

# Minto Terminal

Non-Aboriginal Heritage Assessment

Report to Tactical Group

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## EXECUTIVE SUMMARY

This report has been prepared by Artefact Heritage at the request of Tactical Group in relation to the proposed development of 5 and 9 Culverston Road, Minto NSW.

The proposal is being assessed as a State Significant Development under Part 4 Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A 1979). The Secretary's Environmental Assessment Requirements (SEARs) for the project have been issued and set out the environmental requirements for the project. The issued SEARs do not contain any heritage guidelines.

Artefact Heritage has been engaged to prepare a Statement of Heritage Impact (SoHI) including a non-Aboriginal archaeological assessment for the study area. The objective of this assessment is to identify the heritage value of items which may be impacted by the proposed works, determine the level of heritage significance of each item and recommend mitigation measures to reduce the level of impacts to these items.

### Results

- It was determined that two statutory items are located in the vicinity of the study area, with no items within the study area itself.
- Hollylea and former Plough Inn, listed on the SHR and Campbelltown LEP 2015, located 450 m southwest of the study area, and Milestone XXXI, listed on the Campbelltown LEP 2015, located 300 m west of the study area.
- The proposed development is assessed as having nil direct or indirect impact on the heritage fabric of any of the listed items.
- No historic sites or features were located within the study area, and there is nil to low chance that the proposed works will impact any sub-surface relics or works.

### Recommendations

- No further archaeological or heritage assessment is required in relation to the proposed development within the precincts identified for the development at 5 and 9 Culverston Road, Minto.
- A heritage induction should be provided for all workers prior to works commencing. If unexpected archaeological finds are discovered during the proposed works, a heritage consultant should be engaged to assess the find and the NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW *Heritage Act 1977*.

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## 1.0 INTRODUCTION AND BACKGROUND

### 1.1 Introduction

This report has been prepared by Artefact Heritage at the request of Tactical Group, on behalf of Qube Property Management Services, in relation to the proposed development of 5 and 9 Culverston Road, Minto NSW (Figure 1).

The proposal is being assessed as a State Significant Development under Part 4 Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A 1979). The Secretary's Environmental Assessment Requirements (SEARs) for the project have been issued and set out the environmental requirements for the project. The issued SEARs do not contain any heritage guidelines.

Artefact Heritage has been engaged to prepare a Statement of Heritage Impact (SoHI) including an archaeological assessment for the study area. The objective of this assessment is to identify the heritage value of items which may be impacted by the proposed works, determine the level of heritage significance of each item and recommend mitigation measures to reduce the level of impacts to these items.

This report was written by Jayden van Beek (Graduate Heritage Consultant) with management input provided by Josh Symons (Principal).

### 1.2 Study Area

The study area includes 5 and 9 Culverston Road, Minto (Lot 3 of DP817793 and Lot 400 of DP875711) [Figure 1: Location of the study area]. The site consists of an area of approximately 29.63ha. It is bounded by Airds road to the north and west, Rose Payten Drive to the south, and the Main Southern Railway to the east. The site is also immediately bounded by Bow Bowing Canal to the west and McBarron Creek to the north. The study area is located within the Campbelltown Local Government Area (LGA). The entire study area is currently occupied by 'PrixCar Services – Minto', a large vehicle processing facility and carpark, with existing structures including six offices/facilities and extensive areas of shade cloth.

### 1.3 The Proposal

The proposal involves the development of the site into a warehouse logistics hub including the development of four warehouses, associated loading docks and carpark (Figure 2). Construction is expected to require bulk earthworks to establish building pads.

### 1.4 Secretary's Environmental Assessment Requirements (SEARs)

The issued SEARs do not contain any heritage guidelines.

### 1.5 Scope of this Assessment

The scope of the investigation and assessment includes:

- Identification of listed heritage items within and adjacent to the study area.
- An overview of the historical development of the study area.
- A site inspection.



- Assessment of archaeological potential and significance within the study area, and identification of previously unlisted potential heritage items.
- Assessment of the potential impact of the proposed development on heritage items and areas of historical archaeological potential.
- Recommendations including proposed mitigation strategies for the management of heritage items and significant historical archaeological resources, in accordance with the relevant statutory requirements.

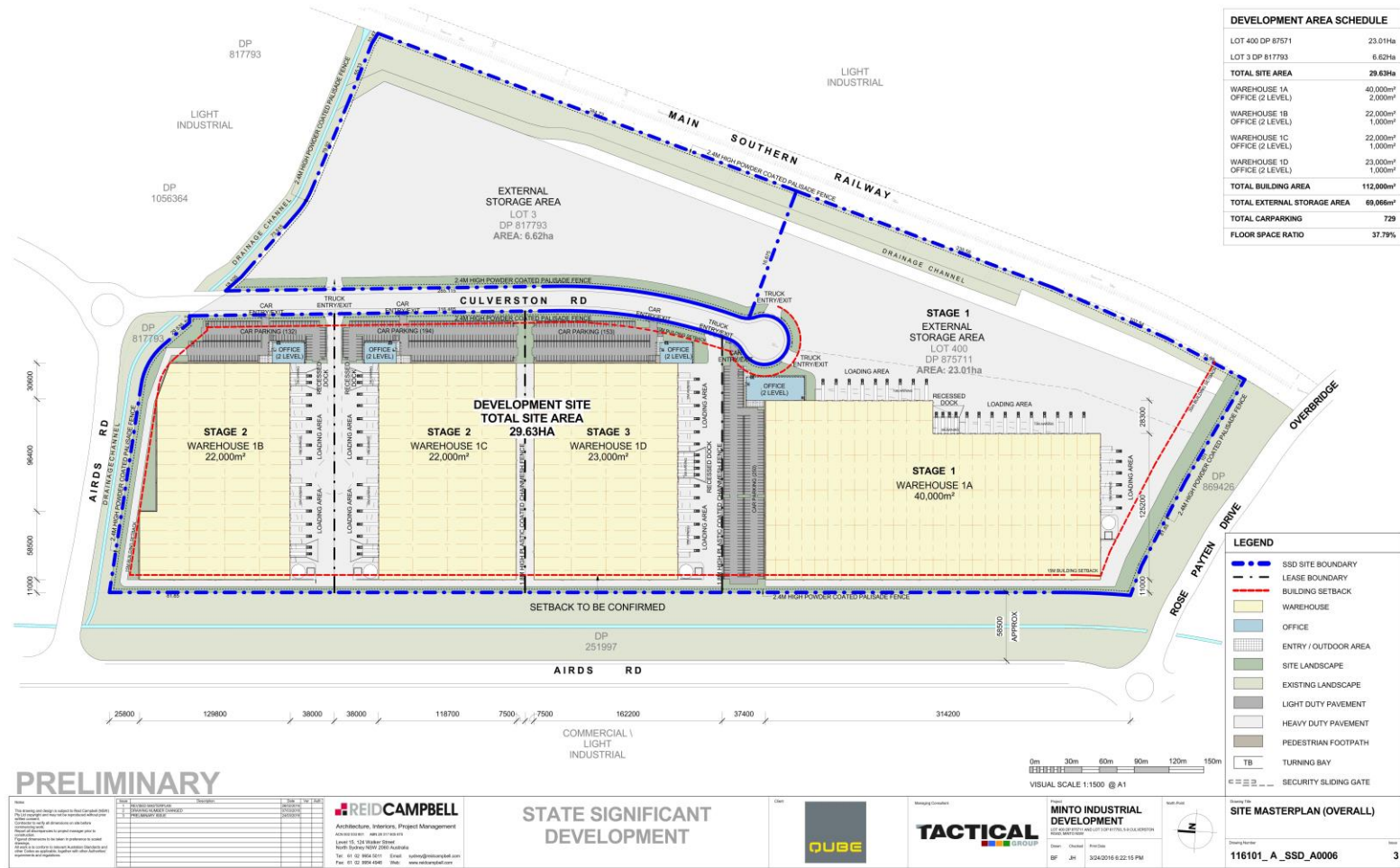
The Heritage Assessment addresses historical (non-Aboriginal) heritage only. The potential Aboriginal heritage impact of the proposed development is addressed in a separate report (Artefact Heritage 2016 Minto Terminal – Aboriginal Heritage Assessment in prep.).

**Figure 1: Location of the study area**





Figure 2: Proposed development



## 2.0 LEGISLATIVE CONTEXT AND HERITAGE LISTINGS

The historical heritage of the state is protected by Commonwealth and State legislation. This section includes a summary of the relevant Acts and the potential legislative implications for the proposed development. In addition, there are a number of non-statutory heritage registers; these have also been reviewed to identify known heritage items in the vicinity of the study area.

### 2.1 *Environmental Protection and Biodiversity Conservation Act 1999* (Commonwealth)

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inscription on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Minister for Sustainability, Environment, Water, Population and Communities (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed and the matter not need be referred to the Minister.

The EPBC Act provides protection for those properties within Australia that are inscribed on the World Heritage List. It also establishes the Commonwealth and National Heritage Lists, and provides protection for items included on these lists.

No sites within or in the vicinity of the study area are included on the World, Commonwealth or National Heritage Lists.

### 2.2 *Heritage Act 1977* (NSW)

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage in NSW. The Heritage Act is designed to protect both listed heritage items, and potential archaeological relics. Under the Heritage Act, ‘items of environmental heritage’ include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values.

#### **State Heritage Register**

The State Heritage Register (SHR) was established under the Heritage Act. State significant items are listed on the SHR and are given protection from any activities that may damage or affect their heritage significance.

A single item is listed on the SHR located in the vicinity of the study area:

- Item 00343, “Hollylea” and former Plough Inn, Leumeah (State Significance).

## Section 170 Registers

Section 170 of the Heritage Act, all government agencies must maintain a Heritage and Conservation Register that lists all heritage assets under their management and includes an assessment of the significance of each asset. Each agency must ensure that all items included in the Register are maintained with due diligence.

The Section 170 Registers were searched through the State Heritage Inventory.

No items were listed on the Roads and Maritime Services Heritage and Conservation Register in the vicinity of the study area.

No items were listed on the RailCorp Heritage and Conservation Register in the vicinity of the study area.

No items were listed on the Water Heritage and Conservation Register in the vicinity of the study area.

## Archaeological relics

The Heritage Act protects archaeological relics from being exposed, moved, damaged or destroyed, and defines relics as follows:

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*any deposit, artefact, object or material evidence that:*

*(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) is of State or local heritage significance.*

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Section 146 of the Heritage Act requires that any discovery or location of a ‘relic’ is reported to the Heritage Council. Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception under Section 139 (4), or exemption under Section 57 (2).

## Works

‘Works’ are in a separate category to archaeological ‘relics.’ ‘Works’ refer to past evidence of infrastructure. ‘Works’ may be buried, and therefore archaeological in nature, however, exposure of a ‘work’ does not trigger reporting obligations under the Heritage Act. ‘Works’, as items of environmental heritage, have the potential to provide information that contributes to our knowledge of past practices, and good environmental practice recognises this. Roads and Maritime, for example, uses its *Standard Management Procedure: Unexpected Heritage Items*<sup>[1]</sup> to manage the discovery of such items.

The potential for the presence of archaeological relics and works within the study area is addressed in Section 5.3.

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<sup>[1]</sup> Roads and Maritime July 2015: <http://www.rms.nsw.gov.au/documents/about/environment/protecting-heritage/managing-development/unexpected-archaeological-finds-procedure.pdf>

## 2.3 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered before land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits.

The proposal will be assessed under Part 4, Division 4.1 of the EP&A Act, which establishes an assessment and approval regime for SSD. Part 4, Division 4.1 applies to development that is declared to be SSD by a State Environmental Planning Policy (SEPP). Section 89J of the EP&A Act specifies that approvals or permits under the Heritage Act 1977 are not required for approved SSD projects.

The EP&A Act allows two types of Environmental Planning Instrument (EPI) to be made to guide development; Local Environmental Plans (LEPs) and State Environmental Planning Policies (SEPPs). The following EPI is relevant to the study area and proposed development:

- Campbelltown Local Environmental Plan 2015 (Campbelltown LEP 2015).

It is expected that the proposed development will be undertaken in accordance with Part 4, Division 4.1 of the EP&A ACT, the provisions of which override Campbelltown LEP 2015. However, there remains a requirement to consider heritage items identified in the LEP, and these are addressed below.

### **Campbelltown LEP 2015**

Schedule 5 of the Campbelltown LEP includes lists of identified heritage items, heritage conservation areas and archaeological sites within the Campbelltown Local Government Area.

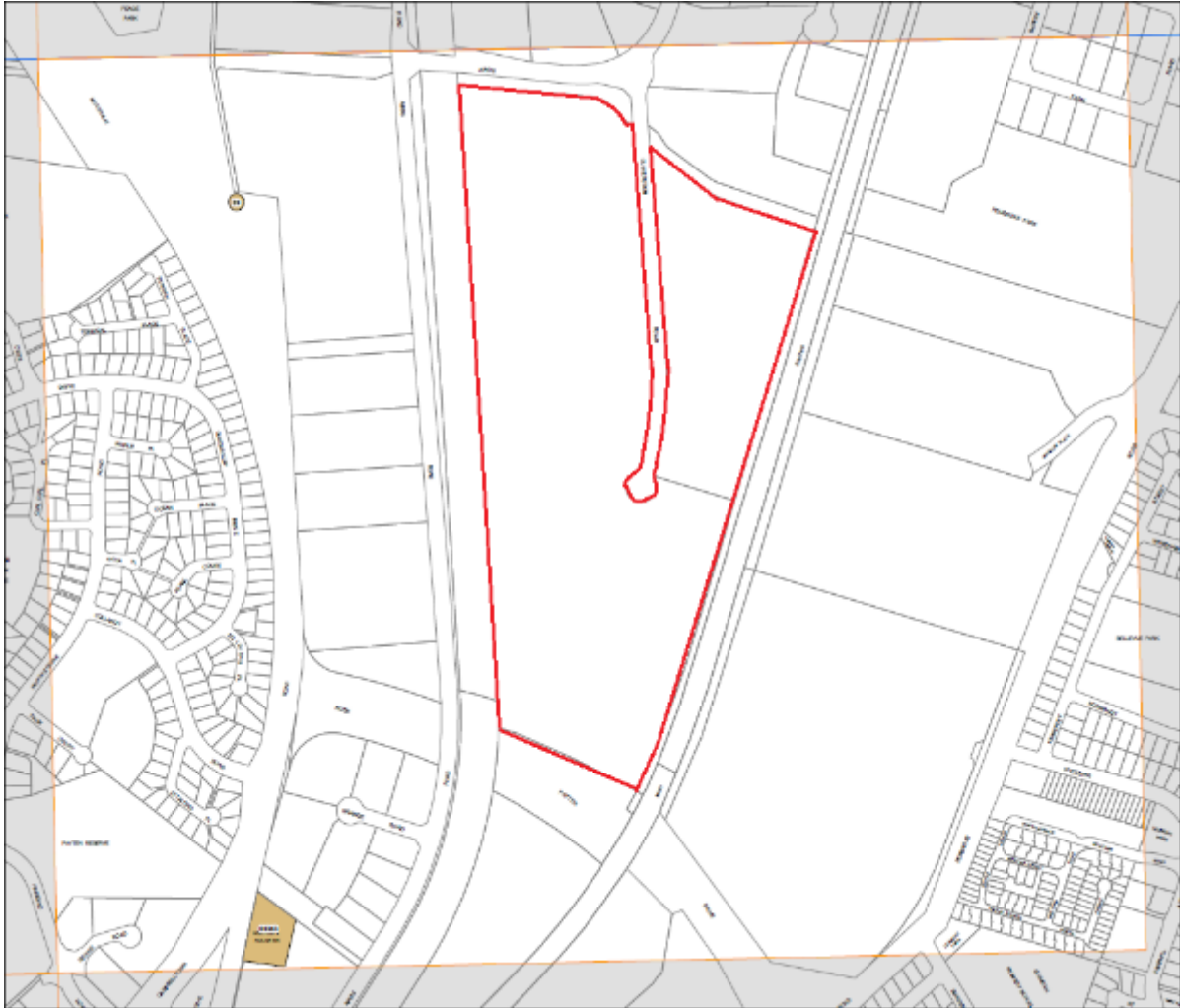
There are no listed heritage items with recorded locations within the study area.

There are two listed heritage items in the vicinity of the study area (Figure 3):

- Item 00343, “Hollylea” and former Plough Inn, Leumeah (state significance).
- Item 189, Milestone XXXI, Campbelltown Road (west of Airds Road), Minto (local significance).

There are no listed heritage conservation areas or archaeological sites within or in the vicinity of the study area.

**Figure 3: Campbelltown LEP 2015 Heritage Map (approximate location of the study area indicated in red)**



## 2.4 Non-Statutory Heritage Registers

In addition to the heritage registers established by State and Commonwealth legislation, there are a number of relevant non-statutory registers. The following registers were searched:

- Register of the National Trust of Australia (NSW).
- Register of the National Estate.

There are four items listed on the Register of the National Trust in the vicinity of the study area:

- Holly Lea Group (comprising Holly Lea, William Ray's Cottage Inn, and Coolroom at Holly Lea), Holly Lea Road, Leumeah (S10815).
- Coolroom at Holly Lea (part of Holly Lea Group), Holly Lea Road, Leumeah (S7126).
- Holly Lea, formerly Three Brothers Inn, former Plough Inn (part of Holly Lea Group), Holly Lea Road, Leumeah (S7926).
- William Ray's Cottage Inn (part of Holly Lea Group), Holly Lea Road, Leumeah (S8979).



Each of these items consists of three buildings associated with the Hollylea and former Plough Inn, and a single item which represents the combined group.

There are no items in the vicinity of the study area listed on the Register of the National Estate.

## 2.5 Summary of Heritage Listings

The above review of statutory and non-statutory heritage registers has identified no items within the study area and four items in the vicinity of the study area. These are listed in Table 1 and shown in Figure 4.

The location of Hollylea and former Plough Inn (including all individual components) is included in Lot 232 DP 713035 at 185 Airds Road, approximately 450 m southwest of the study area. It is listed on both the SHR and Campbelltown LEP 2015, as well as the Register of the National Trust (written as either “Hollylea” or “Holly Lea”). Milestone XXXI is located along Campbelltown Road, approximately 300 m west of the northwest corner of the study area. It is only listed on the Campbelltown LEP 2015. Neither site extend into the study area.

**Table 1: Summary of listed heritage items within and in the vicinity of the study area. Individual listings relating to the same overall item are grouped together**

Item	Listing name	Address	Listing	Location
Hollylea and former Plough Inn	"Hollylea" and former Plough Inn	185 Airds Road, Leumeah (Lot 232, DP 713035)	SHR No. 00343 Campbelltown LEP 2015: Item 00343	In the vicinity (approx. 450 m)
	Holly Lea Group	Holly Lea Road, Leumeah	Register of the National Trust: Item S10815	In the vicinity (approx. 450 m)
	Coolroom at Holly Lea	Holly Lea Road, Leumeah	Register of the National Trust: Item S7126	In the vicinity (approx. 430 m)
	Holly Lea, formerly Three Brothers Inn, former Plough Inn	Holly Lea Road, Leumeah	Register of the National Trust: Item S7926	In the vicinity (approx. 450 m)
	William Ray's Cottage Inn	Holly Lea Road, Leumeah	Register of the National Trust: Item S8979	In the vicinity (approx. 440 m)
Milestone XXXI	Milestone XXXI	Campbelltown Road (west of Airds Road), Minto	Campbelltown LEP 2015: Item 189	In the vicinity (approx. 300 m)

Figure 4: Listed heritage items in the vicinity of the study area



### 3.0 HISTORICAL CONTEXT

A historical context of the study area has been compiled from various primary and secondary sources. While it is considered that the investigation has been sufficient for the purposes of this study, it is acknowledged that other records may be available that may shed further light on the history of the study area.

#### 3.1 Minto

European exploration to the west of Sydney Cove began soon after initial colonisation, as it was found that the sandstone soils of coastal Sydney were unsuited for cultivation (Austral 2011:17). With its rich shale and alluvial soils, the discovery of the Cumberland Plain provided much needed land which was far better suited to agricultural pursuits (Karskens 2010:20). Settlement at first focused on the well-watered areas around the Hawkesbury and Georges rivers, but soon began to spread further west and south.

Early incentive for European exploration in the Camden and Campbell town districts was the presence of a herd of wild cattle descended from two bulls and four cows that had escaped the first settlement in Sydney in 1788 (Wrigley 2001). Thirteen years later, Governor Hunter explored the region personally after learning of the cattle from other colonists, and named the district the Cowpastures (Mylrea 2002:6). The southern limit of the Cowpastures was Stonequarry creek at Picton extending beyond Narellan to the north, though its northern boundary was never formally defined (Atkinson 1988:8-9).

Following extensive flooding of the plains along the Hawkesbury River, the Minto area was opened in 1809 by officers of the NSW Corps, who had deposed Governor William Bligh the previous year, so as to increase the agricultural productivity of the struggling colony (Campbelltown City Council 1998:7-8; Dictionary of Sydney 2008). In an attempt to avoid retribution from London by currying favour, when they opened the new farming district they named it after the Earl of Minto, Gilbert Elliot Murray, who was then Viceroy of India (1807-1814) and also the nearest high-ranking British official (Campbelltown City Council 2016). The original Minto lands were much more extensive, stretching from the north of Appin to Denham Court. By the end of 1809, 34 grants had been given to settlers there, primarily along Bunbury Curran Creek. The attempt to gain favour failed however and several officers of the NSW Corps were sent back to England to face court martial. The new Governor, Lachlan Macquarie, somewhat altered the location, however he kept the Minto name and made most of the grants official (Liston 1988:7-8).

#### **Early Land Grants – Campbellfield**

Many of the early settlers of the region were Irish, and included prominent figures such as surveyor James Meehan (Macquarie Fields), Charles Throsby (Glenfield), Dr Robert Townsend (Varroville), Richard Atkins (Denham Court), and Dr William Redfern, the best known physician in the colony (Paul Davies 2011:11-12). Redfern was originally granted 800 acres fronting the eastern bank of Bow Bowling Creek in 1811, which was then expanded by a further grant of 1300 acres in May 1818 (Campbelltown City Council 2016). He named this estate Campbellfield, in honour of Elizabeth Campbell, the Governor's wife.

The Campbellfield estate prospered and expanded under the guidance of Redfern and his young wife Sarah. He imported vines and fruit trees from Europe, and the estate became one of the best sheep farms and vineyards in the colony, stretching from modern Ingleburn to Leumeah railway station, with a fine homestead built on a hill overlooking the paddocks and Bow Bowling Creek valley (Campbelltown City Council 2016; McGill et al 1995). By the time of his death in July 1833, Redfern



held approximately 6296 acres in the Minto area (Paul Davies 2011:18). Unfortunately following his death and the departure of his wife the estate declined and lost much of its prestige.

### **Later Development, Subdivision and Urbanisation**

The first settlers in the area began as pastoralists, grazing sheep, cattle and pigs, before establishing crops of wheat, maize, barley, and oats. Many of the smaller land holders struggled to survive due to factors such as disease, competition and lack of water, as evident by the consolidation of smaller land holdings into larger ones during the nineteenth century (Paul Davies 2011:30). In the 1860s, an outbreak of rust destroyed the wheat industry and led to the rise of dairying as a major local industry (Benson & Howell 1990:75; Rosen 1995:89).

Campbelltown was linked to Sydney by rail in 1858 (Birmingham et al 1979:115; Rosen 1995:74) In 1874, Campbellfields railway station was opened along the Main Southern Railway, connecting the local primary producers of wool, grapes, fruit and dairying with their markets (Bozier 2011). This resulted in the commencement of a period of subdivision, which was followed by the land boom of the 1880s which further propelled development in the area. In order to use the railway station to push the site's potential and attract attention the platform was renamed Minto in 1882 (Dictionary of Sydney 2008). The newly subdivided residential lots nearest the station formed the nucleus of what was to be Minto village. The village continued to grow from there, and was connected to water supply in 1935 with electricity following two years later. By the 1850s the village was home to approximately 500 people.

Despite the subdivision of many of the larger estates by the late nineteenth century, the area continued to remain primarily an agricultural community. The second half of the twentieth century however saw continued suburbanisation of the village. In 1969, a large area of land on the east side of Minto was sold to the NSW Housing Commission who planned to provide cheap housing (Campbelltown City Council 2016). The 1970s saw the construction of over 1,000 houses in Minto, along with sewage works, rail electrification, the construction of the Liverpool-Minto freeway, and the establishment of a large industrial estate (Dictionary of Sydney 2008). These expansions greatly opened up the district, resulted in the influx of a larger population, and transitioned Minto from a village to a Sydney suburb.

## **3.2 The Study Area**

The study area lies close to the northern boundary of the St Peter's parish. The earliest maps of the area appear to be late nineteenth century, as the railway line built in 1858 connecting Campbelltown to Sydney is already present and one map also depicts Leumeah Station which was built in 1886 (Bozier 2011b) [Figure 5]. The maps show the study area was divided between five grants, of which the largest portions were across grants under J. Welch across the north (55 acres), and Thomas Rose across the east and south (1300 acres). The property was situated on the eastern edge of Rose's grant, which in turn adjoined the southern end of Redfern's original 800 acre grant. Rose was a well-known pioneer, famous for his dam building and water conservation efforts (Parsons 2016). Rose is more often known for his 'Mount Gilead' property south of Campbelltown, which covered parts of modern-day Rosemeadow which was later named after Rose.

The earlier maps show that Bow Bowing Creek originally ran down the western side of the study area. Despite the increased residential development around Minto station most of the area continued to remain primarily an agricultural community. The maps show that this was the case for the study area, as it lacks any of the concentrated subdivided residential blocks found around Minto and Campbelltown.

Although the lands of the study area changed owners and were subdivided over the years, it did not see many further developments until at least the mid-twentieth century. An aerial photo from 1947



(Figure 6) shows that the study area was still devoid of any residential developments at that stage, and was still being used for agricultural purposes. This was also the case for the majority of the surrounding area as well, with only small clusters of residential structures dotted sparsely across the landscape.

An aerial photo from 1978 (Figure 7) shows that although the study area itself had changed little, the urbanisation of the Minto area was well underway and the industrialisation of the properties in the immediate vicinity had begun. The photo shows that most of the area to the east and south of the study area had been used for housing likely constructed by the NSW Housing Commission, with new areas to the southwest also being opened up. On the properties adjacent to the study area warehouses had been constructed, marking the beginning of Minto's industrial sector. By this stage Airds Road (named for the early title given to the district by Governor Macquarie in 1810) had been constructed between Campbelltown Road and the study area. The original course of Bow Bowing Creek had also been completely realigned during this period, and as a result now runs through an artificial canal between Airds Road and the western boundary of the study area.

**Figure 5: Parish Map of St Peter showing early land grants with approximate location of the study area in red (Land and Property Information)**



**Figure 6: 1947 aerial photo of Minto with approximate location of the study area in red**

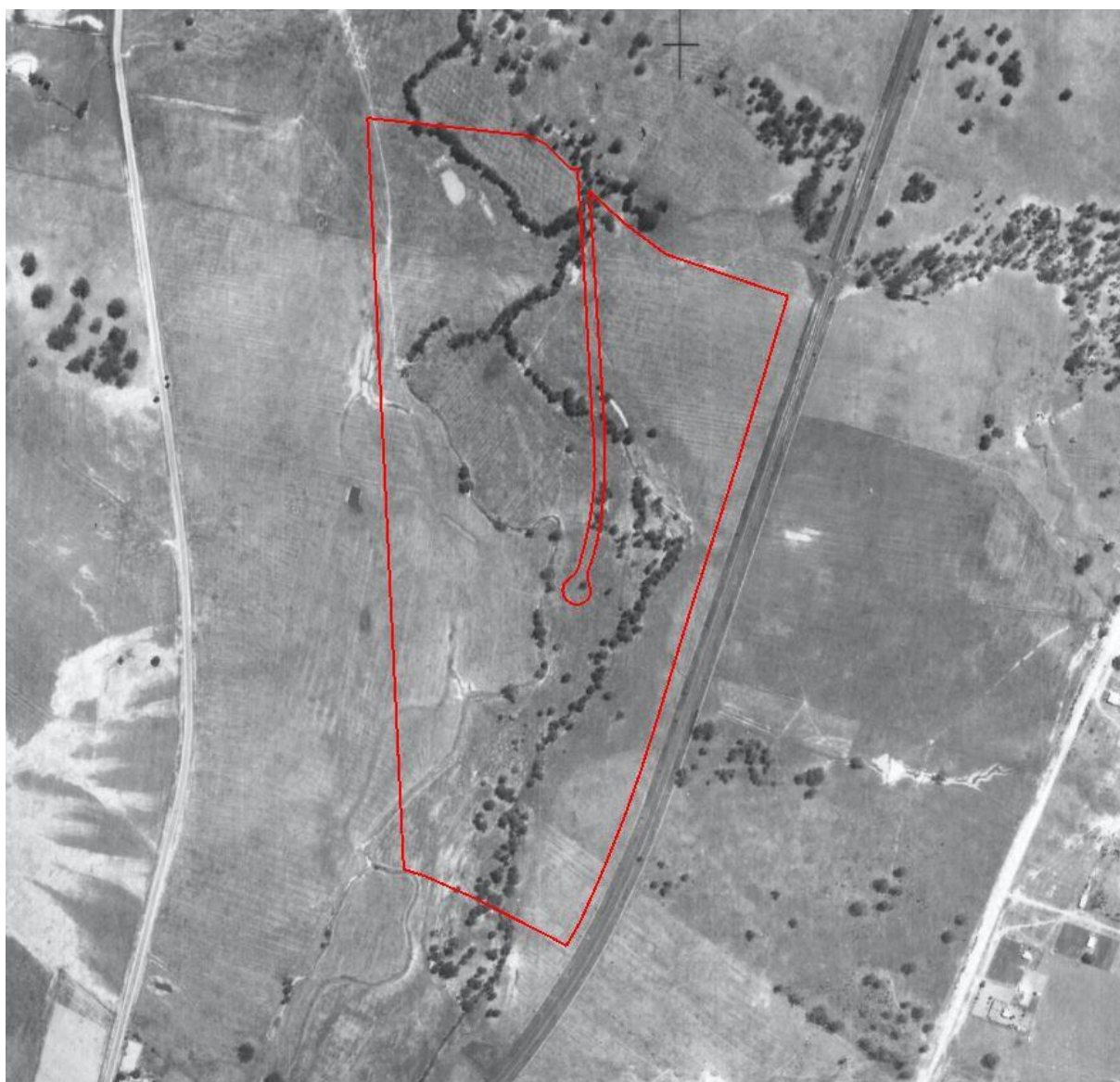




Figure 7: 1978 aerial photo of Minto with approximate location of the study area in red



## 4.0 SURVEY

### 4.1 Background

A site inspection of the study area was conducted on 24 February 2016 by Jayden van Beek (Graduate Heritage Consultant) and Alyce Haast (Heritage Consultant). The survey was targeted at those areas identified through the desktop research as likely to have historical heritage values; in particular, previously identified heritage items in the local area and areas of former structures. The aim of the inspection was to locate and assess listed heritage items, identify any areas of archaeological potential, unlisted heritage items or heritage views and vistas within the study area. The inspection was undertaken on foot and a photographic record was made.

### 4.2 Site Description

The study area is located on an artificially terraced landform surrounded by formalised drainage canals along the northern and western (Plate 1) extent of the property, and a depression along the south boundary which rises up to meet Rose Payton Drive (Plate 2).

The entire internal portion of the study area has been developed for carpark facilities with bitumen coating the surface, with the exception of thin stretches of vegetation which run along the fence line (Plate 1 to Plate 5). Six office/ facility structures are located in the middle of the study area (west side), with shade cloth covering cover large portions of the remainder of the site

There is evidence of earth movement along the internal fence line close to the northwest portion of Culverston Road with a grassed mound area likely the result of earlier levelling works.

Ground surface visibility was generally inhibited due to dense grasses, overgrown weeds and moderately thick vegetation around the perimeter of the site. Exposures were generally limited to stretches of ground at the base of the boundary fence and several erosion scours (Plate 3 to Plate 5). During survey evidence of several underground services were noted as well as the presence of animal burrows. Most of the internal area has been developed with very little natural surface remaining. No surface historical relics or works were observed within the study area.

Disturbance was evident throughout the study area. These disturbances consist of earthworks and bituminised surface areas associated with the construction of the carpark facilities located on the site as well as the development of the channel. While the area surrounding the channel is clearly heavily modified it is not clear from survey the extent of disturbance below the bitumen layer.

The northeast and east boundary of the study area could not be accessed due to the proximity of McBarron Creek and the Main Southern Railway along those respective fence lines (Plate 5). A desktop assessment however suggests that similar features are present along these boundaries.

The survey included inspection of the two listed heritage items in close proximity to the study area. These are described in the following section.

**Plate 1: Southeast view of the study area, seen from corner of Airds Road and Swaffham Road**



**Plate 2: East view from southwest corner of the study area, showing depression in the centre and earthworks up to Rose Payton Drive on the right**



**Plate 3: South view from east side of Culverston Road**



**Plate 4: North view from west side of Culverston Road, showing earthworks**



**Plate 5: North view from southeast corner of the study area, with Main Southern Railway situated to the right**





## 5.0 HISTORICAL HERITAGE ITEMS AND ARCHAEOLOGICAL POTENTIAL

### 5.1 Assessment Methodology

The methodology for this assessment involved utilising existing heritage assessments and statements of significance of listed items located near the area of proposed works. A site inspection was carried out to document and assess listed heritage items and also to locate, describe and assess unlisted items for potential heritage significance. Listed and unlisted heritage items were then assessed for their heritage significance, and potential impacts to their heritage values was then assessed.

Determining the significance of archaeological items or items of heritage significance is carried out by utilising a system of assessment informed by the *Burra Charter* (ICOMOS Australia 2013). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Division guidelines. If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can then be considered to have significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance, based on a series of criteria that have been developed for assessing significance relating to archaeological sites and their associated 'relics'. The criteria identify a series of questions that could be asked in relation to the item to assist in identification of the appropriate level of significance to be applied.

- 'State heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item
- 'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item

**Table 2: NSW heritage significance assessment criteria**

Criterion	Explanation
<b>A – Historical Significance</b>	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
<b>B – Associative Significance</b>	An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
<b>C – Aesthetic or Technical Significance</b>	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or in the local area).
<b>D – Social Significance</b>	An item has a strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons.
<b>E – Research Potential</b>	An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or cultural or natural history of the local area).

Criterion	Explanation
<b>F - Rarity</b>	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
<b>G - Representative</b>	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).

## 5.2 Heritage Items

There are no identified heritage items within the study area.

There are two listed heritage items within 500 m of the study area:

- Hollylea and former Plough Inn, located 450 m to the southwest
- Milestone XXXI, located 300 m to the west

### 5.2.1 Hollylea and former Plough Inn

#### Listings and Location Information

The item is recorded as being on Airds Road, however this is referring to the lot which the item is located within, while the buildings themselves in fact open onto Hollylea Road. These items are all outside the study area, to the southwest. The closest element is the farm shed, which is located approximately 430 m to the southwest of the study area

This item is listed on three registers, however while the listings on the SHR and the Campbelltown LEP 2015 are identical, the listings on the Register of the National Trust are different (see Table 1). The registers in fact cover the same buildings, however while the SHR and Campbelltown LEP 2015 only list the buildings as a group, the Register of the National Trust lists the buildings individually and as a collective.

#### History

Plough Inn was built c. 1816-21, on a 60 acre block of land bought by William Ray, a convict who was transported for burglary in 1791 (NSW Government Office of Environment and Heritage 2015). He sold it to Nathaniel Boon, another convict transported for burglary, in 1826. In c. 1830-32 Boon built the Three Brothers Inn alongside Plough Inn, which was later renamed to Hollylea. In 1884, Hollylea, which was at the time was known as Borobine House, was purchased by the Hon. Johan Davies, who promptly renamed it back to Hollylea (NSW Government Office of Environment and Heritage 2015). Davies was instrumental in having the railway station placed at Leumeah. Hollylea was also Miss Moores School in the early 1900's. The site was used as a farm until the late 1960s when most of the land was resumed for industrial purposes by Campbelltown City Council (Sheedy 1980). Since then it has been used as a private home and for nominal storage purposes.

#### Description

The site consists of three buildings: Hollylea (former Three Brothers Inn), William Ray's former Plough Inn, and a farm shed (Coolroom). Hollylea consists of a two storey sandstone brick residence fronting Hollylea Road (Plate 6), with a single storey skillion roofed area behind it. The external walls have been given a rough-cast rendered finish. The main structure features a hipped roof under corrugated

iron. The front veranda has been rebuilt and is now cement-paved. The front of the building features a manicured lawn with a neat garden of small-medium shrubs. The back of the building opens into a courtyard with lawn and four trees. Overall the structure is in good condition, though some alterations have been made over time (NSW Government Office of Environment and Heritage 2015).

William Ray's former Plough Inn is located adjacent to the north side of Hollylea and consists of a three roomed single storey building with sandstone walls. The external walls have been given a rough-cast rendered finish, and it features a hipped roof under corrugated iron. The front of the building opens into the courtyard at the back of Hollylea (Plate 7).

Immediately adjacent to the east end of the former Plough Inn is the farm shed (Coolroom), a smaller sandstone brick building. As with the former Plough Inn it features external walls with a rough-cast rendered finish and a hipped roof under corrugated iron.

The site is located within a cluster of buildings, and the area between it and the study area is occupied by trees and another large cluster of buildings. Due to this the study area is not visible from Hollylea and former Plough Inn (Plate 8). The buildings in the immediate vicinity of Hollylea and former Plough Inn are all sympathetic (Plate 6).

**Plate 6: East view of Hollylea from Hollylea Road, with the former Plough Inn visible in the bottom left**      **Plate 7: North view of the former Plough Inn from courtyard behind Hollylea Inn**



**Plate 8: Northeast view towards the study area from Hollylea Road**



### Statement of Significance

This item has state significance under the heritage assessment criteria. The current SHR listing currently does not have a statement of significance available for this item, however the current LEP listing for Hollylea and former Plough Inn notes that it is significant for heralding the approach to Campbelltown.

### 5.2.2 Milestone XXXI

#### Listings and Location Information

The item is recorded as being on Campbelltown Road (west of Airds Road). Due to difficulties accessing the site location (located along a major road), assessment of the site was limited to a desktop assessment. From the desktop assessment it was determined that the site is located approximately 300 m west of Airds Road. Based on similar entries on the Campbelltown LEP 2015 it is positioned on the left side of the old alignment of Campbelltown Road.

The item is listed on the Campbelltown LEP 2015.

#### History

This milestone was erected in 1854 after Governor Macquarie had reserved the site for the town of Campbelltown in 1820. The erection of milestones on the Liverpool-Campbelltown Road had a special significance which was noted in the Sydney Morning Herald on the 4 November 1854 ('The Immortal Cook' 1854).

#### Description

Due to difficulties accessing the site location a description of the item could not be recorded. However, based on similar entries on the Campbelltown LEP 2015 (Plate 9), Milestone XXXI likely consists of a hewn stone block, standing approximately 75 cm to 92 cm tall.

Based on the approximate location of the site as determined by the desktop assessment, Milestone XXXI is separated from the study area by trees and a large warehouse. Due to this the study area is not visible from Milestone XXXI (Plate 10).

#### Statement of Significance

The current LEP listing for Hollylea and former Plough Inn has the following statement of significance:

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*The milestones have Historical and Group significance. They have an association with early road transport to Campbelltown, giving indication of distance between towns.*

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This item has local significance under the heritage assessment criteria. However, it has previously been recommended for nomination to the SHR listing as part of the Milestones Group.

**Plate 9: Milestone XXXIII, a similar example to Milestone XXXI**      **Plate 10: Southwest view in general direction of Milestone XXXI from the study area**



### 5.3 Historical Archaeological Potential

Prior to its use as a carpark facility the study area was utilised as farmland. It continued to operate in this capacity until the latter half of the twentieth century. The historical photos and maps show that during this time the study area was open land, and neither the historical sources or the results of the site inspection provided evidence of permanent or temporary structures having been built (see Figure 6 and Figure 7). Due to this there is low potential for features such as cesspits or wells being identified, and therefore there is low potential to find concentrated relics relating to the early use of the land. As the industrial development of the site did not occur until the later part of the twentieth century, any relics associated with this period have low potential to reach the level of local significance.

The majority of the boundary of the study area has been heavily impacted by earthworks relating to the development of the canals, while the interior of the study area has been completely covered by bitumen. Given the bitumen survey was unable to determine whether this original landscape has been heavily disturbed in the development of the facility, however it is likely that levelling of the landscape before construction began would have caused heavy impacts.

These factors significantly reduce the archaeological potential within the study area. Therefore, it is assessed that the study area has nil to low historical archaeological potential.



## 6.0 HERITAGE IMPACT ASSESSMENT

### 6.1 Proposed Development

The proposal involves the development of the site at 5 and 9 Culverston Road, Minto NSW into a warehouse logistics hub including the development of four warehouses, associated loading docks and carpark. Construction is expected to require bulk earthworks to establish building pads.

### 6.2 Potential Heritage Impact

This assessment has identified that the two heritage items located within 500 m of the study area, including the Hollylea and former Plough Inn and Milestone XXXI will not be physically impacted by the proposal. The heritage views and visits of both items will not be impacted by the proposal.

A summary of the impact is outlined below.

The assessment of impact has been undertaken in accordance with the Heritage Division guidelines (Heritage Office & DUAP 2002), and the level of impact is assessed as outlined in Table 3.

**Table 3: Assessed scale of heritage impact**

Level of impact	Description
Major	The proposed works would directly impact defining elements inherent to the item's heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. This would permanently impact the integrity/intactness of the item and the heritage significance of the item would be lost.
Moderate	The proposed works would impact defining elements inherent to the item's heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. Although the integrity/intactness of the item would be impacted, some defining elements of the item would be retained. Therefore, there is potential for the heritage significance of the item to be retained.
Minor	The proposed works would impact defining elements inherent to the item's heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. However, these impacts are not considered to detract from the heritage significance of the item.
Nil	The proposed works would not impact defining elements inherent to the item's heritage significance such as built fabric, archaeological remains, defining landscape characteristics and associated aesthetic elements. The works are not considered to detract from the heritage significance of the item.

#### 6.2.1 Hollylea and former Plough Inn

Hollylea and former Plough Inn are located approximately 450 m to the southwest of the study area, and are located entirely outside of its boundaries by a considerable distance. The heritage item and the study area are separated by a large block of existing buildings and a screen of trees. Furthermore, the landscape adjacent to the southwest corner of the study area has been considerably raised for the construction of Rose Payten Drive overpass over Bow Bowing Canal (Plate 2). Due to this the study area is not visible from Hollylea and former Plough Inn (Plate 8).

The results of the assessment indicate that the proposed development will have nil direct or indirect impact upon the registered item and that the works are not considered to detract from its heritage significance.

### 6.2.2 Milestone XXXI

Milestone XXXI is located approximately 300 m to the west of the study area's northwest corner, and is located entirely outside of its boundary by a considerable distance. As a result, it is highly unlikely that the proposed development will impact any defining elements of the item's heritage significance. The milestone is situated in the immediate vicinity of a large warehouse and a screen of trees, which separates it from the study area. Due to this the study area is not visible from the milestone (Plate 10).

The results of the assessment indicate that the proposed development will have nil direct or indirect impact upon the registered item and that the works are not considered to detract from its heritage significance.

## 6.3 Archaeological Impact Assessment

No impacts to archaeology are expected.

## 6.4 Recommended Mitigation Measures

It has been assessed that the proposed works will have nil direct or indirect impact on the heritage significance of the listed items in the vicinity of the study area, and that there is a nil to minor chance that it will impact sub-surface historic relics or works.

Based on this assessment it is recommended that no mitigation measures are required.

**Table 4: Summary of impacts and mitigation measures**

Item	Listing	Impacts to fabric	Impacts to archaeological remains	Impacts to setting	Mitigation measures
Hollylea and former Plough Inn	SHR Campbelltown LEP 2015	Nil	Nil	Nil	None
Milestone XXXI	Campbelltown LEP 2015	Nil	Nil	Nil	None

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

### 7.1 Conclusions

It is concluded that the proposed development of the Minto Terminal will not be impact identified heritage items or areas of archaeological potential. This assessment is based on the lack of any heritage sites, items or features within the study area, the disturbance of the study area by past earthworks and levelling relating to the development of the canals and current carpark facility, and the considerable distance between the study area and any identified heritage items in the vicinity.

Consequently, there are no historic archaeological constraints to the proposed development within the precincts identified for the development at 5 and 9 Culverston Road, Minto.

### 7.2 Recommendations

It is recommended that:

- No further archaeological or heritage assessment is required in relation to the proposed development within the precincts identified for the development at 5 and 9 Culverston Road, Minto.
- A heritage induction should be provided for all workers prior to works commencing. If unexpected archaeological finds are discovered during the proposed works, a heritage consultant should be engaged to assess the find and the NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW *Heritage Act 1977*.

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