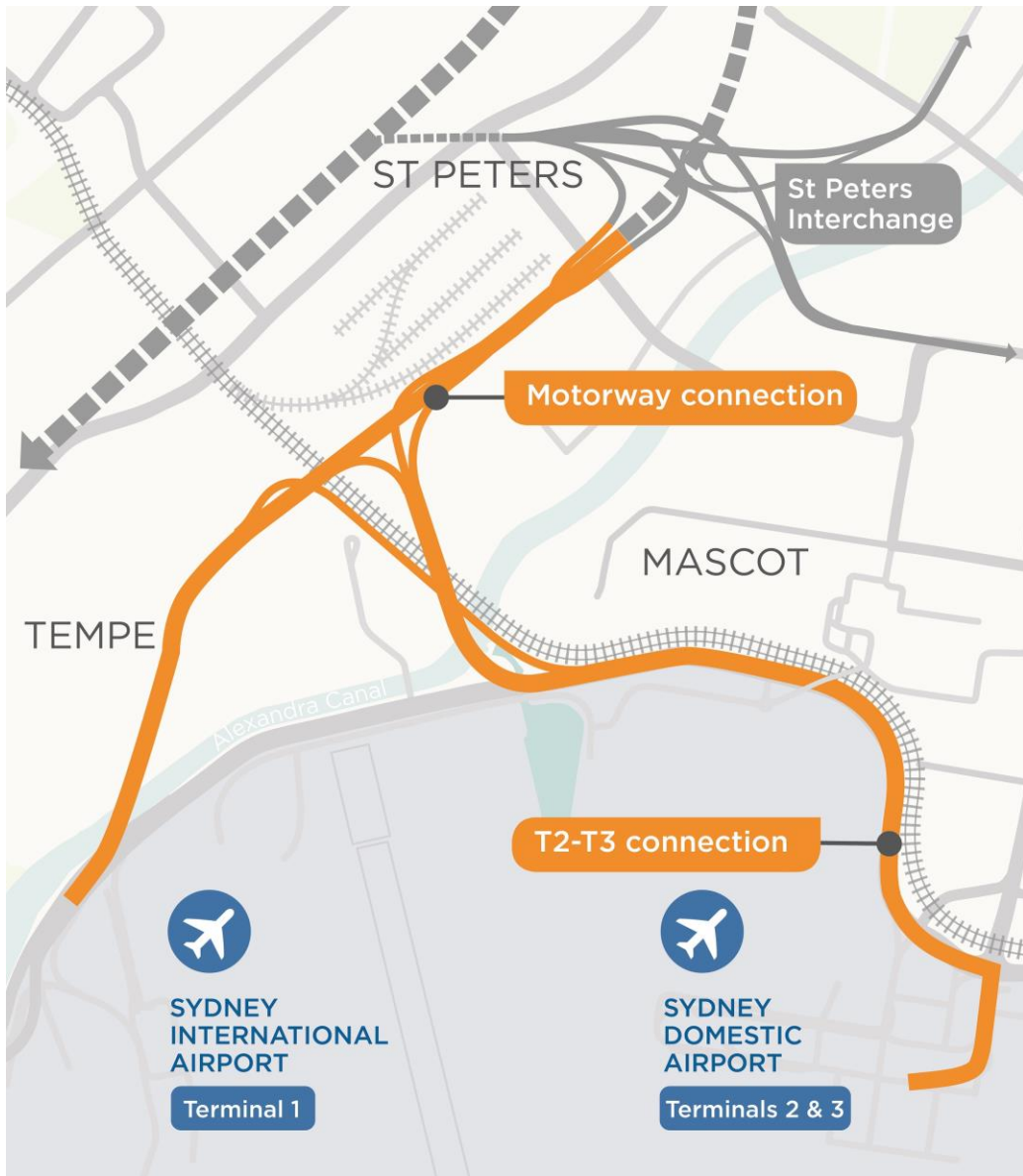
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**Roads & Maritime Services**





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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Kaya Dawn Bell  
Munyunga  
munyungacht@gmail.com

Ref: A24655542

Dear Sir/Madam

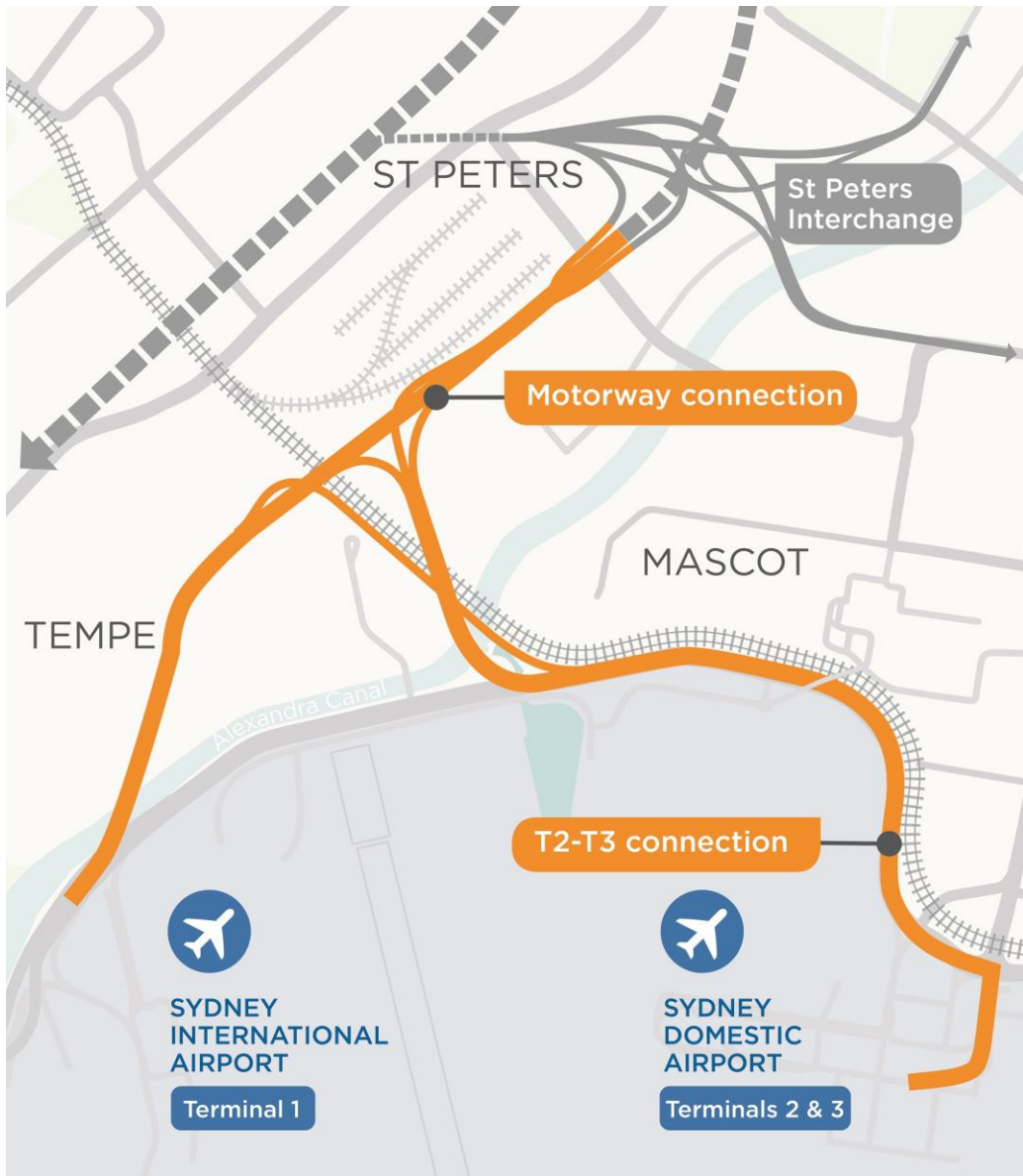
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Suzannah McKenzie  
Munyunga Cultural Heritage Technical Services  
munyunga@mirramajah.com

Ref: A24655532

Dear Sir/Madam

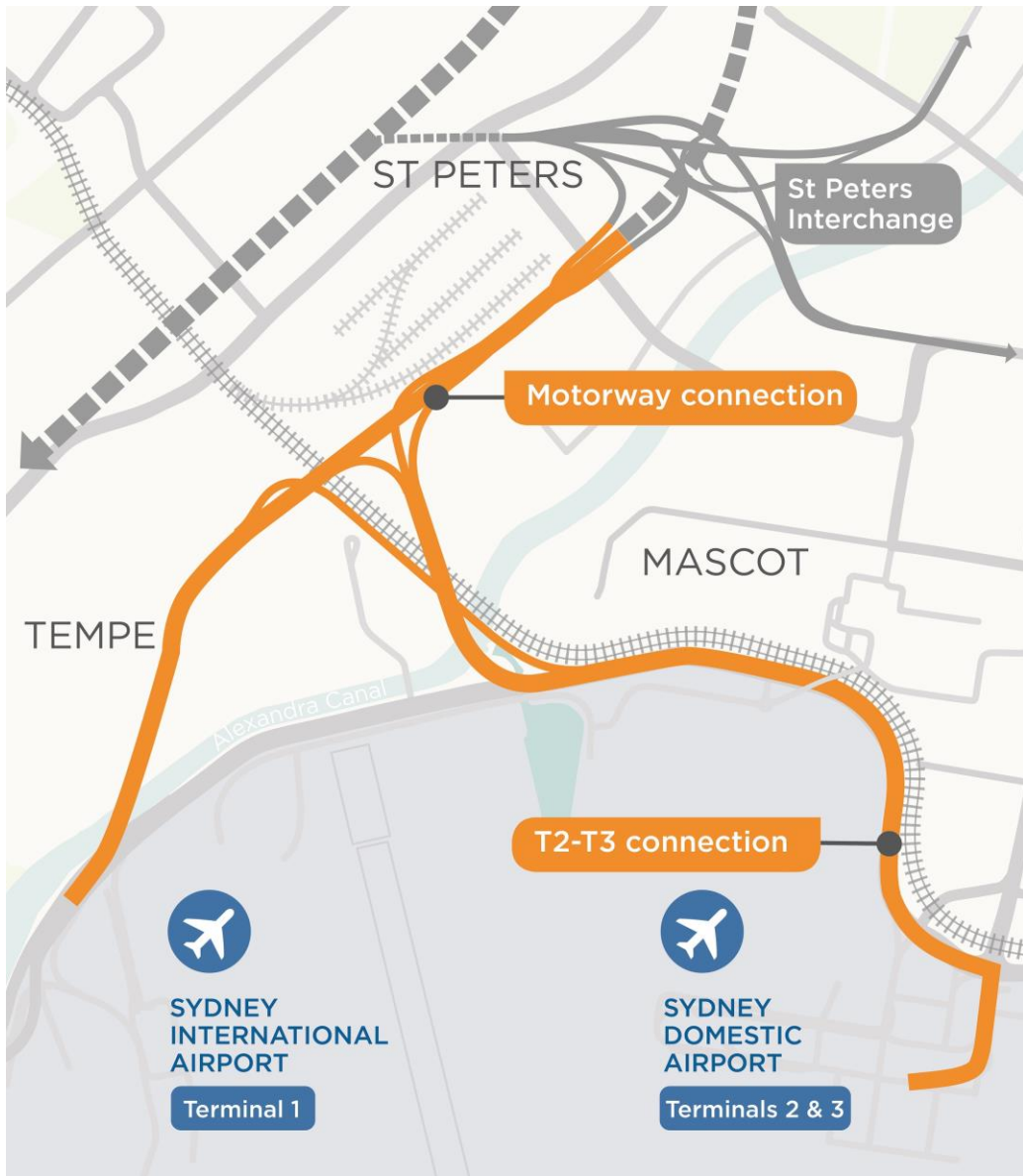
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Aaron Broad  
Minnamunnung  
1 Waratah Avenue  
Albion Park Rail NSW 2527

Ref: A24655527

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

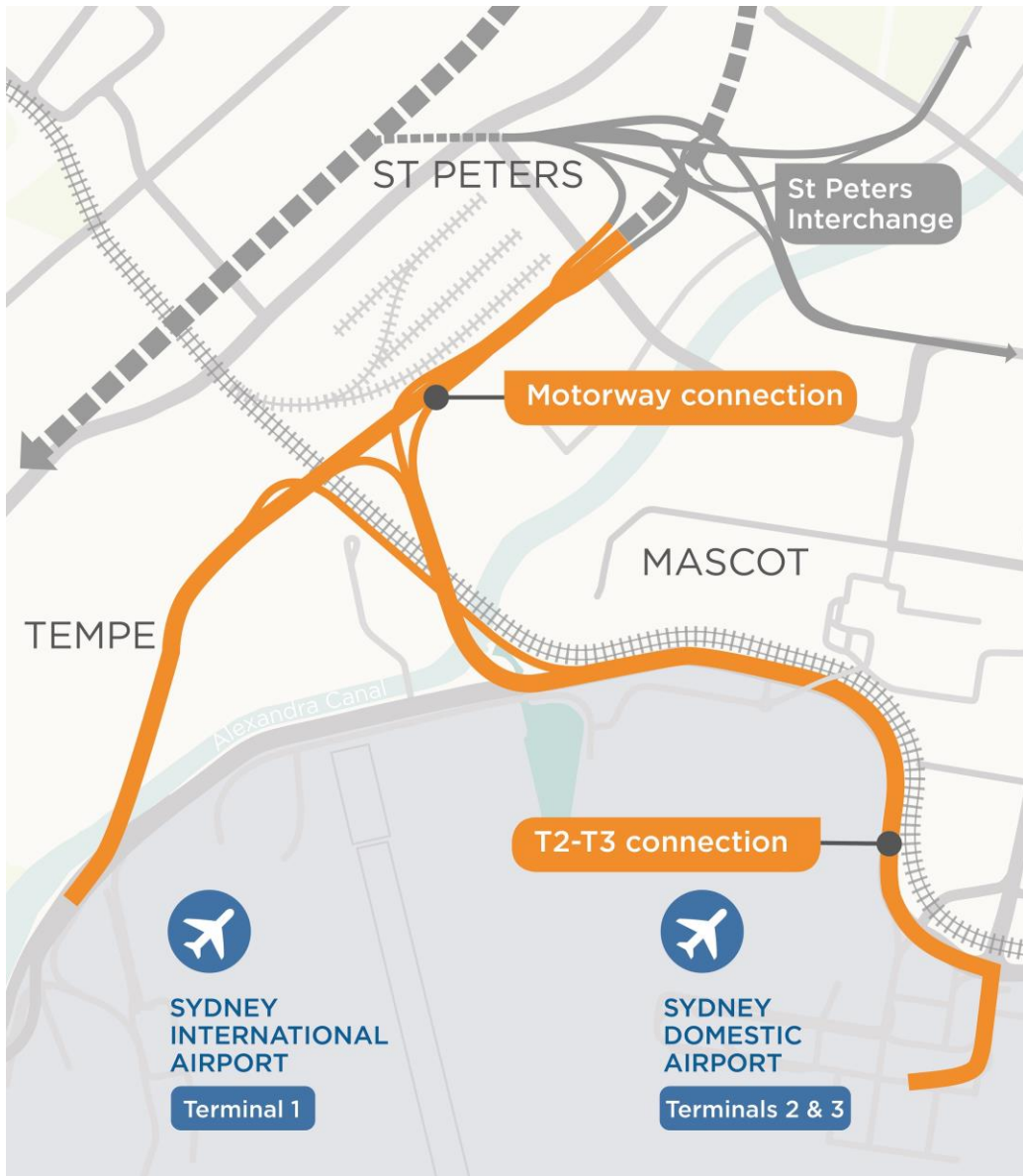
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**Roads & Maritime Services**



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Yours sincerely

*Lee Davison*

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Nathan Moran  
Metropolitan Local Aboriginal Land Council  
PO Box 1103  
Strawberry Hills NSW 2016

Ref: A24655523

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

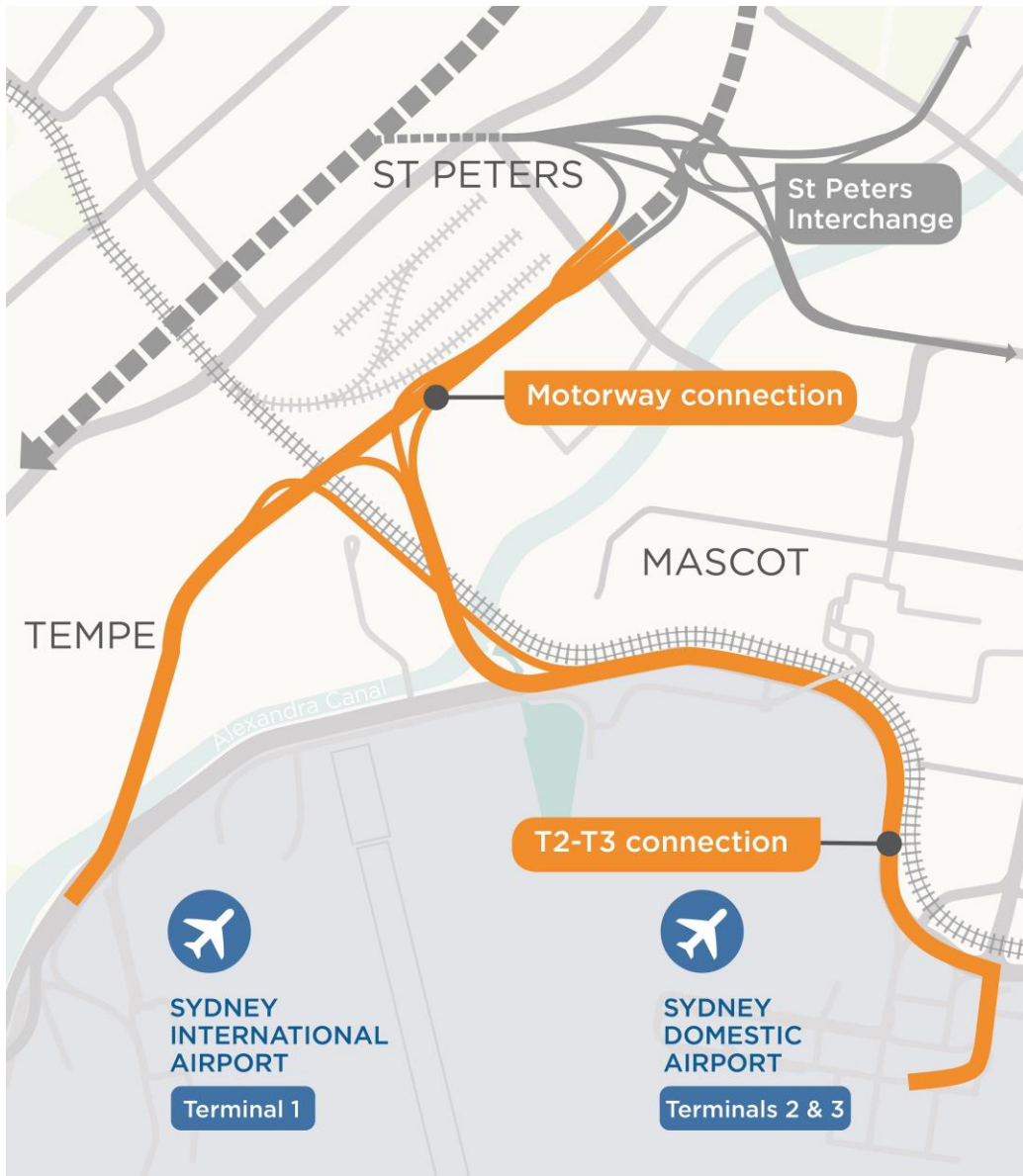
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**Roads & Maritime Services**



This notification is being undertaken in accordance with section 4.1.1 of the Office of Environment and Heritage's *Aboriginal cultural heritage consultation requirements for proponents (2010)*.

The proposal may result in the Roads and Maritime:

- undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Chris Ingrey  
La Perouse Local Aboriginal Land Council  
PO Box 365  
Matraville NSW 2036

Ref: A24655510

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

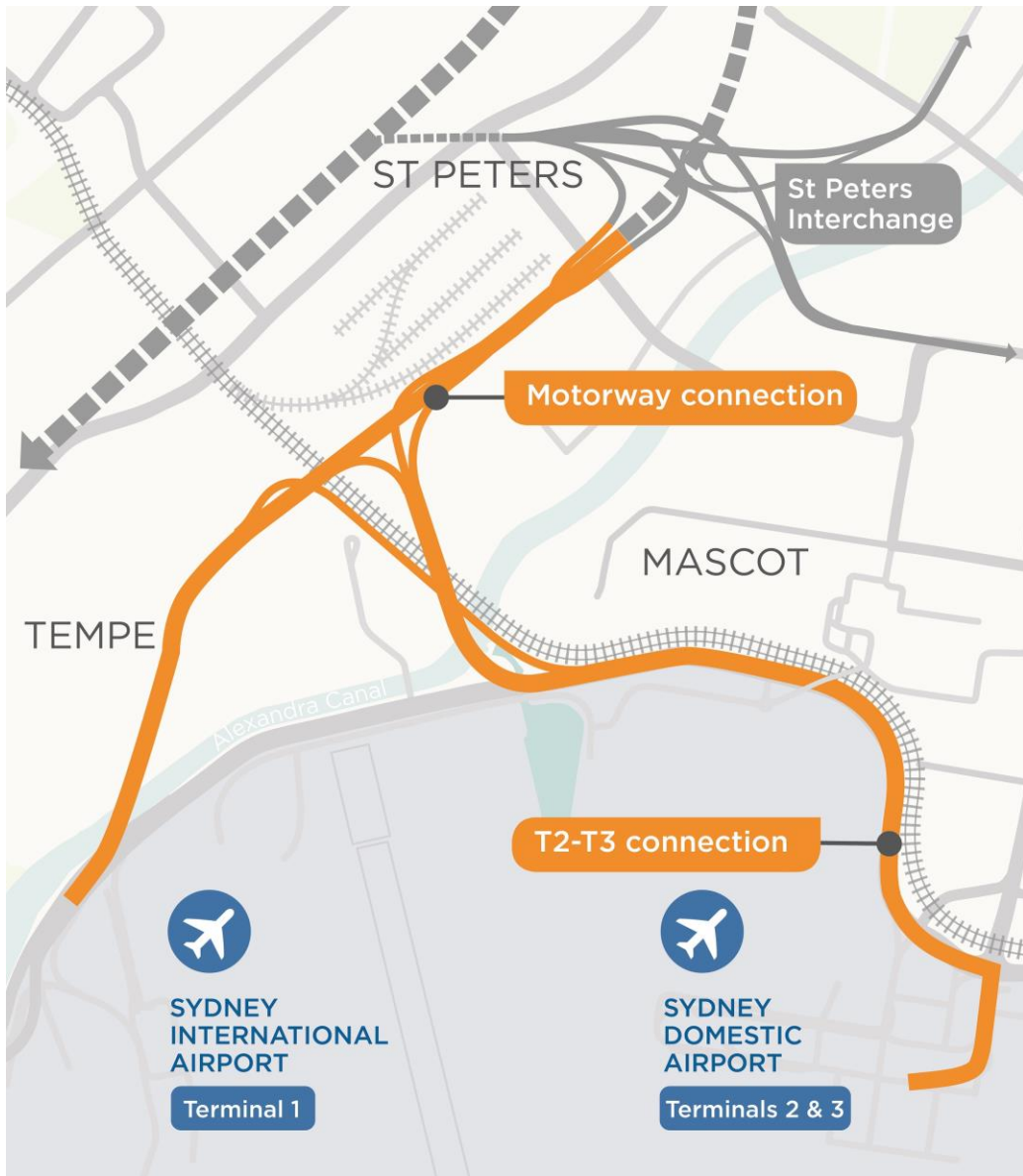
You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project. Accordingly, Roads and Maritime Services (Roads and Maritime) invites you to participate in community consultation for this project.

To register your interest to be consulted about this project, please contact the following: Lee Davison, Senior Aboriginal Engagement Specialist, [lee.davison@rms.nsw.gov.au](mailto:lee.davison@rms.nsw.gov.au), 0428 683 845 or at 27-33 Argyle Street, Parramatta. To be involved in the consultation process, responses must be received by 14 November 2018.

Roads and Maritime proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal. The Sydney Gateway road project is the subject of this request. A map of the project is provided below.

**Roads & Maritime Services**





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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Joanne Anne Stewart  
Jerringong  
jerringong@gmail.com

Ref: A24655503

Dear Sir/Madam

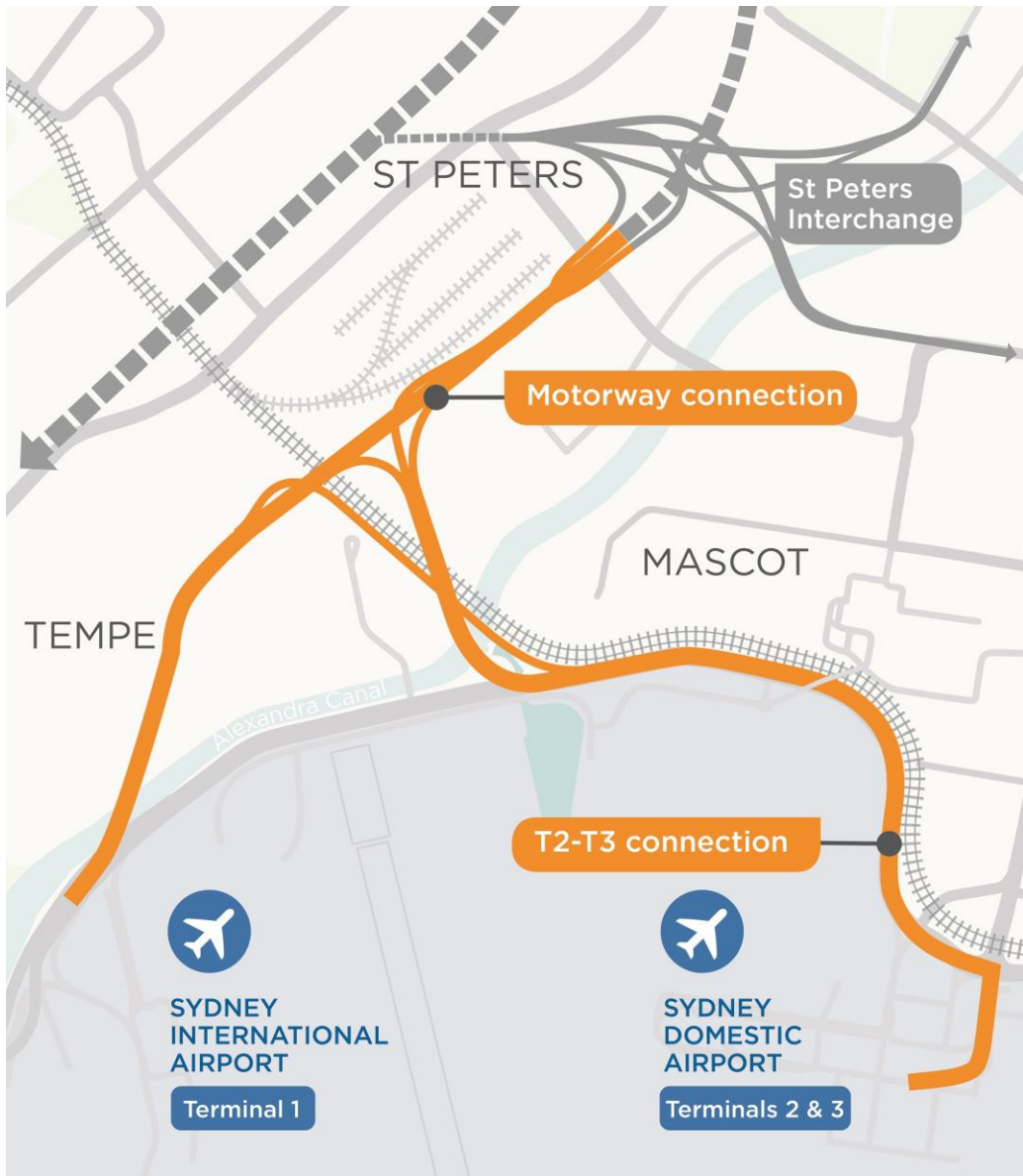
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Kylie Ann Bell  
Gunyuu  
gunyuuchts@gmail

Ref: A24655494

Dear Sir/Madam

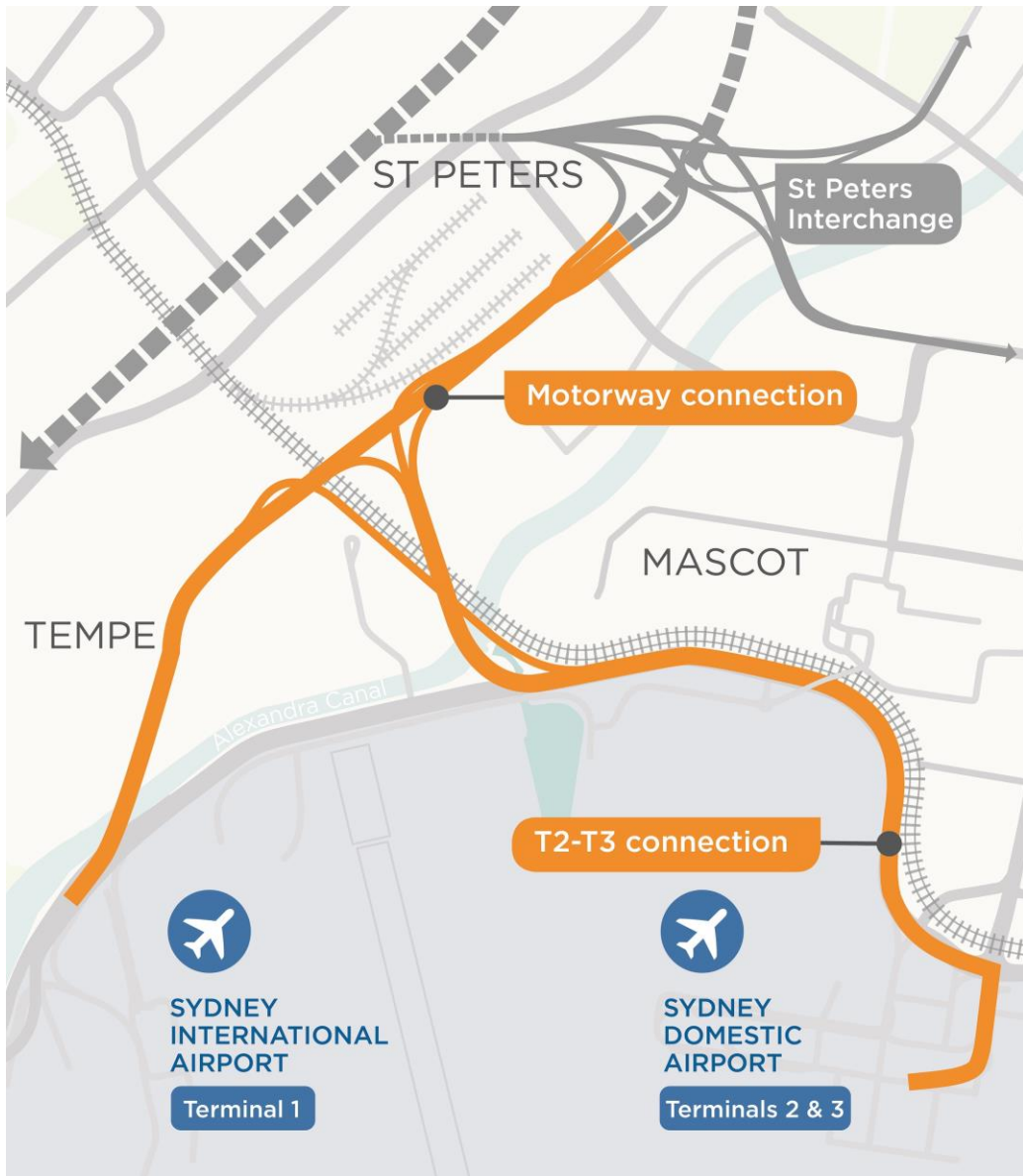
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Darlene Hoskins-McKenzie  
Gunyuu Cultural Heritage Technical Services  
gunyuu@mirramajah.com

Ref: A24655487

Dear Sir/Madam

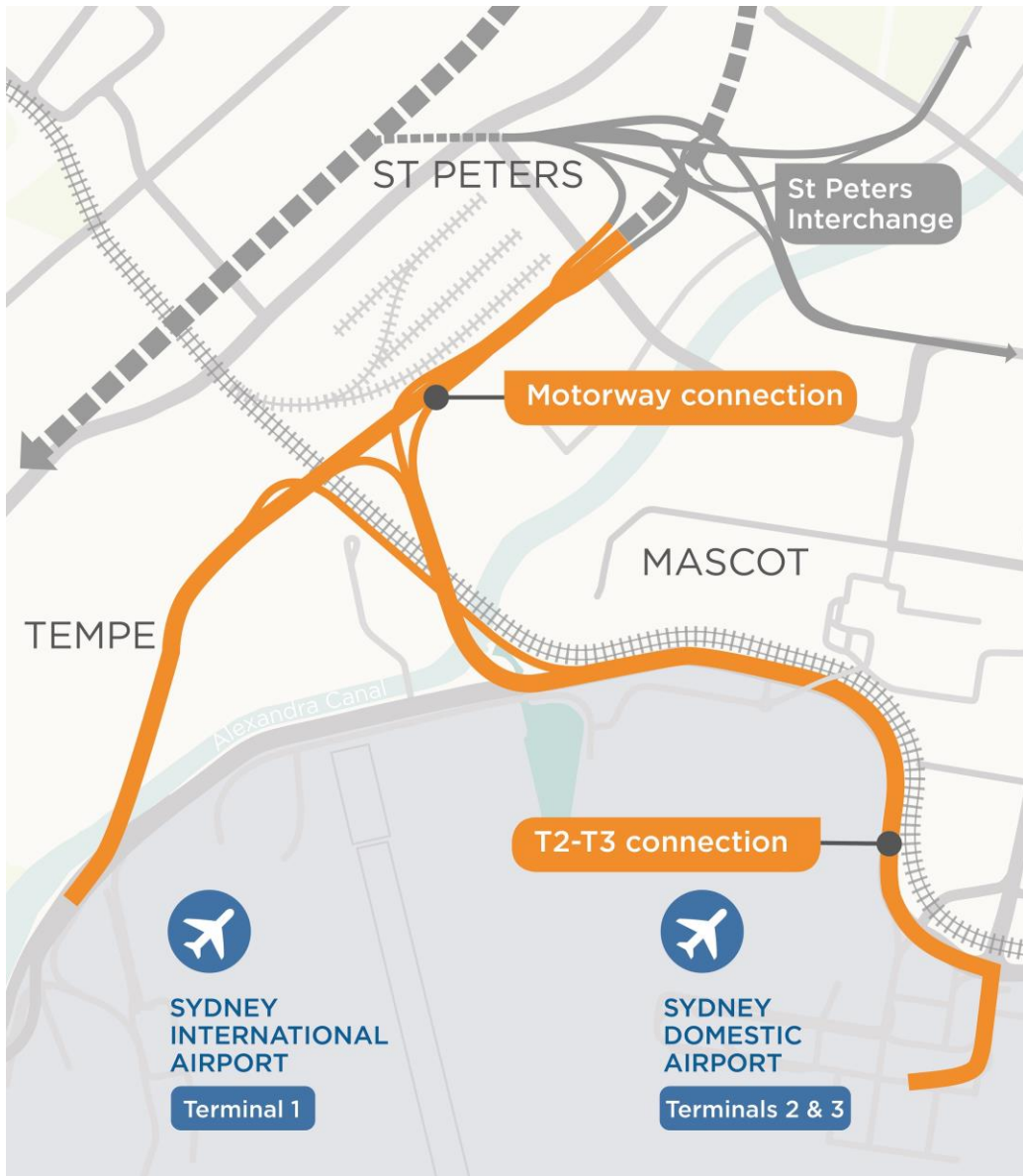
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- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Wendy Smith  
Gulaga  
gulagachts@gmail.com

Ref: A24655478

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

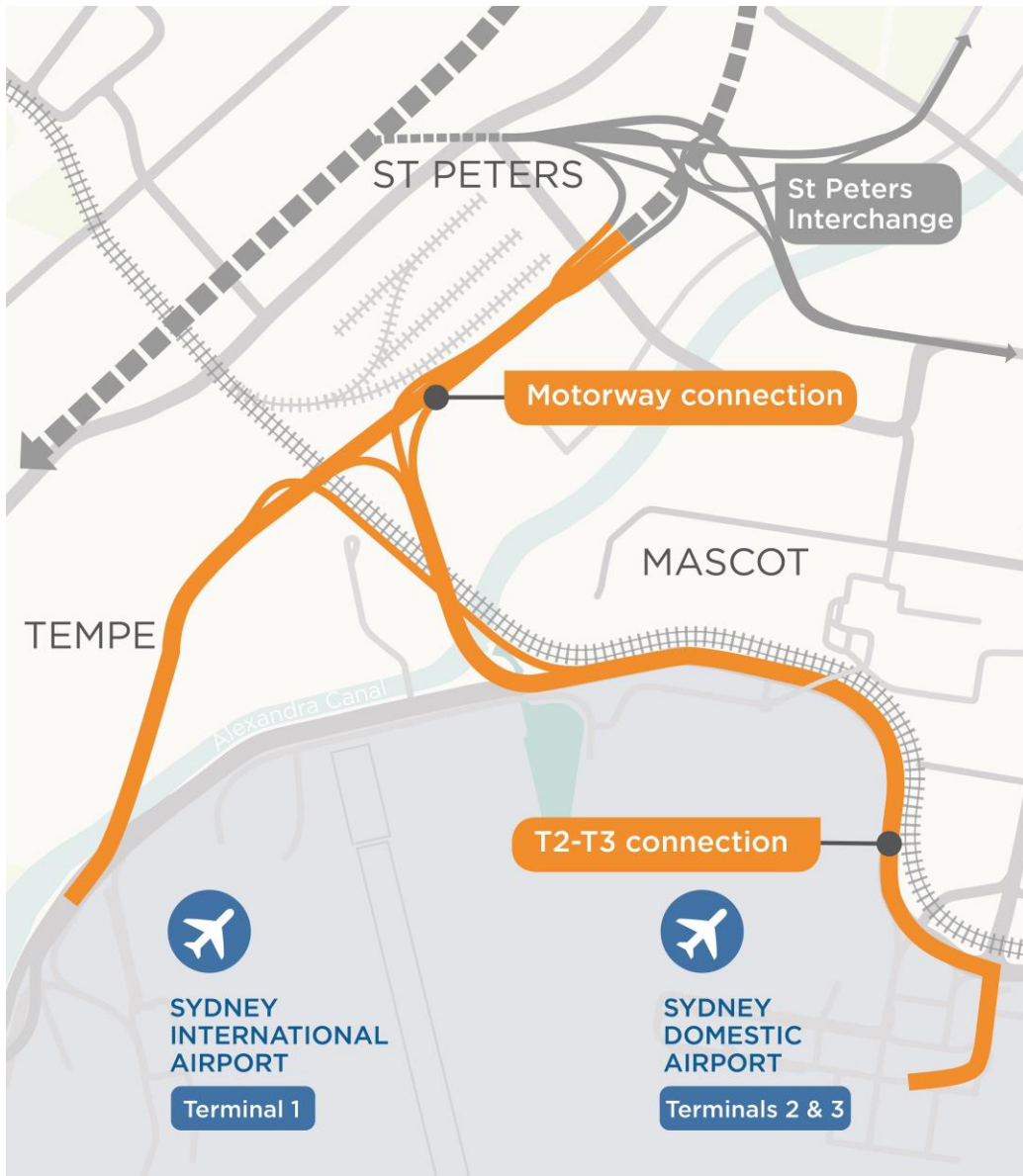
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Basil Smith  
Goobah Developments  
66 Grantham Road  
Batehaven NSW 2536

Ref: A24655472

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

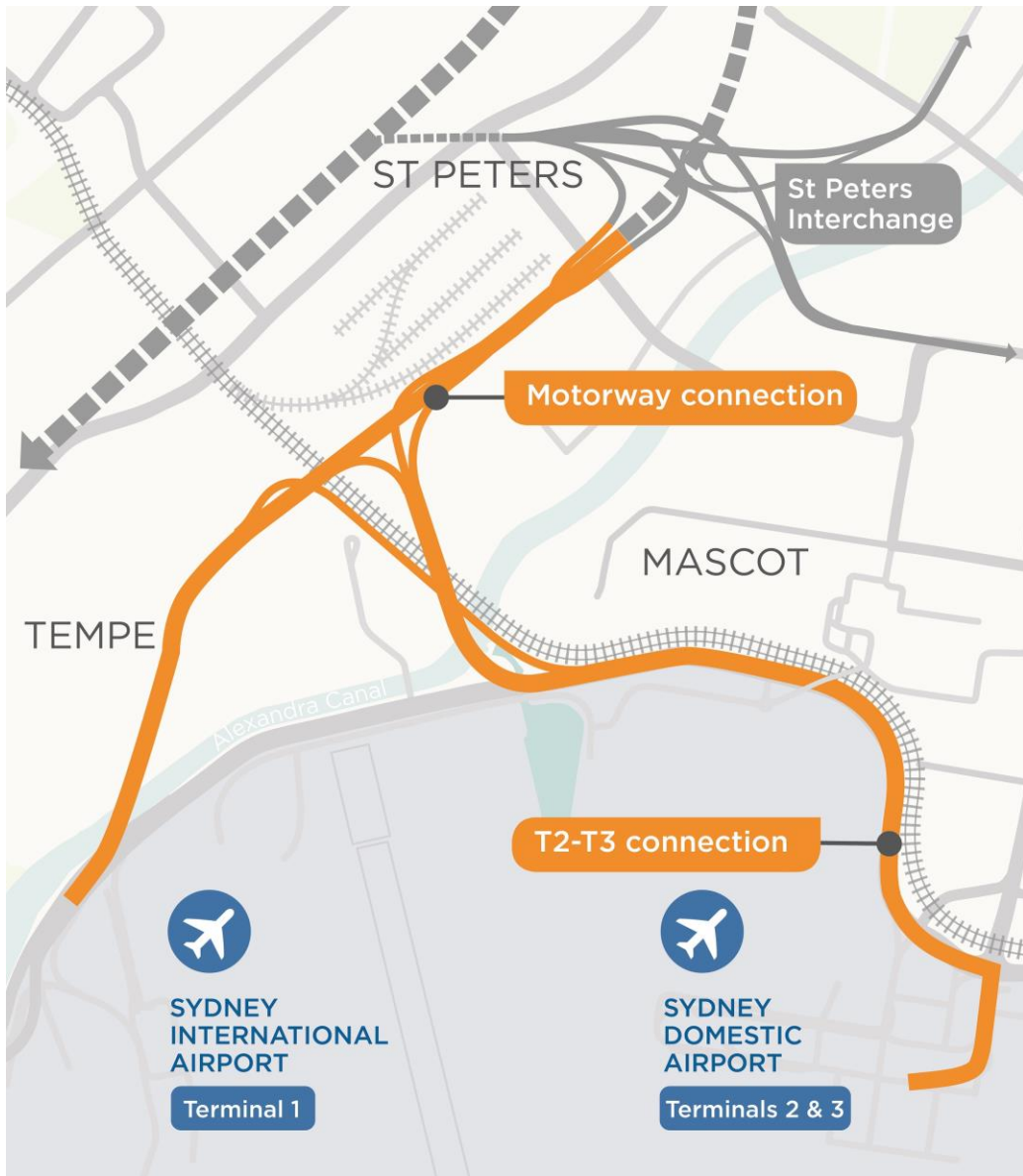
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**Roads & Maritime Services**





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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Basil Smith  
Goobah Developments  
66 Grantham Road  
Batehaven NSW 2536

Ref: A24655472

Dear Sir/Madam

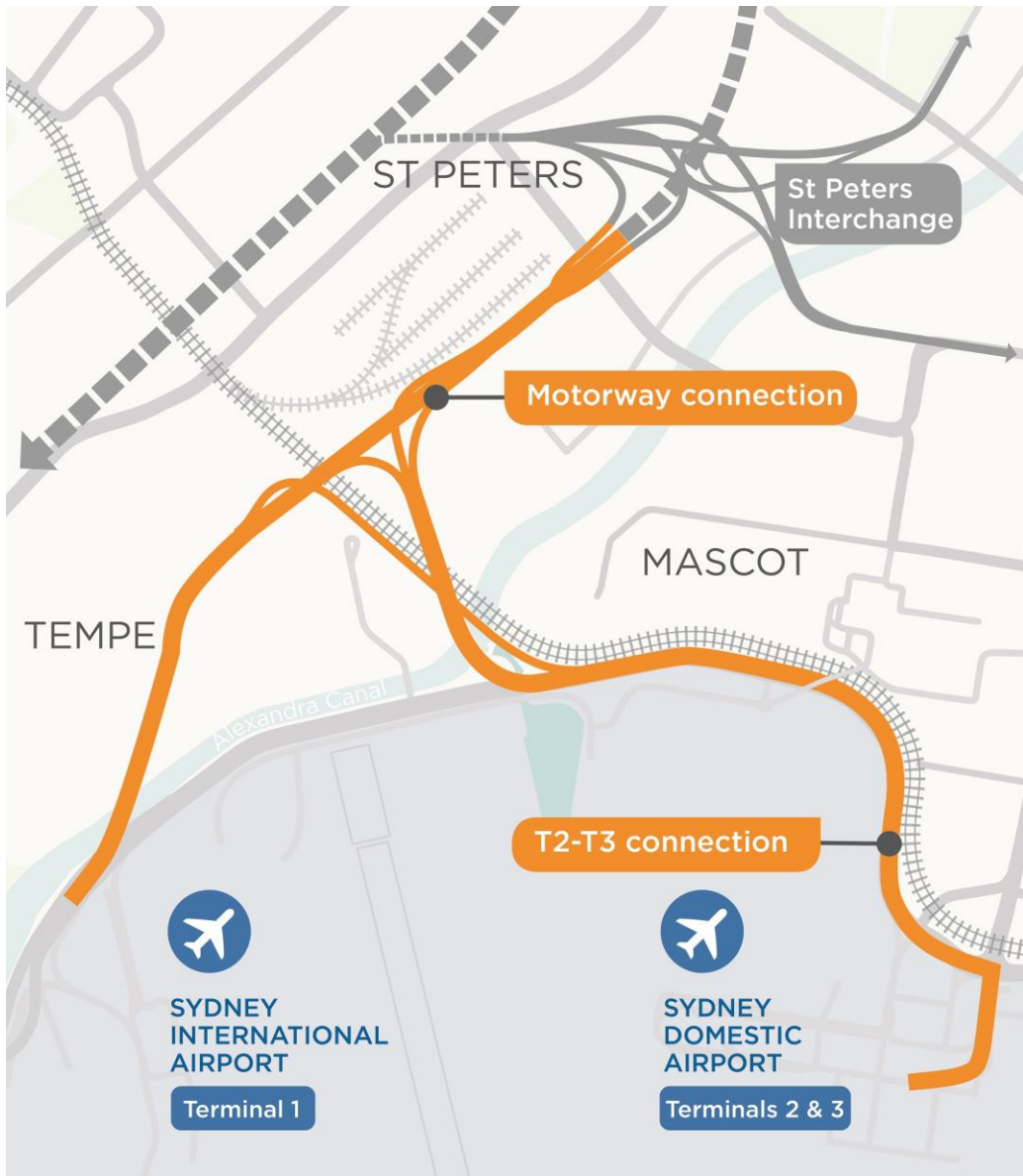
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Steven Johnson and Krystle Carroll  
Ginninderra Aboriginal Corporation  
PO BOX 3143  
Grose Vale NSW 2754  
ginninderra.corp@gmail.com

Ref: A24655467

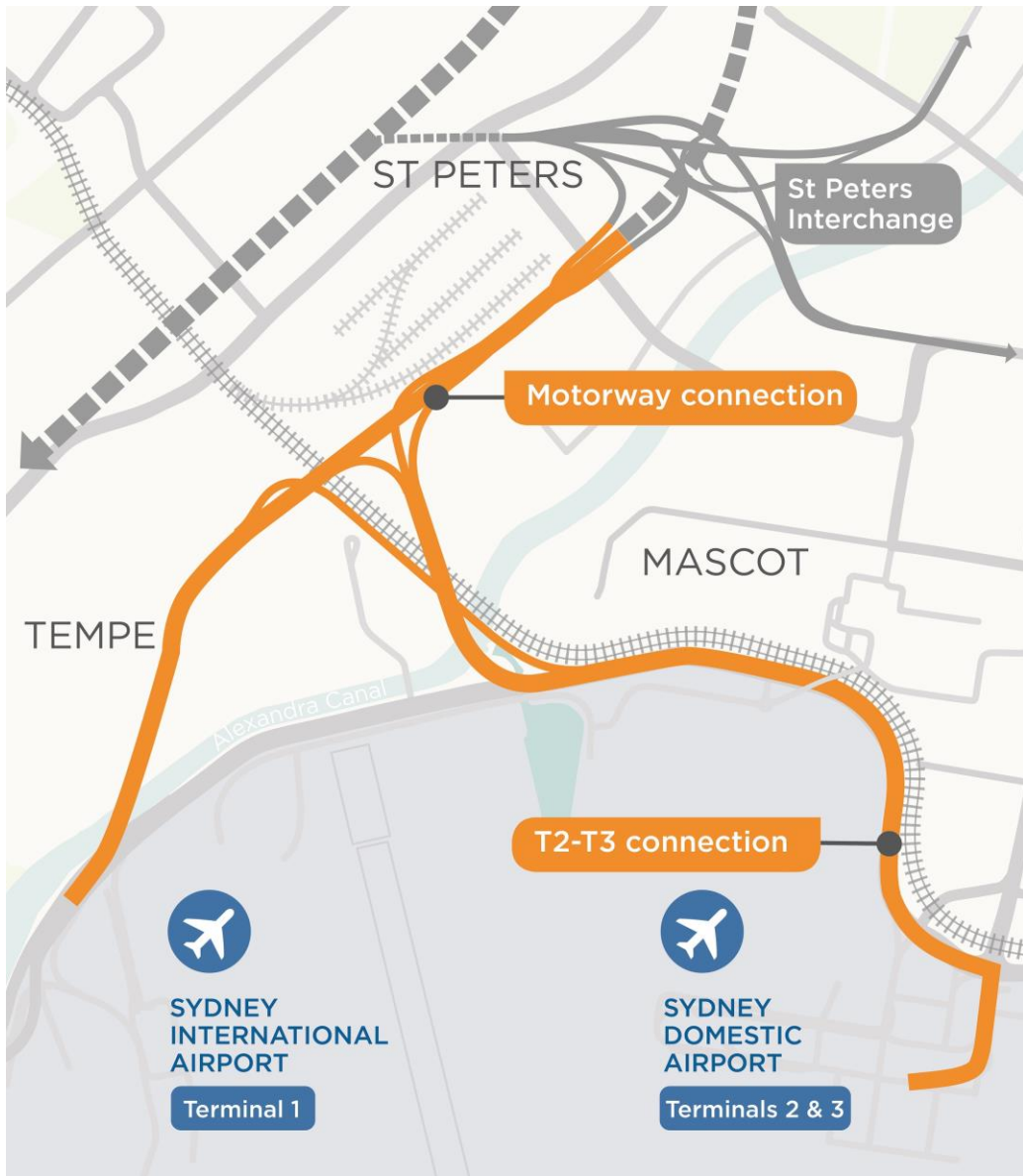
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Eric Keidge

11 Olsson Close  
Hornsby Heights NSW 2077

Ref: A24655458

Dear Sir/Madam

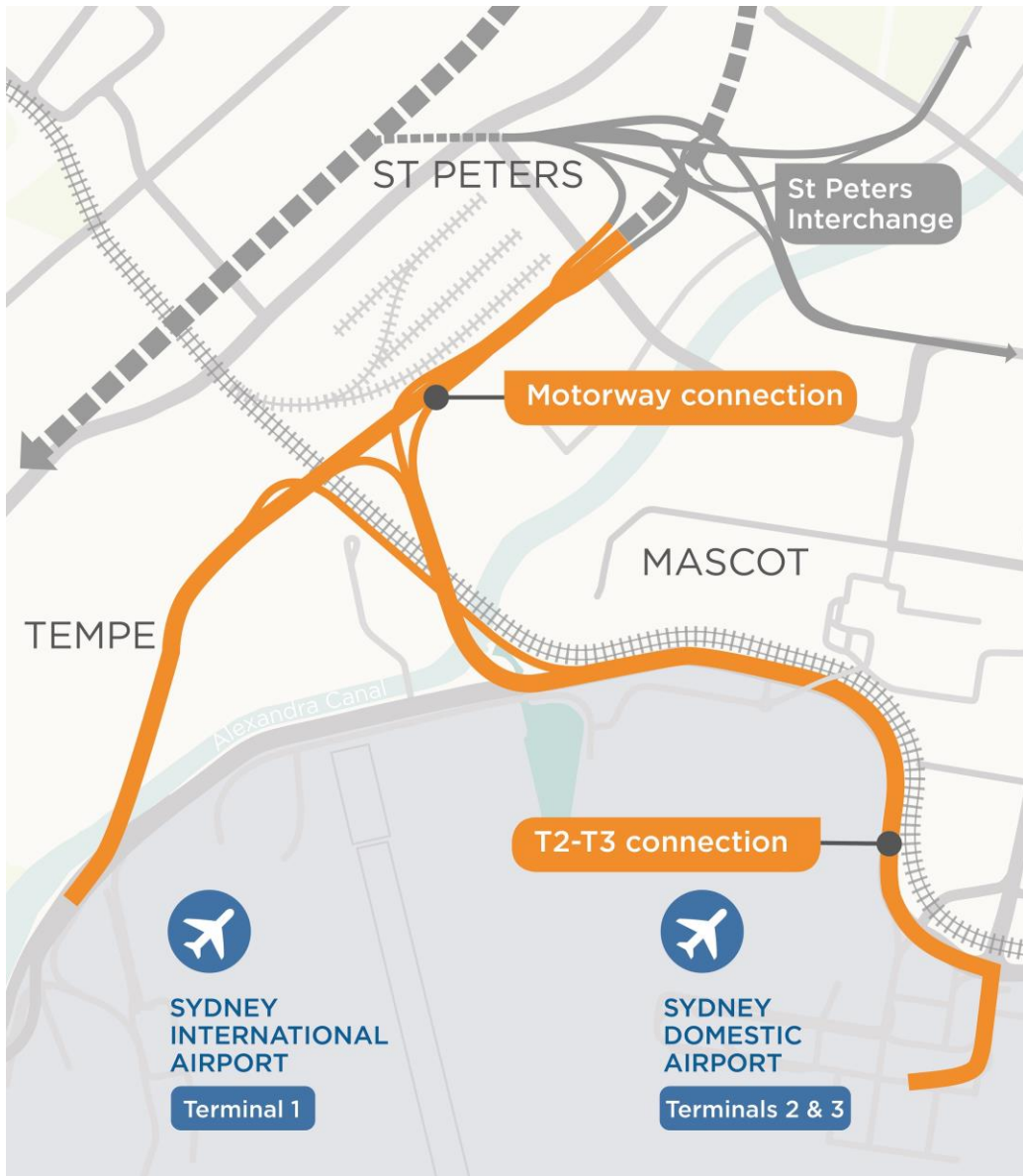
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Darren Duncan  
DJMD Consultancy  
darrenjohnduncan@gmail.com

Ref: A24655452

Dear Sir/Madam

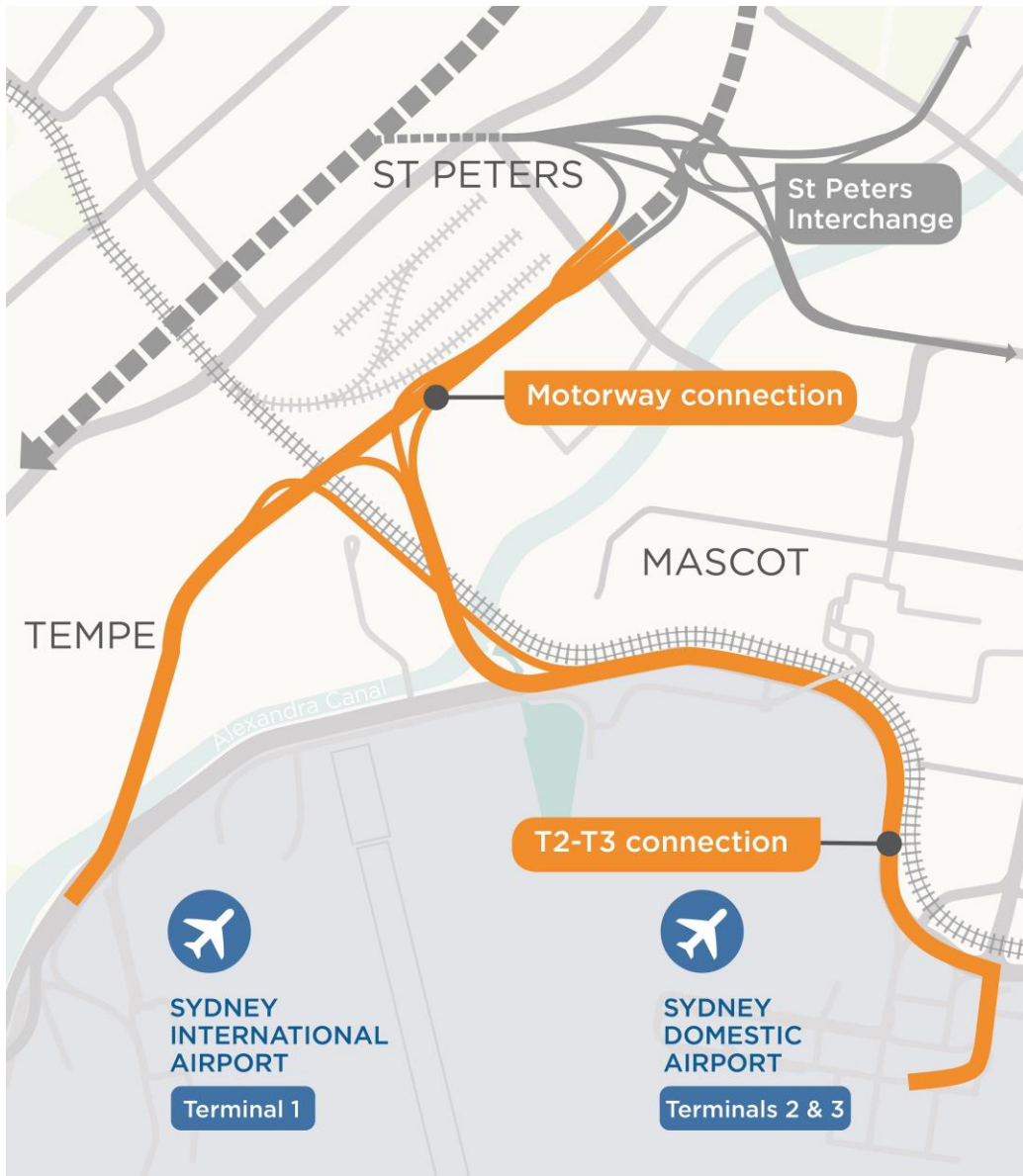
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Lillie Carr and Paul Boyd  
Didge Ngunawal Clan  
7 Siskin St  
Quakers Hill NSW 2763  
didgengunawalclan@yahoo.com.au

Ref: A24655443

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

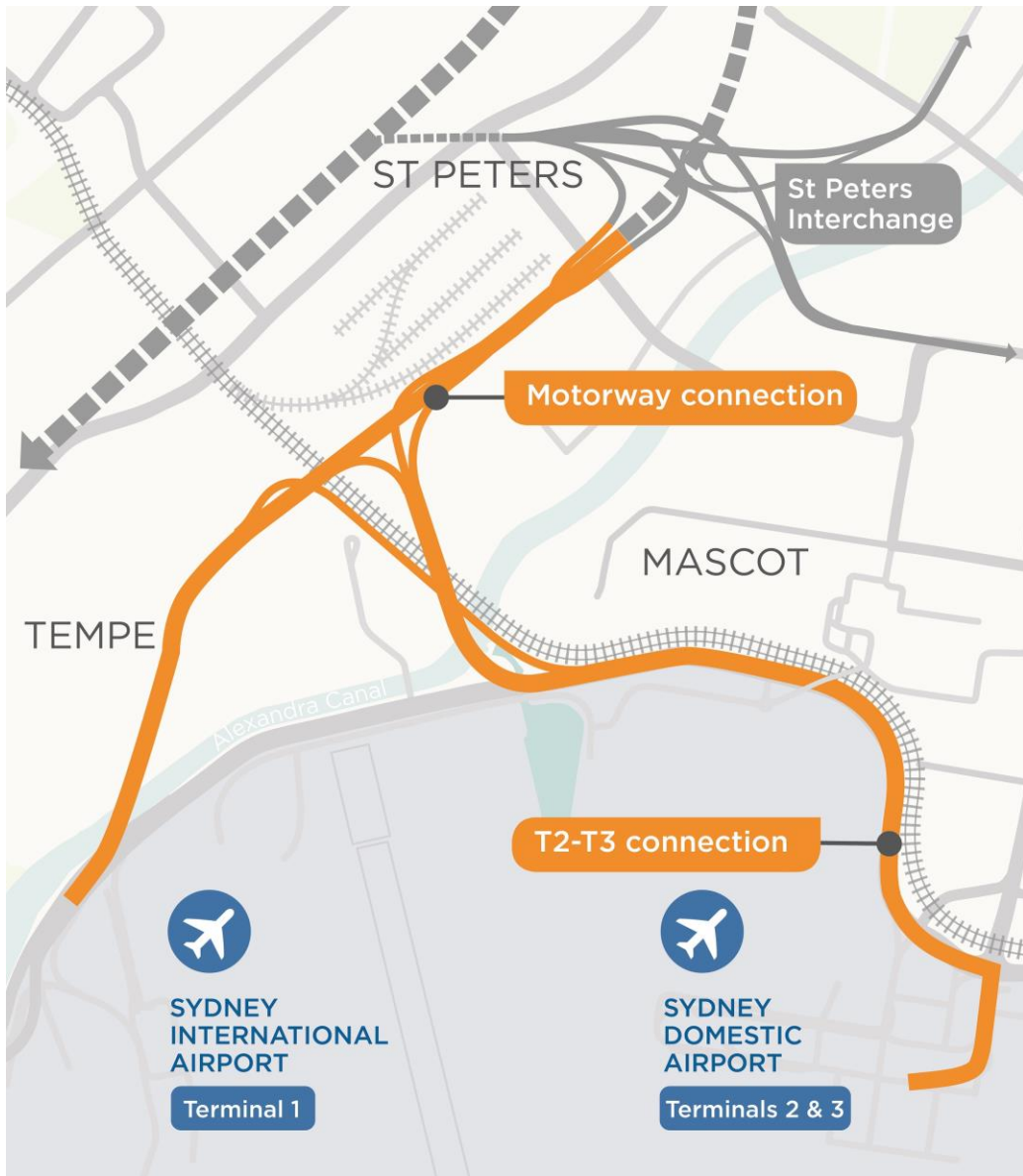
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Andrew Bond  
Dharug  
dharugchts@gmail.com

Ref: A24655435

Dear Sir/Madam

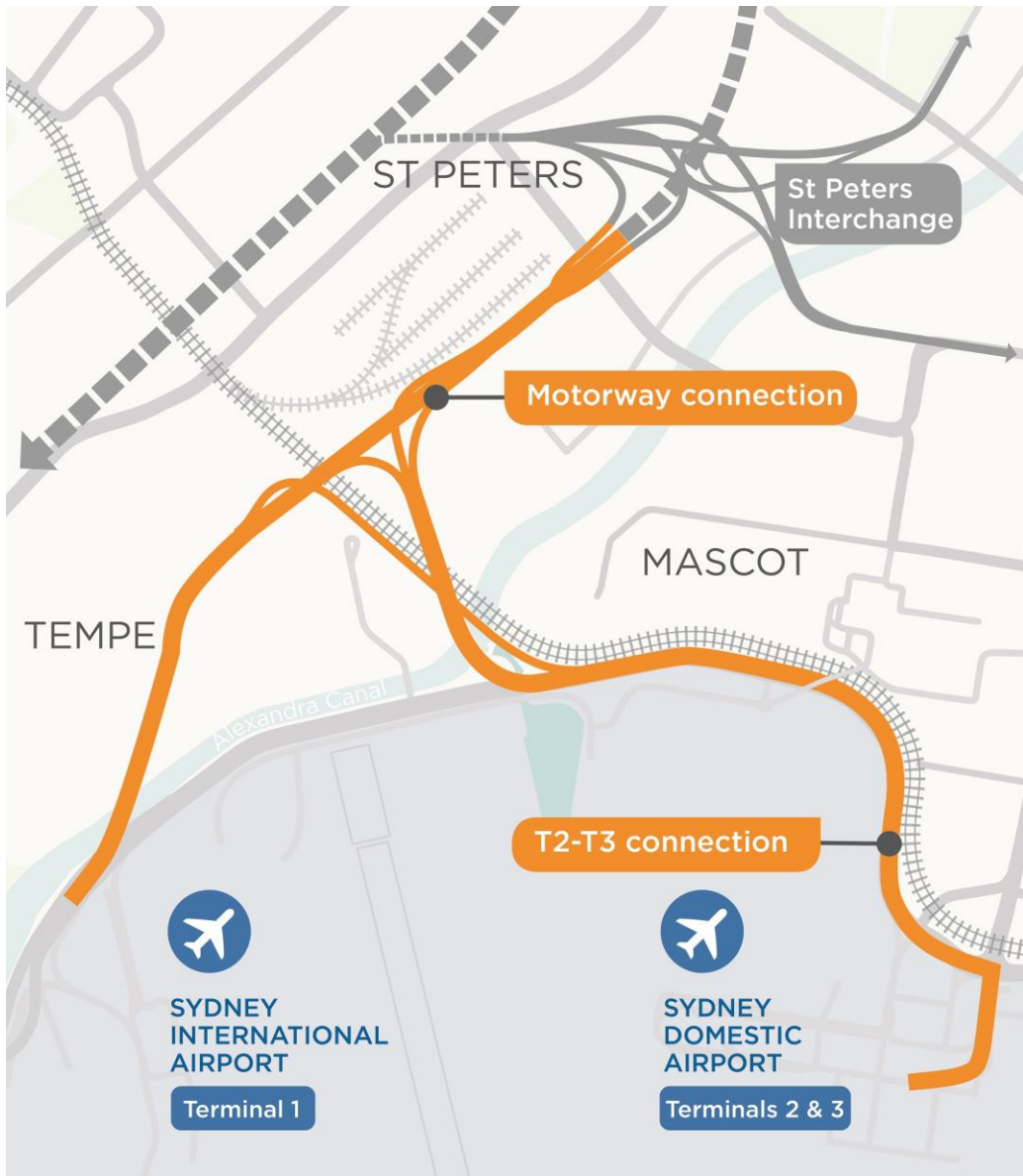
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Yours sincerely

A handwritten signature in blue ink that reads 'Lee Davison'.

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Jamie Workman and Anna Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A24655428

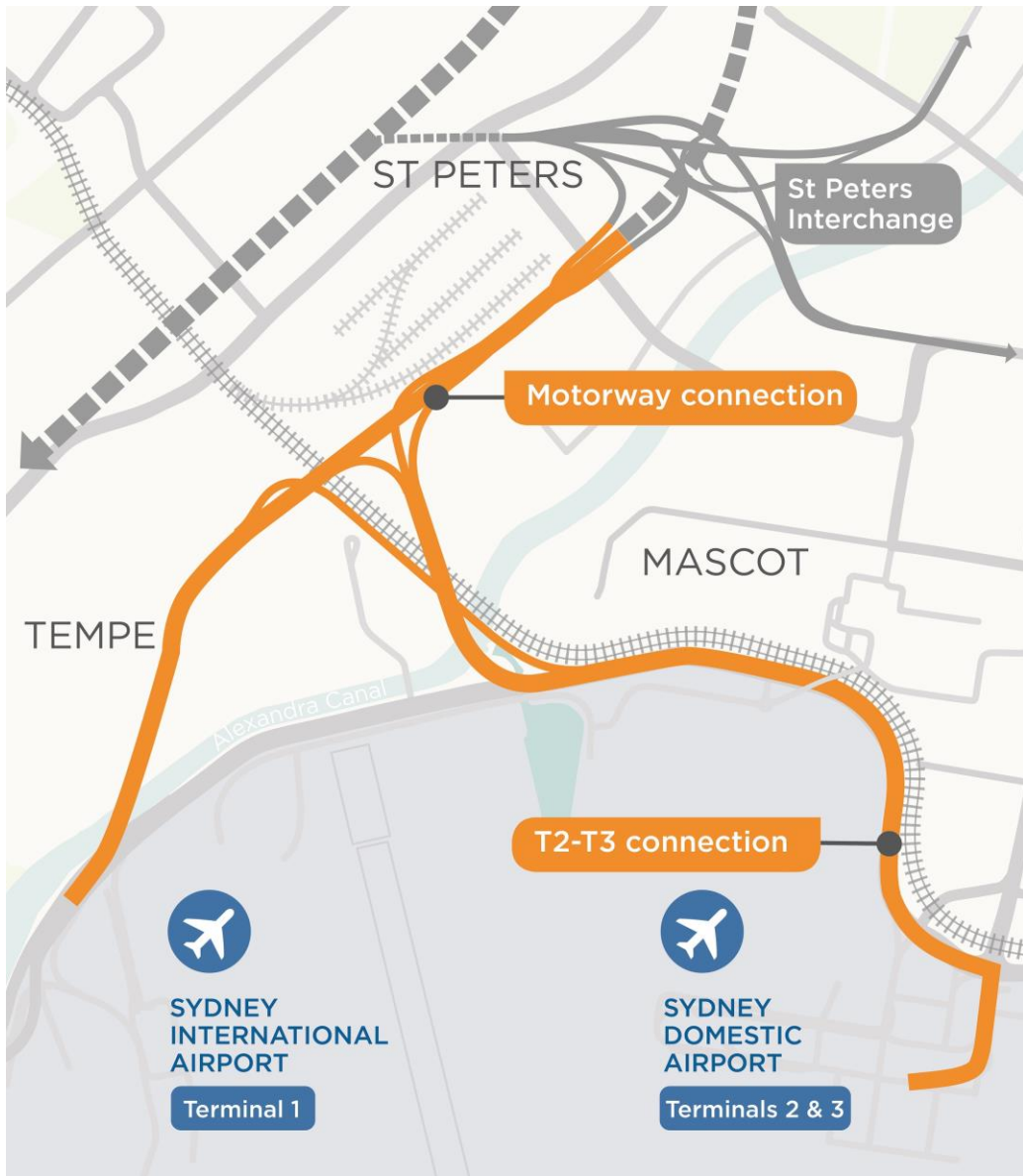
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Gordon Workman  
Darug Boorooberongal Elders Aboriginal Corporation  
73 Judith Anderson Drive  
Doonside NSW 2767  
boorooberongal@gmail.com

Ref: A24655423

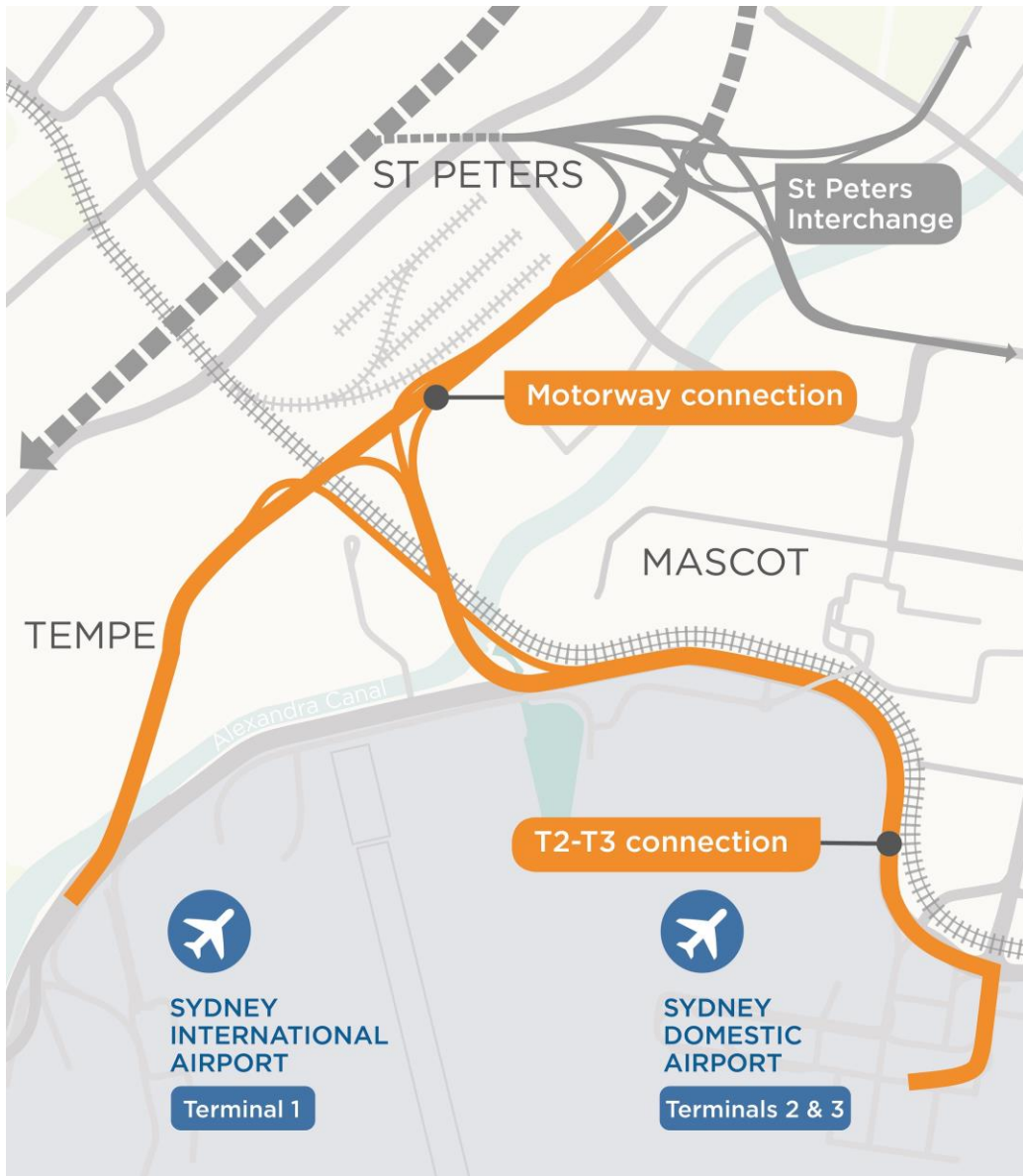
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Gordon Morton  
Darug Aboriginal Cultural Heritage Assessments  
Unit 9, 6 Chapman Avenue  
Chatswood NSW 2067

Ref: A24655423

Dear Sir/Madam

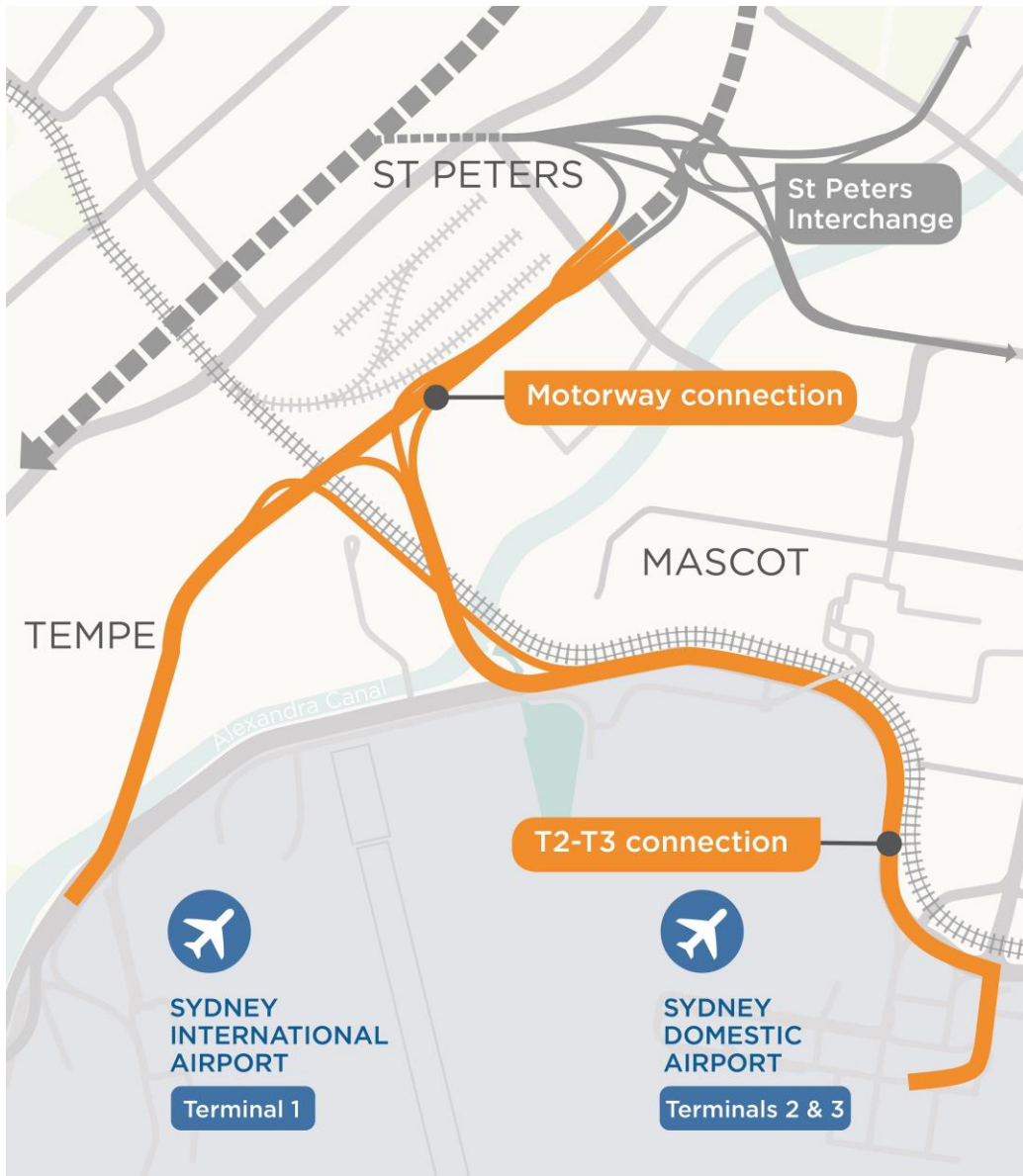
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Corey Smith  
Callendulla  
cullendullachts@gmail.com

Ref: A24655412

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

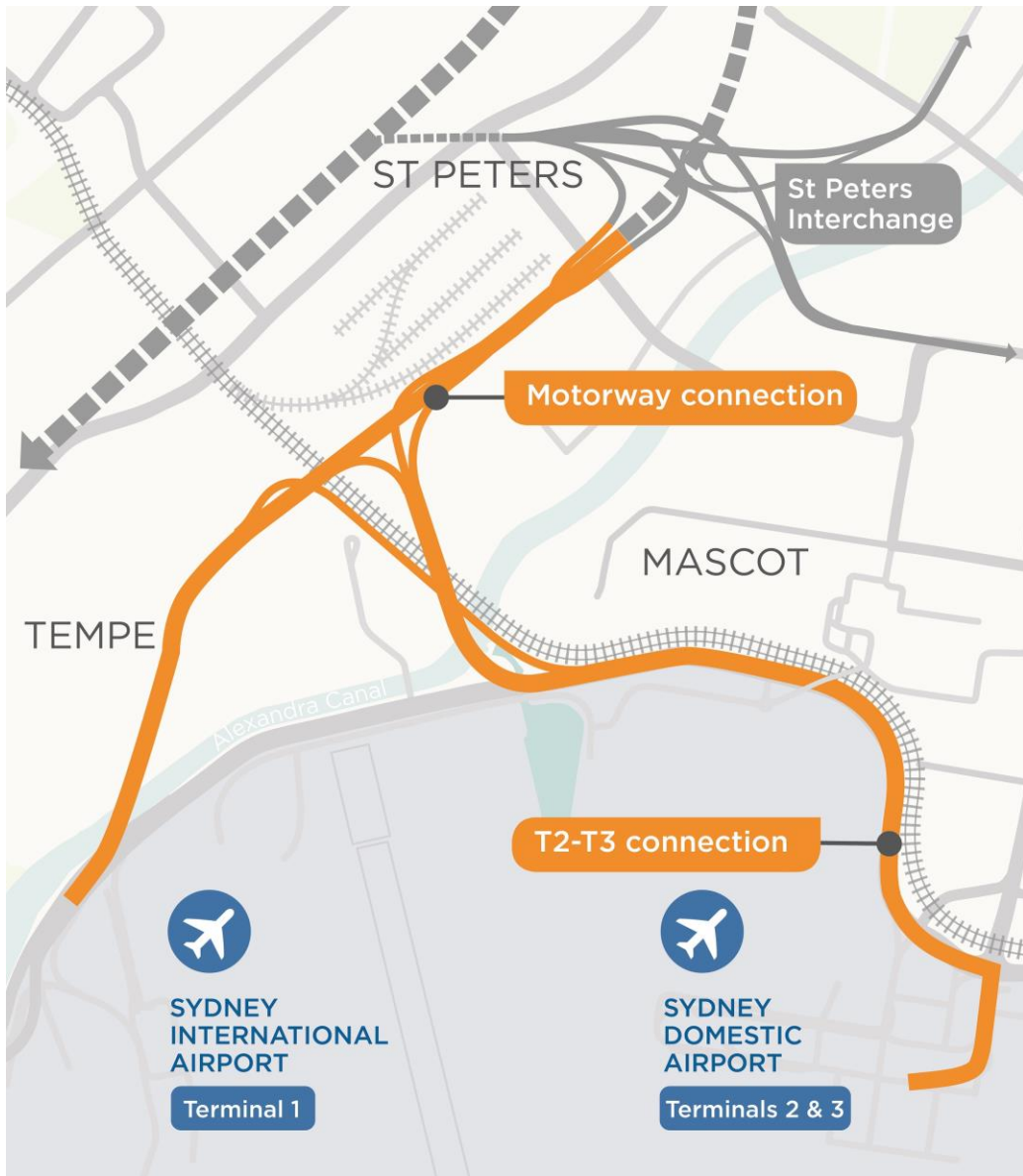
You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project. Accordingly, Roads and Maritime Services (Roads and Maritime) invites you to participate in community consultation for this project.

To register your interest to be consulted about this project, please contact the following: Lee Davison, Senior Aboriginal Engagement Specialist, [lee.davison@rms.nsw.gov.au](mailto:lee.davison@rms.nsw.gov.au), 0428 683 845 or at 27-33 Argyle Street, Parramatta. To be involved in the consultation process, responses must be received by 14 November 2018.

Roads and Maritime proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal. The Sydney Gateway road project is the subject of this request. A map of the project is provided below.

**Roads & Maritime Services**





This notification is being undertaken in accordance with section 4.1.1 of the Office of Environment and Heritage's *Aboriginal cultural heritage consultation requirements for proponents (2010)*.

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- undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.

Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Jennifer Beale  
Butucarbin Aboriginal Corporation  
PO Box E18  
Emerton NSW 2770  
koori@ozemail.com.au

Ref: A24655339

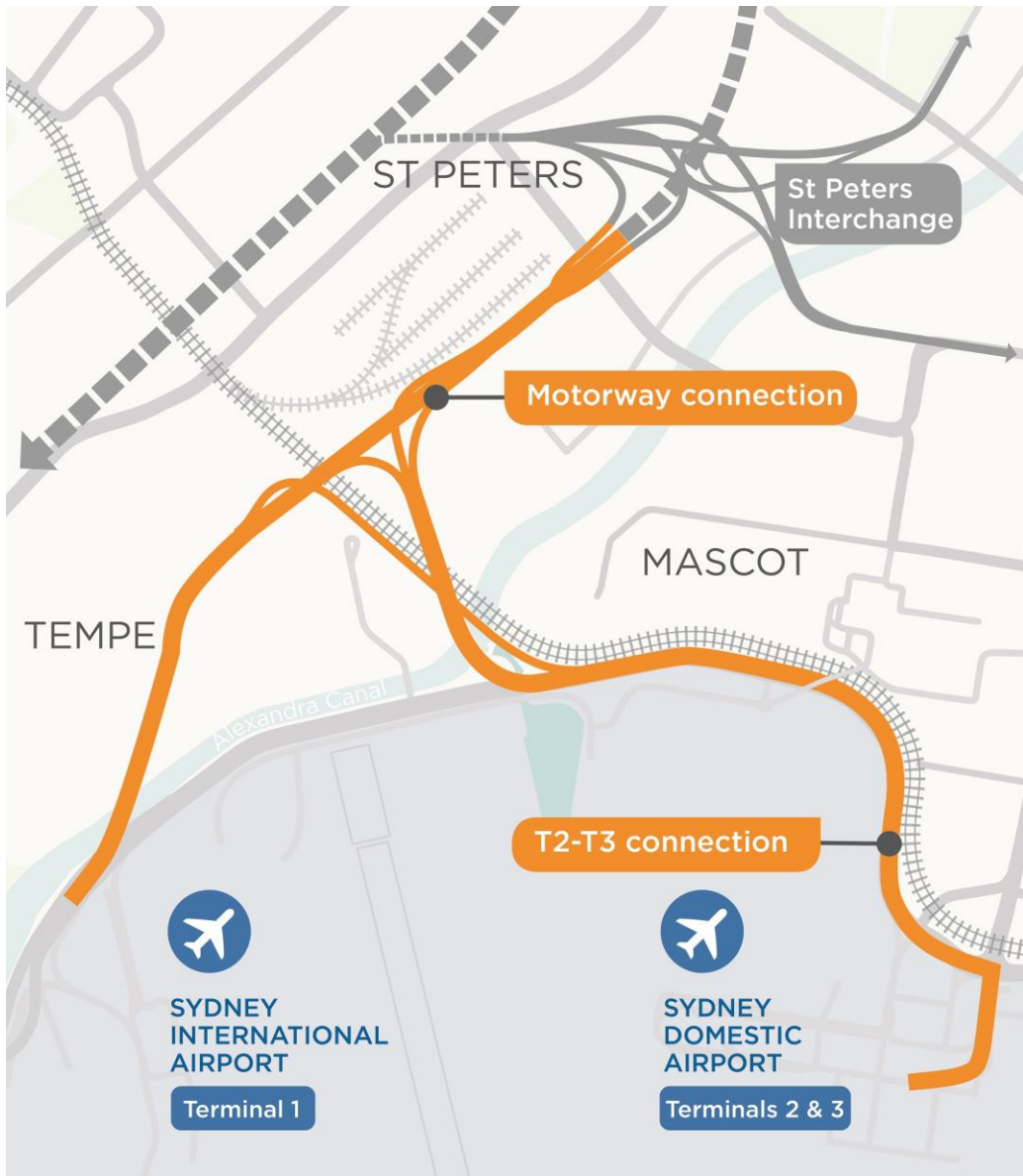
Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Jennifer Beale  
Butucarbin Aboriginal Corporation  
PO Box E18  
Emerton NSW 2770  
koori@ozemail.com.au

Ref: A24655339

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

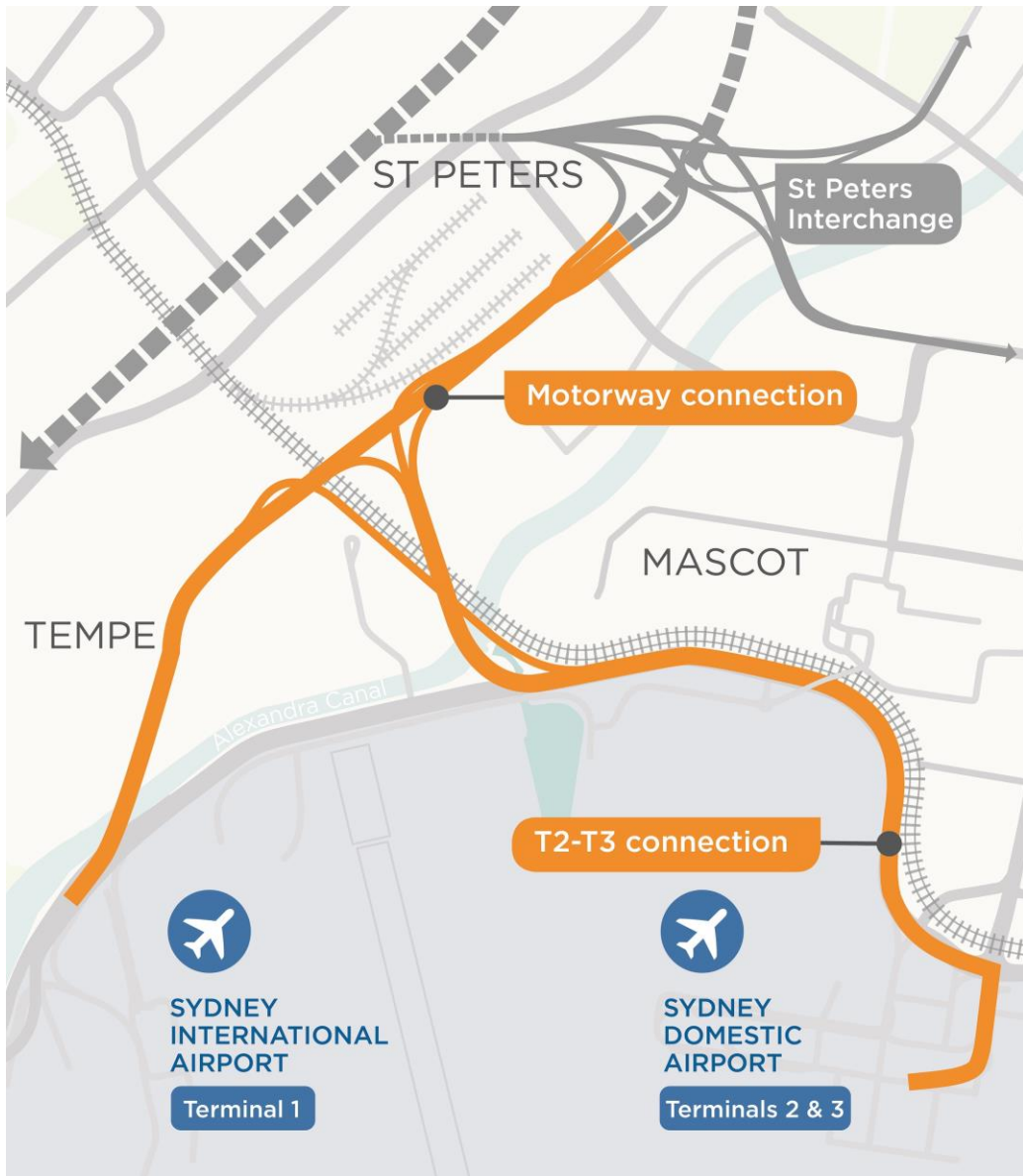
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Simalene Carriage  
Bilinga  
bilingachts@gmail.com

Ref: A24655317

Dear Sir/Madam

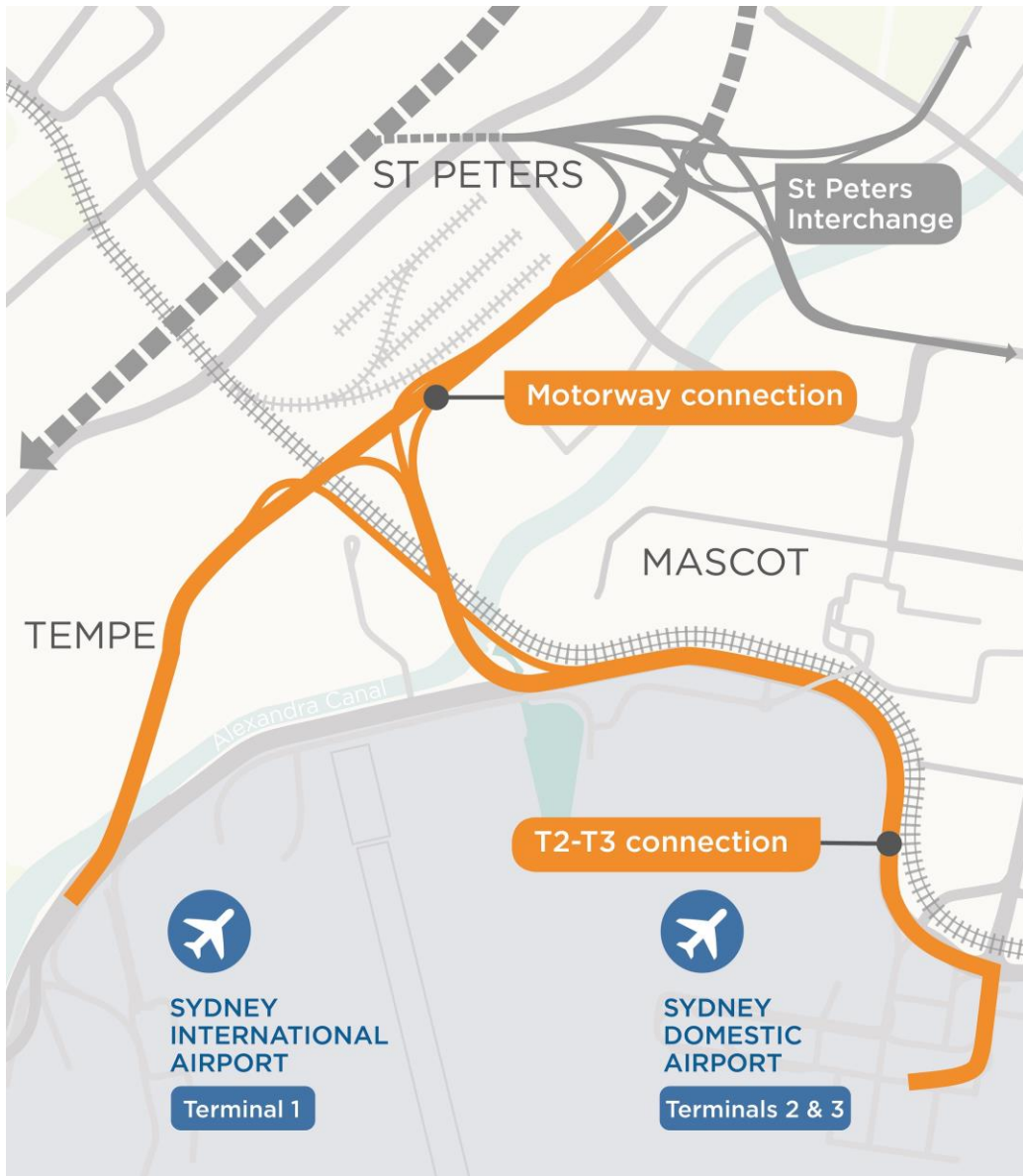
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Robert Brown  
Bilinga Cultural Heritage Technical Services  
bilinga@mirramajah.com

Ref: A24655255

Dear Sir/Madam

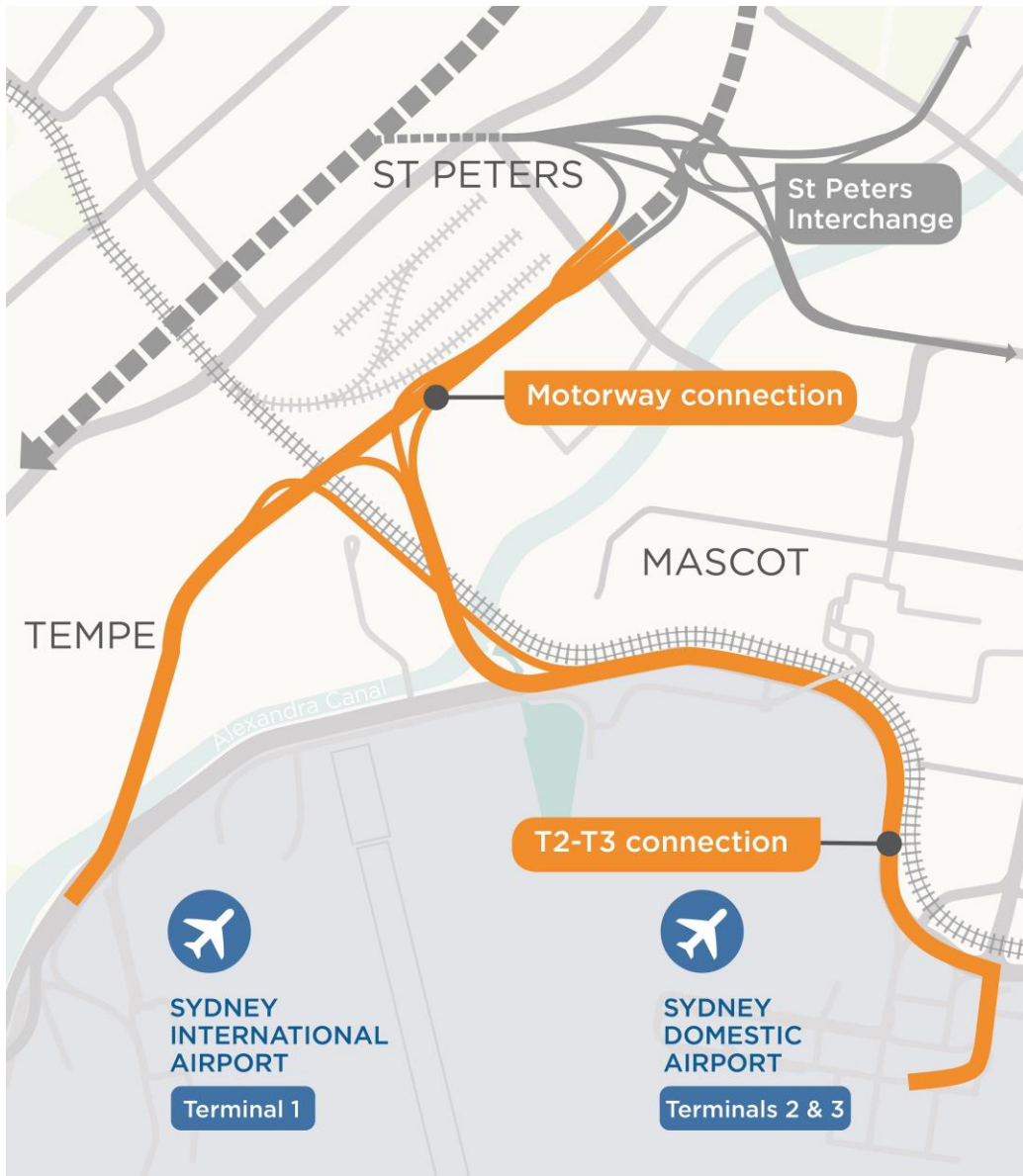
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Seli Storer  
Biamanga  
biamangachts@gmail.com

Ref: A24655240

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

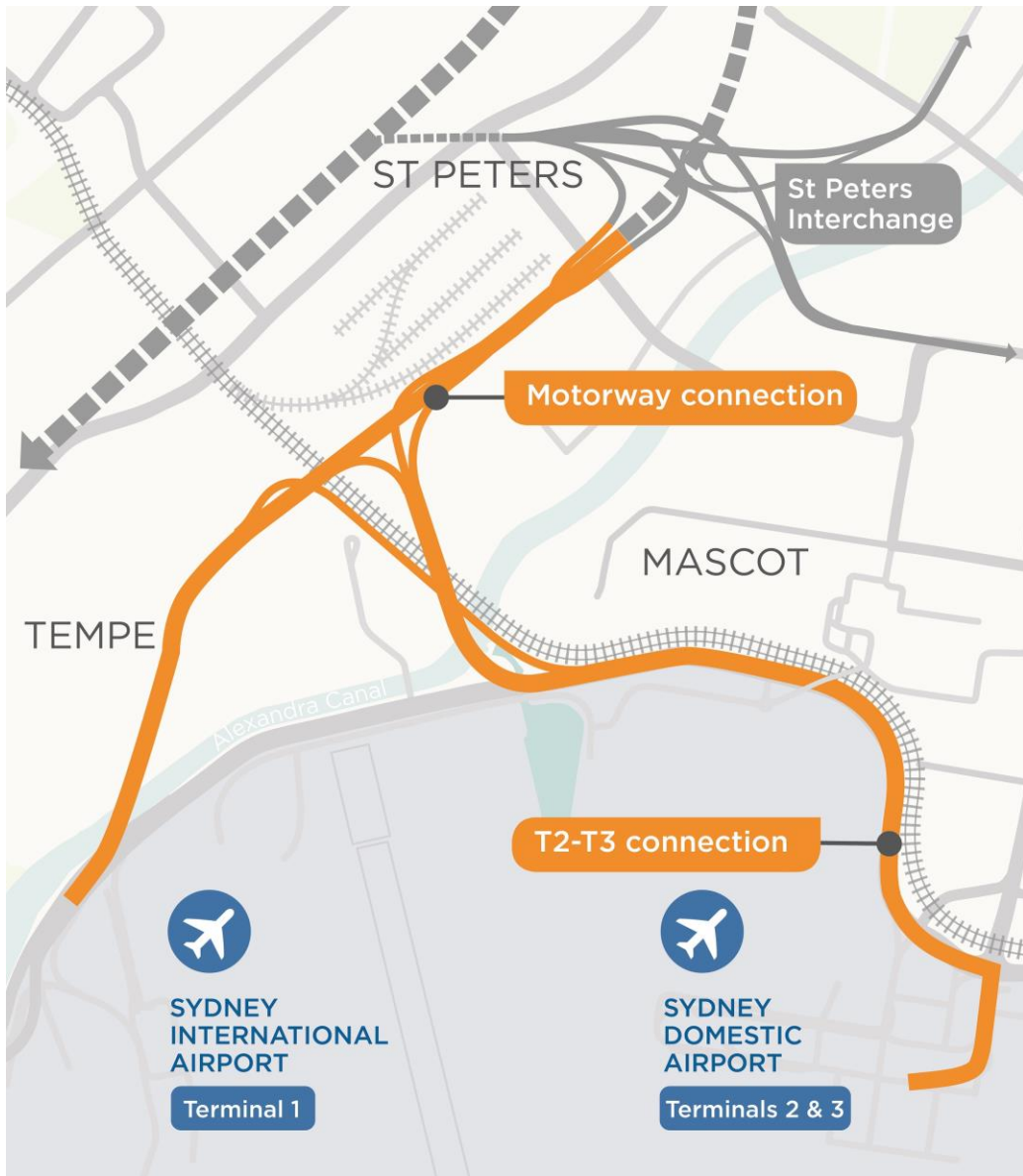
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Jody Kulakowski  
Barking Owl Aboriginal Corporation  
2-65/69 Wehlow Street  
Mount Druitt NSW 2770  
barkingowlcorp@gmail.com

Ref: A#####

Dear Sir/Madam

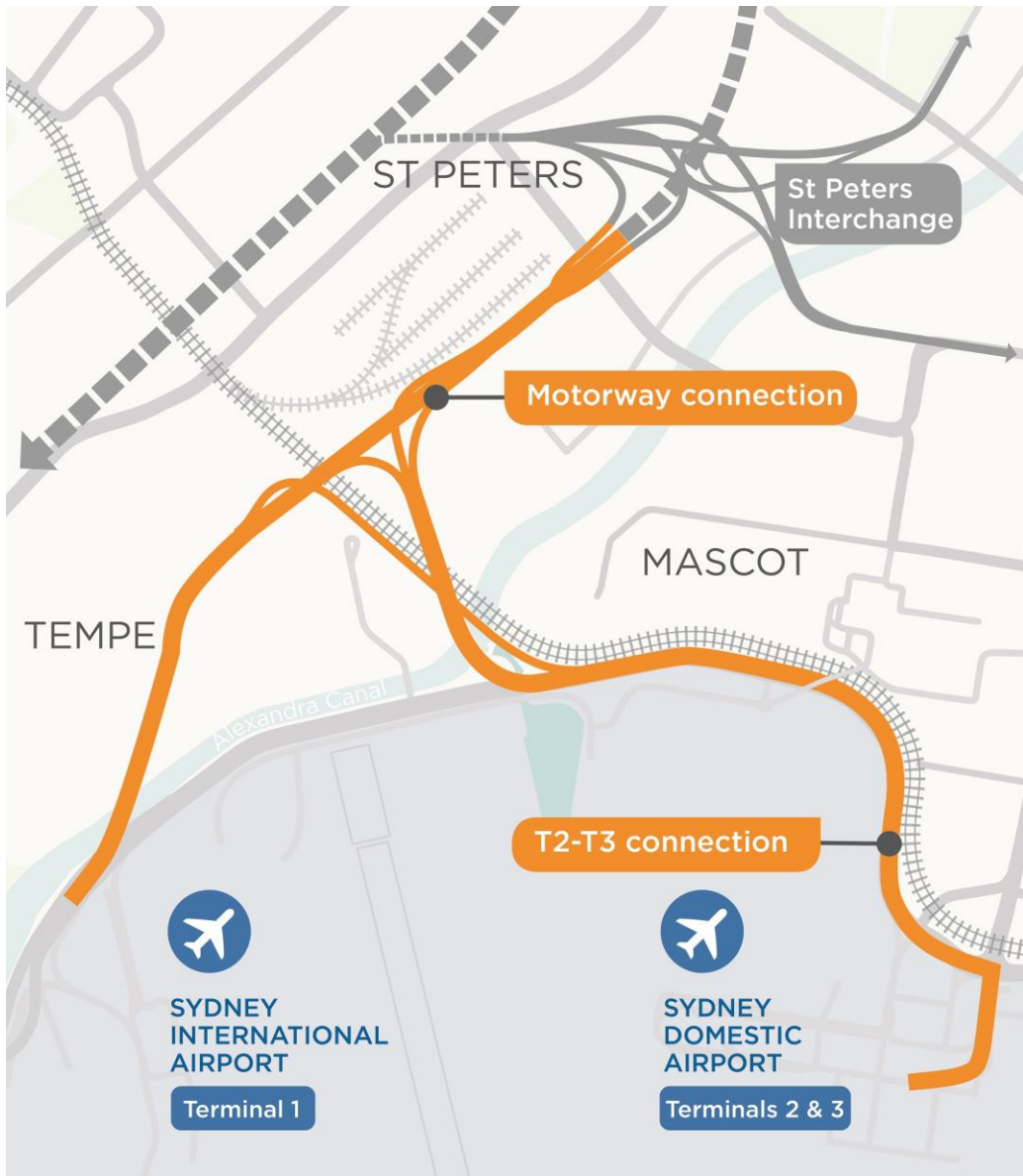
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Robert Parson  
Yerramurra  
yerramurra@gmail.com

Ref: A24655628

Dear Sir/Madam

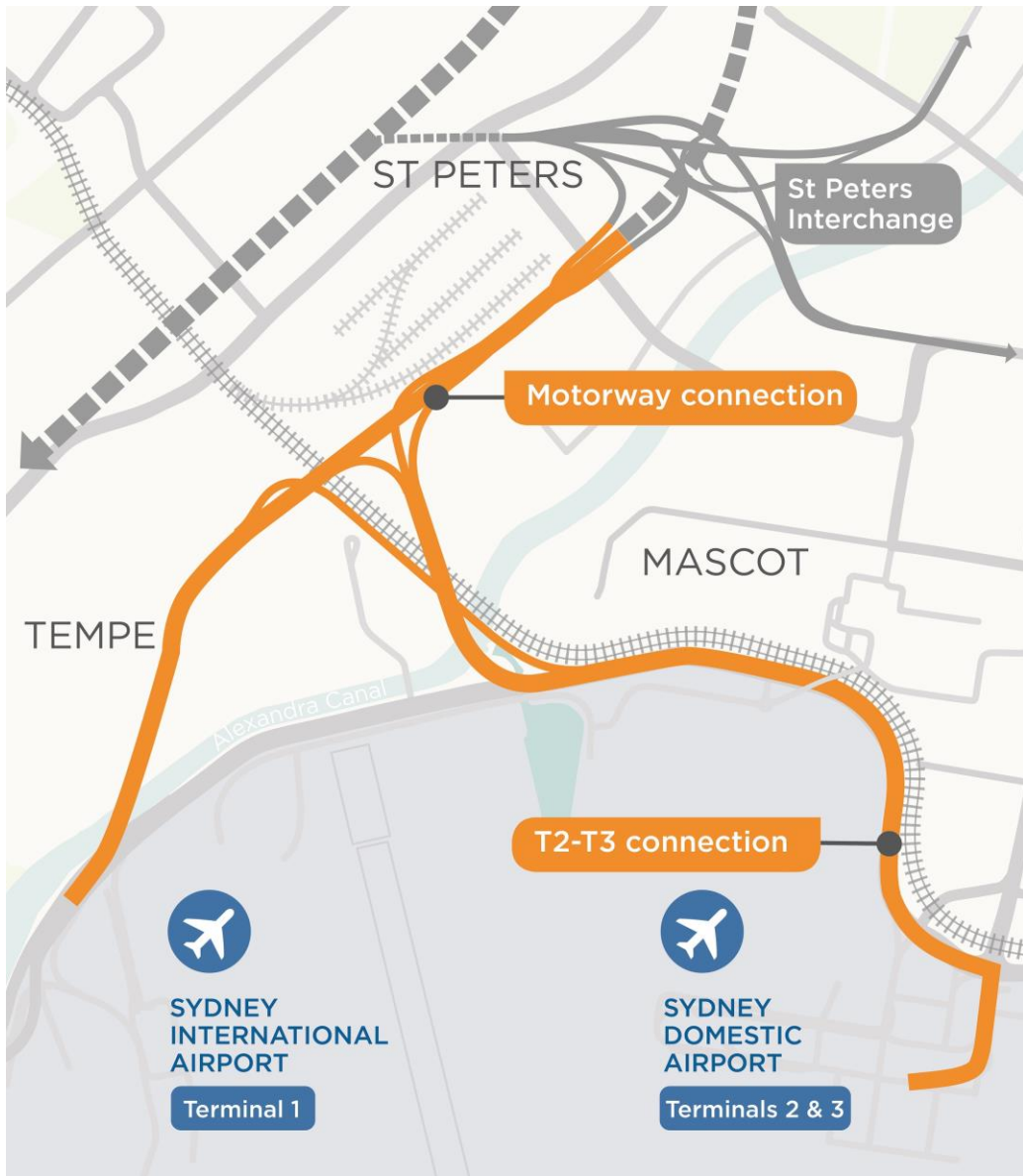
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist





31 October 2018

Lee-Roy James Boota  
Wullung  
54 Blackwood Street  
Gerringong NSW 2534

Ref: A24655619

Dear Sir/Madam

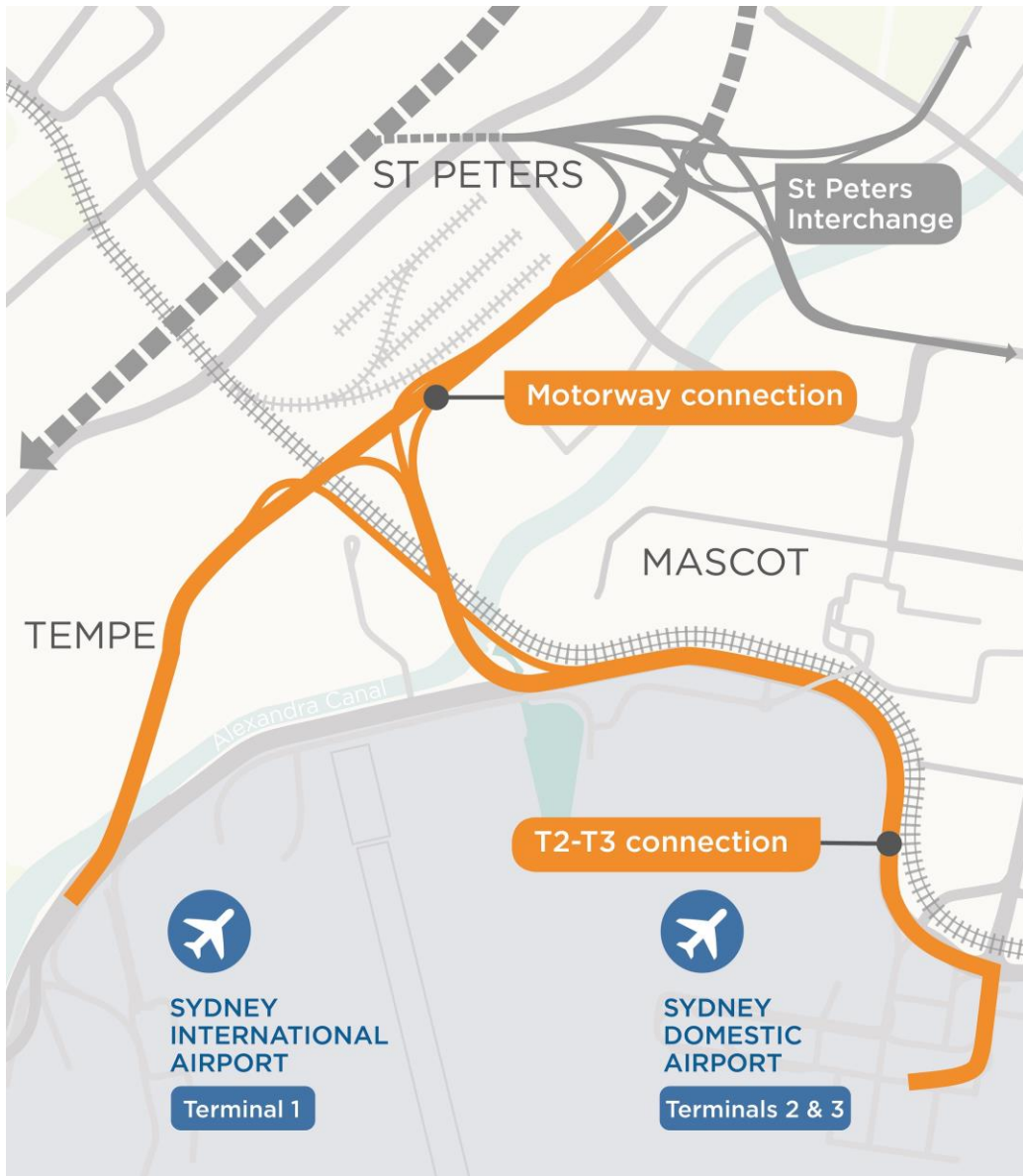
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Hayley Bell  
Wingikara  
wingikarachts@gmail.com

Ref: A24655615

Dear Sir/Madam

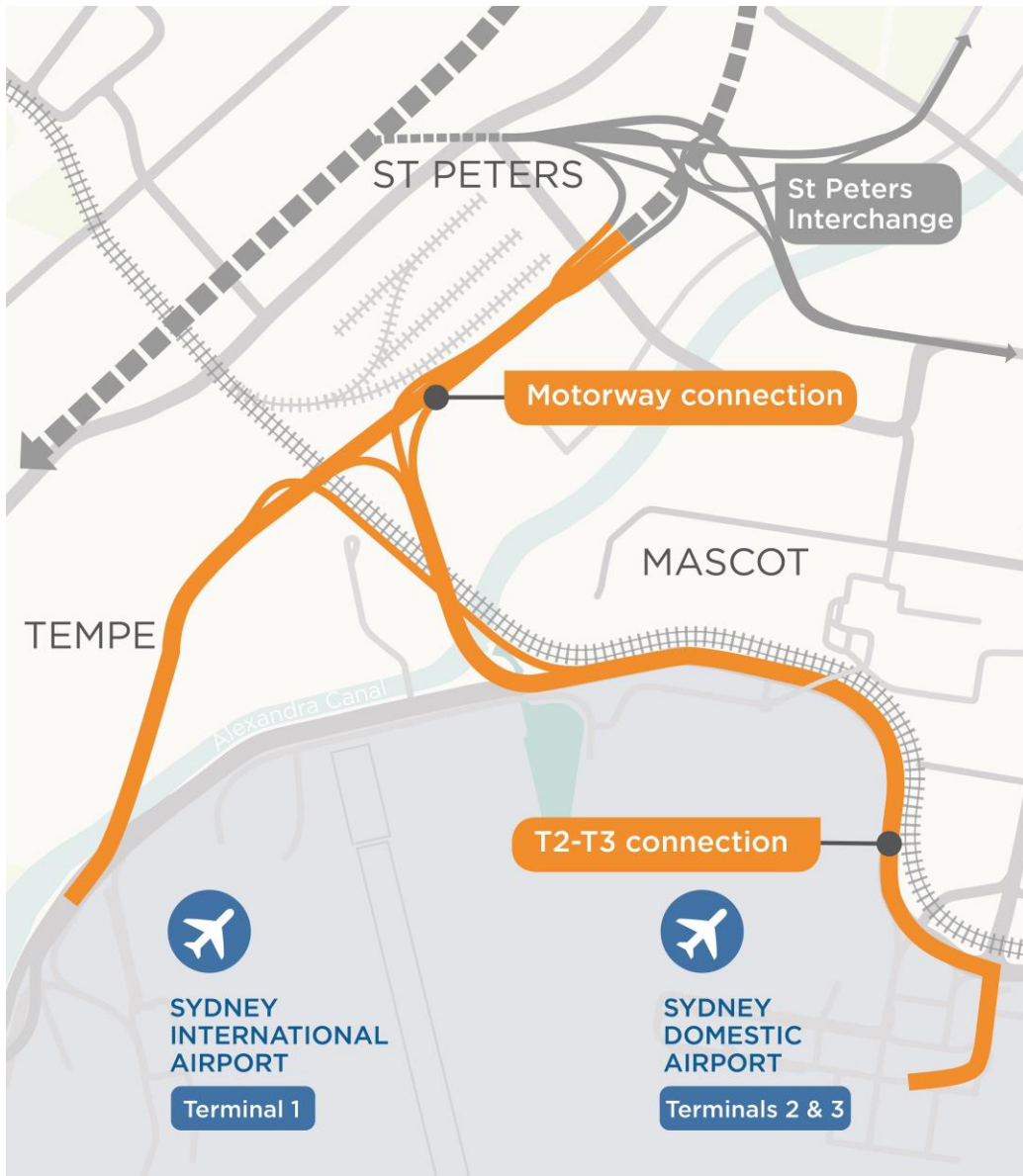
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Wandai Kirkbright  
Wingikara Cultural Heritage Technical Services  
wingikara@mirramajah.com

Ref: A24655609

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

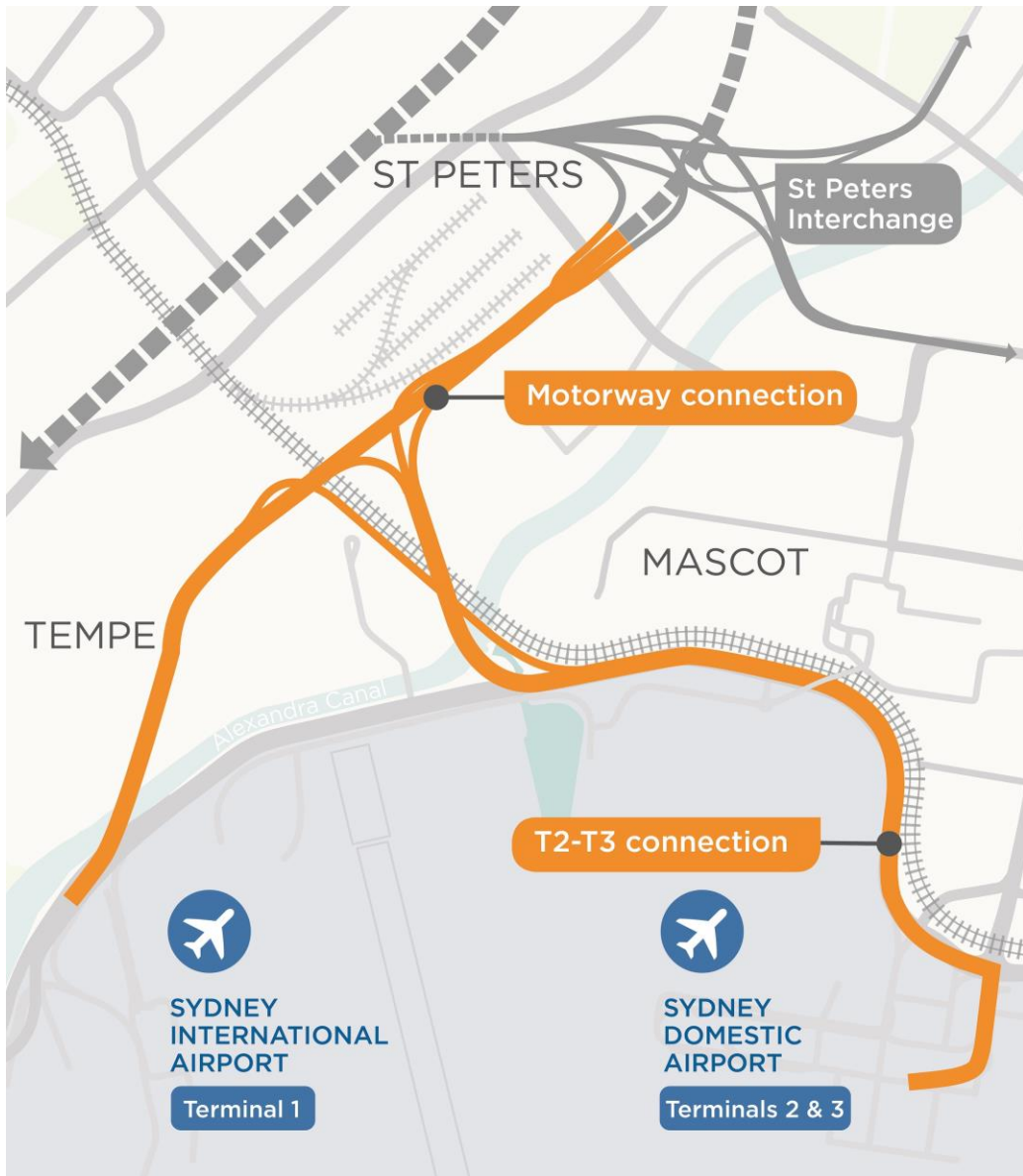
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Ronald Stewart  
Walgalu  
walgaluchts@gmail.com

Ref: A24655605

Dear Sir/Madam

**Aboriginal community consultation notification for proposed the Sydney Gateway road project**

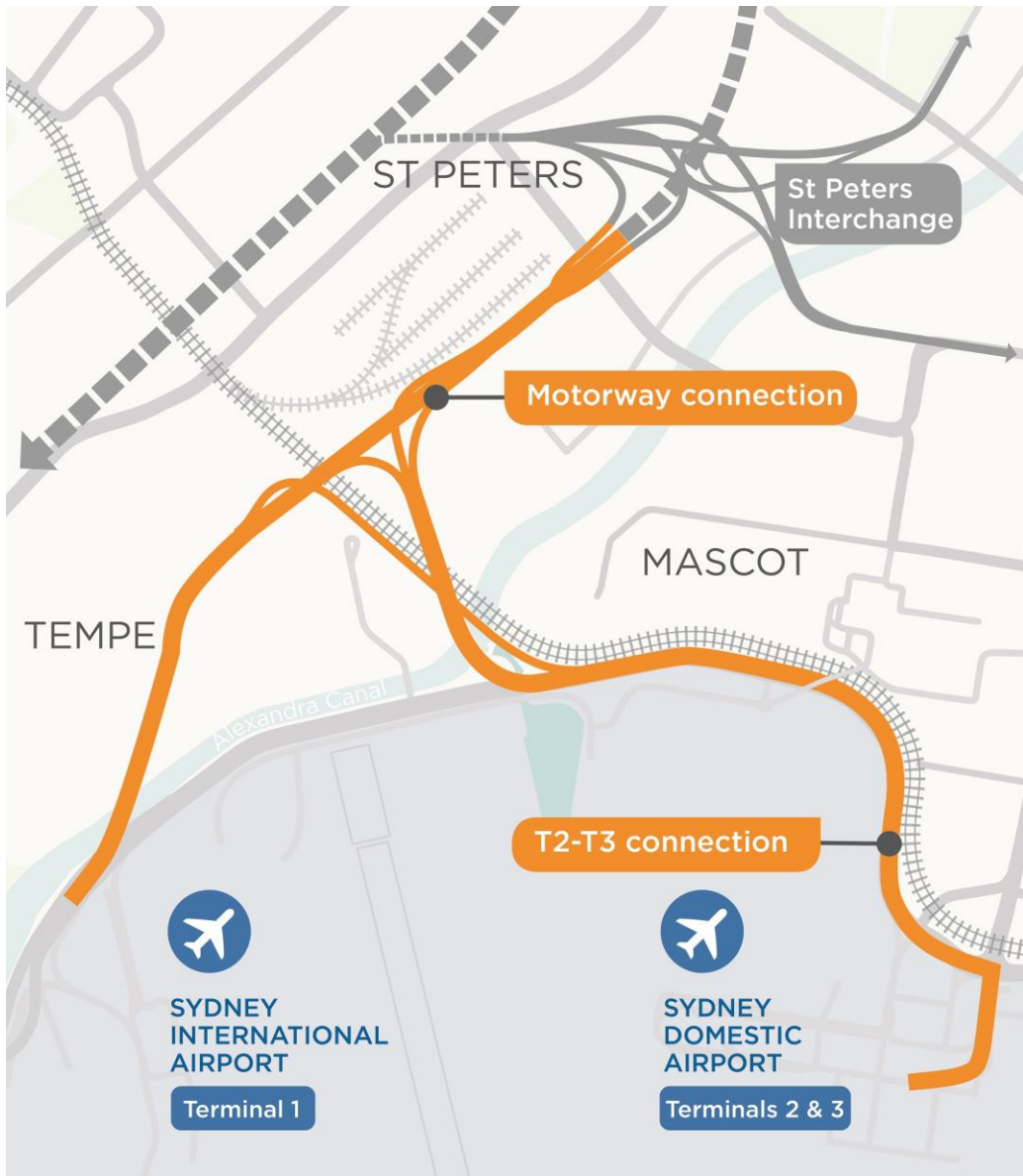
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



31 October 2018

Hika Te Kowhai  
Walbunja  
walbunja@gmail.com

Ref: A24655600

Dear Sir/Madam

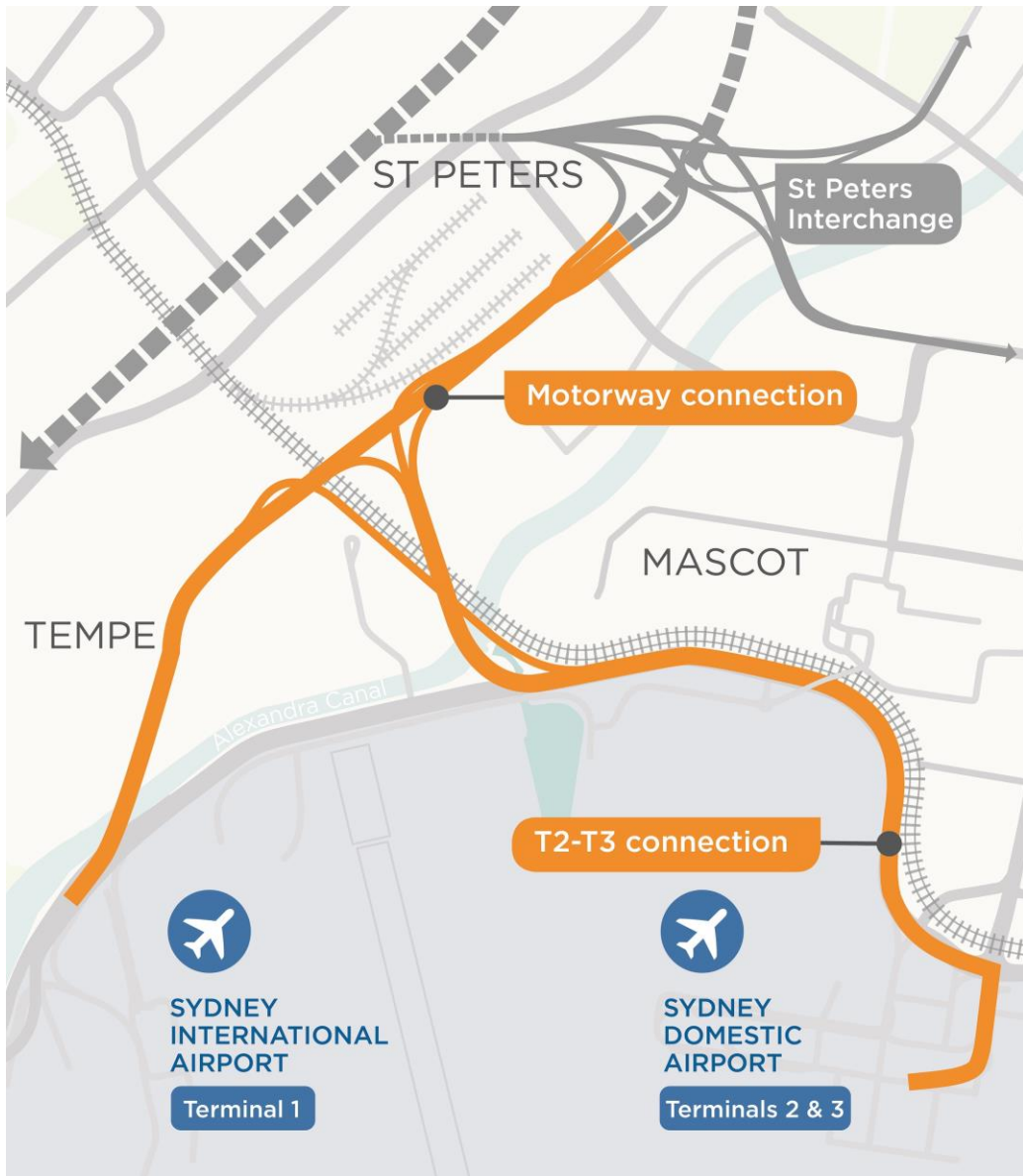
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Yours sincerely

Lee Davison  
Senior Aboriginal Engagement Specialist



## Responses from potential Aboriginal stakeholders

## Ryan Taddeucci

---

**From:** Barking Owl Aboriginal Corporation <barkingowlcorp@gmail.com>  
**Sent:** 13 November, 2018 4:31 PM  
**To:** Sydney Gateway  
**Subject:** Re: Aboriginal community consultation notification for proposed the Sydney Gateway road project  
**Attachments:** SYDNEY GATEWAY 01 expression of interest barking owl copy.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Lee

Please find attached expression of interest to participate in consultation for proposed Sydney Gateway rd project.

Kind regards

Jody Kulakowski  
Barking Owl Aboriginal Corporation  
[barkingowlcorp@gmail.com](mailto:barkingowlcorp@gmail.com)

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

 Consider the environment. Please don't print this e-mail unless really necessary.

On 31 Oct 2018, at 11:45 am, Sydney Gateway <[SydneyGateway@rms.nsw.gov.au](mailto:SydneyGateway@rms.nsw.gov.au)> wrote:

Aboriginal community consultation for the proposed Sydney Gateway

**Barking Owl  
Aboriginal  
Corporation**

**ICN 8822**

**[barkingowlcorp@gmail.com](mailto:barkingowlcorp@gmail.com)**



---

**13th November 2018**

Dear Lee,

**RE: SYDNEY GATEWAY RD PROJECT**  
**ABORIGINAL CULTURAL HERITAGE ASSESSMENT**

We would like to register interest for full consultation and involvement in the study area.

<b>Registering Aboriginal Party:</b>	<b>Barking Owl Aboriginal Corporation</b>
<b>Contact Person:</b>	<b>Jody Kulakowski</b>
<b>Phone:</b>	<b>0426 242 015</b>
<b>Email:</b>	<b><u><a href="mailto:barkingowlcorp@gmail.com">barkingowlcorp@gmail.com</a></u> (preferred contact method)</b>

We are able to provide fit and hardworking site officers to assist with work that may involve physical labour with current white cards and all PPE equipment.

We can provide copies of relevant certificates of currency for business insurances on request.

Members put forward have experience in a variety of community consultation projects through other Registered Corporations.

Please feel free to contact by email [barkingowlcorp@gmail.com](mailto:barkingowlcorp@gmail.com) if you require any further information.

kind regards

Jody Kulakowski  
Director  
Barking Owl Aboriginal Corporation  
0426 242 015

## Ryan Taddeucci

---

**From:** Darren Duncan <darrenjohnduncan@gmail.com>  
**Sent:** 1 November, 2018 10:37 AM  
**To:** Sydney Gateway  
**Subject:** Re: Aboriginal community consultation notification for proposed the Sydney Gateway road project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To Lee

My name is Darren and I would like to be involved in the project  
I look forward to meeting with you and working with you on this project

Kind regards

Darren Duncan

0410510397

Sent from my iPhone

On 31 Oct 2018, at 11:56 am, Sydney Gateway <[SydneyGateway@rms.nsw.gov.au](mailto:SydneyGateway@rms.nsw.gov.au)> wrote:

Dear Sir/Madam

You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project which is currently being planned by Roads and Maritime Services.

Please find attached a consultation notification from Roads and Maritime Services providing details of how you can register your interest to be consulted about this project. Registration is requested by 14 November 2018.

Regards

Sydney Gateway Team



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

<A24655452 DJMD Consultancy.pdf>

## Ryan Taddeucci

---

**From:** lilly carroll <didgengunawalclan@yahoo.com.au>  
**Sent:** 31 October, 2018 12:24 PM  
**To:** Sydney Gateway  
**Subject:** Re: Aboriginal community consultation notification for proposed the Sydney Gateway road project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom this may concern,

DNC would like to register an interest into  
Sydney Gateway Project,

Kind regards  
Paul Boyd & Lilly Carroll  
Directors DNC

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, October 31, 2018, 11:55 am, Sydney Gateway <SydneyGateway@rms.nsw.gov.au> wrote:

Dear Sir/Madam

You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project which is currently being planned by Roads and Maritime Services.

Please find attached a consultation notification from Roads and Maritime Services providing details of how you can register your interest to be consulted about this project. Registration is requested by 14 November 2018.

Regards

Sydney Gateway Team



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime



Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

## Ryan Taddeucci

---

**From:** Kayla Williamson <kayla\_87\_@hotmail.com>  
**Sent:** 29 October, 2018 9:33 AM  
**To:** Sydney Gateway  
**Subject:** Aboriginal Heritage - Sydney Gateway

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Lee

Woronora Plateau Gundangara Elders Council would like to register for the Sydney Gateway Road Project.

Please send all correspondence to:

11 Garnett Grove  
FLINDERS NSW 2529

Or

Kayla\_87\_@hotmail.com

Kind Regards  
Kayla Williamson  
0414438744

## Ryan Taddeucci

---

**From:** Jennifer Beale <koori@ozemail.com.au>  
**Sent:** 14 November, 2018 5:59 PM  
**To:** Sydney Gateway  
**Subject:** RE: Aboriginal community consultation notification for proposed the Sydney Gateway road project  
**Attachments:** Sydney Gateway - RMS.docx  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,

Please see attached.

Regards,  
Jennifer Beale.

---

From: Sydney Gateway [mailto:SydneyGateway@rms.nsw.gov.au]  
Sent: Wednesday, 31 October 2018 11:52 AM  
To: koori@ozemail.com.au  
Subject: Aboriginal community consultation notification for proposed the Sydney Gateway road project

Dear Sir/Madam

You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area for the Sydney Gateway road project which is currently being planned by Roads and Maritime Services.

Please find attached a consultation notification from Roads and Maritime Services providing details of how you can register your interest to be consulted about this project. Registration is requested by 14 November 2018.

Regards

Sydney Gateway Team



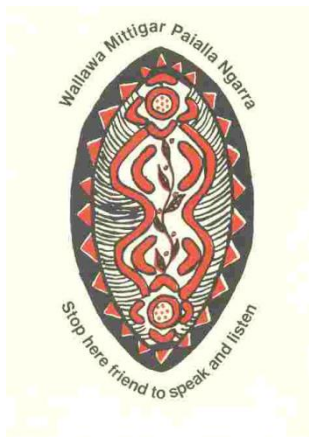
Before printing, please consider the environment

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**Consider the environment. Please don't print this e-mail unless really necessary.**



**BUTUCARBIN ABORIGINAL CORPORATION**

PO Box E18, Emerton NSW 2770

28 Pringle Road, Hebersham NSW 2770

Ph: 9832 7167 Fax: 9832 7263

[koori@ozemail.com.au](mailto:koori@ozemail.com.au)

ABN: 83 535 742 276

14<sup>th</sup> November, 2018

To whom it may concern,

Butucarbin Aboriginal Corporation wishes to register its interest to participate in the Aboriginal community consultation for the proposed 'Sydney Gateway' project. We look forward to being involved in the process and appreciate the invitation to do so.

Yours Sincerely,

Jennifer Beale  
CEO



## **Action 3 – Newspaper advertisements**

## Roads and Maritime Services

### Aboriginal Heritage – Sydney Gateway road project

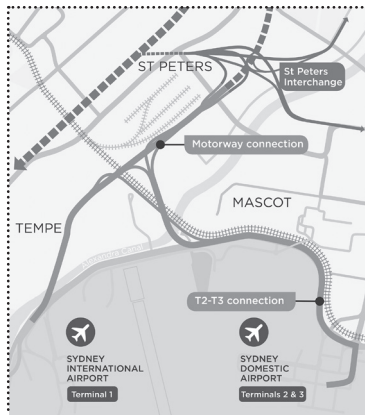
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Registrations must be received by phone or in writing by 31 October 2018.

Roads and Maritime Services proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

The proposal may result in the Roads and Maritime Services:

- Undertaking investigations in accordance with the *Code of practice for archaeological investigations in NSW 2010*, and/or
- Undertaking an environmental impact assessment under the *Commonwealth Airports Act 1996* and the *NSW Environmental Planning & Assessment Act 1979*.



To register your interest, please contact Lee Davison on (02) 4221 2583 or via email [sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)

## Roads and Maritime Services

### Aboriginal Heritage – Sydney Gateway road project

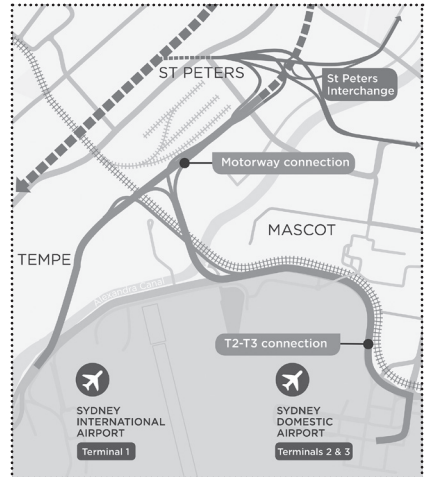
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# Yarning Up support for remote communities



BOND University brought a group of school principals and corporate representatives to far north Queensland for a Yarning Up

experience with the Lockhart River community.

Lockhart River Mayor Wayne Butcher said Bond's first visit in 2014 was with a group of principals from leading girls' schools across the country as a Women Yarning Up experience.

"Their idea was to help educators understand the challenges our children face transitioning from life in a small remote community to a large boarding school in the city," he said.

"It also gave the principals an opportunity to connect with parents, Elders and leaders here in Lockhart River so that we can work together to help our children stay in school through to Year 12 and onto tertiary education or training."

Bond's Yarning Up initiative has transformed over the years so that it now involves men as well as women, and has an equal emphasis on business mentoring and entrepreneurial support.

"We've seen some significant outcomes with schools introducing new transition systems to help students integrate into secondary school, as well as more teachers coming up to Lockhart River to connect with future students and



Lockhart River councillors and locals welcome Bond University's Yarning Up group.

their families," Mayor Butcher said.

"We are also extremely proud of one of Lockhart River's very first university students, with one of our Year 12 graduates from Downlands College in Toowoomba now in the second year of her nursing degree.

"The Yarning Up attendees have helped establish new services such as Orange Sky Laundry, which has had a noticeable impact on reducing skin conditions for local families, and there are plans for the opening of a

container café, also funded by an anonymous Yarning Up participant."

Bond University Indigenous cultural support officer and Yarning Up co-host Narelle Urquhart said one of the highlights was seeing the positive changes happening in Lockhart River.

"Since the university's first visit in 2014, we've seen new houses being built, a sheltered area constructed at the Lockhart School and the opening of the Kuunchi Kakana Centre," she said.

"Whilst the challenges of living in a remote Indigenous community cannot be underplayed, there is a real spirit of progress and forward movement driven by Mayor Wayne Butcher that inspires his fellow councillors, Council staff and local community members, who now have the confidence to create their own businesses.

"The Mayor's focus on education is further supported by Lockhart School Principal Siobhan Jackson and the Puuya Foundation chair Dotti Hobson and

founder/CEO Denise Hagan, who are doing an incredible job to improve school attendance, literacy and education standards across the board.

"As a result, our Yarning Up participants have developed a real understanding that it's not up to us to walk in and tell the community how to solve their problems. Our role is to listen to their ideas, dreams and aspirations for the future and see what we can do to help them make it happen for themselves."

Bond University also works with remote communities in the Torres Strait Islands, alternating the annual Yarning Up visits between Lockhart River and Murray (Mer) Island.

Their five-day itinerary included visits to Lockhart State School, the Puuya Foundation's Kuunchi Kakana early childhood centre, Lockhart River Arts Centre, the health clinic, the police station and the women's shelter.

Their interactions with local families, Elders, businesspeople and leaders were facilitated by morning teas, picnic lunches and an entrepreneurs' dinner at the Iron Range Cabins. The group also put on a barbecue for the community on the Saturday night which included a special performance by renowned Indigenous musician, keynote speaker and advocate Jeremy Donovan, who travelled with the Yarning Up group as co-host and facilitator.



## Roads and Maritime Services

### Aboriginal Heritage – Sydney Gateway road project

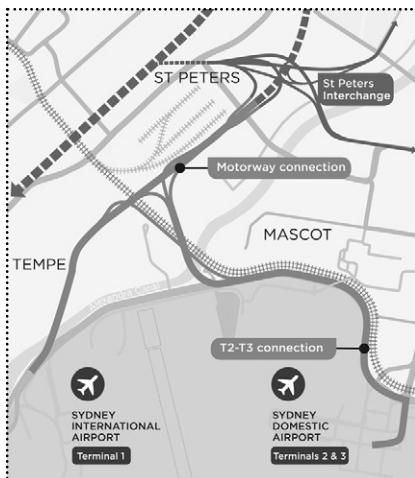
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To register your interest, please contact Lee Davison on (02) 4221 2583 or via email [sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Australian National University

## Deep Human History Laureate PhD Scholarship

The ANU College of Arts and Social Sciences is proud to offer the Deep Human History Laureate PhD Scholarship. Applications are now open until October 31, 2018. The Scholarship offers a stipend of \$31,082 per annum.

The Scholarships are associated with the Rediscovering the Deep Human Past Laureate Program, a project exploring Aboriginal narratives to develop a deeper understanding of Australia's pre-1788 history.

Successful applicants will concentrate on a particular regional focus area, and will address the recuperation of knowledge from linguistic and museum collections, and undertake reconnection and repatriation with custodians in connected landscapes.

Visit <http://cass.anu.edu.au/study/scholarships/deep-human-history-laureate-phd-scholarship> to find out more and to apply. For further information, please contact Ann McGrath, Laureate Professor [ann.mcgrath@anu.edu.au](mailto:ann.mcgrath@anu.edu.au), or Julie Rickwood, Project Manager [julie.rickwood@anu.edu.au](mailto:julie.rickwood@anu.edu.au).

## Aboriginal Cultural Heritage Assessment Invitation to Register an Interest

Artefact Heritage on behalf of Moore Theological College is undertaking an Aboriginal cultural heritage assessment of the property known as 106-114 Georges River Road, Croydon Park in advance of proposed redevelopment of a theological college campus. Contact details for the proponent are Moore Theological College C/Cam Capel, 1 King St, Newtown NSW 2042, email: [Campbell.Capel@moore.edu.au](mailto:Campbell.Capel@moore.edu.au)

The project is being assessed as a State Significant Development (SSD 9442) under the Environmental Planning and Assessment Act 1979. The purpose of this community consultation is to assist the Director-General of the Department of Planning and Environment in the determination of the project with consideration for Aboriginal cultural heritage values.

The proponent therefore seeks to consult with all Aboriginal groups or individuals who hold cultural knowledge relevant to determining the significance of Aboriginal objects and/or places in the Croydon Park area.

Interested parties should register in writing, providing their name, address, email, phone number and information on their connection to the area.

Please register your interest in the project by 31 October 2018 by contacting:

Anna Darby, Artefact Heritage  
Building B, Level 4, 35 Saunders Street, Pyrmont NSW 2009  
02 9518 8411  
[anna.darby@artefact.net.au](mailto:anna.darby@artefact.net.au)

For all your advertising needs  
email: [advertising@koorimail.com](mailto:advertising@koorimail.com) or call 02 6622 2666

## **Action 5 – Confirmation of registration**



21 November 2018

Anna O'Hara  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A24920372

Dear Anna

**Receipt of registration to participate in Aboriginal cultural heritage assessment process for the Sydney Gateway road project**

Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

Shortly, you will receive an invitation to attend an Aboriginal focus group meeting. At this meeting, the Roads and Maritime Services will present an overview of the project; describe the statutory approvals process; outline critical milestones and invite you to discuss or present cultural information relevant to the Aboriginal objects or places that may be affected by the project.

You will receive a copy of a draft archaeological methodology which will outline how the Roads and Maritime Services proposes to manage its impact on Aboriginal objects and/or places. You are invited to review this methodology and provide comment.

As part of the consultation process, the Roads and Maritime Services is required to give Office of Environment and Heritage OEH and the relevant local Aboriginal land council(s) the names of all parties that have registered. **If you do not want your name to be forwarded, please inform the contact person for this project.**

Aboriginal community consultation will be undertaken in accordance with:

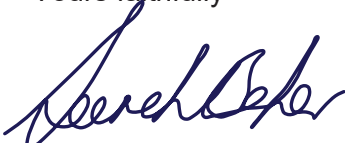
- The Office of Environment and Heritage (OEH) Aboriginal cultural heritage consultation requirements for applicants 2010; and
- The RTA's *Procedure for Aboriginal cultural heritage consultation and investigation* 2010.

**Roads & Maritime Services**

Please find enclosed information about the project to assist you with your understanding of potential impacts to Aboriginal cultural heritage.

The contact person for this project is Lee Davison (lee.davison@rms.nsw.gov.au or 0428 683 845).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Sarah Barker', with a stylized, flowing script.

**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project

# Sydney Gateway

## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept – the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at [future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)



# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



## Easier

- Access to the airports for over-height vehicles (up to 4.6m)
- Reduce congestion and cater for forecast growth



## Faster

- Improved travel times to airport terminals and Port Botany
- Connections to improve transport routes



## Safer

- Take trucks and cars off local roads in Botany and Mascot

## Improving the network

Sydney Gateway includes two key components:



### Road

A new alternative route to the domestic and international airport terminals from the Sydney motorway network at St Peters Interchange will provide a dedicated flyover from Qantas Drive to the front door of the domestic airport terminal. This route will bypass all traffic lights along major Sydney motorway networks to the domestic terminal. This project will be delivered by Roads and Maritime Services.

Sydney Gateway will complement future upgrades taking place in the airport precinct. It will also improve traffic flow and help reduce congestion on nearby roads.



### Rail

Duplicate a three-kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This project will be delivered by Australian Rail Track Corporation (ARTC).

The duplicated section from Botany to Mascot will allow freight to be moved more quickly and efficiently, allowing businesses to move goods to consumers sooner and reducing the number of trucks on local roads.

Proposed new T2-T3 connection and flyover



### Sydney Gateway delivery

The estimated cost is \$2.2 to \$2.6 billion for the road component of Sydney Gateway. The rail duplication is being funded and delivered by the Australian Government. Sydney Gateway will be toll free.



SYDNEY DOMESTIC AIRPORT

Terminals 2 & 3

An improved freight rail network works hand-in-hand with Sydney's target of reducing congestion on our roads. Every one million containers moved by rail annually reduces the number of trucks on the roads around Port Botany by more than 900 trucks each day. Port Botany has a target to move three million containers by rail by 2045.

Together these projects effectively extend the M4 corridor to Port Botany and increase capacity on the M5 corridor, better connecting Port Botany and freight precincts in Western Sydney.

Sydney Gateway is subject to Commonwealth and State Government approvals.

### What other works are happening in the area?

The NSW Government has been progressively upgrading roads around Sydney Airport to help improve traffic flow and access around the airport and Port Botany. The key projects are:

- Airport West: (Marsh Street) construction completed December 2017
- Airport East: (surrounding General Holmes Drive and Joyce Drive) construction to be completed in mid-2019
- Airport North: (surrounding Robey Street and O'Riordan Street) construction started July 2018 and will take around two years to complete.

Learn more: [rms.nsw.gov.au/sydneyairport](https://rms.nsw.gov.au/sydneyairport)



## Efficient freight movements

As demand grows, more goods are required to be moved by train. This is particularly true between Port Botany and freight terminals in Western Sydney, where demand is highest.

In the 2018 Federal Budget, the Australian Government announced a \$400 million commitment to fund the Port Botany Rail Line duplication and Cabramatta Loop. Both projects, led by ARTC, are part of a wider strategy to enhance freight capacity and efficiency, moving more freight by rail and moving goods to people faster.

Other priority projects include investments in freight terminals at Moorebank and Enfield. Moorebank will have a direct rail line to Port Botany via the Southern Sydney Freight Line to help move more freight by rail and reduce trucks on local roads.

Sydney Gateway is key to improving the efficiency of major freight movements, providing connections into Sydney's motorway network and access to strategic centres.



**Better and more reliable trips**  
for people, business and freight

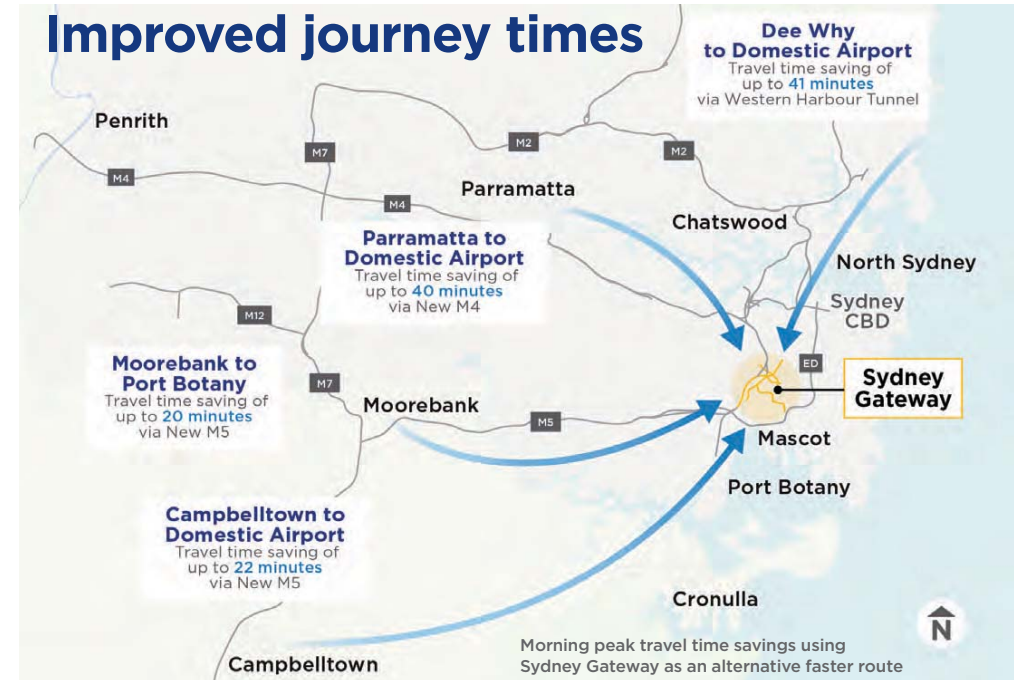


**Investing**  
in roads around Sydney Airport



**Catering for Sydney's growth**  
in passengers and freight

## Improved journey times



## Sydney Gateway facts and benefits

**65.6 million**

passengers will pass through Sydney Airport annually by 2039



More than half of traffic in the airport precinct consists of commuters or commercial vehicles not going to the airport

One freight train travelling to and from Port Botany is equivalent to up to **50 trucks**

**No** traffic lights from Parramatta to the Sydney Domestic Airport

**26** traffic lights bypassed

**Port Botany**  
is Australia's busiest container port

**\$200 billion** worth of goods are moved by freight annually in NSW

Congestion is set to cost Sydney **\$14.8 billion** by 2031



## Next steps

The Sydney Gateway team will be seeking community feedback throughout the project to help shape planning and delivery.

The preferred route is influenced by a number of factors including the existing roads, rail corridor, airport safety restrictions, the environment and the Alexandra Canal.

Roads and Maritime Services and ARTC will consider all feedback from the community noting these constraints. We encourage you to submit comments online using the interactive map on our website.

The community will have further opportunities to provide feedback during the design phases and through the environmental assessment process.

During the design planning phase, Roads and Maritime and ARTC will be carrying out a range of site investigations in the project area. We will contact you before starting work, if the investigations are in or around your property.

**Have  
your  
say**

**To find out more about  
Sydney Gateway, or to  
have your say:**



[rms.nsw.gov.au/sydneygateway](https://rms.nsw.gov.au/sydneygateway)



1800 654 446



[sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

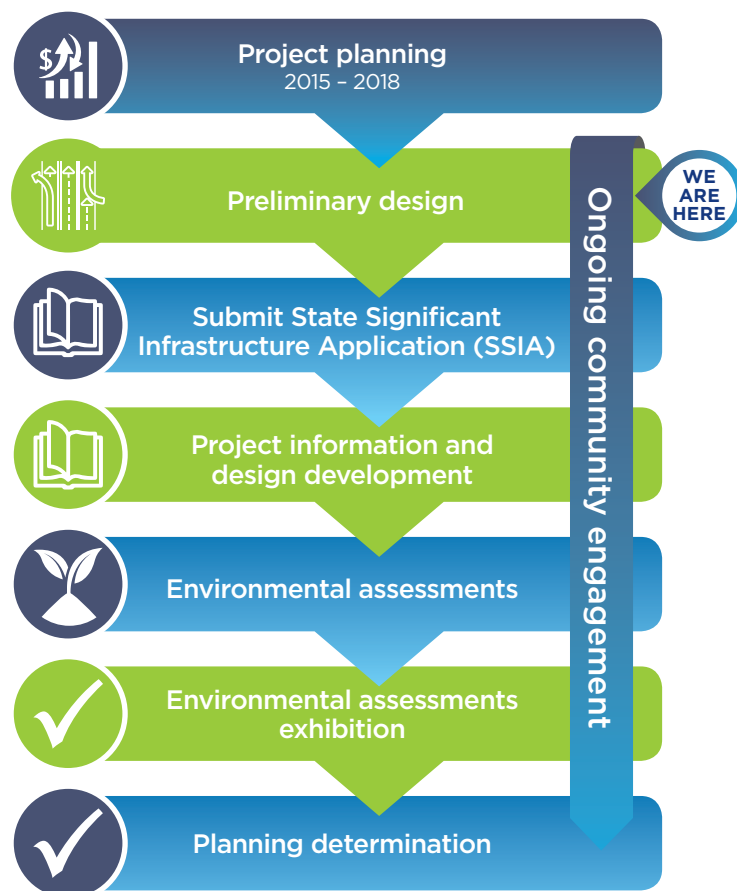
*All rail enquires will be directed to ARTC*



**131 450**

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 654 446.

## Australian and NSW planning process



September 2018  
RMS 18.1004

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21 November 2018

Jennifer Beale  
Butucarbin Aboriginal Corporation  
PO Box E18  
Emerton NSW 2770  
koori@ozemail.com.au

Ref: A24920365

Dear Jennifer

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**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project



# Sydney Gateway

## Community Update



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### Road

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Sydney Gateway will complement future upgrades taking place in the airport precinct. It will also improve traffic flow and help reduce congestion on nearby roads.



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Duplicate a three-kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This project will be delivered by Australian Rail Track Corporation (ARTC).

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### Sydney Gateway delivery

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SYDNEY DOMESTIC AIRPORT

Terminals 2 & 3

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**Better and more reliable trips**  
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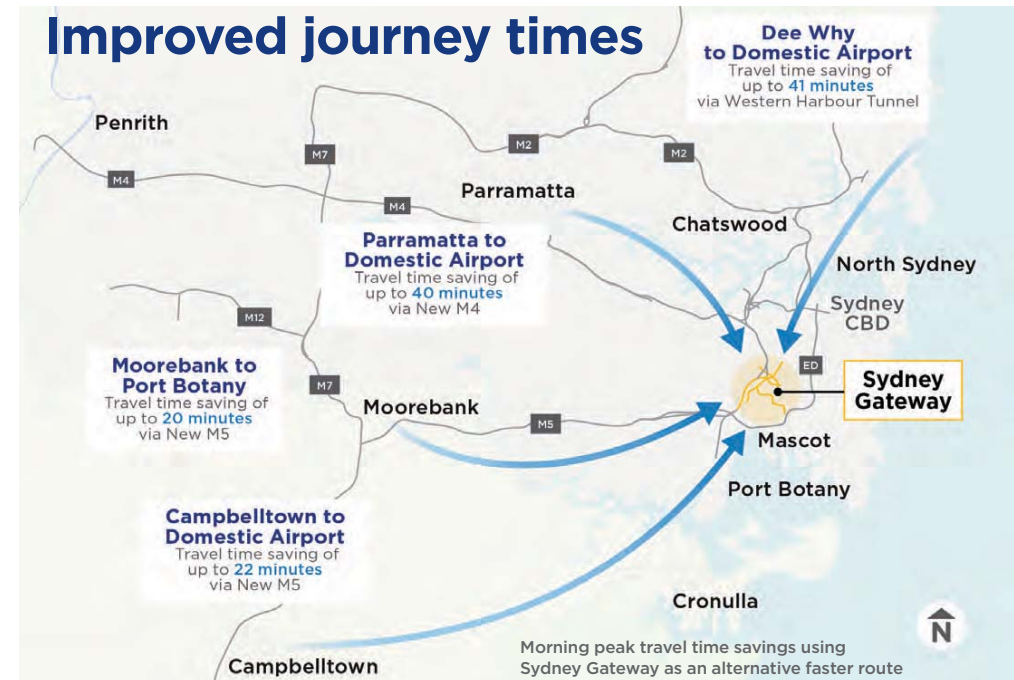


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have your say:**



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1800 654 446



[sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

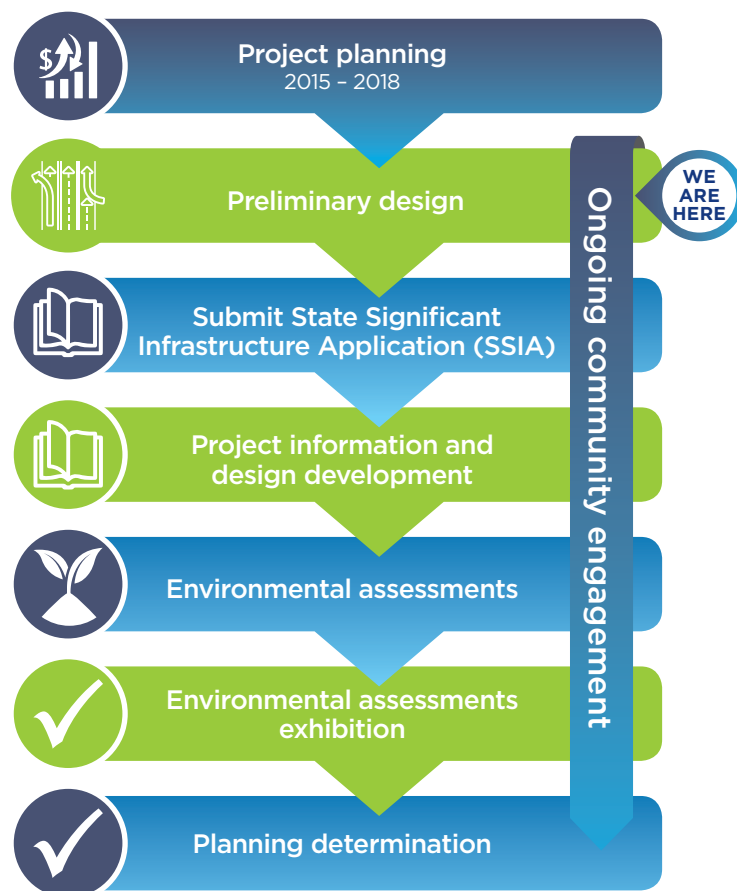
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September 2018  
RMS 18.1004

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21 November 2018

Gordon Workman  
Darug Boorooberogal Elders Aboriginal Corporation  
PO Box 14  
Doonside NSW 2767  
boorooberongal@outlook.com

Ref: A24920369

Dear Gordon

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Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

Shortly, you will receive an invitation to attend an Aboriginal focus group meeting. At this meeting, the Roads and Maritime Services will present an overview of the project; describe the statutory approvals process; outline critical milestones and invite you to discuss or present cultural information relevant to the Aboriginal objects or places that may be affected by the project.

You will receive a copy of a draft archaeological methodology which will outline how the Roads and Maritime Services proposes to manage its impact on Aboriginal objects and/or places. You are invited to review this methodology and provide comment.

As part of the consultation process, the Roads and Maritime Services is required to give Office of Environment and Heritage OEH and the relevant local Aboriginal land council(s) the names of all parties that have registered. **If you do not want your name to be forwarded, please inform the contact person for this project.**

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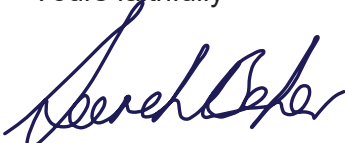
**Roads & Maritime Services**



Please find enclosed information about the project to assist you with your understanding of potential impacts to Aboriginal cultural heritage.

The contact person for this project is Lee Davison (lee.davison@rms.nsw.gov.au or 0428 683 845).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Sarah Barker', with a stylized, flowing script.

**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project

# Sydney Gateway

## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept – the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at [future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)



# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



## Easier

- Access to the airports for over-height vehicles (up to 4.6m)
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Sydney Gateway includes two key components:



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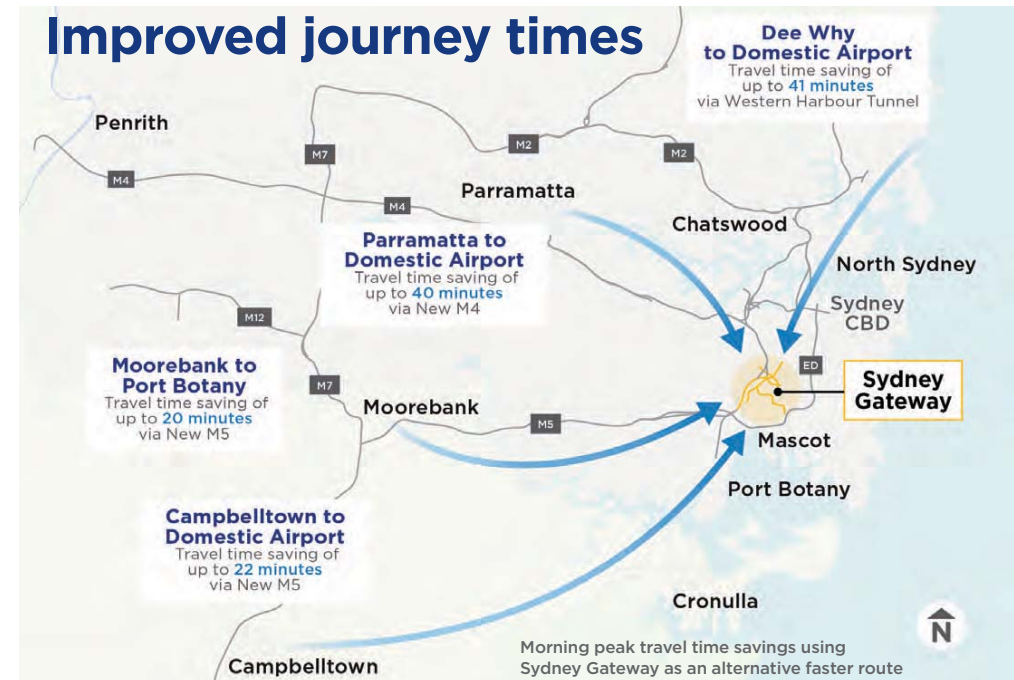


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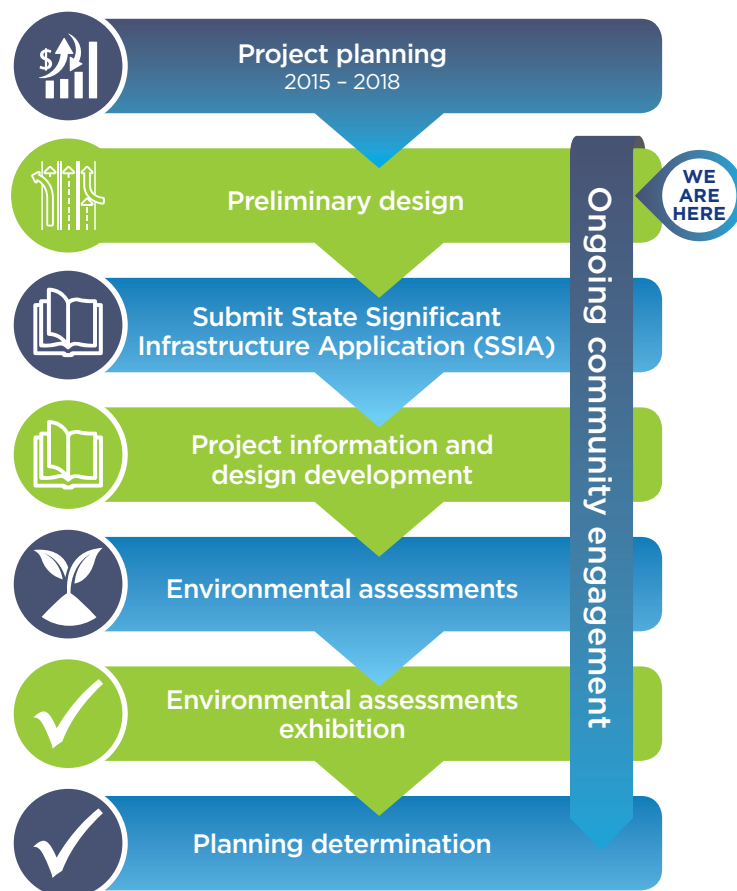
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21 November 2018

Uncle Gordon Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A24920374

Dear Uncle Gordon

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# Sydney Gateway

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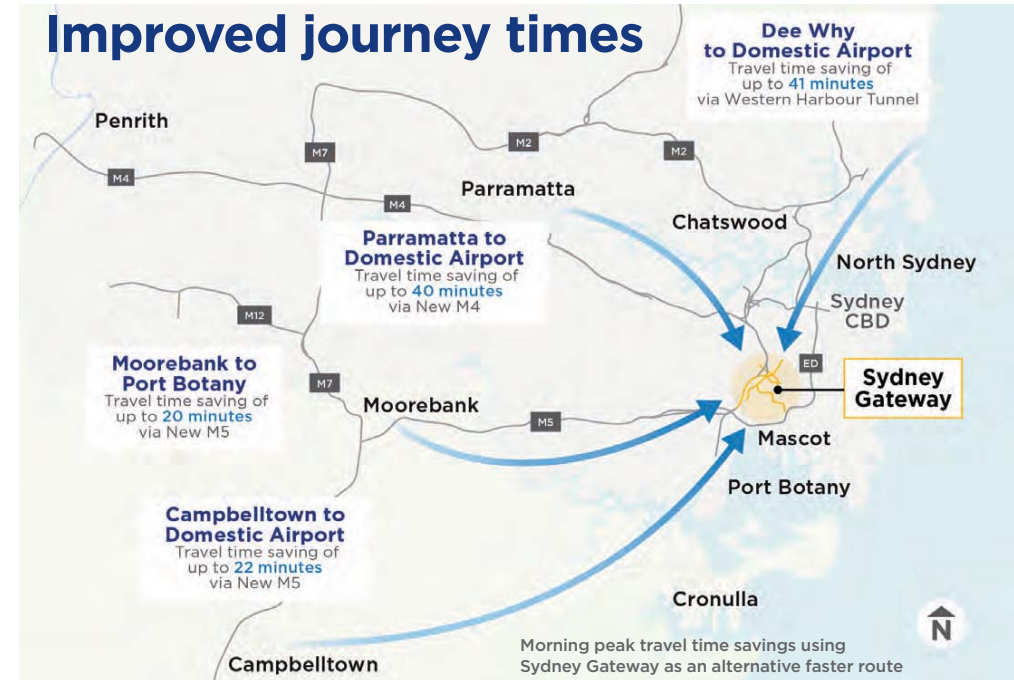


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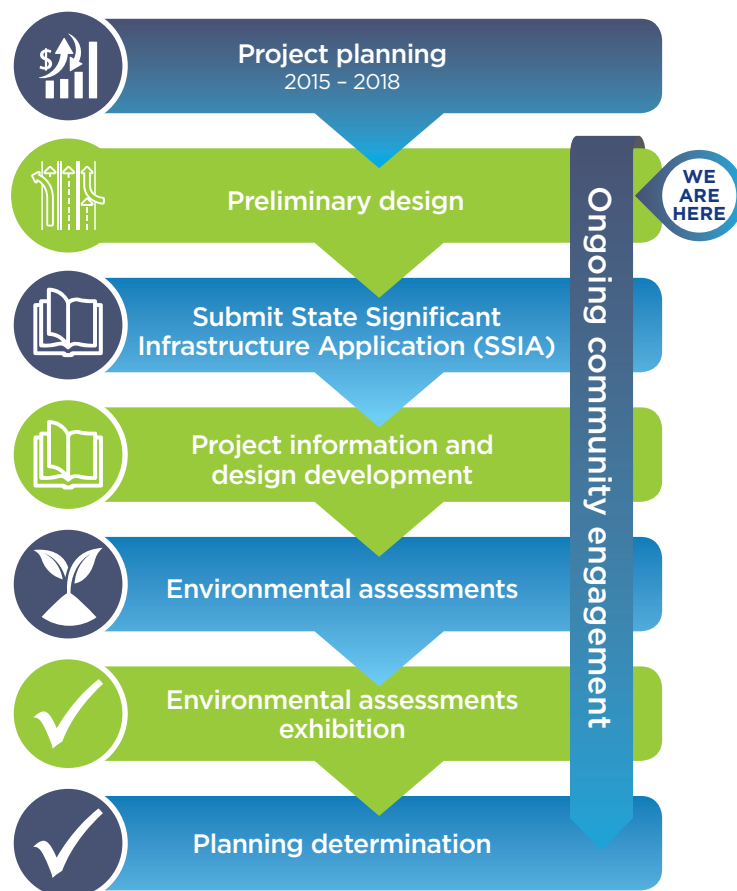
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21 November 2018

Jamie Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A24920378

Dear Jamie

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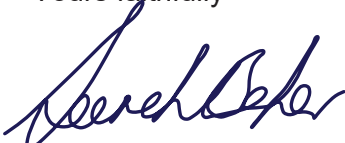
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Yours faithfully

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**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project



# Sydney Gateway

## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept – the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at [future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)



# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



## Easier

- Access to the airports for over-height vehicles (up to 4.6m)
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## Faster

- Improved travel times to airport terminals and Port Botany
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- Take trucks and cars off local roads in Botany and Mascot

## Improving the network

Sydney Gateway includes two key components:



### Road

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Sydney Gateway will complement future upgrades taking place in the airport precinct. It will also improve traffic flow and help reduce congestion on nearby roads.



### Rail

Duplicate a three-kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This project will be delivered by Australian Rail Track Corporation (ARTC).

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### Sydney Gateway delivery

The estimated cost is \$2.2 to \$2.6 billion for the road component of Sydney Gateway. The rail duplication is being funded and delivered by the Australian Government. Sydney Gateway will be toll free.



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Together these projects effectively extend the M4 corridor to Port Botany and increase capacity on the M5 corridor, better connecting Port Botany and freight precincts in Western Sydney.

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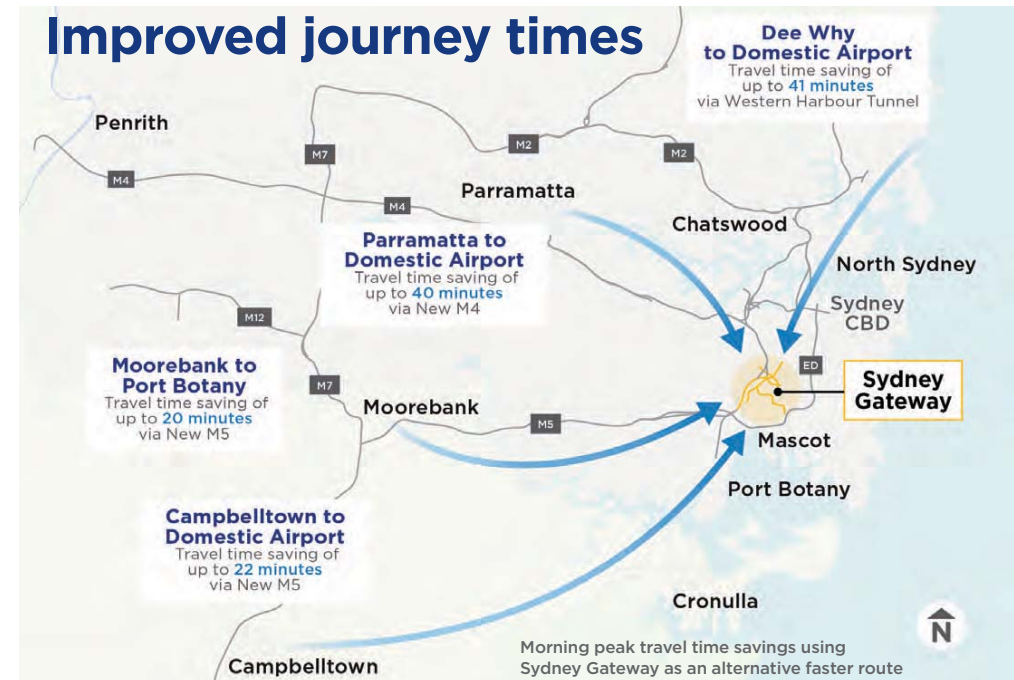


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1800 654 446



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Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

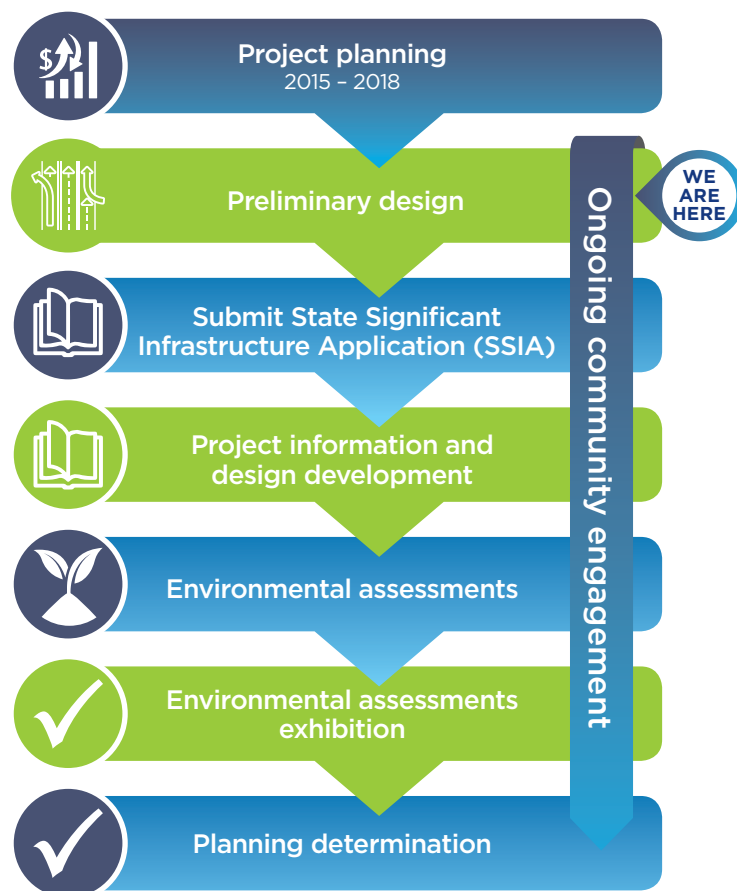
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21 November 2018

Lilli Carroll  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Ref: A24920379

Dear Lilli

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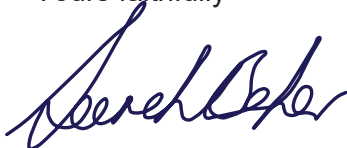
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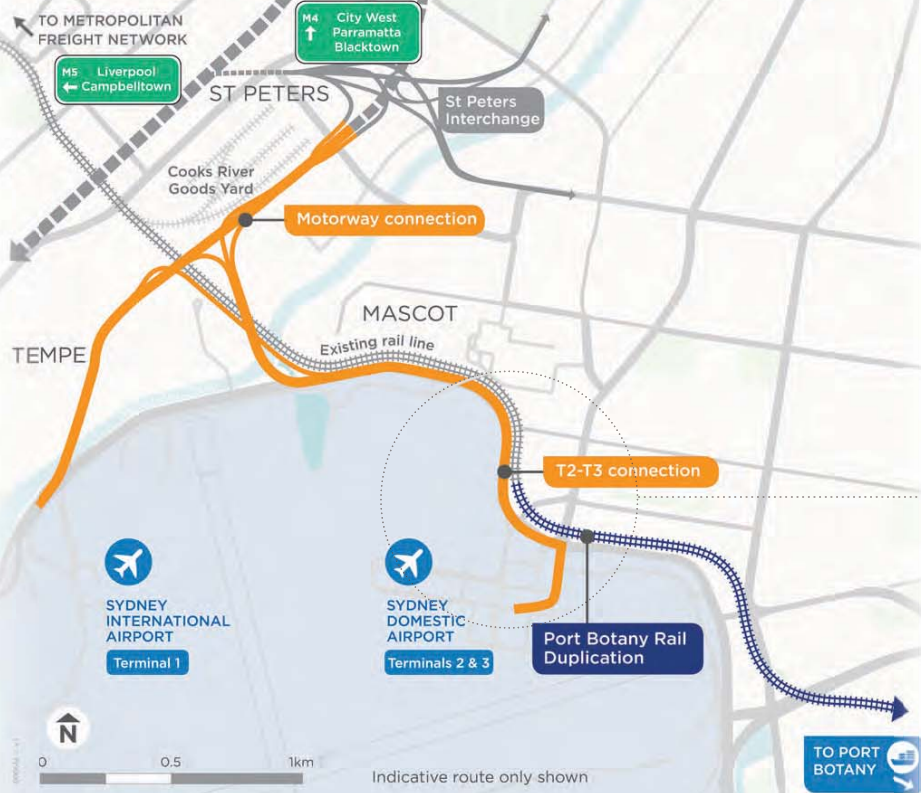
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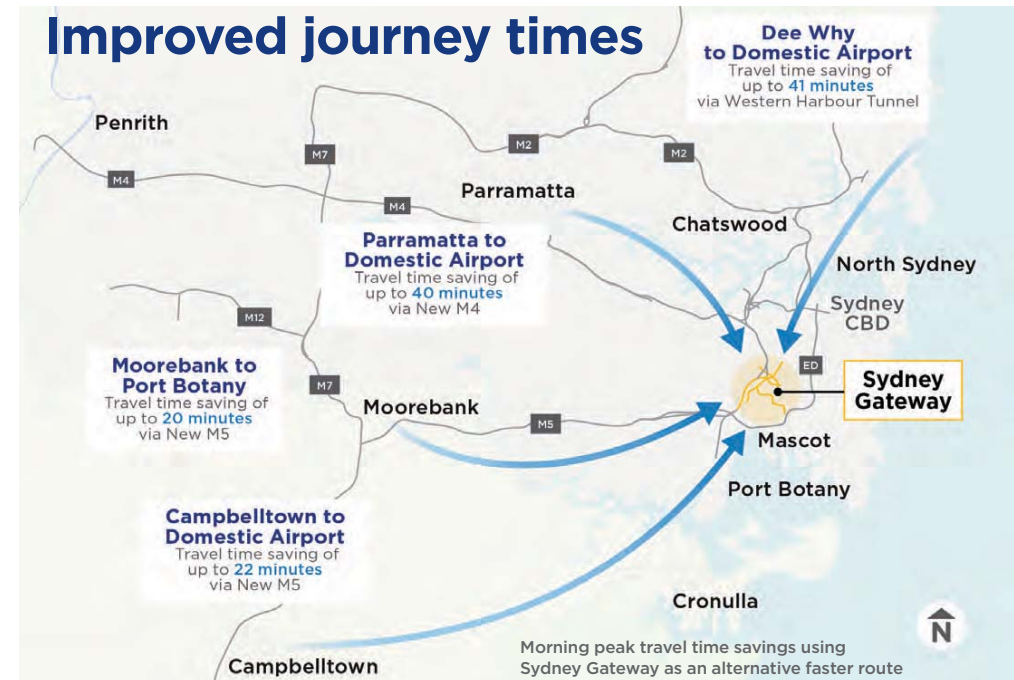


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## Improved journey times



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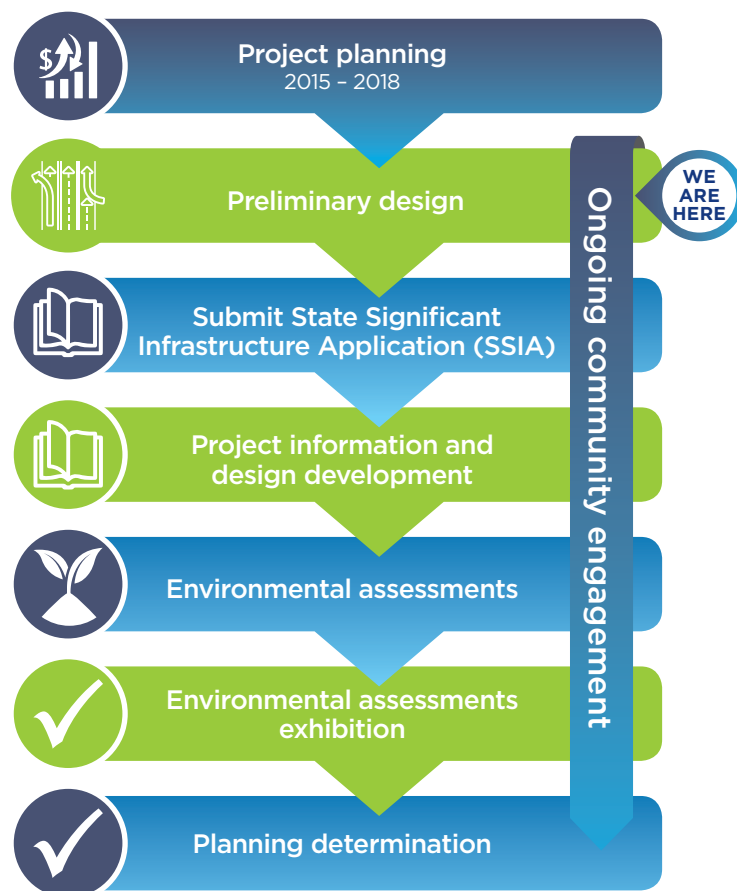
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21 November 2018

Paul Boyd  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Ref: A24920383

Dear Paul

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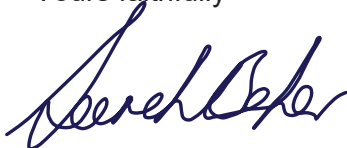
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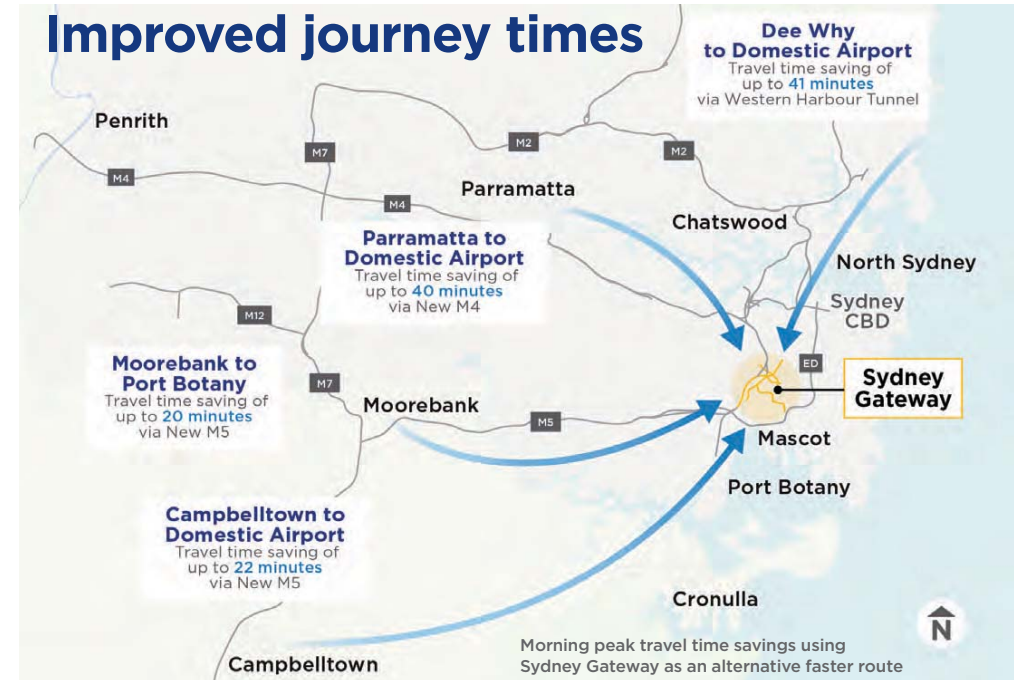


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your  
say**

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Sydney Gateway, or to  
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[rms.nsw.gov.au/sydneygateway](https://rms.nsw.gov.au/sydneygateway)



1800 654 446



[sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

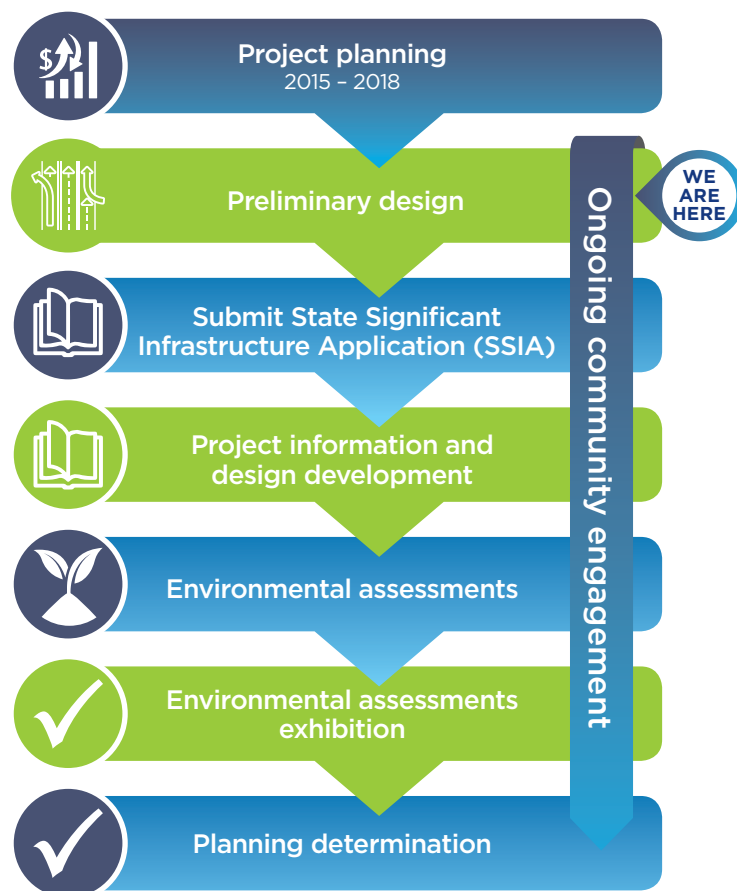
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## Australian and NSW planning process



September 2018  
RMS 18.1004

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21 November 2018

Darren Duncan  
DJMD  
darrenjohnduncan@gmail.com

Ref: A24920386

Dear Darren

**Receipt of registration to participate in Aboriginal cultural heritage assessment process for the Sydney Gateway road project**

Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

Shortly, you will receive an invitation to attend an Aboriginal focus group meeting. At this meeting, the Roads and Maritime Services will present an overview of the project; describe the statutory approvals process; outline critical milestones and invite you to discuss or present cultural information relevant to the Aboriginal objects or places that may be affected by the project.

You will receive a copy of a draft archaeological methodology which will outline how the Roads and Maritime Services proposes to manage its impact on Aboriginal objects and/or places. You are invited to review this methodology and provide comment.

As part of the consultation process, the Roads and Maritime Services is required to give Office of Environment and Heritage OEH and the relevant local Aboriginal land council(s) the names of all parties that have registered. **If you do not want your name to be forwarded, please inform the contact person for this project.**

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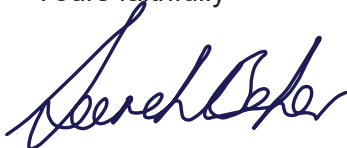
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**Roads & Maritime Services**



The contact person for this project is Lee Davison (lee.davison@rms.nsw.gov.au or 0428 683 845).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Sarah Barker', with a stylized, cursive script.

**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project

# Sydney Gateway

## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

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The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at [future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)



# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



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Sydney Gateway will complement future upgrades taking place in the airport precinct. It will also improve traffic flow and help reduce congestion on nearby roads.



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### Sydney Gateway delivery

The estimated cost is \$2.2 to \$2.6 billion for the road component of Sydney Gateway. The rail duplication is being funded and delivered by the Australian Government. Sydney Gateway will be toll free.



SYDNEY DOMESTIC AIRPORT

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Together these projects effectively extend the M4 corridor to Port Botany and increase capacity on the M5 corridor, better connecting Port Botany and freight precincts in Western Sydney.

Sydney Gateway is subject to Commonwealth and State Government approvals.

### What other works are happening in the area?

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Other priority projects include investments in freight terminals at Moorebank and Enfield. Moorebank will have a direct rail line to Port Botany via the Southern Sydney Freight Line to help move more freight by rail and reduce trucks on local roads.

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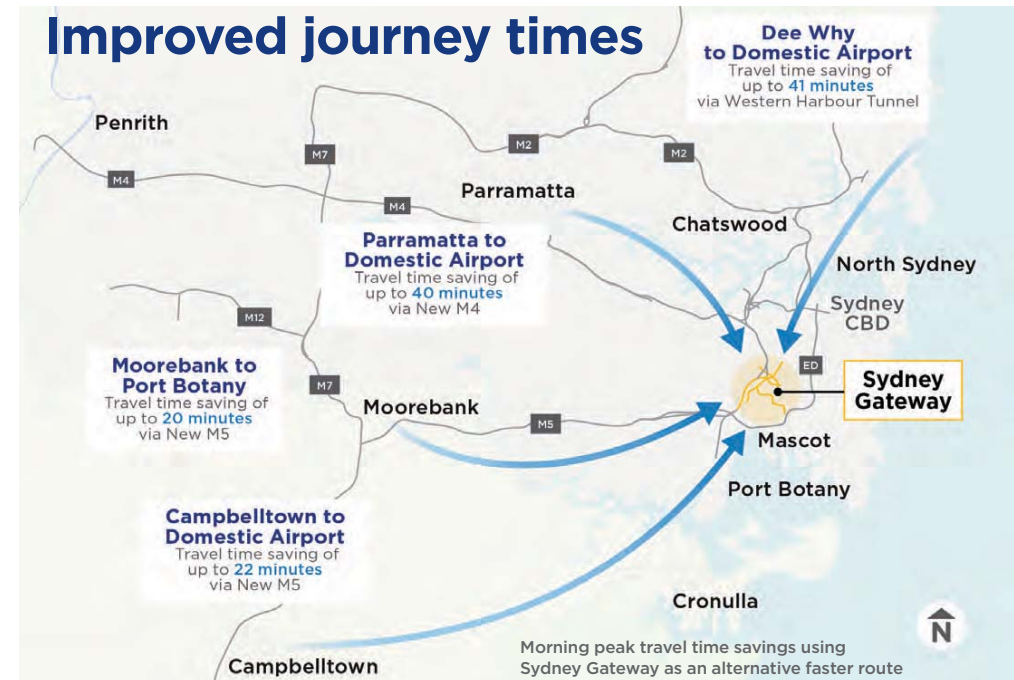


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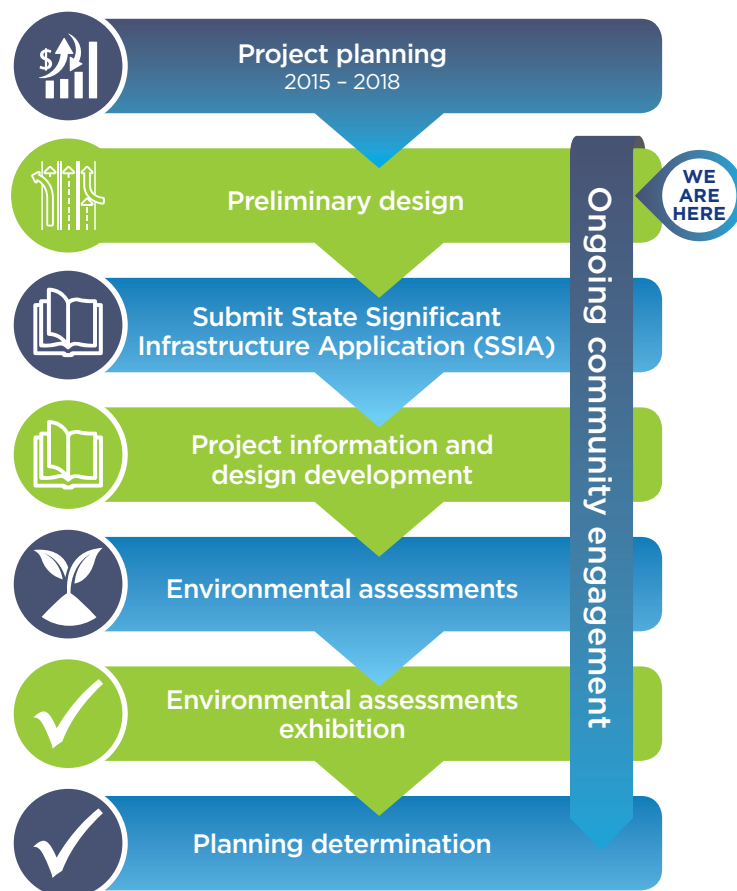
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21 November 2018

Chris Ingrey  
La Perouse Local Aboriginal Land Council  
PO Box 365  
Matraville NSW 2036

Ref: A24920391

Dear Chris

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**Roads & Maritime Services**

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Yours faithfully

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**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project



# Sydney Gateway

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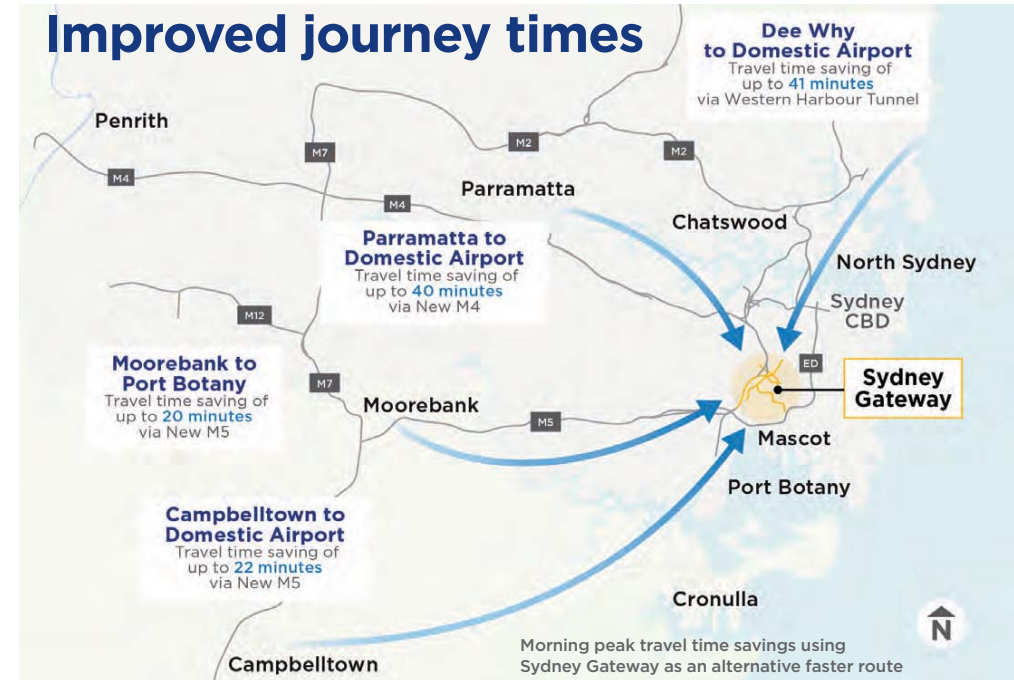


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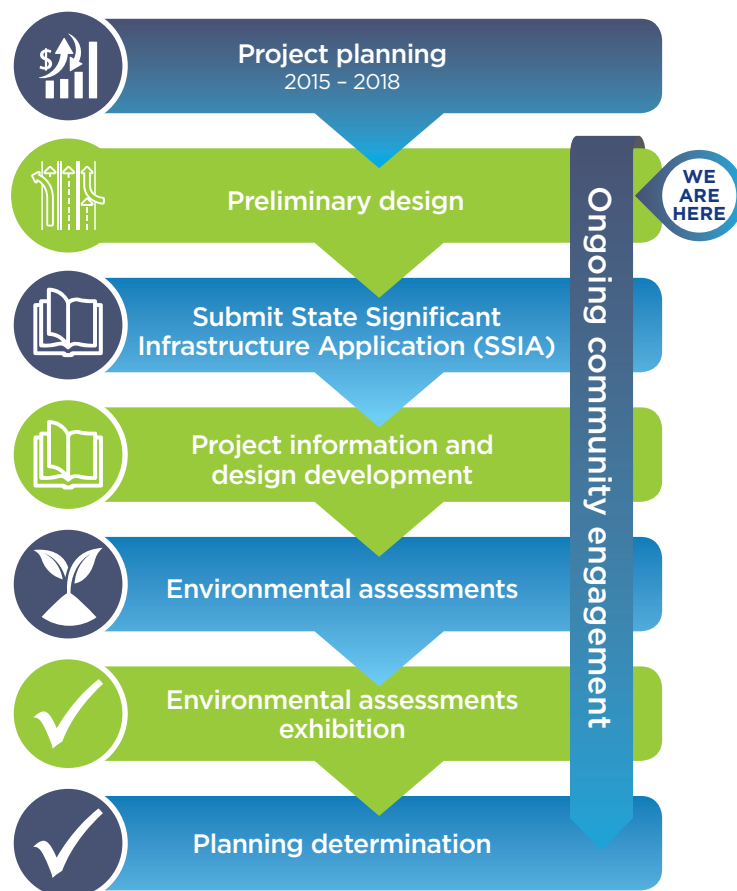
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21 November 2018

Nathan Moran  
Metropolitan Local Aboriginal Land Council  
PO Box 1103  
Strawberry Hills NSW 2106

Ref: A24920395

Dear Nathan

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Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

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**Roads & Maritime Services**



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Planning and Environment Lead, Sydney Gateway road project

# Sydney Gateway

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SYDNEY DOMESTIC AIRPORT

Terminals 2 & 3

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## Efficient freight movements

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**Better and more reliable trips**  
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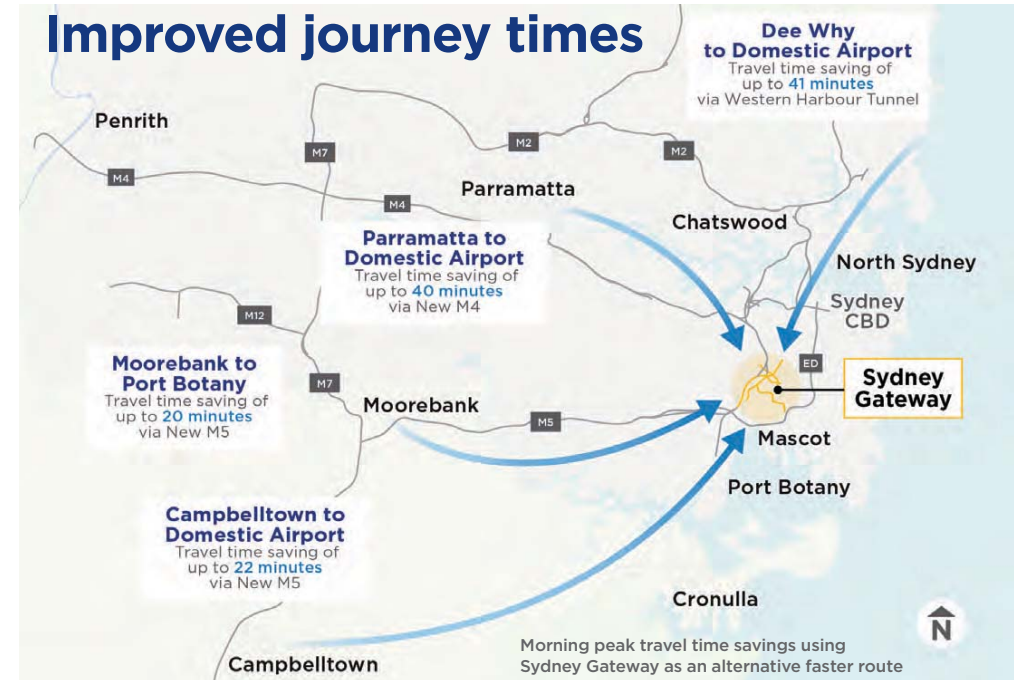


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## Next steps

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1800 654 446



[sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

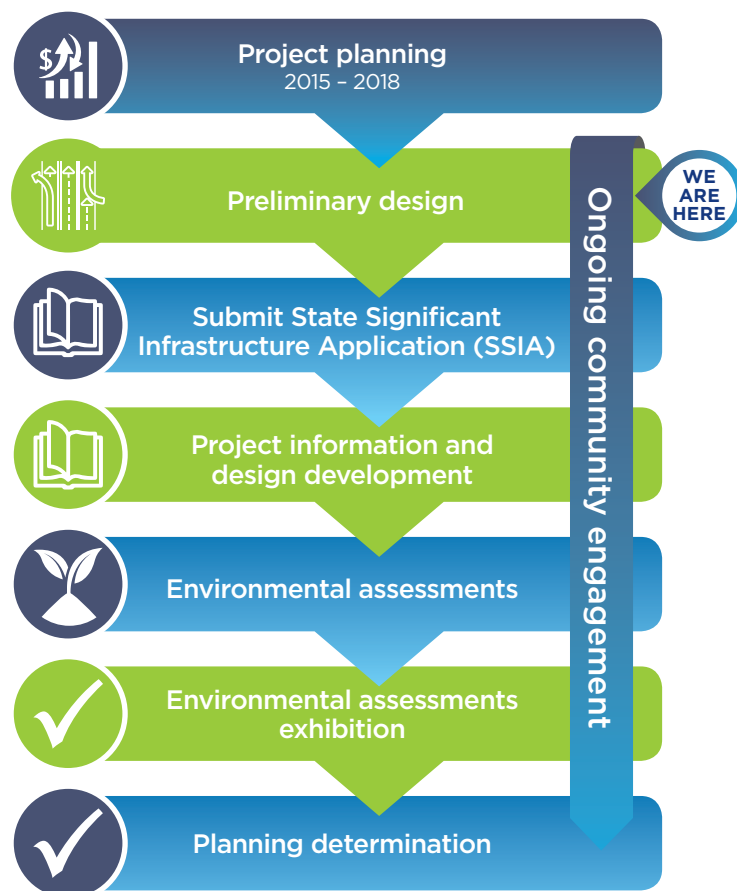
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**131 450**

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## Australian and NSW planning process



September 2018  
RMS 18.1004

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21 November 2018

Darleen Johnson  
Muragadi Heritage Indigenous Corporation  
5 Hession Road  
Nelson NSW 2765  
Muragadi@yahoo.com

Ref: A24920400

Dear Darleen

**Receipt of registration to participate in Aboriginal cultural heritage assessment process for the Sydney Gateway road project**

Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

Shortly, you will receive an invitation to attend an Aboriginal focus group meeting. At this meeting, the Roads and Maritime Services will present an overview of the project; describe the statutory approvals process; outline critical milestones and invite you to discuss or present cultural information relevant to the Aboriginal objects or places that may be affected by the project.

You will receive a copy of a draft archaeological methodology which will outline how the Roads and Maritime Services proposes to manage its impact on Aboriginal objects and/or places. You are invited to review this methodology and provide comment.

As part of the consultation process, the Roads and Maritime Services is required to give Office of Environment and Heritage OEH and the relevant local Aboriginal land council(s) the names of all parties that have registered. **If you do not want your name to be forwarded, please inform the contact person for this project.**

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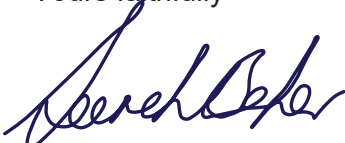
- The Office of Environment and Heritage (OEH) Aboriginal cultural heritage consultation requirements for applicants 2010; and
- The RTA's *Procedure for Aboriginal cultural heritage consultation and investigation* 2010.

**Roads & Maritime Services**

Please find enclosed information about the project to assist you with your understanding of potential impacts to Aboriginal cultural heritage.

The contact person for this project is Lee Davison (lee.davison@rms.nsw.gov.au or 0428 683 845).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Sarah Barker', with a stylized, flowing script.

**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project



# Sydney Gateway

## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept – the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at [future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)



# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



## Easier

- Access to the airports for over-height vehicles (up to 4.6m)
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## Faster

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Sydney Gateway includes two key components:



### Road

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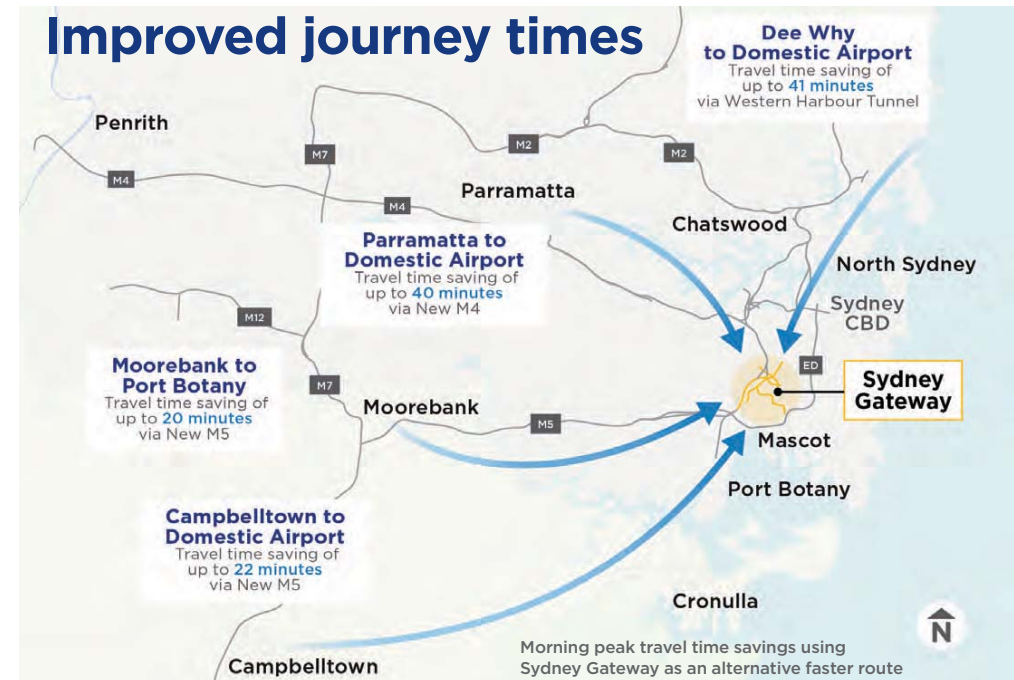


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1800 654 446



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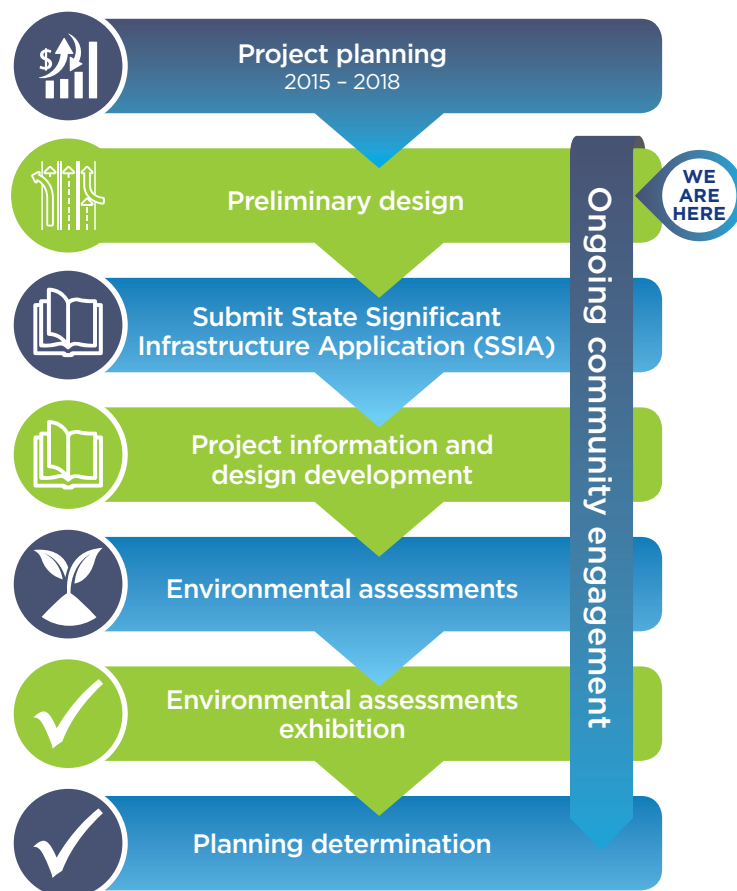
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21 November 2018

Ryan Johnson  
Murra Bidgee Mullangari  
PO Box 246  
Seven Hills NSW 2147  
murrabidgeemullangari@yahoo.com.au

Ref: A24920401

Dear Ryan

**Receipt of registration to participate in Aboriginal cultural heritage assessment process for the Sydney Gateway road project**

Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

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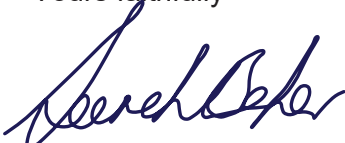
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Yours faithfully

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**SARAH BARKER**

Planning and Environment Lead, Sydney Gateway road project



# Sydney Gateway

## Community Update



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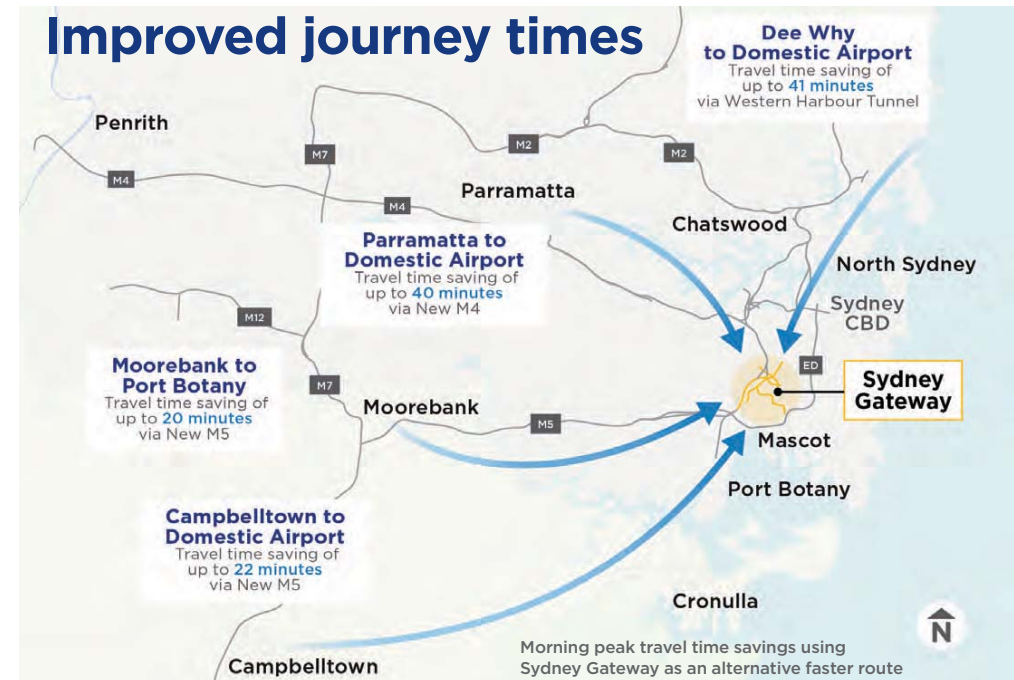


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1800 654 446



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Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

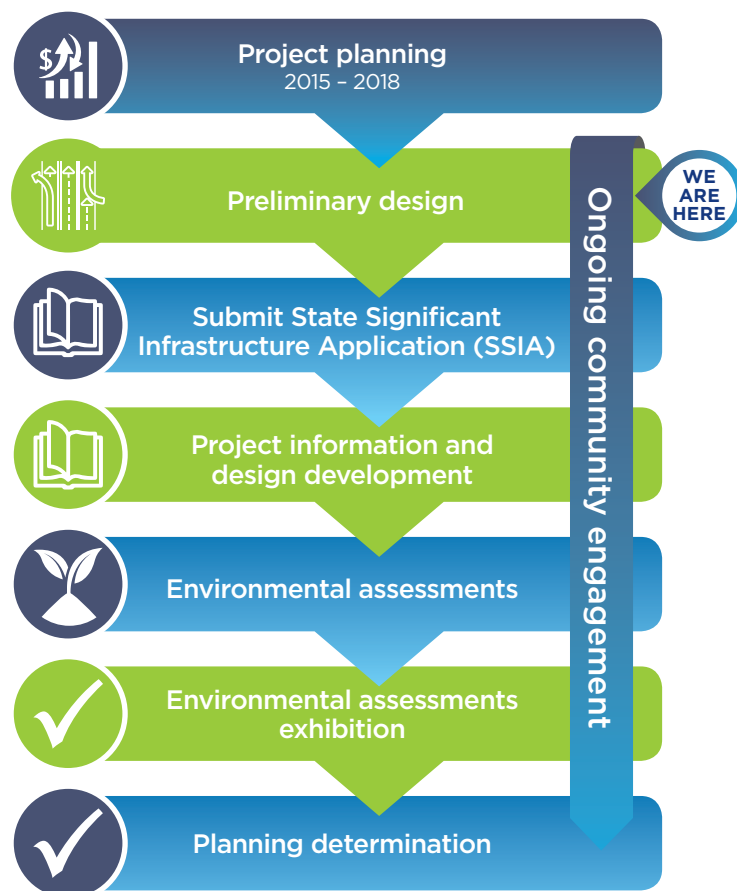
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21 November 2018

Scott Franks  
Tocomwall  
PO Box 76  
Caringbah NSW 1495  
scott@tocomwall.com.au

Ref: A24920403

Dear Scott

**Receipt of registration to participate in Aboriginal cultural heritage assessment process for the Sydney Gateway road project**

Thank you for registering your interest with the Roads and Maritime Services to be involved in the Aboriginal cultural heritage consultation process for this project.

Shortly, you will receive an invitation to attend an Aboriginal focus group meeting. At this meeting, the Roads and Maritime Services will present an overview of the project; describe the statutory approvals process; outline critical milestones and invite you to discuss or present cultural information relevant to the Aboriginal objects or places that may be affected by the project.

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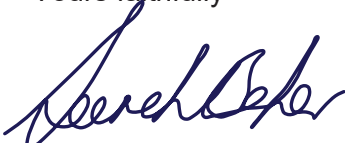
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## Community Update



Sydney Airport and Port Botany are critical international gateways helping to move people and goods around New South Wales. They are set to grow significantly over the next 20 years.

Supporting this growth requires efficient connections to the city and Sydney's other major centres and freight terminals. Part of the solution is Sydney Gateway.

Sydney Gateway will provide a new alternative route to enhance connections and reduce travel times to Sydney's ports. It will also help provide improved access to all airport terminals and cater for increased rail freight, which will take pressure off local roads.



# Strengthening Sydney's transport connections

The NSW Government is addressing congestion, improving safety and providing more choice for how you move around all of Sydney.

Improvements to road, rail and public transport will ensure our transport network enables easier, faster and safer journeys. That's why we are investing more than ever before on transport infrastructure over the next four years, helping to grow the NSW economy and create tens of thousands of jobs in the process.

To improve access to industry centres like the airport precinct, we are increasing train service frequency, introducing intelligent traffic management systems, expanding the Sydney orbital motorway network, and creating new links to major centres.

Sydney Gateway is a key part of this vision, providing new motorway access and improved port connections. It will link our international gateways to key commercial centres across Greater Sydney.

## Future Transport Strategy 2056

The NSW Government's Future Transport Strategy provides a 40-year vision for our transport system. It was developed in close collaboration with the Greater Sydney Commission, Infrastructure NSW, the NSW Department of Premier and Cabinet and the NSW Department of Planning and Environment.

Planning and investment for Greater Sydney will focus around the three cities concept - the Western Parkland City, the Central River City and the Eastern Harbour City, where people can access the jobs, education and services they need within 30 minutes by vehicle, public and active transport.

The vision is for road and rail links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities. Sydney Gateway is a key part of this strategy, supporting safe, efficient and reliable journeys for people and freight.

We encourage you to find out more at  
**[future.transport.nsw.gov.au](https://future.transport.nsw.gov.au)**





# Sydney Gateway

Sydney is a global gateway and by 2056, forecasts indicate our transport network will need to cater for 28 million trips a day and support double the current metropolitan freight loads. As more people travel around our city, access to key centres such as Sydney Airport and Port Botany are critical to keep Sydney moving.

Every day over 150,000 people travel to and from the airport precinct, with about 75 percent travelling by road. This airport traffic, combined with freight trucks from Port Botany and other road users, has caused congestion around Sydney's ports.

Ensuring Sydney's strategic centres are connected by an effective, integrated transport network is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions.

Sydney Gateway will expand capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region. It will strengthen Sydney's position as a global city, expanding and improving the existing road and freight rail networks.



## Easier

- Access to the airports for over-height vehicles (up to 4.6m)
- Reduce congestion and cater for forecast growth



## Faster

- Improved travel times to airport terminals and Port Botany
- Connections to improve transport routes



## Safer

- Take trucks and cars off local roads in Botany and Mascot

## Improving the network

Sydney Gateway includes two key components:



### Road

A new alternative route to the domestic and international airport terminals from the Sydney motorway network at St Peters Interchange will provide a dedicated flyover from Qantas Drive to the front door of the domestic airport terminal. This route will bypass all traffic lights along major Sydney motorway networks to the domestic terminal. This project will be delivered by Roads and Maritime Services.

Sydney Gateway will complement future upgrades taking place in the airport precinct. It will also improve traffic flow and help reduce congestion on nearby roads.



### Rail

Duplicate a three-kilometre section of the Port Botany freight rail line to increase capacity and improve service reliability. This project will be delivered by Australian Rail Track Corporation (ARTC).

The duplicated section from Botany to Mascot will allow freight to be moved more quickly and efficiently, allowing businesses to move goods to consumers sooner and reducing the number of trucks on local roads.

Proposed new T2-T3 connection and flyover



### Sydney Gateway delivery

The estimated cost is \$2.2 to \$2.6 billion for the road component of Sydney Gateway. The rail duplication is being funded and delivered by the Australian Government. Sydney Gateway will be toll free.



SYDNEY DOMESTIC AIRPORT

Terminals 2 & 3

An improved freight rail network works hand-in-hand with Sydney's target of reducing congestion on our roads. Every one million containers moved by rail annually reduces the number of trucks on the roads around Port Botany by more than 900 trucks each day. Port Botany has a target to move three million containers by rail by 2045.

Together these projects effectively extend the M4 corridor to Port Botany and increase capacity on the M5 corridor, better connecting Port Botany and freight precincts in Western Sydney.

Sydney Gateway is subject to Commonwealth and State Government approvals.

### What other works are happening in the area?

The NSW Government has been progressively upgrading roads around Sydney Airport to help improve traffic flow and access around the airport and Port Botany. The key projects are:

- Airport West: (Marsh Street) construction completed December 2017
- Airport East: (surrounding General Holmes Drive and Joyce Drive) construction to be completed in mid-2019
- Airport North: (surrounding Robey Street and O'Riordan Street) construction started July 2018 and will take around two years to complete.

Learn more: [rms.nsw.gov.au/sydneyairport](https://rms.nsw.gov.au/sydneyairport)

## Efficient freight movements

As demand grows, more goods are required to be moved by train. This is particularly true between Port Botany and freight terminals in Western Sydney, where demand is highest.

In the 2018 Federal Budget, the Australian Government announced a \$400 million commitment to fund the Port Botany Rail Line duplication and Cabramatta Loop. Both projects, led by ARTC, are part of a wider strategy to enhance freight capacity and efficiency, moving more freight by rail and moving goods to people faster.

Other priority projects include investments in freight terminals at Moorebank and Enfield. Moorebank will have a direct rail line to Port Botany via the Southern Sydney Freight Line to help move more freight by rail and reduce trucks on local roads.

Sydney Gateway is key to improving the efficiency of major freight movements, providing connections into Sydney's motorway network and access to strategic centres.



**Better and more reliable trips**  
for people, business and freight

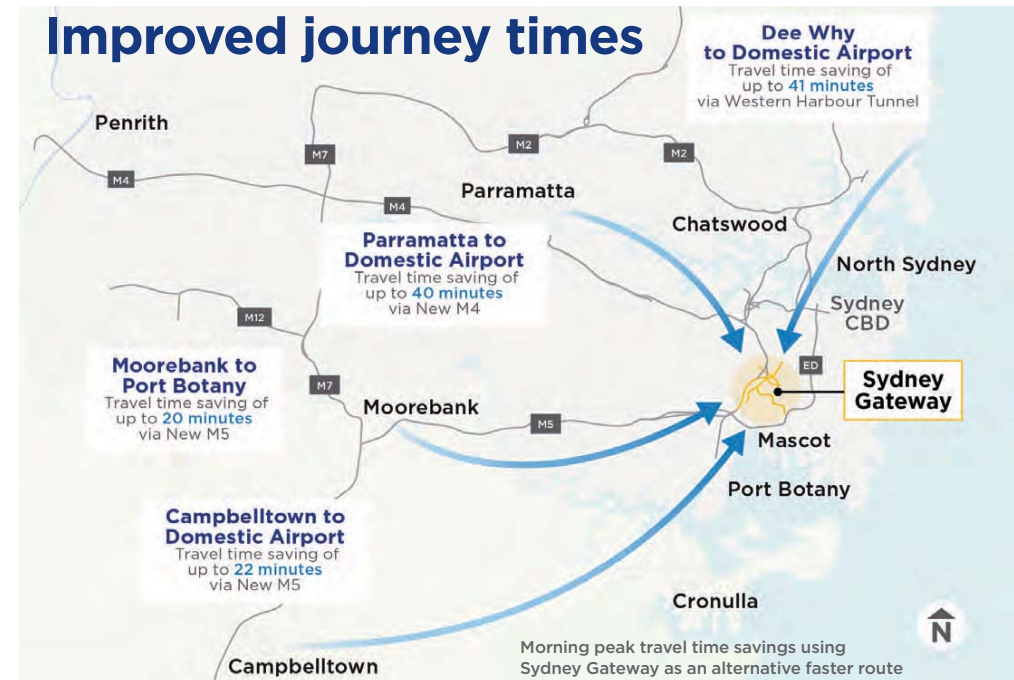


**Investing**  
in roads around Sydney Airport



**Catering for Sydney's growth**  
in passengers and freight

## Improved journey times



## Sydney Gateway facts and benefits

**65.6 million** passengers will pass through Sydney Airport annually by 2039



More than half of traffic in the airport precinct consists of commuters or commercial vehicles not going to the airport

One freight train travelling to and from Port Botany is equivalent to up to **50 trucks**

**No** traffic lights from Parramatta to the Sydney Domestic Airport

**26** traffic lights bypassed

**Port Botany** is Australia's busiest container port

**\$200 billion** worth of goods are moved by freight annually in NSW

Congestion is set to cost Sydney **\$14.8 billion** by 2031





## Next steps

The Sydney Gateway team will be seeking community feedback throughout the project to help shape planning and delivery.

The preferred route is influenced by a number of factors including the existing roads, rail corridor, airport safety restrictions, the environment and the Alexandra Canal.

Roads and Maritime Services and ARTC will consider all feedback from the community noting these constraints. We encourage you to submit comments online using the interactive map on our website.

The community will have further opportunities to provide feedback during the design phases and through the environmental assessment process.

During the design planning phase, Roads and Maritime and ARTC will be carrying out a range of site investigations in the project area. We will contact you before starting work, if the investigations are in or around your property.

**Have  
your  
say**

**To find out more about  
Sydney Gateway, or to  
have your say:**



[rms.nsw.gov.au/sydneygateway](https://rms.nsw.gov.au/sydneygateway)



1800 654 446



[sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)



Roads and Maritime Services  
Locked Bag 928, North Sydney, NSW 2059

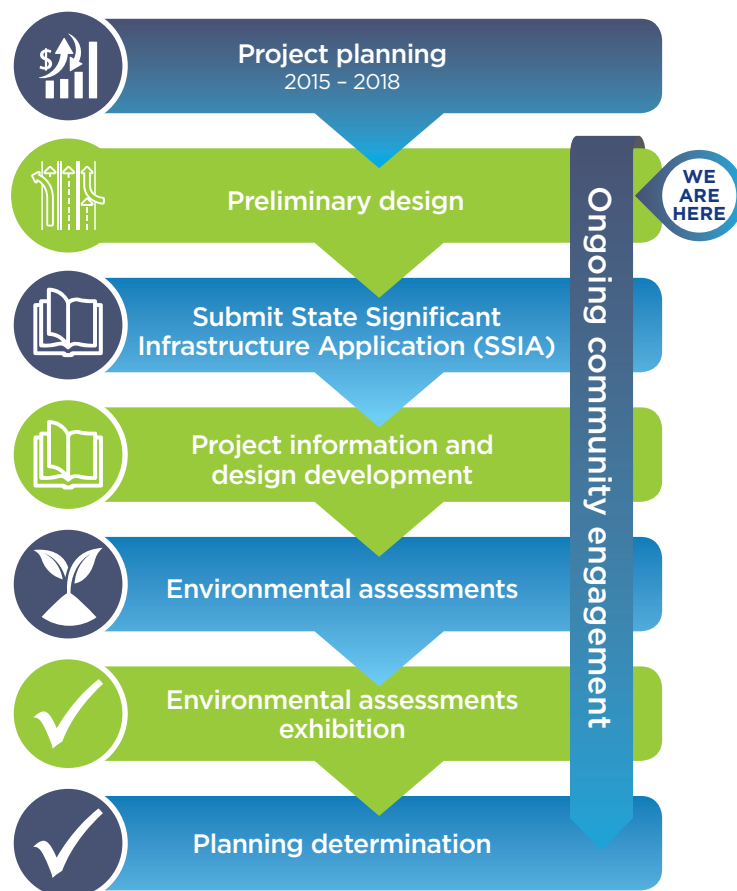
*All rail enquires will be directed to ARTC*



**131 450**

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 654 446.

## Australian and NSW planning process



September 2018  
RMS 18.1004

**Privacy** Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

## **Action 7 – Invitation to attend AFG and review salvage methodology**





13 December 2018

Uncle Gordon Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A25189682

Dear Uncle Gordon

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

RMS believes that the project may have an impact on Aboriginal cultural heritage. As a consequence, the RMS may require approvals under *National Parks & Wildlife Act 1974* and/or the *Environmental Planning & Assessment Act 1979* for this project.

As part of the consultation process, the RMS seeks cultural information to identify:

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RMS will be holding an Aboriginal focus group meeting to discuss the management of Aboriginal cultural heritage for this project at Branksome Hotel, 60 Robey Street, Mascot between 10am and 12pm on Tuesday 18<sup>th</sup> December. An agenda for the meeting has been enclosed. Parking is available at the hotel and will be paid for by RMS.

Also find enclosed a copy of the draft archaeological methodology and archaeological report for your review and comment.

**Roads & Maritime Services**

All comments on the cultural values of the study area, the archaeological methodology and/or archaeological report must be received by Wednesday 9 January 2019. Comments can be provided in writing, by phone or at the Aboriginal focus group meeting.

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To register your interest in attending the Aboriginal focus group meeting, you should write, email or phone: Lee Davison, 27 Argyle Street, Parramatta 2150, lee.davison@rms.nsw.gov.au or 0428 683 845.

We look forward to your participation in the assessment of this project.

Yours sincerely,



Lee Davison  
A/Senior Aboriginal Engagement Specialist

# AGENDA



**Transport**  
Roads & Maritime  
Services

**Name of meeting:** Sydney Gateway Motorway – Aboriginal Focus Group meeting 1

**Location of meeting:**

**Meeting facilitator:** John Fisher, Roads and Maritime Services  
Lee Davison, Roads and Maritime Services  
Sarah Barker, Roads and Maritime Services  
Sandra Wallace, Artefact Heritage

**Date:** Tuesday 18th December 2018 **Time:** 10:00am to 12:00pm

**Attendees:** Registered Aboriginal parties, Roads and Maritime Services and Kelleher Nightingale Consulting

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Lee Davison

## **2. Introductions and apologies**

Lee Davison

## **3. Project overview**

Sarah Barker

## **4. Archaeological assessment**

Sandra Wallace

## **5. Open for discussion/comments on draft Cultural Heritage Assessment Report**

All

**Meeting End/Lunch**



13 December 2018

Jamie Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A25189687

Dear Jamie

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Sarah Barker

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Sandra Wallace

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All

**Meeting End/Lunch**



13 December 2018

Lilli Carroll  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Ref: A25189772

Dear Lilli

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

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Sarah Barker

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Sandra Wallace

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All

**Meeting End/Lunch**



13 December 2018

Paul Boyd  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Ref: A25189797

Dear Paul

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

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Sandra Wallace

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All

**Meeting End/Lunch**





13 December 2018

Darren Duncan  
DJMD  
darrenjohnduncan@gmail.com

Ref: A25189810

Dear Darren

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

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Sandra Wallace

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All

**Meeting End/Lunch**



13 December 2018

Chris Ingrey  
La Perouse Local Aboriginal Land Council  
PO Box 365  
Matraville NSW 2036  
admin@laperouse.org.au

Ref: A25189829

Dear Chris

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Sarah Barker

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Sandra Wallace

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All

**Meeting End/Lunch**



13 December 2018

Nathan Moran  
Metropolitan Local Aboriginal Land Council  
PO Box 1103  
Strawberry Hills NSW 2106  
metrolalc@metrolalc.org.au

Ref: A25189843

Dear Nathan

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

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Also find enclosed a copy of the draft archaeological methodology and archaeological report for your review and comment.

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We look forward to your participation in the assessment of this project.

Yours sincerely,



Lee Davison  
A/Senior Aboriginal Engagement Specialist



# AGENDA



**Transport**  
Roads & Maritime  
Services

**Name of meeting:** Sydney Gateway Motorway – Aboriginal Focus Group meeting 1

**Location of meeting:**

**Meeting facilitator:** John Fisher, Roads and Maritime Services  
Lee Davison, Roads and Maritime Services  
Sarah Barker, Roads and Maritime Services  
Sandra Wallace, Artefact Heritage

**Date:** Tuesday 18th December 2018 **Time:** 10:00am to 12:00pm

**Attendees:** Registered Aboriginal parties, Roads and Maritime Services and Kelleher Nightingale Consulting

## 1. Welcome to country/acknowledgement

Lee Davison

## 2. Introductions and apologies

Lee Davison

## 3. Project overview

Sarah Barker

## 4. Archaeological assessment

Sandra Wallace

## 5. Open for discussion/comments on draft Cultural Heritage Assessment Report

All

**Meeting End/Lunch**



13 December 2018

Darleen Johnson  
Muragadi Heritage Indigenous Corporation  
5 Hession Road  
Nelson NSW 2765  
muragadi@yahoo.com.au

Ref: A25189863

Dear Darleen

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Yours sincerely,



Lee Davison  
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Sarah Barker

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Sandra Wallace

## 5. Open for discussion/comments on draft Cultural Heritage Assessment Report

All

**Meeting End/Lunch**





13 December 2018

Ryan Johnson  
Murra Bidgee Mullangari  
PO Box 246  
Seven Hills NSW 2147  
murrabidgeemullangari@yahoo.com.au

Ref: A25189891

Dear Ryan

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Sarah Barker

## 4. Archaeological assessment

Sandra Wallace

## 5. Open for discussion/comments on draft Cultural Heritage Assessment Report

All

**Meeting End/Lunch**



13 December 2018

Scott Franks  
Tocomwall  
PO Box 76  
Caringbah NSW 1495  
scott@tocomwall.com.au

Ref: A25189983

Dear Scott

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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We look forward to your participation in the assessment of this project.

Yours sincerely,



Lee Davison  
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Sarah Barker

## 4. Archaeological assessment

Sandra Wallace

## 5. Open for discussion/comments on draft Cultural Heritage Assessment Report

All

**Meeting End/Lunch**



12 December 2018

Jennifer Beale  
Butucarbin Aboriginal Corporation  
PO Box E18  
Emerton NSW 2770  
koori@ozemail.com.au

Ref: A25189665

Dear Jennifer

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Yours sincerely,



Lee Davison  
A/Senior Aboriginal Engagement Specialist

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## **2. Introductions and apologies**

Lee Davison

## **3. Project overview**

Sarah Barker

## **4. Archaeological assessment**

Sandra Wallace

## **5. Open for discussion/comments on draft Cultural Heritage Assessment Report**

All

**Meeting End/Lunch**





12 December 2018

Gordon Workman  
Darug Boorooberogal Elders Aboriginal Corporation  
PO Box 14  
Doonside NSW 2767  
boorooberongal@outlook.com

Ref: A25189675

Dear Gordon

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

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A/Senior Aboriginal Engagement Specialist

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Services

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Lee Davison

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Sarah Barker

## **4. Archaeological assessment**

Sandra Wallace

## **5. Open for discussion/comments on draft Cultural Heritage Assessment Report**

All

**Meeting End/Lunch**



12 December 2018

Anna O'Hara  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Ref: A25189679

Dear Anna

**Invitation to participate in the heritage assessment process and to attend an Aboriginal focus group meeting for the Sydney Gateway Motorway**

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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Sarah Barker

## **4. Archaeological assessment**

Sandra Wallace

## **5. Open for discussion/comments on draft Cultural Heritage Assessment Report**

All

**Meeting End/Lunch**

## **Reponses to AFG invitation and salvage methodology**

## Ryan Taddeucci

---

**From:** Lee Davison <Lee.davison@rms.nsw.gov.au>  
**Sent:** 14 December, 2018 1:30 PM  
**To:** Jennifer Beale  
**Cc:** Sydney Gateway  
**Subject:** RE: Sydney Gateway

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Lowanna,

Thanks for your email. I understand that we haven't given very much notice for the AFG meeting, however project timeframes are a concern at the moment and this couldn't be avoided. My sincerest apologies for this.

Minutes from the meeting will be sent out to all RAPs including Butucarbin.

**Regards,**  
**Lee**

**Lee Davison**  
A/Senior Aboriginal Engagement Specialist, Aboriginal Engagement  
Communication | Corporate Affairs Division

M 0428 683 845  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

*Every journey matters*

**Roads and Maritime Services**  
Level 3, 27-31 Argyle Street Parramatta 2150

*I acknowledge the traditional custodians of the land on which I live and work.  
I pay respect to their ancestors, country and cultural values, many of which continue today.*

---

**From:** Jennifer Beale [mailto:koori@ozemail.com.au]  
**Sent:** Friday, 14 December 2018 12:48 PM  
**To:** DAVISON Lee  
**Cc:** Sydney Gateway  
**Subject:** Re: Sydney Gateway

Dear Lee,

This email is written on behalf of Jennifer Beale however, please address all correspondence to myself from now on. Unfortunately, Butucarbin will have no representation at the meeting on Tuesday due to prior commitments. I understand this is probably not your fault and it may be correct policy but sending an invitation five days prior to a meeting does not leave RAP's with an acceptable amount of time to re-arrange other commitments. Please take this into consideration for future reference.

Please send through the minutes of the meeting.

Kind regards,

**Lowanna Gibson**

**Project Manager for Butucarbin Cultural Heritage Assessments**

B.A Archaeology/Anthropology USYD

Juris Doctor Candidate UTS

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## Ryan Taddeucci

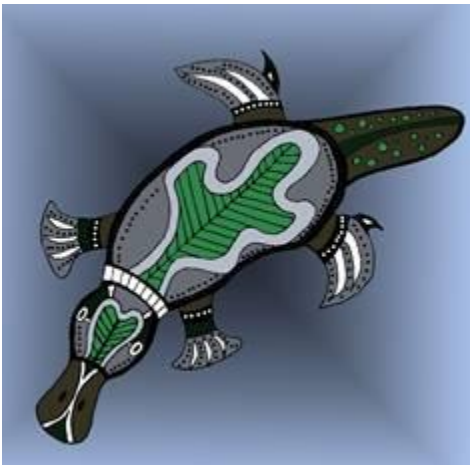
---

**From:** Ryan Johnson <murrabidgeemullangari@yahoo.com.au>  
**Sent:** 30 January, 2019 12:04 PM  
**To:** Sydney Gateway  
**Subject:** RE: Sydney Gateway Aboriginal focus group - Minutes and presentation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi  
Thank you for the update, sorry that we were unable to attend.  
Kind regards

Ryan Johnson | **Murra Bidgee Mullangari**



Aboriginal Corporation Cultural Heritage

**A:** PO Box 246, Seven Hills, NSW, 2147  
**E:** [murrabidgeemullangari@yahoo.com.au](mailto:murrabidgeemullangari@yahoo.com.au)  
**ICN:** 8112

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---

**From:** Sydney Gateway [mailto:SydneyGateway@rms.nsw.gov.au]  
**Sent:** Friday, 18 January 2019 3:57 PM  
**To:** Undisclosed recipients:  
**Subject:** Sydney Gateway Aboriginal focus group - Minutes and presentation

Dear attendees,



Thank you for your participation in the Sydney Gateway Aboriginal focus group on Tuesday 18 December.

Please see attached the minutes from the event and a copy of the presentation.

Regards,  
Sydney Gateway team

**Ph:** 1800 654 446

**E:** [sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)

**W:** [www.rms.nsw.gov.au/sydneygateway](http://www.rms.nsw.gov.au/sydneygateway)



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This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.



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## Ryan Taddeucci

---

**From:** Ryan Johnson <murrabidgeemullangari@yahoo.com.au>  
**Sent:** 19 December, 2018 11:03 PM  
**To:** Sydney Gateway  
**Subject:** RE: Sydney Gateway - Archaeological Methodology

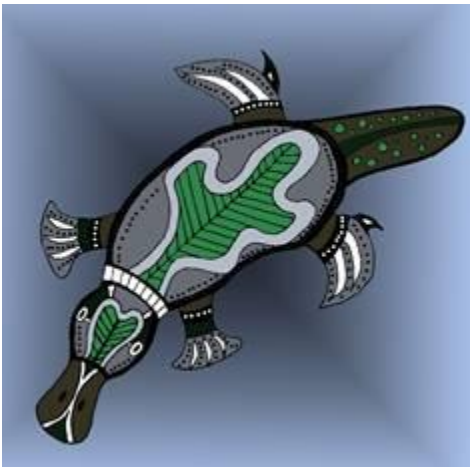
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi

I have read the project information and archaeological methodology for the Sydney Gateway, I endorse the recommendations made by Artefact.

Kind regards

Ryan Johnson | **Murra Bidgee Mullangari**



Aboriginal Corporation Cultural Heritage

**A:** PO Box 246, Seven Hills, NSW, 2147  
**E:** [murrabidgeemullangari@yahoo.com.au](mailto:murrabidgeemullangari@yahoo.com.au)  
**ICN:** 8112

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**From:** Sydney Gateway [mailto:[SydneyGateway@rms.nsw.gov.au](mailto:SydneyGateway@rms.nsw.gov.au)]  
**Sent:** Monday, 17 December 2018 9:41 AM  
**To:** Undisclosed recipients:  
**Subject:** Sydney Gateway - Archaeological Methodology

Hi all,

We look forward to seeing you tomorrow at the Sydney Gateway Aboriginal focus group. In preparation for the event please see attached the Archaeological Methodology.

If you haven't already, please confirm whether you will be able to attend.

Regards,  
Sydney Gateway team

**Ph:** 1800 654 446

**E:** [sydneygateway@rms.nsw.gov.au](mailto:sydneygateway@rms.nsw.gov.au)

**W:** [www.rms.nsw.gov.au/sydneygateway](http://www.rms.nsw.gov.au/sydneygateway)



**Before printing, please consider the environment**

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## **Action 9 – AFG minutes**

# MINUTES

<b>Meeting title</b>	Sydney Gateway Aboriginal Focus Group #1		
<b>Date &amp; time</b>	18 December 2018		
<b>Venue</b>	Branksome Hotel, 60 Robey St, Mascot		
<b>Chairperson</b>	Sarah Barker		
<b>Attendees</b>	<i>Darren Duncan</i> <i>Marbre Corbert</i> <i>Gordan Workman</i> <i>Lee Davison</i> <i>Sarah Barker</i> <i>John Fisher</i> <i>Ryan Taddeucci</i> <i>Josh Symons</i> <i>Glyn Diwell</i>	<i>DD</i> <i>MC</i> <i>GW</i> <i>LD</i> <i>SB</i> <i>JF</i> <i>RT</i> <i>JS</i> <i>GD</i>	<i>DJMD Consultancy</i> <i>Darug Boorooberogal Elders Aboriginal Corporation</i> <i>Darug Boorooberogal Elders Aboriginal Corporation</i> <i>Senior Aboriginal Engagement Specialist (Sydney)</i> <i>Planning and Environment Lead, Sydney Gateway,</i> <i>Environmental Manager, Support, Sydney Gateway</i> <i>Senior Heritage Consultant (Artefact)</i> <i>Senior Heritage Consultant (Artefact)</i> <i>Principle Environmental Scientist, WSP</i>

		<b>Responsible person / Due date</b>
<b>1</b>	<b>Welcome and introductions</b>	
1.1	<ul style="list-style-type: none"> <li>) LD conducted the Acknowledgement to Country.</li> <li>) LD gave an overview of the agenda noting comments on methodology would not be required until the end of January 2019 given it had been issued Monday 17<sup>th</sup> December and given the Christmas break.</li> <li>) LD advised site officer forms were available should anyone be interested.</li> </ul>	Noted
<b>2</b>	<b>Project description</b>	
2.1	JF provided an outline of the project noting: <ul style="list-style-type: none"> <li>) Project extent, road connections and number of bridges.</li> <li>) Areas of contamination, including contaminated groundwater.</li> <li>) Presence of a high water table.</li> <li>) Land use changes including expansion of the airport and subsequent channelling/filling of Alexandra Canal.</li> </ul>	Noted
<b>3</b>	<b>Aboriginal heritage context and proposed salvage methodology</b>	
3.1	<ul style="list-style-type: none"> <li>) RT presented on the history and context of Aboriginal occupation within the study area noting that while the area has undergone extensive land use change, an area of subsurface archaeological potential had been identified.</li> <li>) The area is located on Commonwealth land meaning state laws, such as the NPW Act do not apply, and state agencies, such as OEH, have</li> </ul>	



		Responsible person / Due date
	<p>no jurisdiction. Despite this, RMS is looking to apply OEH's Code of Practice where possible.</p> <p>) RT confirmed the high water table and levels of contamination meant that carrying out archaeological test excavations was not feasible. Rather a two stage salvage excavation is proposed using 200mm metal encased push tubes with catchers at the base. The tubes would be inserted using a truck mounted drill rig and would require an occupational hygienist onsite to decontaminate and monitor the salvage process.</p> <p>) Multiple tubes are proposed to achieve the minimum percentage coverage outlined in the Code of Practice.</p> <p>) Uncle Gordon Workman specified the methodology needed to ensure tubes recovering material from the subsurface unit were not opened in the presence light to ensure the preservation of certain light-sensitive materials and requested carbon dating is used to determine the indicative age of any materials of Aboriginal heritage significance presence uncovered.</p> <p>) RT noted the methodology includes the provision for OSL dating, should it be required.</p>	Methodology to be updated accordingly

## **Appendix D Action 3 – AFG2 invitation and ACHAR review**



6 May 2019

Jamie Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Dear Jamie

Invitation to participate in the heritage assessment process and to attend the second Aboriginal focus group meeting for the Sydney Gateway road project

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**Roads & Maritime Services**

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We look forward to your participation in the assessment of this project.

Yours sincerely,

A handwritten signature in blue ink that reads "Lee Davison". The signature is written in a cursive, flowing style.

Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Jennifer Beale  
Butucarbin Aboriginal Corporation  
PO Box E18  
Emerton NSW 2770  
koori@ozemail.com.au

Dear Jennifer

Invitation to participate in the heritage assessment process and to attend the second Aboriginal focus group meeting for the Sydney Gateway road project

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Yours sincerely,



Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Lilli Carroll  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Dear Lilli

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Yours sincerely,

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Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Nathan Moran  
Metropolitan Local Aboriginal Land Council  
PO Box 1103 Strawberry Hills NSW 2106  
metrolalc@metrolalc.org.au

Dear Nathan

Invitation to participate in the heritage assessment process and to attend the second Aboriginal focus group meeting for the Sydney Gateway road project

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Yours sincerely,

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Lee Davison  
Aboriginal Cultural Heritage Officer





6 May 2019

Paul Boyd  
Didge Ngunawal Clan  
Didgengunawalclan@yahoo.com.au

Dear Paul

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Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Ryan Johnson  
Murra Bidgee Mullangari  
PO Box 246  
Seven Hills NSW 2147  
murrabidgeemullangari@yahoo.com.au

Dear Ryan

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Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Scott Franks  
Tocomwall  
PO Box 76  
Caringbah NSW 1495  
scott@tocomwall.com.au

Dear Scott

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Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Uncle Gordon Workman  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Dear Uncle Gordon

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Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Anna O'Hara  
Darug Land Observations  
PO Box 173  
Ulladulla NSW 2539  
daruglandobservations@gmail.com

Dear Anna

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Aboriginal site officers may be required to undertake archaeological field work for this project. If you would like to nominate an Aboriginal person (including you) to be considered for a site officer role, please complete and return the attached Aboriginal Site Officer Application Form.

Please advise Roads and Maritime whether any specific disability assistance may be required to assist in your attendance at the meeting, such as wheelchair access, hearing loops and dietary requirements, as lunch will be provided

Please note that travel expenses will not be reimbursed for attendance at focus group meetings and site visits for this project.

To register your interest in attending the Aboriginal focus group meeting, you should write, email or phone: Lee Davison, 27 Argyle Street, Parramatta 2150, [lee.davison@rms.nsw.gov.au](mailto:lee.davison@rms.nsw.gov.au) or 0428 683 845, by Friday 17 May 2019.

We look forward to your participation in the assessment of this project.

Yours sincerely,

A handwritten signature in blue ink that reads "Lee Davison". The signature is written in a cursive, flowing style.

Lee Davison  
Aboriginal Cultural Heritage Officer





6 May 2019

Chris Ingrey  
La Perouse Local Aboriginal Land Council  
PO Box 365 Matraville NSW 2036  
admin@laperouse.org.au

Dear Chris

Invitation to participate in the heritage assessment process and to attend the second Aboriginal focus group meeting for the Sydney Gateway road project

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

RMS believes that the project may have an impact on Aboriginal cultural heritage. As a consequence, RMS will require approvals under the NSW *Environmental Planning & Assessment Act 1979* and the Commonwealth *Airports Act 1996* for this project.

As part of the consultation process, Roads and Maritime seeks cultural information to identify:

- J Whether there are any Aboriginal objects of cultural value to Aboriginal people in the area of the proposed project.
- J Whether there are any places of cultural value to Aboriginal people in the area of the proposed project. This includes places of social, spiritual and cultural value, historic places with cultural significance, and potential places/areas of historic, social, spiritual and/or cultural significance.

Roads and Maritime will be holding a second Aboriginal focus group meeting to discuss the management of Aboriginal cultural heritage and the methodology of the proposed salvage program for this project at Quest Mascot conference room, 108-114 Robey Street, Mascot, from 10.30am – 12 noon Wednesday 22<sup>nd</sup> May 2019. An agenda for the meeting has been enclosed. Parking is available at the hotel and will be paid for by Roads and Maritime.

Also find enclosed a copy of the draft Cultural Heritage Assessment Report (CHAR) for your review and comment.

All comments on the cultural values of the study area, the archaeological methodology and/or archaeological report must be received by **Tuesday 4<sup>th</sup> June 2019**. Comments can be provided in writing, by phone or at the Aboriginal focus group meeting.

---

**Roads & Maritime Services**

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We look forward to your participation in the assessment of this project.

Yours sincerely,



Lee Davison  
Aboriginal Cultural Heritage Officer



6 May 2019

Darren Duncan  
DJMD  
darrenjohnduncan@gmail.com

Dear Darren

Invitation to participate in the heritage assessment process and to attend the second Aboriginal focus group meeting for the Sydney Gateway road project

Roads and Maritime Services (RMS) proposes to build a new alternative route to the domestic and international terminals from the Sydney motorway network at St Peters interchange including a dedicated flyover from Qantas Drive to the domestic terminal.

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- J Whether there are any Aboriginal objects of cultural value to Aboriginal people in the area of the proposed project.
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---

**Roads & Maritime Services**

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We look forward to your participation in the assessment of this project.

Yours sincerely,

A handwritten signature in blue ink that reads "Lee Davison". The signature is written in a cursive, flowing style.

Lee Davison  
Aboriginal Cultural Heritage Officer

## **Responses to invitation and review of ACHAR**



## Ryan Taddeucci

---

**From:** Ryan Johnson <murrabidgeemullangari@yahoo.com.au>  
**Sent:** 24 May, 2019 2:31 PM  
**To:** Sydney Gateway  
**Subject:** RE: Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi

Please accept my apologies for not attending or informing you, my grandmother passed away on the 10<sup>th</sup> may and her funeral service was on the 22<sup>nd</sup> May.

Kind regards

Ryan Johnson | **Murra Bidgee Mullangari**  
**0475565517**



Aboriginal Corporation Cultural Heritage

**A:** PO Box 246, Seven Hills, NSW, 2147  
**E:** [murrabidgeemullangari@yahoo.com.au](mailto:murrabidgeemullangari@yahoo.com.au)  
**ICN:** 8112

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---

**From:** Sydney Gateway [mailto:SydneyGateway@rms.nsw.gov.au]

**Sent:** Monday, 6 May 2019 5:26 PM

**To:** murrabidgeemullangari@yahoo.com.au

**Subject:** Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019

Dear Ryan

We are pleased to attach your invitation, agenda and draft Cultural Heritage Assessment Report (CHAR), and look forward to seeing you.

Sincerely

Sydney Gateway  
Motorways Division  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
Level 21, 101 Miller St, North Sydney, NSW 2060



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## Ryan Taddeucci

---

**From:** Muragadi <muragadi@yahoo.com.au>  
**Sent:** 27 May, 2019 1:30 PM  
**To:** Sydney Gateway  
**Subject:** RE: Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi

Please accept my apologies for the unattendance of the focus meeting, as my grandmother passed away and the funeral service was on the 22<sup>nd</sup> May, could I please have a copy of the minutes at your earliest convenience.

Thanks

Jesse Johnson

---

**From:** Sydney Gateway [mailto:SydneyGateway@rms.nsw.gov.au]  
**Sent:** Monday, 6 May 2019 5:39 PM  
**To:** muragadi@yahoo.com.au  
**Subject:** Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019

Dear Darleen

We are pleased to attach your invitation, agenda and draft Cultural Heritage Assessment Report (CHAR), and look forward to seeing you.

Sincerely

Sydney Gateway  
Motorways Division  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
Level 21, 101 Miller St, North Sydney, NSW 2060



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## Ryan Taddeucci

---

**From:** Scott Franks <scott@tocomwall.com.au>  
**Sent:** 6 May, 2019 6:18 PM  
**To:** Sydney Gateway; nswbuy@finance.nsw.gov.au; renee.snelling@finance.nsw.gov.au; Lee Davison  
**Cc:** Danny Franks  
**Subject:** Re: Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019  
**Attachments:** apic\_policy\_june\_2018\_final.pdf  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Losalini Kelei,

Thank you for the update.

Tocomwall Pty Limited cannot support the ACHAR or the project, as you would be aware Tocomwall has and will raise a further issue with contract compliance on this project your department continues to fail to comply with the APIC. The consulting Archaeological firm has once again refused to comply with the APIC and your department simply will not deal with this issue. Can you please explain to me, Why as a supply nation certified company I am force to obtain minimal engagement by your consultant not complying with this policy.

Tocomwall Pty Limited is a supply nation certified Aboriginal archaeological firm. The only engagement we have be offered is as a Registered Aboriginal party via the NPW Acts this does not comply with the APIC . Why do you continue to engage a sub-contractor that will not pass on the direct engagement as required in the policy.

Please review pages 6

### 4.1.2. Engagement of Aboriginal owned businesses

Engagement of Aboriginal owned businesses to provide related goods and services to the project, such as:

raw materials and plant

cleaning and maintenance services

on-site food and beverage services

professional services such as design consultancy, insurance, work health and safety, cultural awareness training and **Aboriginal cultural heritage assessments**.

Regards  
Scott Franks

Native Title & Environmental Services Consultant

Tocomwall Pty Ltd  
PO Box 76  
CARINGBAH NSW 1495



m: 0404 171544  
p: 02 9542 7714  
f: 02 9524 4146  
e: [scott@tocomwall.com.au](mailto:scott@tocomwall.com.au)  
[www.tocomwall.com.au](http://www.tocomwall.com.au)



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---

**From:** Sydney Gateway <[SydneyGateway@rms.nsw.gov.au](mailto:SydneyGateway@rms.nsw.gov.au)>  
**Date:** Monday, 6 May 2019 at 5:18 pm  
**To:** Scott Franks <[scott@tocomwall.com.au](mailto:scott@tocomwall.com.au)>  
**Subject:** Sydney Gateway road project Aboriginal focus group meeting 2: Wednesday 22 May 2019

Dear Scott

We are pleased to attach your invitation, agenda and draft Cultural Heritage Assessment Report (CHAR), and look forward to seeing you.

Sincerely

Sydney Gateway  
Motorways Division  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
Level 21, 101 Miller St, North Sydney, NSW 2060

**Losalini Kelei**  
Sydney Gateway  
Motorways Division  
Senior Communications and Stakeholder Engagement Officer  
M 0448 140 468  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services  
Level 21, 101 Miller St, North Sydney, NSW 2060



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## APPENDIX 2 – ARCHAEOLOGICAL SURVEY REPORT (KNC 2018)



## **SYDNEY GATEWAY**

### **Aboriginal Archaeological Survey Report Stage 2 PACHCI**

Prepared for SMEC  
on behalf of Roads and Maritime Services

Bayside, Inner West and Sydney Local Government Areas

June 2018

Ref. 1541

**KELLEHER NIGHTINGALE CONSULTING PTY LTD**  
**Archaeological and Heritage Management**  
ACN 120 187 671

Level 10  
25 Bligh Street  
SYDNEY NSW 2000  
Phone 02 9232 5373

## Document Information

Project Name	Sydney Gateway. Aboriginal Archaeological Survey Report - Stage 2 PACHCI
Project Number	1541
Version	0.2
Client Name	SMEC Australia Pty Limited
Recipient	Michelle Quinn, Senior Associate Environmental Scientist - Environment
Issue Date	14 June 2018
Prepared by	Dr Matthew Kelleher; Mark Rawson; Cristany Milicich; Ben Anderson
Approved by	Dr Matthew Kelleher; Alison Nightingale



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## 1 Introduction

In 2012, the Australian Government and NSW Government together committed to building WestConnex, an integrated project to complete and expand the M4 and M5 corridors, improving links to the airport and port precincts. As centres of trade and commerce, the Sydney Airport and Port Botany are strategic nodes on the Sydney transport network. A key objective of the WestConnex project is to improve the connectivity between the western growth centres and these key nodes – becoming the gateway to Sydney for incoming passengers and goods.

The WestConnex New M5 (Stage 2) Main Works will comprise two new motorway carriageways in a tunnel from the disused M5 East toll plazas east of King Georges Road through to a proposed interchange at St Peters, which will connect through to Sydney Airport and Port Botany via the Sydney Gateway. The Sydney Gateway is one of several connections through the St Peters Interchange that will form part of the scope of WestConnex Stage 3, however, the WestConnex Delivery Authority (WDA) decided that if the Stage 2 works were to be developed without due consideration of how Stage 3 connections might be established it was likely that the Stage 2 works would compromise the functionality or inflate the cost of the completed interchange. As a key element of the St Peters Interchange, the Sydney Gateway is one such element that is being considered ahead of Stage 3.

SMEC Australia Pty Limited (SMEC), on behalf of Roads and Maritime Services (Roads and Maritime), engaged Kelleher Nightingale Consulting Pty Ltd (KNC) to undertake an Aboriginal archaeological survey as part of a *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) Stage 2 assessment for Sydney Gateway. The study area for this assessment is shown in Figure 1.

### 1.1 Summary of findings

No Aboriginal archaeological objects, sites or potential Aboriginal archaeological deposits were identified in the study area which displayed generally high levels of disturbance from natural processes and contemporary land use practices.

Two areas where visible surface disturbance and previous land use indicated that undisturbed soil deposits may exist were identified (Investigation Area 1 and Investigation Area 2) within the study area. Further geomorphological investigation of these areas is recommended to determine the nature of the subsurface deposit at these locations. If the geomorphic investigation identified intact soil structures additional archaeological assessment may be appropriate depending on the project design requirements.

### 1.2 Investigator / contributors

A full list of investigator / contributors to the current study is included in Table 1 below.

**Table 1. Investigator / contributor**

Investigator / Contributor	Affiliation	Role
Dr Matthew Kelleher	Kelleher Nightingale Consulting	Reporting, Advisor and Review
Mark Rawson	Kelleher Nightingale Consulting	Reporting, Survey
Ben Anderson	Kelleher Nightingale Consulting	Reporting; GIS Mapping
Cristany Milicich	Kelleher Nightingale Consulting	Reporting
Jay Daley	Metropolitan Local Aboriginal Land Council	Survey
Ricky Campbell	La Perouse Local Aboriginal Land Council	Survey



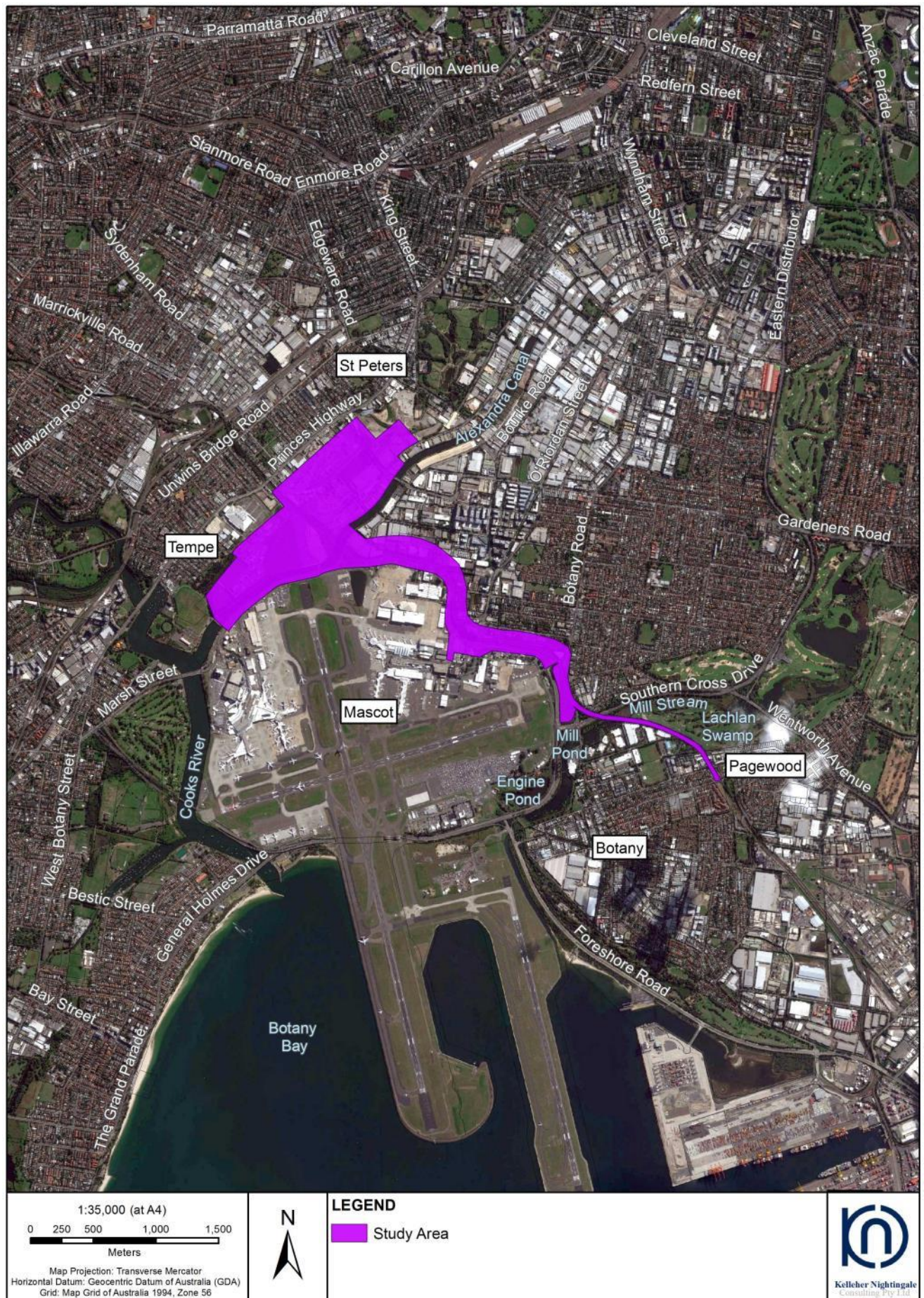


Figure 1. Study area location



## 2 Aboriginal stakeholder consultation

Roads and Maritime has developed the *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) to provide a consistent means of effective consultation with Aboriginal communities regarding activities which may impact on Aboriginal cultural heritage and a consistent assessment process for Roads and Maritime activities across NSW. In accordance with the PACHCI, the early stages of Roads and Maritime projects involve consultation with Local Aboriginal Land Councils and registered Native Title holders/claimants.

The project has been conducted in consultation with Metropolitan Local Aboriginal Land Council and La Perouse Local Aboriginal Land Council. No Native Title holders/claimants are currently registered for the study area.

The Land Councils were contacted by Jeff Nelson (Roads and Maritime) to discuss the proposed works and invited to participate in the archaeological survey.

The archaeological survey of the study area was undertaken on 14<sup>th</sup> September 2016 and 21<sup>st</sup> September 2016. Site officers Jay Daley from Metropolitan Local Aboriginal Land Council and Ricky Campbell from La Perouse Local Aboriginal Land Council participated in the survey. Subsequent to the field survey, Metropolitan Local Aboriginal Land Council and La Perouse Local Aboriginal Land Council provided survey and cultural assessment reports for Roads and Maritime in accordance with the Roads and Maritime PACHCI (*still to be provided* Appendix A).

### 3 Review of previous archaeological investigations

#### 3.1 AHIMS web services

The Aboriginal Heritage Information Management System (AHIMS) is a database operated by the NSW Office of Environment and Heritage (OEH), regulated under section 90Q of the *National Parks and Wildlife Act 1974*. AHIMS contains information and records related to registered Aboriginal archaeological sites (Aboriginal objects, as defined under the Act) and declared Aboriginal places (as defined under the Act) in NSW.

A search of AHIMS was conducted on 09 March 2018 to identify any registered (known) Aboriginal sites or declared Aboriginal places within or adjacent to the study area (Client service ID 332623). The search results are attached as Appendix B.

The AHIMS Web Service database search was conducted within the following coordinates (GDA, Zone 56):

Eastings: 328650 - 335800  
 Northings: 6241250 - 6247250  
 Buffer: 0 metres (the search coordinates included a buffer around the study area).

The AHIMS search results showed:

<b>8</b>	<b>Aboriginal sites are recorded in or near the above location</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location</b>

No Aboriginal archaeological sites have been registered on AHIMS within the study area.

Six Aboriginal archaeological sites, one duplicate recording (45-6-2198 duplicated by 45-6-2358) and one incorrect recording (45-6-1496 is listed as not a site) have been registered on the AHIMS database within the search area. The distribution of registered sites is shown in Figure 2, with site features ('site types') listed in Table 2 below.

**Table 2. Frequency of site types and context from AHIMS database search**

Site Context	Site Features	Total
Open	Aboriginal Resource and Gathering; Artefact; Non-Human Bone and Organic Material	1
	Artefact	1
	Artefact; Potential Archaeological Deposit (PAD)	1
	Artefact; Shell	1
	Potential Archaeological Deposit (PAD)	1
Closed	Artefact; Burial; Shell	1
Total		6

#### 3.2 Other heritage registers and databases

Other sources of information including heritage registers and lists were also searched for known Aboriginal heritage in the vicinity of the study area. These included:

- Marrickville Local Environment Plan 2011 (now part of Inner West LGA)
- Botany Bay Local Environment Plan 2013 (now part of Bayside LGA)
- Rockdale Local Environment Plan 2011 (now part of Bayside LGA)
- Sydney Local Environment Plan 2012
- Roads and Maritime s. 170 Heritage and Conservation Register
- RailCorp s. 170 Heritage and Conservation Register
- Sydney Water Heritage Register
- State Heritage Register and State Heritage Inventory
- Commonwealth Heritage List
- National Heritage List
- Australian Heritage Places Inventory
- Register of the National Estate (non-statutory list).



One heritage item was located in the vicinity of the study area. The Alexandra Canal, which is crossed twice by the study area, is listed on a number of heritage registers/databases, including the State Heritage Register (SHR) (Item 01621, gazetted 15 November 2002). The Statement of Significance for the Canal includes reference to its scientific (Aboriginal archaeological) values: "scientifically, the excavation of the canal provided a valuable contribution to the understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area".

As part of the SHR listing criteria, criterion E (research potential) states: "the discovery of butchered Dugong bones, aboriginal axes and the remains of an ancient forest in this area, all of which were found beneath the then low water mark during the excavation of the canal, were the subject of an academic paper. This paper contributed to the scientific understanding of the changing sea-levels along the eastern seaboard and the antiquity of the aboriginal presence in the area".

The Alexandra Canal is also listed on Schedule 5 of the Marrickville LEP 2011 (Item I270), Botany Bay LEP 2013 (Item I1) and Sydney LEP 2012 (Item I3) as an item of State level significance.

Sydney Water has the Alexandra Canal listed on the s. 170 NSW State agency heritage register (Item 4571712). The entry notes that "the discovery of the butchered Dugong, aboriginal axes and the remains of an ancient forest in this area that were uncovered during construction have revealed both a species and food source of Aboriginal occupation in the Botany Basin and a scientific understanding to the changing sea levels along the area".

The Aboriginal heritage (archaeological) values of the heritage item are related to the site where the dugong was uncovered (AHIMS site 45-6-0751). This site is located approximately 110 metres east of the current study area and 720 metres north of where the study area crosses the Alexandra Canal and would not be affected by the proposal.

As part of this archaeological assessment, it has been determined that the proposed works will not adversely affect the Aboriginal heritage significance of this heritage item, or any Aboriginal objects which may be associated with the heritage item.

No other Aboriginal archaeological sites or Aboriginal heritage items were recorded on other heritage registers or databases within the study area. Other recordings in the vicinity are discussed in Section 3.3.





Figure 2. AHIMS database search results



### 3.3 Known heritage items and previously recorded sites

There are several Aboriginal heritage recordings in the vicinity which serve to illustrate the known Aboriginal cultural and archaeological context of the study area.

Site 45-6-0629 was a closed context (rockshelter) and midden site with human remains (two skeletons). The AHIMS registered location of the site places it approximately 1.4 kilometres south of the study area, near Banksmeadow Public School off Brighton Street (Figure 3). Examination of the AHIMS site card indicates that the site was actually located between Chelmsford Avenue and Folkstone Parade, Botany, approximately 1.2 kilometres to the south west of the study area. The site card notes a large area of oyster shells and two skeletons, which were reported to the Botany Police when originally uncovered in 1936 – 1937. Location errors are common on old site recordings but the location sketch included on the site card clearly places the site to the west of Chelmsford Avenue and well outside the current study area.

The northern portion of the current study area is located approximately 110 metres west of site 45-6-0751, an open context site listed as an Aboriginal Resource and Gathering site with artefacts and non-human bone and organic material. This site is where the skeleton of a dugong (*Dugong dugon*) with marks of butchering and several ground stone axe heads were uncovered during the construction of the Alexandra Canal in the 1890s. The Alexandra Canal was constructed within an area of tidal and non-tidal marsh that formed the flood plain of Shea's Creek, a south west flowing watercourse that flowed from low sandy hills east of Redfern into the Cooks River approximately 2.4 kilometres south west of the site.

The site was originally investigated by Edward David, a geology professor at the University of Sydney and Robert Etheridge, a palaeontologist, ethnographer and curator of collections at the Australian Museum (Etheridge et al. 1896). The investigation documented a 5 metre deep section of a sedimentary sequence comprising alternating layers of estuarine sand and shell or peat containing terrestrial plant remains that had been exposed by the canal cutting. The investigation concluded that the discovery of the terrestrial plant remains at the depth of fifteen feet (approximately 4.5 metres) below the high water level represented "one of the most important pieces of evidence yet obtained in any part of Australia to prove submergence in recent geological time" (Etheridge et al. 1896:178).

The investigation also examined the Dugong skeleton which was uncovered by workmen near the junction of the two main tramlines running from Rickety Street Bridge. The skeletal remains were excavated from a sandy clay layer approximately half way down the canal cutting, above an abundant shell bed and in situ with four stone axe heads. The investigation noted that deep transverse and oblique curved cuts and scars were present on the dugong bones, particularly at the distal ends of the ribs that were consistent with the marks on dugong bones from Queensland which were known to have been butchered by Aboriginal people (Etheridge et al. 1896:174).

Dugongs were known to inhabit the warm waters of north-east Queensland and were only occasionally found as far south as the Tweed and Richmond Rivers. The investigation therefore hypothesised that "at the time this Sirenian was stranded, and before the final geological changes had taken place that brought about the present aspect of the Botany and contiguous swamps, man was an inhabitant of the locality" (Etheridge et al. 1896:174). The importance of this site is tied to both its clear demonstration of climactic/environmental change and the evidence of past Aboriginal peoples' presence in the area at that time.

A more recent analysis of the dugong skeleton and drawings of the sedimentary sequence from the 1890s excavation was conducted in 2004 (Haworth et al. 2004). Conventional radiocarbon (<sup>14</sup>C) dating from a sample of the dugong bones produced an age of 5520 ± 70 years before present (BP) (Haworth et al. 2004:50). It was noted that for the New South Wales coast to be suitable as dugong habitat, different environmental conditions must have prevailed, including warmer water and bays that could support meadows of sea grass. It was proposed that the spatial extent of the shell layer associated with the dugong bones and depth below the present low tide mark represented "a shallow tidal embayment covering the area which is now Mascot, and perhaps mangrove, salt marsh and other semi-saline swamp stretching as far north as the dune field of what is now Moore Park" (Haworth et al. 2004:57). It was concluded that the most likely explanation for the sedimentary sequence of alternating marine and terrestrial units was small but significant fluctuations in relative sea level during the Holocene, which would also have demonstrated periods of warmer coastal waters (Haworth et al. 2004:57).

A second midden site was recorded in Kendrick Park, approximately 770 metres west of the western part of the study area. Site 45-6-2198 (duplicated by recording 45-6-2358) was located on a low sandstone ridge outcrop overlooking the Cooks River. The midden encompassed an area of approximately 7.6 metres by 3 metres and had been heavily disturbed by past sandstone quarrying and the dumping of modern rubbish. Various shellfish species were recorded, with the faunal assemblage dominated by Sydney cockle (*Anadara trapezia*). The site card recording also noted stone artefacts of red silcrete and indurated mudstone.

A portion of the midden was excavated in 2003 prior to the construction of a retaining wall (Australian Museum Business Services (AMBS) 2003). The excavation recovered approximately 3kg of shell material that comprised 12 different shell species. Sydney cockle (*Anadara trapezia*) and Sydney oyster (*Saccostrea glomerata*) shells represented

92% of the total weight. Charcoal samples were obtained from the base and top of the intact shell material, producing 14C dates of  $3878 \pm 60$  BP (calibrated for marine reservoir effect) for the basal sample and  $3451 \pm 65$  BP (calibrated for marine reservoir effect) for the top. The excavation also recovered five stone artefacts and three bone fragments, one of which was determined to be from a juvenile mammal. The stone artefacts comprised two flakes and three flake fragments made from silcrete and petrified wood. AMBS (2003) noted that the stone used to produce the artefacts was not locally available. The site was interpreted as being used for the exploitation of shellfish resources and possibly terrestrial animals from the turpentine ironbark forest approximately one kilometre north of the site.

Investigations at Tempe House, approximately 850 metres west of the current study area on the opposite side of the Cooks River, have also uncovered evidence for Aboriginal landscape use. A historical excavation within the House's grounds was undertaken in 2004 to locate historic garden areas. During the excavation, several Aboriginal stone artefacts were uncovered and registered as site 45-6-2737. The site was located immediately south of the Cooks River and approximately 400 metres south of the confluence of the River and Wolli Creek.

Archaeological test and salvage excavation was subsequently undertaken at the site for a proposed underground carpark north west of Tempe House (Jo McDonald Cultural Heritage Management (JMCHM) 2005). The excavation employed a combination of mechanical trenching and hand excavation due to the presence of modern fill at the site. Forty pits were hand excavated at the site and 389 stone artefacts were recovered. The artefacts were predominantly made from silcrete with small quantities of silicified tuff, quartz, silicified wood and other fine grained siliceous materials also present. Backed artefacts made from silcrete and fine grained siliceous material comprised 7% ( $n=26$ ) of the total assemblage. The silicified tuff assemblage, including several conjoined artefacts, was more widely dispersed than other artefact material types and generally occurred lower in the deposit.

A charcoal feature was uncovered during the salvage excavation which was circular in outline and measured 25x35x15cm. No stone artefacts were recovered from the feature and most of the artefacts within the excavation pit were found above the feature. A charcoal sample from the feature produced a 14C date of  $9376 \pm 61$  BP (JMCHM 2005:56). The feature was interpreted as relating to the silicified tuff assemblage at the site (JMCHM 2005:56). It was argued that results from the site represented two phases of occupation, comprising a dispersed assemblage of silicified tuff in association with the charcoal feature and a later phase of more intensive silcrete artefact production (JMCHM 2005:63).

In 2006, two further excavation programs were undertaken at the site along a proposed stormwater corridor and within the Tempe House State Heritage Register (SHR) Conservation Precinct (JMCHM 2006). For the stormwater corridor, eleven test pits were excavated at 10 metre intervals along the impact corridor, retrieving a total 457 stone artefacts. An additional 2072 artefacts were recovered from three salvage excavation areas (known as Loci East, North and South) which were expanded around three of the test pits. Artefact numbers and density were greatest within Locus South, which contained three times the number of artefacts found within the other two Loci.

The test excavation program within the Tempe House Stage Heritage Register Conservation Precinct excavated a total area of 18m<sup>2</sup> and recovered 214 stone artefacts. The test excavation pits contained variable levels of historic disturbance and most Aboriginal artefacts were found in association with historic materials; however, the association of historic material and Aboriginal artefacts was attributed to taphonomic processes instead of contemporaneity.

The results from the stormwater and SHR Conservation Precinct excavations were combined to facilitate an overall analysis of the site's archaeology. In total, the 2006 excavations recovered approximately 80kg of shells, which were recovered from 42 of the 52 excavation units and all three of the salvage loci investigated for the stormwater proposal. The shells were restricted to four species: oyster (*Ostrea angasi* and *Saccostrea glomerata* / *Saccostrea commercialis*), cockle (*Anadara trapezia*) and whelk (*Pyrazus ebeninus*). The majority of shells found were from molluscs that inhabited estuarine mud or sand flats and would likely have been available from the local area depending on the prevailing environmental conditions. The shell material recovered from the excavation was interpreted as having been collected from adjacent mud flats and deposited during brief visits to the area, due to the distribution of shell across the site and deposition within narrow compact deposits (JMCHM 2006:93).

Four shell samples and one charcoal sample were selected from four different areas of the 2006 excavations and were submitted for 14C dating. The shell samples produced a maximum age range of between 3600 - 4900 BP (calibrated at two standard deviations); however, the charcoal sample which was found in association with one of the shell samples produced a maximum age range of 438 - 525 BP, which was interpreted as erroneous (JMCHM 2006:44). Overall, the results of the Tempe House excavations were interpreted as representing a site created through multiple, short term occupations where several activities occurred including the creation of stone tools and consumption of marine molluscs (JMCHM 2006:107-108).

An Aboriginal archaeological assessment of Fraser Park, approximately 750 metres north west of the current study area, was undertaken in 2000 for a proposed underground electricity cable (Navin and Dibben 2000). The park was assessed as having some potential for archaeological deposit (PAD), especially shell midden material. The PAD was registered as AHIMS site 45-6-2654. An archaeological test excavation was undertaken in 2003 and confirmed the presence of shell material; however, the shell material was determined to be the remains of a natural shell bed (McIntyre-Tamwoy 2003).

## 4 Landscape context

The study area is located in the Botany Basin, a subregion of the Sydney Basin. The Sydney Basin is a large geological feature that stretches from Batemans Bay to Newcastle and west to Lithgow. The formation of the basin began between 300 to 250 million years ago when river deltas gradually replaced the ocean that had extended as far west as Lithgow (Pickett and Alder 1997). The oldest, Permian layers of the Sydney Basin consist of marine, alluvial and deltaic deposits that include shales and mudstone overlain by coal measures. Later riverine deposits of coarse sands and conglomerates were laid down during the Mid Triassic (247 to 235 million years ago), the result of an eroding mountain range in what is now Antarctica. These silica-rich sands form the basis of the Hawkesbury Sandstone which underlies large parts of Sydney. Subsequent deposition of shales and erosion created deep v-shaped valleys in the sandstone, while uplift and the development of the Lapstone Fault around 200 million years ago created the familiar topography of the Blue Mountains and Cumberland Plain below. The development of the Botany Basin itself began around 66 million years ago (Griffin 1963:16).

Analysis of bedrock channels indicates the Botany Basin originally formed as the drainage basin of two distinct systems: a combined system of the present day Georges and Cooks Rivers, and a second system draining south west through Centennial Park and the Lakes Valley from an elevated ridgeline near present day Paddington (Albani and Rickwood 1998). This second smaller system (known as the 'Botany River') generated the present entrance of Botany Bay and was separated from the southern system by a ridgeline running between the main runway of Sydney Airport and Inscription Point at Kurnell ('Runway Ridge').

Runway Ridge effectively separated the two catchments until the formation of the tombola spit linking Kurnell (then an island) to Cronulla and the subsequent sea level rise following the Late Glacial Maximum (13,000–10,000 years ago). At this point the Georges/Cooks system diverted to drain across the ridge through the mouth of Botany Bay, forming the shape of Botany Bay that is familiar today. This shape is relatively recent, only emerging once sea levels rose to about 30 metres lower than the present day: up until this point, "inhabitants of Kurnell Island could have walked to Kyeemagh along this ridge until about 9000 years BP" (Albani and Rickwood 1998:195).

The formation processes of the Basin have thus been strongly influenced by various climactic changes during the Quaternary Period, with sea level fluctuations producing a complex depositional history. Coastal streams and river valleys active during periods of low sea level deposited large volumes of sediment at their marine outlets, which was remobilised and reintroduced to the drowned river valleys during periods of high sea level. The siltation formed by this reintroduction of sediment encouraged the formation of swamps and tidal mudflats around lower energy outflows and estuaries. Subsequent dredging and reclamation works associated with large-scale industrial and infrastructure development in the area have drastically modified the original substrates and topography. The underlying geology of the study area reflects this complex depositional history (Figure 3).

The north western part of the study area and the section crossing the Lachlan Swamps in the south east are located atop Quaternary deposits of peat, sandy peat and mud (Qhs). This substrate is the result of sediment deposition through fluvial activity in freshwater swamps. These organic muds and peats are terrestrial deposits formed above the high tide level (Herbert 1983:66). The shallow drowned estuaries of the Cooks River and Shea's Creek hosted terrestrial swamp environments after sea level stabilisation in the Holocene which have now been extensively reclaimed (Herbert 1983:83). Peat from this environment within the Lakes Valley was dated at  $8880 \pm 200$  years BP, indicating that the swampy conditions have existed in these areas for the majority of the Holocene and would have been a valuable source of raw materials for Aboriginal people living in the area.

Immediately south of the study area, Sydney Airport is located atop a large area of mixed Qhs and manmade fill (mf/Qhs), the results of dredging and reclamation activities in this part of the Basin. Manmade fill (mf) includes dredged estuarine sand and mud, demolition rubble, industrial and household waste and is a totally artificial substrate. Reclamation and stabilisation of the Airport lands has highly disturbed this area, with fill also used to infill the original southern drainage channel networks of Shea's Creek and the Cooks River.

In the eastern portion of the study area, Quaternary marine sand deposits (Qhd) dominate the area around Mascot, Botany and Pagewood. In contrast to the fluvial depositional processes of the freshwater swamps, the marine sands are the result of terrestrial transgressive dune systems reworked from older sand surfaces. Qhd comprises medium to fine grained marine sands with podosols. Leaching of the deposit usually precludes the presence of shell material within the Qhd, and soil profiles above the sands are moderately well developed (Herbert 1983:55).

These sands are generally not associated with active coastal processes and can be found many kilometres inland from current coastlines. In the case of the Qhd sands present within the study area, dune sands within Botany Bay are generally of Pleistocene age, having formed when sea levels were much lower than the present day. Other geologic occurrences around the study area include a band of Ashfield Shale (Rwa) underlying a series of low crests running north east to south west below Sydenham. Ashfield shale comprises black to dark grey shale and laminate. Minor occurrences of Hawkesbury sandstone (Rh) are also mapped to the west of the Cooks River.



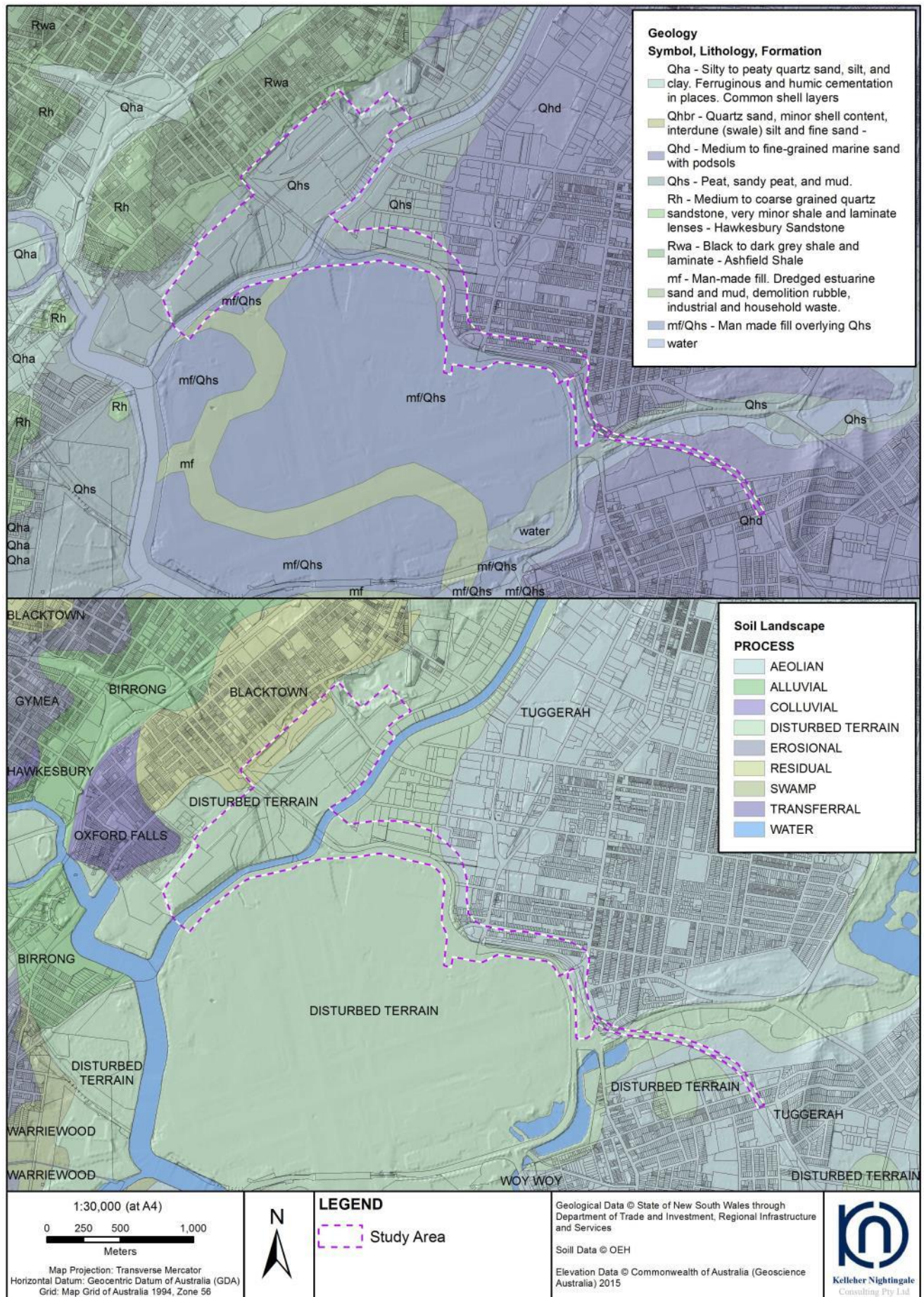


Figure 3. Geology and soil landscape of the study area

Soil landscapes within the study area are strongly influenced by underlying topography, geology and subsequent disturbance. The majority of the study area is mapped as 'disturbed terrain' (Figure 3), which extends across the Airport Grounds, the lower reaches of the Cooks River, up the Alexandria Canal and across several areas in Arncliffe, Botany and Tempe. Disturbed terrain is described as areas extensively disturbed by human activity, including complete disturbance, removal or burial of original soils (Chapman and Murphy 1989:132). Land fill materials include rock, other soils, building and waste materials. Original vegetation has been completely cleared.

Disturbed terrain has resulted from drainage and reclamation of the swamps, estuaries and wetlands that surround Botany Bay, from landfill operations and from extensive cut/fill works undertaken to level areas for heavy industry. The archaeological potential of these areas is generally nil, especially where excavation and removal of original sediments has taken place. Archaeological potential may be retained in the few areas which have escaped direct disturbance, depending on landform context and site/land use history, or where fill materials have been deposited atop a natural surface with minimal excavation.

To the north and west, soils of the residual Blacktown soil landscape cap the more elevated crests atop the Ashfield Shale. The Blacktown soil landscape consists of shallow to moderately deep hard-setting red, brown and yellow podzolic soils with low soil fertility (Chapman and Murphy 1989). Intact archaeological deposits may occur within these soils due to the relatively low susceptibility to erosion and surface movement where gradient is low and the landform has not been disturbed. Where steeper landforms are present, preservation of archaeological deposits is less likely, especially where combined with landscape disturbance.

The aeolian Tuggerah soil landscape dominates the eastern part of the study area. Tuggerah soils are common across the gently undulating to rolling coastal dune fields of the Botany Lowlands. The soils typically consist of deep (>200 cm) podzols of loamy to bleached to mottled sands on dunes and podzol/humus podzol intergrades on swales. Sandy organic pans are intermixed with soft iron-stained sands above a B horizon of yellow massive sands with higher clay content. Where the sandy materials are loose and unconsolidated, susceptibility to concentrated flow erosion and occasional blow-outs is increased but overall erosion risk is low (Chapman and Murphy 1989).

Archaeologically, swales and the more stable areas of hind dunes are more likely to conserve archaeological deposit in situ where soil materials accumulate. The study area follows the boundary between the Tuggerah soils and the disturbed terrain of the airport and industrial areas at Botany and can thus be expected to display soils with some level of disturbance depending on land use.

Previous land use within the study area is varied but has generally resulted in extensive disturbance. The northern shores of Botany Bay in the vicinity of the study area have been heavily developed and modified. Identified land uses that have modified the study area include:

- Dredging and reclamation surrounding the Airport lands
- Channel modification and containment of the Cooks River
- Dredging, excavation and modification of the Shea's Creek salt marsh to form the artificial waterway of the Alexandria Canal. The spoil from the dredging was used to reclaim low lying swampy areas around the old creek line.
- Excavation, landfill usage and subsequent remediation of the Tempe Tip into the Tempe wetlands, golf driving range and Marrickville Council container park
- Road and rail construction including the Botany Goods Line linking to the airport and Port Botany and various short rail sidings leading to industrial yards
- Industrial freight movement and storage within the Sydney Airport Corporation Limited (SACL) Northern Lands
- Excavation and construction of various subsurface infrastructure services including high pressure gas mains, desalination, water, wastewater and stormwater
- Artificial levelling and modification of the industrial areas surrounding the Alexandria Canal and Mill Stream running through the Lachlan Swamps below Southern Cross Drive

Overall, the study area has been highly modified and includes few remnant areas of natural ground. Landforms within the study area are generally flat to gently sloping, the result of levelling activities carried out to facilitate industrial development and transport. The eastern extent of the study area is located on the Cooks River, a tide dominated drowned valley estuary. South of its confluence with Wolli Creek, the river's course and channel alignment is entirely artificial, having been altered to accommodate the growth of Sydney Airport. The Alexandria Canal (a tributary of the Cooks River) is twice traversed by the study area. The canal is a 60 to 80 metre wide artificial waterway constructed along the drainage line of a salt marsh known during the early days of the NSW colony as Shea's Creek. Excavation of the canal began in the late 1880s to aid water transport of goods to and from the surrounding burgeoning industrial area.



While the study area is located in a highly modified landscape, some potential remains for intact buried soils where direct disturbance levels are low. Previous Aboriginal cultural heritage assessment of the wider Botany Bay area has identified landscape disturbance as the key factor in determining remaining areas of archaeological potential (Gondwana Consulting 2011). Information from the geotechnical and contamination assessment programs previously completed for the Sydney Gateway Draft Reference Design – REF2320 was reviewed for this Aboriginal heritage assessment to determine whether such areas were likely to be present in the locations proposed for the current geotechnical works.

The previous geotechnical and contamination investigations included a total of 24 boreholes drilled to depths between 10.1 and 35.1 metres (Coffey Geotechnics 2015a and 2015b). Boreholes were located across varying site contexts in an area similar in extent to the current study area. Assessment of the borehole logs aimed to identify any remaining intact stratigraphic sequences similar to those described in previous archaeological investigations in the local area, including that of site 45-6-0751 where the remains of the dugong were uncovered during excavation of the Alexandra Canal.

Borehole 14 (WCX\_GTY\_BH\_014) was located in the southern corner of the Boral Concrete Yard property on Burrows Road South, immediately north west of where the rail siding leaves the Botany Goods Line to run parallel to the Alexandra Canal. The stratigraphic sequence described by the borehole log is suggestive of an intact deposit below approximately one metre of introduced fill. Below the sand and gravel fill, bands of marine/estuarine sands alternate with two distinct layers of shell fragments, underlain by a band of sandy clay in the same approximate position as was described at site 45-6-0751 approximately 900 metres to the north east. Stratigraphic sequences from the other borehole logs more commonly demonstrated varying depths of fill over relatively clean marine sands and silty sands with few organic components. Alluvial deposits and occasional residual soils are present below the marine sands, demonstrating the variety of past depositional environments present in the study area.

A series of historical aerial photographs included in the background review of landuse for an earlier contamination report (Figures A5-A9, AECOM 2015) indicates that the area west of BH14 has remained relatively free of disturbance. Its location adjacent to and within the railway corridor (which was established relatively early) means it has not been subject to development and/or industrial use. It may thus represent an area of archaeological sensitivity, where a possible intact deposit has been retained beneath superficial surface impacts. If the deposit remains intact and retains evidence of Aboriginal land use it would likely be of high scientific and cultural significance given its rarity and potential research value.

### Summary

The study area is located within a complex and highly altered landscape. Prior to European arrival, changing climactic conditions and sea level fluctuations created a cycling environment of estuaries, saline and freshwater swamps, dune fields, ponds, wetlands and freshwater streams. These resource-rich environments would have been a valuable source of raw materials for Aboriginal people living in the area. The preservation of deposits relating to this Aboriginal landscape use is dependent on both environmental and anthropogenic factors.

The majority of the study area can be classified as ‘disturbed land’ under the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales*, defined as land that “has been the subject of a human activity that has changed the land’s surface, being changes that remain clear and observable” (OEH 2010:18). This includes areas where anthropogenic modifications to the land surface through past land use practices have been so extensive as to totally reconfigure the topography and substrate deposits of the study area. Aboriginal archaeological deposits are unlikely to survive in these contexts. Based on the landscape assessment and review of existing geotechnical information, some small portions of the study area have the potential to retain intact soils where the ground may not have been subject to significant disturbance. If the subsoil is intact some potential for Aboriginal objects may also be present.

## 5 Regional character and site predictions

Previous archaeological investigations have provided data on site distribution, site typology and lithic raw material use that aid in assessing the archaeological character of the region. Site frequency and density can be related to key landscape factors including distance to water, landform, degree of slope, soil landscape and proximity to environmental resources.

Overall, the distribution of registered sites within the AHIMS search area is more a reflection of the extent of previous archaeological investigations and modern land use disturbance than an accurate reflection of past Aboriginal landscape use. While relatively few archaeological sites have been identified in the vicinity of the study area, general trends in local and regional archaeology can be determined. Information from registered Aboriginal archaeological sites and previous archaeological investigations indicate the preponderance of artefact and shell midden sites in open contexts, relating directly to the environmental setting and resources available along Botany Bay, the Cooks River and its tributaries.

The discovery of a butchered dugong skeleton within a sedimentary sequence of alternating marine and terrestrial units that was found during the construction of the Alexandra Canal demonstrates the antiquity of Aboriginal occupation in the area and the changing environment of the Botany Bay region during the Holocene. The heritage value of the Alexandra Canal as described on the State Heritage Register specifically acknowledges the Aboriginal archaeological significance of this site. Archaeological excavations of midden sites 45-6-2737 and 45-6-2198 further demonstrate the occupation of the area and use of marine resources during the Holocene.

Based on past archaeological investigations, the study area is likely to contain variable levels of disturbance from the more recent history of land use practices in the area. The majority of the study area is likely to be heavily disturbed; however, remnant areas of intact soils may exist in limited places within the study area. Geomorphic assessment would aid in determining if specific locations within the study area may exhibit archaeological potential.

Based on information from previous archaeological investigations, landscape context and regional character, site predictions for the study area include the following:

- The identification of archaeological sites is likely dependent on the existence of intact soil structures, patterns of erosion, and assessing the variable movement of waters across the study area.
- Archaeological sites, if present, are likely to consist of open midden sites, artefact scatters and/or isolated artefacts.

## 6 Sampling strategy and field methods

The aim of the archaeological survey was to conduct a full coverage, pedestrian survey of the study area and to record any Aboriginal archaeological sites or areas with potential to contain Aboriginal objects. The study area was divided into three survey units based on landform and physical features (Figure 4).

Survey Unit 1 encompassed the southern portion of the study area from Banksia Street in the south to Southern Cross Drive in the north. The survey unit contained the existing rail corridor and the southern boundary of the Eastlakes Golf Course.

Survey Unit 2 encompassed the central portion of the study area from Southern Cross Drive in the south to the Alexandra Canal in the north. The survey unit contained a mixture of the existing rail corridor, adjacent urban areas, road corridors and the riparian areas adjacent to Mill Stream and Mill Pond.

Survey Unit 3 comprised the northern portion of the study area from the Alexandra Canal in the south to the northern boundary. The survey unit consisted of the existing rail corridor and adjacent industrial areas, road corridors and vacant lots.

Based on the archaeological background and landform context of the study area, the survey team closely inspected any areas of surface exposure for artefacts, evidence of intact soils and any mature trees for evidence of Aboriginal bark removal. Assessments of soil disturbance were also made during the survey.

All survey units were inspected by pedestrian survey. The archaeological survey was conducted on 14 and 21 September 2016. The survey was undertaken by archaeologist Mark Rawson (KNC) and representatives from the Metropolitan Local Aboriginal Land Council, the La Prouse Local Aboriginal Land Council, SMEC and Rail Safety.

The survey team were equipped with high resolution aerial photography and topographic maps showing the study area boundary. A non-differential GPS receiver was used for spatial recordings. All GPS recordings were made using the Geocentric Datum of Australia (GDA) coordinate system. Detailed notes on the condition of the survey unit were compiled by the survey team including an assessment of surface visibility, vegetation coverage, modern disturbance and current land use.





Figure 4. Survey landforms and units



## 7 Survey results

The survey identified two areas where visible surface disturbance and previous land use indicated that undisturbed subsurface soil deposits may exist. The results of the survey are described below and shown in Figure 5.

### 7.1 Identified areas requiring further investigation within the study area

**Site Name:** Investigation Area 1  
**Landform Context:** Flat

Investigation Area 1 was an area where visible surface disturbance and evidence of previous land use indicated that undisturbed subsurface soil deposits may exist. The area was situated on a flat landform adjacent to Alexandra Canal and existing rail corridor (Figure 5).

The area comprised vacant lands north and south of the Boral Concrete Yard siding where visible surface disturbance was relatively low and natural sands were visible (Plates 1 and 2). A review of previous geotechnical and contamination investigations and historical aerial photography (Section 4) indicates that this area may not have been impacted by past industrial activities which occurred in the vicinity.

The area was clearly defined by the existing rail line, past construction activities and stockpiling. The area would have been in close proximity to Shea's Creek prior to its channelization and exhibits low visible surface disturbance; however, it is unclear whether the subsurface has been impacted and further geomorphological investigation is recommended to confirm the presence of intact soil structures.



**Plate 1. Investigation Area 1 north from the Boral Concrete Yard siding**



**Plate 2. Investigation Area 1 facing south from Boral Concrete Yard siding towards Alexandra Canal**

**Name:** Investigation Area 2  
**Landform Context:** Flat

Investigation Area 2 was an area where visible surface disturbance and evidence of previous land use indicated that undisturbed subsurface deposits may exist. The area was situated on a flat landform adjacent to the Alexandra Canal, existing rail corridor and Airport Drive (Figure 5).

The area comprised vacant lands east and west of a canalised drain where historical aerial photography indicated low impact from past industrial activities and which would have been in close proximity to Shea's Creek prior to its channelization. The area was clearly defined by Airport Drive, past construction channelization and landscaping activities. The area exhibits low visible surface disturbance; however, it is unclear whether the subsurface has been impacted as the area was subject to flooding and further geomorphological investigation is recommended to confirm the presence of intact soil structures.



Figure 5. Survey results



## 7.2 Survey coverage

An archaeological survey of the study area between Ellis Street and Swamp Road was undertaken on 14 September 2016 and 21 September 2016. The survey was undertaken by archaeologist Mark Rawson (KNC) and representatives from the Metropolitan Local Aboriginal Land Council, the La Perouse Local Aboriginal Land Council, SMEC and Rail Safety.

The survey commenced in Survey Unit 1 near Banksia Street and followed the rail corridor to Mill Stream. The southern portion of the survey unit was heavily disturbed by past rail construction and maintenance practices (Plate 5). The survey unit had been modified by the construction of the railway in addition to large scale sand extraction, damming, reclamation works and landscaping (Plate 6).



**Plate 3. Survey Unit 1 facing north west along the rail corridor from the overpass at Banksia Street**



**Plate 4. Survey Unit 1 facing south showing landscape modification adjacent to Mill Stream**

The survey continued from the Mill Stream to the Alexandra Canal. This section of the study area had been extensively modified by construction activities and landscaping, including the removal of sediment and addition of introduced fill (Plates 7 and 8). Adjacent to the western boundary of the rail corridor, north of Airport Drive and North Pond, the survey team noted two areas exhibiting low levels of modern disturbance where past land use activities indicate that natural soil deposits may remain (Investigation Area 2).



**Plate 5. Survey Unit 2 facing north showing artificial embankment of fill**



**Plate 6. Survey Unit 2 facing north showing grassed area that had been levelled with fill adjacent to Alexandra Canal**

The second day of archaeological survey (21 September 2016) focused on Survey Unit 3. The area had variable levels of disturbance from landscaping, construction, rail and industrial activities. The portion of the survey unit south western of the rail line was highly disturbed by industrial activities and landscaping, including the removal of sediment and addition of introduced fill (Plate 9). The fill contained sandstone rubble, brick, concrete, metal, plastic, and a few dispersed estuarine shells (Plate 10). A large portion of Survey Unit 3 has suffered historical land use disturbance through clay-mining and subsequent use as landfill. This area displays no archaeological potential.



**Plate 7. Survey Unit 3 facing south showing the heavily disturbed south western side of rail line**



**Plate 8. Survey Unit 3 facing east showing bank constructed from redeposited sandy fill with modern inclusions corridor**

The north eastern side of the rail line contained two cleared areas adjacent to the Boral Concrete Yard siding. Piles of soil and rail sleepers were stockpiled around the margins of the clearings and lantana was growing adjacent to a drainage line on the boundary with the Boral Concrete Yard. The survey noted that the cleared areas would have been in close proximity to Shea's Creek prior to its channelization and that there was potential for natural soil deposits given the relatively low level of visible disturbance and historical land use (Investigation Area 1). The remaining areas were heavy disturbed by industrial activities, landscaping and reclamation works (Plates 11 and 12).



**Plate 9. Survey Unit 3 facing north with modified landscape adjacent to an unnamed drainage channel**



**Plate 10. Survey Unit 3 facing south east showing introduced fill along an access track and large area of dumped material left**



### 7.3 Survey coverage analysis

Surface exposure across the study area was generally low and visibility within surface exposures was moderate to high. Surface exposure varied within the study area and was dependant on vegetation density, natural processes such as erosion and modern land use practices. Limitations to visibility within these areas included leaf litter, vegetation growth and introduced material such as blue metal.

Several properties were not directly accessible during the archaeological survey; however, this was not a limitation to survey coverage or analysis as these areas could be visibly inspected from the property boundaries and assessed based on topographic context and visible disturbance. The survey area was predominantly a highly modified flat landscape with artificial embankments for the rail line and areas where bulk earthworks had removed sediment. Details of survey and landform coverage are outlined in Tables 3 and 4 below.

**Table 3. Survey coverage**

Survey Unit	Landform	Area (m <sup>2</sup> )	Visibility (%)	Exposure (%)	Effective Coverage (m <sup>2</sup> )	Effective Coverage (%)
1	Flat	39,750	70	30	8,348	21
1	Open Depression	574	60	30	103	18
2	Flat	593,467	70	10	41,543	7
2	Open Depression	2306	60	10	138	6
3	Flat	960,799	70	10	67,256	7

**Table 4. Landform coverage**

Landform	Area (m <sup>2</sup> )	Area Effectively Surveyed (m <sup>2</sup> )	% of Landform Effectively Surveyed	# of Sites	# of Artefacts or Features
Flat	1,594,016	117146	35	0	0
Open Depression	2881	242	24	0	0

## 8 Analysis and discussion

Background research including a review of AHIMS records and previous archaeological investigations in addition to the archaeological survey have not identified any Aboriginal archaeological sites or areas of Aboriginal archaeological potential within the study area. An examination of past land use practices and archaeological survey have identified two areas which would have been in close proximity to Shea's Creek prior to its channelization and where natural soil deposits may remain (Investigation Area 1 and Investigation Area 2). Further geomorphological investigation of these areas is recommended to determine the nature of the subsurface deposit at these locations.

Geomorphic investigation is appropriate as the survivability of Aboriginal heritage is heavily dependent on the presence of intact soil structures. If intact soil structures are found not to exist within the investigation areas then the archaeological potential for the area is nil-low. Conversely if intact soils structures are confirmed within the investigation areas then further archaeological assessment of the geomorphic results may identify an area of archaeological potential requiring additional heritage assessment.

### 8.1 Aboriginal settlement history of the study area

Archaeological site types in the region correlate with the topography and geology. The preponderance of shell middens and artefact sites in open contexts, relate directly to the environmental setting and resources available along Botany Bay, the Cooks River and its tributaries.

The discovery of a butchered dugong skeleton within a sedimentary sequence of alternating marine and terrestrial units that was found during the construction of the Alexandra Canal demonstrates the antiquity of Aboriginal occupation in the area and the changing environment of the Botany Bay region during the Holocene. The heritage value of the Alexandra Canal as described on the State Heritage Register specifically acknowledges the Aboriginal archaeological significance of this site. Archaeological excavations of midden sites 45-6-2737 and 45-6-2198 further demonstrate the occupation of the area and use of marine resources during the Holocene.

Within the study area, no Aboriginal archaeological objects or potential Aboriginal archaeological deposits been identified; however, two areas where visible surface disturbance and previous land use indicated that undisturbed subsurface soil deposits may exist were identified (Investigation Area 1 and Investigation Area 2). Further geomorphological investigation of these areas is recommended to determine the nature of the subsurface deposit at these locations.

The archaeological evidence indicates that Botany Bay, the Cooks River and its tributaries were a focus for intensive Aboriginal occupation, due to the combination of maritime, estuarine and terrestrial resources available in the area. Adjacent elevated areas are likely to have functioned as camp sites from which past Aboriginal people could have exploited these resources. The survivability of this archaeological evidence is dependent on low levels of soil disturbance (from both natural and anthropogenic factors).

## 9 Significance assessment

No Aboriginal archaeological objects or potential Aboriginal archaeological deposits were identified by the Stage 2 PACHCI assessment within the study area.

Two areas were identified for further geomorphic investigation to determine if undisturbed subsurface soil deposits exist. Such deposits, should they exist, could be potentially archaeologically significant.

## 10 Impact assessment

No Aboriginal archaeological objects or potential archaeological deposits were identified within the study area. Two areas where visible surface disturbance and previous land use indicated that undisturbed subsurface soil deposits may exist were identified (Investigation Area 1 and Investigation Area 2) within the study area which would be impacted by the proposed works. Further geomorphological investigation of these areas is recommended to determine the nature of the soil structure at these locations.

## 11 Legislative considerations

The National Parks and Wildlife Act 1974 (NPW Act) is the primary statutory control dealing with Aboriginal heritage in New South Wales. Items of Aboriginal heritage (Aboriginal objects) or Aboriginal places (declared under section 84) are protected and regulated under the Act.

Under the Act, an "Aboriginal object" is defined as "any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains". As such, Aboriginal objects are confined to physical evidence and are commonly referred to as Aboriginal sites.

Aboriginal objects are protected under section 86 of the Act. It is an offence to harm or desecrate an Aboriginal object, either knowingly [section 86 (1)] or unknowingly [section 86 (2)].

There are offences and penalties relating to harm to, or desecration of, an Aboriginal object or declared Aboriginal place. Harm includes to destroy, deface, damage or move. Penalties are tiered according to offences, which include:

- a person must not harm or desecrate an Aboriginal object that the person knows is an Aboriginal object;
- a person must not harm or desecrate an Aboriginal object (strict liability offence);
- a person must not harm or desecrate an Aboriginal place (strict liability offence);
- failure to notify Office of Environment and Heritage of the location of an Aboriginal object (existing offence and penalty); and
- contravention of any condition of an Aboriginal Heritage Impact Permit.

Under section 87 (1) it is a defence if "(a) the harm or desecration concerned was authorised by an Aboriginal heritage impact permit, and (b) the conditions to which that Aboriginal heritage impact permit was subject were not contravened".

Section 87 (2) of the Act provides a defence against prosecution under section 86 (2) if "the defendant exercised due diligence to determine whether the act or omission constituting the alleged offence would harm an Aboriginal object and reasonably determined that no Aboriginal object would be harmed".

Under section 90 (1) of the Act "the Director-General may issue an Aboriginal heritage impact permit". The regulation of Aboriginal heritage impact permits is provided in Part 6 Division 2 of the Act, including regulations relating to consultation (section 90N).

An Aboriginal Heritage Impact Permit (AHIP) is required for an activity which will harm an Aboriginal object.

## 12 Management and recommendations

No Aboriginal archaeological objects, sites or potential Aboriginal archaeological deposits were identified in the study area which displayed generally high levels of disturbance from natural processes and contemporary land use practices.

Two areas where visible surface disturbance and previous land use indicated that undisturbed subsurface soil deposits may exist were identified (Investigation Area 1 and Investigation Area 2) within the study area. Further geomorphological investigation of these areas is recommended to determine the nature of the soil structure at these locations.

Geomorphic investigation is appropriate as the survivability of Aboriginal heritage is heavily dependent on the presence of intact soil structures within the study area. If intact soil structures are found not to exist within the investigation areas then the archaeological potential for the area is nil-low. Conversely if intact soils structures are confirmed within the investigation area then further archaeological assessment of the geomorphic results may identify an area of archaeological potential requiring additional heritage assessment.

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## **Appendix A Metropolitan and La Perouse LALC Reports**

To be provided

## **Appendix B AHIMS Extensive Search Results**



Office of  
Environment  
& Heritage

## AHIMS Web Services (AWS)

### Extensive search - Site list report

Your Ref/PO Number : 1541

Client Service ID : 332623

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2358	K1(same as site 45-6-2198)	AGD	56	329510	6244350	Open site	Deleted	Shell :-, Artefact :-	Midden	
	<b>Contact</b>	<b>Recorders</b>		Ms.Jillian Comber				<b>Permits</b>	1330.1331	
45-6-2737	Tempe House 1	AGD	56	329230	6243930	Open site	Partially Destroyed	Artefact :-, Potential Archaeological Deposit (PAD) :-		99680,100447, 102150,10345 2
	<b>Contact</b>	<b>Recorders</b>		Doctor Jo McDonald				<b>Permits</b>	2016,2209,3767	
45-6-2547	Nanny Goat Hill 1;NGH 1;	AGD	56	328700	6244300	Open site	Valid	Artefact :-	Open Camp Site	
	<b>Contact</b>	<b>Recorders</b>		Michael Guider				<b>Permits</b>		
45-6-0629	Buoy;Botany Shell Midden;	AGD	56	334300	6241400	Closed site	Valid	Artefact :-, Shell :-, Burial :-	Burial/s,Midden,Sh elter with Deposit	
	<b>Contact</b>	<b>Recorders</b>		ASRSYS				<b>Permits</b>		
45-6-2198	View Street	AGD	56	329500	6244350	Open site	Valid	Shell :-, Artefact :-	Midden	
	<b>Contact</b>	<b>Recorders</b>		Michael Guider,Michael Guider				<b>Permits</b>	1330.1331	
45-6-0751	Shea's Creek Dugong	GDA	56	331839	6245378	Open site	Destroyed	Artefact :-, Aboriginal Resource and Gathering :-, Non-Human Bone and Organic Material :-	Open Camp Site	
	<b>Contact</b>	<b>Recorders</b>		ASRSYS,AECOM Australia Pty Ltd (previously HLA-Envirosciences),Mr Luke Kirkwood				<b>Permits</b>		
45-6-1496	Shea's Creek	AGD	56	328842	6244524	Open site	Not a Site	Shell :-, Artefact :-	Midden	30,591,940
	<b>Contact</b>	<b>Recorders</b>		ASRSYS				<b>Permits</b>		
45-6-2654	Fraser Park PAD	AGD	56	330100	6245800	Open site	Valid	Potential Archaeological Deposit (PAD) :-		98669
	<b>Contact</b>	<b>Recorders</b>		Navin Officer Heritage Consultants Pty Ltd				<b>Permits</b>	1639	

Report generated by AHIMS Web Service on 09/03/2018 for Benjamin Anderson for the following area at Datum : GDA, Zone : 56, Eastings : 328650 - 335800, Northings : 6241250 - 6247250 with a Buffer of 0 meters. Additional Info : Archaeological Assessment. Number of Aboriginal sites and Aboriginal objects found is 8  
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Page 1 of 1

## APPENDIX 3 – AHIMS SEARCH RESULTS

**Due to cultural sensitivity, this section has been omitted from the public version of this report.**

# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2597	Wynyard St Midden	AGD	56	333469	6247920	Open site	Valid	Shell : -, Artefact : -	Midden	102494,10276 3,102765
	<u>Contact</u>									
45-6-2241	Redin Reserve 2;	AGD	56	324070	6237670	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	
	<u>Contact</u>									
45-6-2242	Redin Reserve 1;	AGD	56	323990	6237670	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	
	<u>Contact</u>									
45-6-2358	K1(same as site 45-6-2198)	AGD	56	329510	6244350	Open site	Deleted	Shell : -, Artefact : -	Midden	
	<u>Contact</u>									
45-6-2278	Lilyfield Cave	AGD	56	330310	6250290	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	102201
	<u>Contact</u>									
45-6-2651	William St PAD	AGD	56	334800	6250220	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u>									
45-6-2647	KENS Site 1	AGD	56	333750	6250785	Open site	Valid	Artefact : -, Potential Archaeological Deposit (PAD) : -		99857,100494, 102494,10276 3,102765
	<u>Contact</u>									
45-6-2658	Little Bay Road PAD1	AGD	56	337000	6238900	Open site	Valid	Potential Archaeological Deposit (PAD) : -		99792,102147
	<u>Contact</u>									
45-6-2676	Johnstons Creek	AGD	56	331100	6249100	Closed site	Valid	Art (Pigment or Engraved) : 2, Artefact : 5		102142,10276 3
	<u>Contact</u>									
45-6-2666	Wattle Street PAD 1	AGD	56	333150	6249450	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u>									
45-6-2671	Wolli Creek 3	AGD	56	327550	6243825	Open site	Valid	Artefact : 3		
	<u>Contact</u>									
45-6-2663	Mountain Street Ultimo	AGD	56	333300	6249400	Open site	Valid	Artefact : -, Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u>									

Report generated by AHIMS Web Service on 28/06/2019 for Ryan Taddeucci for the following area at Datum :GDA, Zone : 56, Eastings : 324047 - 338047, Northings : 6237484 - 6251484 with a Buffer of 0 meters. Additional Info : For use in an ACHAR. Number of Aboriginal sites and Aboriginal objects found is 108

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2680	Broadway Picture Theatre PAD 1	AGD	56	333150	6249000	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102142,10249 4,102763,1027 65
	<b>Contact</b>	<b>Recorders</b>	Jim Wheeler					<b>Permits</b>	1854	
45-6-2737	Tempe House 1	AGD	56	329230	6243930	Open site	Partially Destroyed	Artefact : -, Potential Archaeological Deposit (PAD) : -		99680,100447, 102150,10345 2
	<b>Contact</b>	<b>Recorders</b>	Doctor.Jo McDonald					<b>Permits</b>	2016,2209,3767	
45-6-2838	420 George Street PAD	AGD	56	334080	6250670	Open site	Not a Site	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<b>Contact</b>	<b>Recorders</b>	Doctor.Tim Owen					<b>Permits</b>	2654	
45-6-2960	Jackson Landing Shelter	GDA	56	332442	6250870	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<b>Contact</b>	<b>Recorders</b>	Mary Dallas Consulting Archaeologists,Mr.Paul Irish					<b>Permits</b>		
45-6-2974	Fairview Street - Arncliffe	GDA	56	327332	6237571	Open site	Valid	Artefact : 18		102314
	<b>Contact</b>	<b>Recorders</b>	Mr.Steve Brown					<b>Permits</b>		
45-6-2979	UTS PAD 1 14-28 Ultimo Rd Syd	GDA	56	333650	6249590	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<b>Contact</b>	<b>Recorders</b>	Dominic Steele Archaeological Consulting,Mr.Dominic Steele					<b>Permits</b>	3458	
45-6-3703	Lou's Healing Place	GDA	56	328068	6237633	Open site	Valid	Modified Tree (Carved or Scarred) : -		
	<b>Contact</b>	<b>Recorders</b>	Mr.Paul Irish,Coast History & Heritage					<b>Permits</b>		
45-6-3704	Tay Reserve Artefact	GDA	56	335723	6247268	Open site	Valid	Artefact : -		
	<b>Contact</b>	<b>Recorders</b>	Artefact - Cultural Heritage Management ,Mr.Michael Lever					<b>Permits</b>		
45-6-3705	Kent and Erskine St PAD	GDA	56	333876	6251145	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<b>Contact</b>	<b>Recorders</b>	GML Heritage Pty Ltd + Context - Surry Hills,Ms.Jodi Cameron					<b>Permits</b>		
45-6-3693	Callan Park Scared Tree	GDA	56	330004	6251406	Open site	Valid	Modified Tree (Carved or Scarred) : -		
	<b>Contact</b>	<b>Recorders</b>	GML Heritage Pty Ltd + Context - Surry Hills,Doctor.Tim Owen					<b>Permits</b>		
45-6-3694	Callan Park Waterhole	GDA	56	330060	6251377	Open site	Valid	Water Hole : -		
	<b>Contact</b>	<b>Recorders</b>	GML Heritage Pty Ltd + Context - Surry Hills,Doctor.Tim Owen					<b>Permits</b>		
45-6-3695	Callan Park Grinding Groove (possible)	GDA	56	330080	6251407	Open site	Valid	Grinding Groove : -		

Report generated by AHIMS Web Service on 28/06/2019 for Ryan Taddeucci for the following area at Datum :GDA, Zone : 56, Eastings : 324047 - 338047, Northings : 6237484 - 6251484 with a Buffer of 0 meters. Additional Info : For use in an ACHAR. Number of Aboriginal sites and Aboriginal objects found is 108

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
	<u>Contact</u>	<u>Recorders</u>	GML Heritage Pty Ltd + Context - Surry Hills,Doctor.Tim Owen					<u>Permits</u>		
45-6-3696	Callan Park Cultural Tree	GDA	56	330061	6251398	Open site	Valid	Aboriginal Resource and Gathering : -		
	<u>Contact</u>	<u>Recorders</u>	GML Heritage Pty Ltd + Context - Surry Hills,Doctor.Tim Owen					<u>Permits</u>		
45-6-3697	SR-OVRH-1	GDA	56	326178	6243095	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Geordie Oakes,AECOM Australia Pty Ltd (previously HLA-Envirosciences)					<u>Permits</u>		
45-6-3698	WC-OVRH-1	GDA	56	325918	6243345	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Geordie Oakes,AECOM Australia Pty Ltd (previously HLA-Envirosciences)					<u>Permits</u>		
45-6-3699	WC-OVRH-2	GDA	56	326969	6244040	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Geordie Oakes,AECOM Australia Pty Ltd (previously HLA-Envirosciences)					<u>Permits</u>		
45-6-3700	WC-OVRH-4	GDA	56	327571	6244109	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Geordie Oakes,AECOM Australia Pty Ltd (previously HLA-Envirosciences)					<u>Permits</u>		
45-6-3701	WC-OVRH-3	GDA	56	327472	6244023	Closed site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Geordie Oakes,AECOM Australia Pty Ltd (previously HLA-Envirosciences)					<u>Permits</u>		
45-5-2587	Frenchmans Bay Foredune	AGD	56	336500	6238000	Open site	Valid	Shell : -, Artefact : -	Midden	
	<u>Contact</u>	<u>Recorders</u>	Doctor.Susan McIntyre-Tamwoy					<u>Permits</u>		
45-6-0262	Rodd Point;Rodd Park;	AGD	56	328700	6251000	Open site	Valid	Shell : -, Artefact : -	Midden	2047
	<u>Contact</u>	<u>Recorders</u>	Val Attenbrow,Michael Guider					<u>Permits</u>		
45-6-2547	Nanny Goat Hill 1;NGH 1;	AGD	56	328700	6244300	Open site	Valid	Artefact : -	Open Camp Site	
	<u>Contact</u>	<u>Recorders</u>	Michael Guider					<u>Permits</u>		
45-6-0607	Hurstville	AGD	56	324213	6238031	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	
	<u>Contact</u>	<u>Recorders</u>	Kate Sullivan					<u>Permits</u>		
45-6-0615	Undercliffe Road	AGD	56	328500	6244500	Closed site	Valid	Shell : -, Artefact : -, Art (Pigment or Engraved) : -	Midden,Shelter with Art	99514
	<u>Contact</u>	<u>Recorders</u>	Ms.Bronwyn Conyers,D Burns					<u>Permits</u>		
45-6-1481	Rozelle Hospital 3	AGD	56	329902	6251129	Open site	Valid	Shell : -, Artefact : -	Midden	
	<u>Contact</u>	<u>Recorders</u>	Val Attenbrow,Michael Guider					<u>Permits</u>		

Report generated by AHIMS Web Service on 28/06/2019 for Ryan Taddeucci for the following area at Datum :GDA, Zone : 56, Eastings : 324047 - 338047, Northings : 6237484 - 6251484 with a Buffer of 0 meters. Additional Info : For use in an ACHAR. Number of Aboriginal sites and Aboriginal objects found is 108

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2555	Rodd Island	AGD	56	329080	6251280	Open site	Valid	Shell : -, Artefact : -	Midden	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0629	Buoy;Botany Shell Midden;	AGD	56	334300	6241400	Closed site	Valid	Artefact : -, Shell : -, Burial : -	Burial/s,Midden,Shelter with Deposit	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0639	Botany Bay;Bumborah Point;	AGD	56	335719	6238896	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0647	Centennial Park	AGD	56	336273	6247961	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0648	Site 1, La Perouse	AGD	56	336300	6237350	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0650	Site 3, La Perouse	AGD	56	336572	6237358	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-0652	Site 5, La Perouse	AGD	56	336375	6237400	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-2142	Hen & Chicken Bay, Five Dock;	AGD	56	326200	6251250	Open site	Valid	Shell : -, Artefact : -	Midden	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-2495	Prince of Wales Hospital Aboriginal;Hearth;	AGD	56	337040	6245140	Open site	Valid	Artefact : -	Open Camp Site	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-1403	La Perouse,	AGD	56	336477	6237539	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-2414	Wolli_Creek 1.6;	AGD	56	326280	6243580	Closed site	Valid	Artefact : -	Shelter with Deposit	1452
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-2415	Wolli_Creek 1.4;	AGD	56	325740	6243270	Closed site	Valid	Artefact : -	Shelter with Deposit	1452
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-1144	La Perouse;	AGD	56	336570	6237449	Open site	Valid	Shell : -, Artefact : -	Midden	102147
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							
45-6-1145	La Perouse;	AGD	56	336800	6237400	Open site	Valid	Shell : -, Artefact : -	Midden	
	<u>Contact</u>	<u>Recorders</u>	<u>Permits</u>							

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-1936	Rodd Point Cave;	AGD	56	328730	6251010	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	
	<u>Contact</u>	<u>Recorders</u>	Michael Guider					<u>Permits</u>		
45-6-0751	Shea's Creek Dugong	GDA	56	331839	6245378	Open site	Destroyed	Artefact : -, Aboriginal Resource and Gathering : -, Non-Human Bone and Organic Material : -	Open Camp Site	
	<u>Contact</u>	<u>Recorders</u>	ASRSYS,AECOM Australia Pty Ltd (previously HLA-Envirosciences),Mr.Luke Kirkwa					<u>Permits</u>		
45-6-1762	Congwong Beach;	AGD	56	336900	6237400	Open site	Valid	Shell : -, Artefact : -	Midden	102147
	<u>Contact</u>	<u>Recorders</u>	Gavin Gatenby					<u>Permits</u>		
45-6-1792	Carss Bush Park;	AGD	56	326050	6237300	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	1333
	<u>Contact</u>	<u>Recorders</u>	Warren Bluff					<u>Permits</u>		
45-6-1496	Shea's Creek	AGD	56	331697	6245597	Open site	Not a Site	Shell : -, Artefact : -	Midden	30,591,940
	<u>Contact</u>	<u>Recorders</u>	ASRSYS					<u>Permits</u>		
45-6-0659	La Pouse	AGD	56	337011	6238281	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	Unknown Author					<u>Permits</u>		
45-6-0292	Yarra Point;Botany Bay	AGD	56	336280	6238150	Open site	Valid	Shell : -, Artefact : -	Midden	585,102147
	<u>Contact</u>	<u>Recorders</u>	C.M Kinross					<u>Permits</u>	315	
45-6-1648	Bibby Street;Carlton;	AGD	56	326215	6238528	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	
	<u>Contact</u>	<u>Recorders</u>	ASRSYS					<u>Permits</u>		
45-6-0886	Bare Island;Yarra Bay;	AGD	56	336400	6238500	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	102147
	<u>Contact</u>	<u>Recorders</u>	Kate Sullivan					<u>Permits</u>		
45-6-0976	Botany Bay;	AGD	56	336161	6239636	Closed site	Valid	Shell : -, Artefact : -	Shelter with Midden	102147
	<u>Contact</u>	<u>Recorders</u>	Mr.R Taplin					<u>Permits</u>		
45-6-2652	Ultimo PAD 1	AGD	56	333450	6250000	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u>	<u>Recorders</u>	Jim Wheeler					<u>Permits</u>	1598	
45-6-2654	Fraser Park PAD	AGD	56	330100	6245800	Open site	Valid	Potential Archaeological Deposit (PAD) : -		98669
	<u>Contact</u>	<u>Recorders</u>	Navin Officer Heritage Consultants Pty Ltd					<u>Permits</u>	1639	

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2752	Restriction applied. Please contact ahims@environment.nsw.gov.au. <b>Contact</b> Mr.David Ingrey						Open site	Valid		102147
		<b>Recorders</b>	Mr.Dean Kelly					<b>Permits</b>		
45-6-2753	Restriction applied. Please contact ahims@environment.nsw.gov.au. <b>Contact</b> T Russell						Open site	Valid		102147
		<b>Recorders</b>	Mr.Dean Kelly					<b>Permits</b>		
45-6-2687	Crown Street PAD 1 <b>Contact</b>	AGD	56	334950	6250300	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
		<b>Recorders</b>	Dominic Steele Archaeological Consulting					<b>Permits</b>	2017	
45-6-2745	University of Sydney Law Building PAD <b>Contact</b>	AGD	56	332350	6248740	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102201,10249 4,102763,1027 65
		<b>Recorders</b>	Doctor.Jo McDonald					<b>Permits</b>	2153,2320,2443	
45-6-0561	Congwong Beach <b>Contact</b>	AGD	56	336900	6237400	Open site	Valid	Shell : -, Artefact : -	Midden	102147
		<b>Recorders</b>	Gavin Gatenby					<b>Permits</b>		
45-6-3071	445-473 Wattle Street PAD <b>Contact</b>	GDA	56	333285	6249412	Open site	Valid	Potential Archaeological Deposit (PAD) : 1		
		<b>Recorders</b>	Biosis Pty Ltd - Sydney					<b>Permits</b>		
45-6-2987	Poultry Market 1 <b>Contact</b>	GDA	56	333746	6249575	Open site	Valid	Artefact : 1		102494,10276 3
		<b>Recorders</b>	Ms.Samantha Higgs,Biosis Pty Ltd - Canberra					<b>Permits</b>	3506	
45-6-3064	445-473 WATTLE ST PAD <b>Contact</b>	GDA	56	333285	6249412	Open site	Valid	Potential Archaeological Deposit (PAD) : 1		102763
		<b>Recorders</b>	Biosis Pty Ltd - Sydney					<b>Permits</b>		
45-6-3155	Moore Park AS1 <b>Contact</b>	GDA	56	335613	6247909	Open site	Valid	Artefact : -		
		<b>Recorders</b>	Artefact - Cultural Heritage Management ,Artefact - Cultural Heritage Management					<b>Permits</b>	4019	
45-6-3645	SFS-PAD <b>Contact</b>	GDA	56	335846	6248721	Open site	Valid	Potential Archaeological Deposit (PAD) : 1		
		<b>Recorders</b>	Miss.Sam Cooling,Curio Projects Pty Ltd					<b>Permits</b>		
45-6-3552	Smith Hogan and Spindlers Park Midden <b>Contact</b>	GDA	56	331309	6249791	Open site	Not a Site	Shell : -, Burial : -		
		<b>Recorders</b>	Mr.Mark Simon					<b>Permits</b>		
45-6-3654	CRS AS 01 (Central Railway Station Artefact scatter 01) <b>Contact</b>	GDA	56	334055	6249146	Open site	Valid	Artefact : -		
		<b>Recorders</b>	Artefact - Cultural Heritage Management ,Miss.Jennifer Norfolk					<b>Permits</b>		
45-6-2629	Broadway 1	AGD	56	333060	6249100	Open site	Valid	Artefact : -		102494,10276 3,102765

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# AHIMS Web Services (AWS)

## Extensive search - Site list report

Your Ref/PO Number : 18083

Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
	<u>Contact</u>	<u>Recorders</u>	Dominic Steele Archaeological Consulting					<u>Permits</u>	1299	
45-6-2637	George street 1	AGD	56	333860	6249880	Open site	Valid	Artefact : -		98238,102494, 102763,10276 5
	<u>Contact</u>	<u>Recorders</u>	Dominic Steele Archaeological Consulting					<u>Permits</u>	1369	
45-6-0649	Site 2, La Perouse	AGD	56	336572	6237358	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	ASRSYS					<u>Permits</u>		
45-6-0651	Site 4, La Perouse	AGD	56	336572	6237358	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	Unknown Author					<u>Permits</u>		
45-6-0653	Site 6, La Perouse	AGD	56	336400	6237600	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	
	<u>Contact</u>	<u>Recorders</u>	Unknown Author					<u>Permits</u>		
45-6-0873	La Perouse Reserve	AGD	56	336702	6238068	Open site	Valid	Art (Pigment or Engraved) : -	Rock Engraving	102147
	<u>Contact</u>	<u>Recorders</u>	W Cook,Mr.Shaun Longbottom					<u>Permits</u>		
45-6-2783	PAD Central Royal Botanic Gardens	AGD	56	334900	6251030	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u> T Russell	<u>Recorders</u>	Haglund and Associates					<u>Permits</u>	2364	
45-6-2767	Tent Embassy	AGD	56	332680	6248680	Open site	Valid	Aboriginal Resource and Gathering : 1		102494,10276 3,102765
	<u>Contact</u> T Russell	<u>Recorders</u>	Bill Lord					<u>Permits</u>		
45-6-2796	320-328 George St PAD	AGD	56	334100	6251050	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102494,10276 3,102765
	<u>Contact</u> T Russell	<u>Recorders</u>	Mr.Dominic Steele					<u>Permits</u>	2415	
45-6-2822	USYD: Central	AGD	56	332750	6248550	Open site	Valid	Artefact : -		100302,10249 4,102763,1027 65
	<u>Contact</u>	<u>Recorders</u>	Jo McDonald Cultural Heritage Management see GML					<u>Permits</u>	2554	
45-6-2951	Ritchie St Sans Souci (this is not a site)	GDA	56	327970	6237653	Open site	Not a Site	Shell : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Shaun Longbottom					<u>Permits</u>		
45-6-3152	168-190 Day Street, Sydney PAD	GDA	56	333877	6250257	Open site	Not a Site	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mr.Josh Symons,Mr.Alex Timms					<u>Permits</u>	3789	

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## Extensive search - Site list report

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Client Service ID : 431356

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-3116	Wynyard Walk PAD	GDA	56	333931	6251252	Open site	Destroyed	Potential Archaeological Deposit (PAD) : 1		
	<u>Contact</u>	<u>Recorders</u>	GML Heritage Pty Ltd + Context - Surry Hills,GML Heritage Pty Ltd + Context - Surry Hills							
45-6-3217	Darling Central Midden	GDA	56	333530	6250101	Open site	Valid	Aboriginal Ceremony and Dreaming : 1, Artefact : 1, Shell : 1		3670
	<u>Contact</u>	<u>Recorders</u>	Comber Consultants Pty Limited,Ms.Tory Stening							
45-6-3342	Not a site	GDA	56	337014	6244960	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Mary Dallas Consulting Archaeologists,Ms.Tamika Goward							
45-6-3322	Timbrell Park Midden	GDA	56	327989	6250589	Open site	Valid	Shell : -		
	<u>Contact</u>	<u>Recorders</u>	OEH,Sam Higgs							
45-6-3324	RBG PAD 1	GDA	56	334802	6251224	Open site	Valid	Potential Archaeological Deposit (PAD) : 1		
	<u>Contact</u>	<u>Recorders</u>	AMAC Group P/L,Mr.Benjamin Streat							
45-6-3245	Doncaster Ave PAD	GDA	56	336037	6246916	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	GML Heritage Pty Ltd + Context - Surry Hills,Doctor.Tim Owen							
45-6-3246	RSY 1	GDA	56	336060	6246862	Open site	Valid	Artefact : -		4188
	<u>Contact</u>	<u>Recorders</u>	GML Heritage Pty Ltd + Context - Surry Hills,GML Heritage Pty Ltd + Context - Surry Hills							
45-6-3338	The Bays Precinct PAD02	GDA	56	332354	6250885	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Artefact - Cultural Heritage Management ,Mr.Michael Lever							
45-6-3339	The Bays Precinct PAD01	GDA	56	332779	6250555	Open site	Valid	Potential Archaeological Deposit (PAD) : -		
	<u>Contact</u>	<u>Recorders</u>	Artefact - Cultural Heritage Management ,Artefact - Cultural Heritage Management							

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