

# SIMTA Intermodal Terminal Facility- Stage 1

## Response to Submissions - Non-Aboriginal Heritage Impact Assessment Addendum



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant  
Development



artefact

17 August 2015

Westley Owers  
Hyder Consulting Pty Ltd  
Level 5, 141 Walker Street  
North Sydney  
NSW 2060

Dear Mr Owers,

**Re: SIMTA Stage 1 Rail link addendum non-Aboriginal heritage assessment.**

This letter report has been prepared by Artefact Heritage at your request in relation to the proposed changes in design relating to the SIMTA Stage 1 Rail link alignment.

## 1.0 Report purpose

This addendum report has been prepared to provide further information on, and environmental assessment of, a proposed amendment to the Rail link as part of the SIMTA Stage 1 Proposal (the Proposal). This report has been prepared to support a Response to Submissions to be prepared as part of the approval process of the Proposal for State Significant Development (SSD) under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report provides an addendum to the SIMTA Intermodal Terminal Facility -Stage 1 Non-Indigenous Heritage Assessment (Artefact 2015) included within the Environmental Impact Statement (dated May 2015) prepared for the Proposal.

## 2.0 Proposal amendment overview

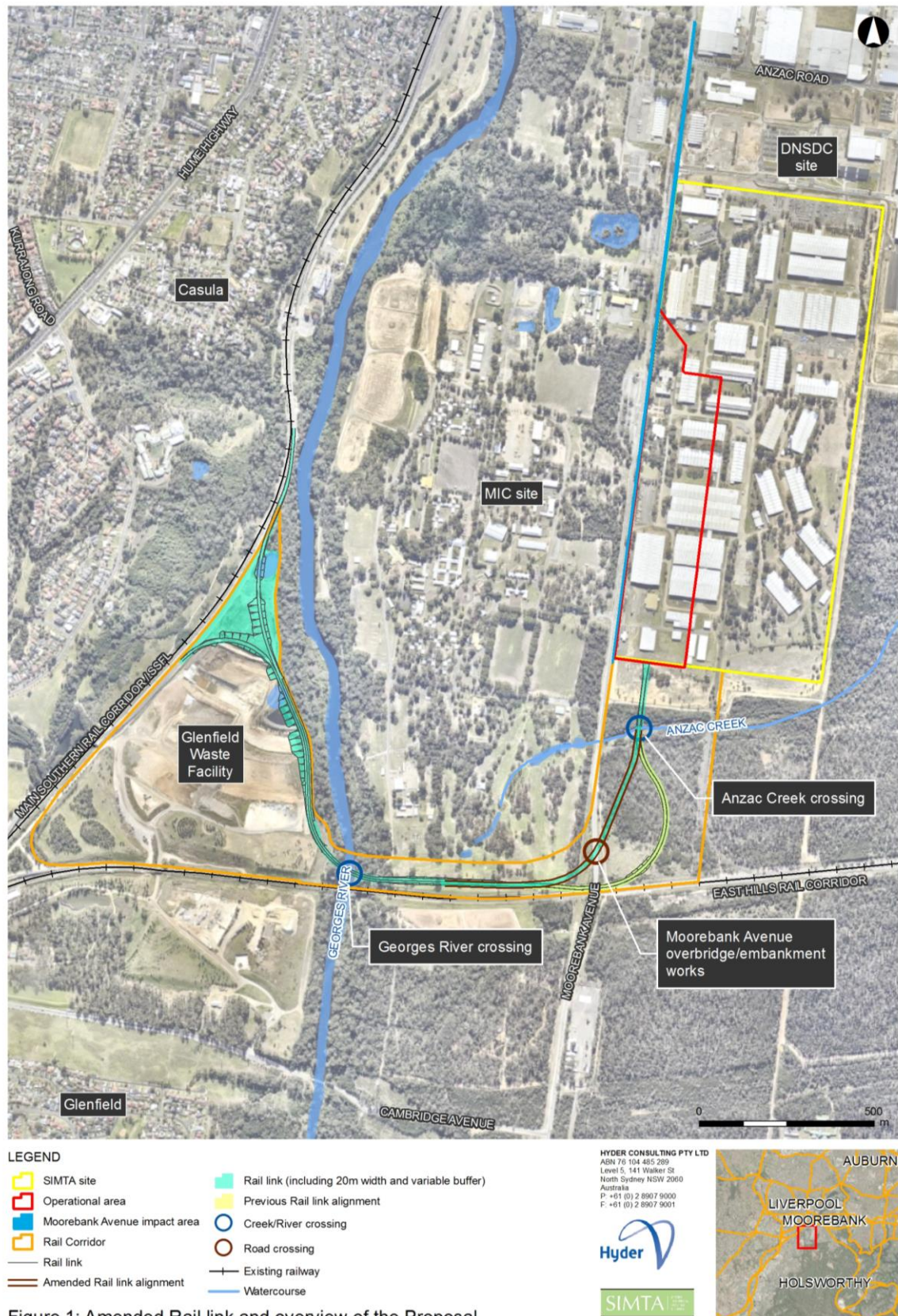
The Rail link is to be realigned within Commonwealth Land (including MIC Site, Moorebank Avenue and the Southern Boot Land) to respond to submissions (received during the exhibition of the EIS (28 May 2015 and 26 June 2015)) and also to reduce the overall environmental impacts of the Proposal (refer to Figure 1).

This realignment would alter the Rail link alignment to the south of the Anzac Creek Crossing, at the intersection with Moorebank Avenue and also on the MIC site (to the immediate west of Moorebank Avenue). The rail alignment would retain the 20 metre width of the Rail Link Corridor within environmentally sensitive areas, as per the Concept Plan Approval (MP 10\_0193) and the EIS.

There would be no alteration to the Rail link to north of this realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, within the Glenfield Waste Facility or at the southern and northern connections to the SSFL.



Figure 1: The SIMTA Stage 1 proposal



This alteration in the rail alignment would result in Moorebank Avenue being intersected by the Rail link further north of that previously identified within the EIS. An alteration would be undertaken to the existing Moorebank Avenue road embankment to create an overbridge to accommodate the realigned Rail link.

The Rail link realignment would not generally alter the construction methodology (with the exception of the Moorebank Avenue overbridge) or the operation of the IMT as previously provided, with no change to the rail traffic, road access, operational hours, workforce or overall operational procedures.

### 3.0 Heritage items

The previous and also realigned Rail link would impact on one listed item, the locally listed School of Military Engineering (SME). The SME is listed on the Liverpool Local Environmental Plan (LEP 2008). A description and assessment of significance of the item is included in the EIS Non-Indigenous Heritage Assessment (Artefact 2015) and will not be repeated in this document.

### 4.0 Assessment of archaeological potential

The EIS Non-Indigenous Heritage Assessment (Artefact 2015) discussed archaeological potential within the SME land within the proposed Rail link alignment.

The 1912 and 1915 plans of Liverpool do not record any structures in the vegetated area south of the SIMTA site (known as the Southern Boot land) during the early settlement, WWI interwar or WWII periods. Two plans, dating to 1952 and 1977, show an absence of structures within this area during WWII. The lack of development within this area may have been due to the quality of the land, being primarily swampy.

Assessments for the MIC Proposal completed by Navin Officer Heritage Consultants (NOHC 2014) identified a number of items that were previously located within the southern portion of the MIC site just to the north of the proposed Rail link. These included the PE Barker orchard and vineyards and sand loading bins. All areas within the amended Rail link alignment in the MIC Proposal area were assessed by NOHC as having a low archaeological potential and within areas observed to have been previously disturbed.

### 5.0 Recommendations of the EIS Non-Indigenous heritage assessment

The findings and recommendations of the Non-Indigenous Heritage Assessment (Artefact 2015) which are relevant to the Rail link as proposed within the EIS (i.e. previous alignment) are as follows.

There are no items of known or likely heritage significance within the proposed Stage 1 rail link (and Rail Corridor). The vegetated area to the south of the DNSDC (known as the Southern Boot Land) was not subject to historical development, while the remainder of the land has been significantly disturbed through the creation of the Royal Australian Engineers (RAE) golf course, East Hills railway line, the Glenfield Waste Disposal facility and the Main Southern railway line (consisting of the SSFL).

There are no non-Indigenous heritage constraints for the land within the SIMTA rail corridor area including the SME land.

## 6.0 Conclusions and recommendations

The proposed realignment of the SIMTA Stage 1 Rail link would have minor construction and operational heritage impacts on the listed SME site. However it is unlikely that relics would be impacted by the Proposal (as amended). Any potential adverse impacts caused by the amended Rail link are consistent with those assessed in the Non-Indigenous Heritage Assessment (Artefact 2015).

No additional mitigation measures are required for the amended Rail link. If unexpected finds are located during works the NSW Heritage Council would be notified and an archaeological consultant engaged to assess the significance of the finds.

Kind regards,

A handwritten signature in black ink, appearing to read 'S. Wallace', with a stylized flourish at the end.

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