ARCADIS Design & Consultancy for natural and built assets

Moorebank Precinct West Stage 2 Proposal

Response to Submissions

Appendix J: Heritage impact assessment

SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant Development

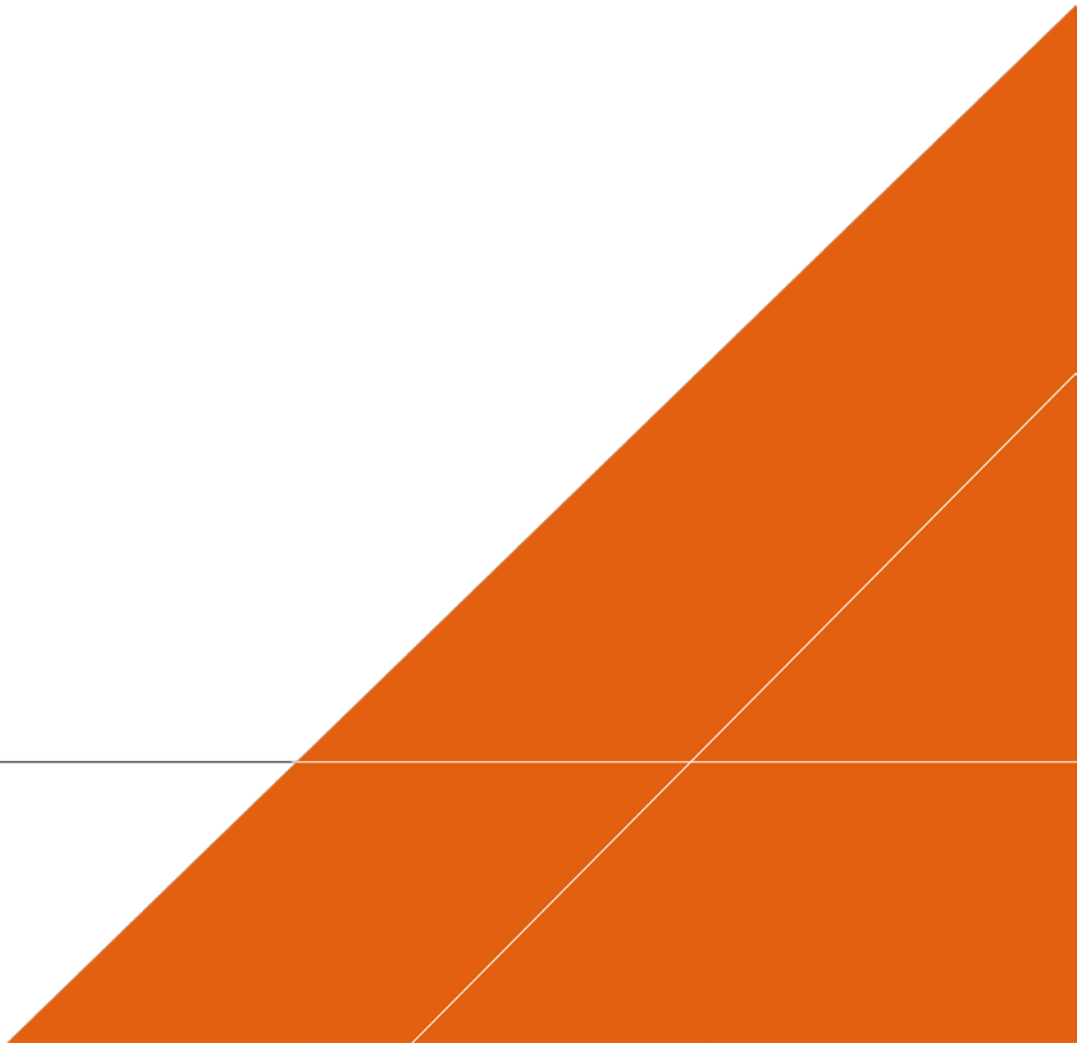
June 2017

ARCADIS Design & Consultancy for natural and built assets

ADDENDUM HERITAGE ASSESSMENT

MPW Stage 2 Response to Submissions

18 MAY 2017



Incorporating Hyder

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1 INTRODUCTION

SIMTA are seeking approval for the construction and operation of the Moorebank Precinct West (MPW) Stage 2 Proposal (the Proposal), which will be the second stage of development under the MPW Concept Approval (SSD 5066).

An Environmental Impact Statement (EIS) was prepared for the Proposal seeking approval under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In particular, the EIS was prepared to address, and be consistent with, the following:

- The Secretary's Environmental Assessment Requirements (SEARs) (SSD 16-7709) for the Proposal, which were issued on 14 July 2016
- The relevant requirements of the MPW Concept Approval (SSD 5066) granted by the Planning Assessment Commission (PAC) on 3 June 2016
- The relevant requirements of the approval under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) (No. 2011/6086).

The EIS was publicly exhibited, in accordance with clause 83 of the *Environmental Planning and Assessment Regulations 2000* (EP&A Regulations), between 26 October 2016 and 25 November 2016. During this exhibition period submissions were invited from all stakeholders including members of the community and government stakeholders. In response to the submissions received, and also to respond to design progression, amendments have been made to the Proposal (the Amended Proposal), as detailed below.

1.1 Report purpose

The purpose of this report is to provide further environmental assessment for the Amended Proposal and serve as an addendum to the Indigenous and non-Indigenous Heritage Impact Assessments provided within the EIS. A summary of the works included in the Amended Proposal is provided below.

1.1.1 Amended Proposal

The MPW Stage 2 Proposal (the Proposal) involves the construction and operation of an intermodal terminal (IMT) facility to support a container freight throughput volume of 500,000 twenty-foot equivalent units (TEUs) per annum. The Proposal also includes the construction and operation of approximately 215,000 m^2 GFA, freight village (800 m^2) and associated infrastructure.

The Amended Proposal alters the Proposal based on submissions received during exhibition of the EIS, consultation with key stakeholders and design development. A summary of the amendments to the Proposal is as follows:

- Alignment of the operational hours for warehouses to the IMT facility and Port freight operations to enable freight movements outside of peak traffic times.
- Alterations to the drainage design, including:
  - Inclusion of the OSD (Basin 10) and relocation of another OSD (Basin 3) along the eastern boundary of the operational area, adjacent to the western verge of Moorebank Avenue
  - Re-sizing of OSD basins along the western boundary of the operational area
  - Reduction to the widths of selected OSD outlet channels
  - Provision of an additional covered drain within the Endeavour Energy easement

- Establishment of a container wash-down facility with de-gassing area within the IMT facility
- Illuminated backlit signage within the warehousing area
- Inclusion of an upgraded layout for the Moorebank Avenue/Anzac Road intersection
- Adjustments to warehouse layouts.

The amendments to the Proposal are shown in Figure 1.

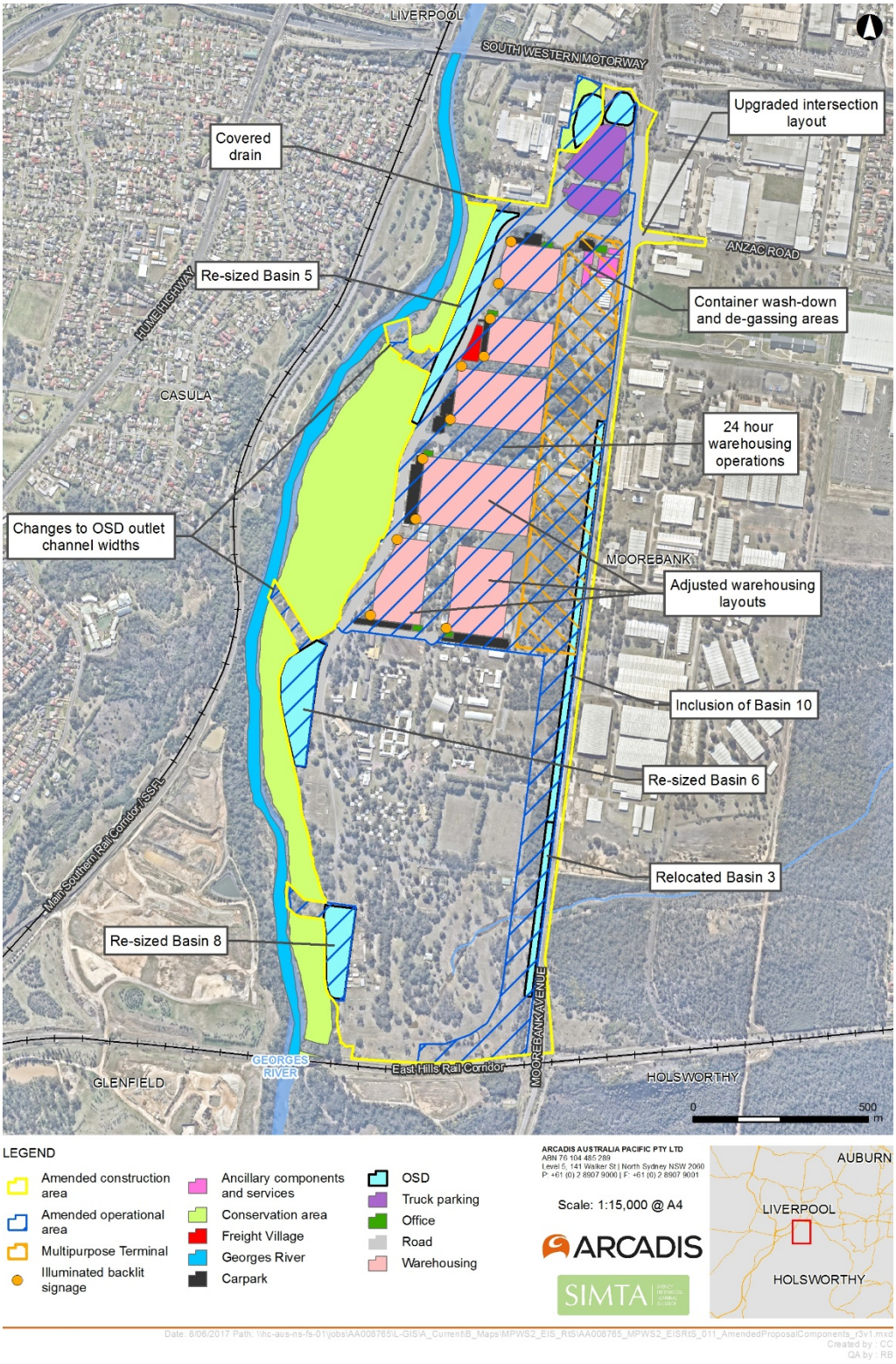

Figure 1: Amendments to the Proposal

2 IMPACT ASSESSMENT

2.1 MPW Stage 2 Proposal Assessment

Indigenous heritage

The MPW Stage 2 Indigenous heritage assessment found that the majority of Aboriginal sites and areas of Aboriginal archaeological potential had been approved for impact under the MPW Concept Approval and management of the sites was being undertaken.

It was identified that additional management of two scarred trees, MA6 and MA7 would be required as impacts were proposed under the Stage 2 works (i.e. the Proposal). Additional archaeological investigation was also required for the Proposal impact areas along the river terrace within an identified area of potential archaeological deposit (PAD).

Non-Indigenous heritage

The MPW Stage 2 Non-Indigenous heritage assessment found that impacts to all non-Indigenous built heritage items and significant archaeology had been approved under MPW Concept Approval. The MPW Stage 2 assessment recommended that additional mitigation of impacts to the Moorebank Cultural Landscape was required in the form of use of historical street names in the IMT. This recommendation has been addressed in the MPW Stage 2 Heritage Interpretation Strategy.

2.2 Amended Proposal Assessment

2.2.1 Methodology

Of the amendments to the Proposal, only the potential impact associated with the inclusion of an upgraded layout of the Moorebank Avenue/Anzac Road intersection requires further assessment.

The remaining amendments would not result in any changes to the Aboriginal and non-Aboriginal Heritage Impact Assessments undertaken for the Proposal:

- Alignment of the operational hours for warehouses to the IMT facility and Port freight operations to enable freight movements outside of peak traffic times
- Drainage works
- Identification of container wash-down facilities and de-gassing areas
- Illuminated backlit signage
- Adjustments to warehouse layouts

The assessment of the Indigenous and non-Indigenous heritage impacts has been based on the information presented in the EIS. The location of heritage sites and areas of archaeological potential was cross-referenced with the design to identify potential impacts.

2.2.2 Results

Key amendments to the Proposal

The upgraded layout of the Moorebank Avenue/Anzac Road intersection is the only amendment requiring further assessment. As outlined in Section 2.2.1, the remaining amendments would not result in any additional impacts to the identified Indigenous and non-Indigenous heritage values as presented and assessed in the EIS.

Impacts to Indigenous heritage

There are no listed Indigenous sites or areas of archaeological potential or sensitivity within the footprint of the proposed upgraded layout of the Moorebank Avenue/Anzac Road intersection.

Impacts to non-Indigenous heritage and archaeology

A number of items identified in the EIS have the potential to be impacted by changes to the footprint of the Moorebank Avenue/Anzac Road intersection. These items are detailed in Table 1 and Table 2.

Table 1 Non-Indigenous heritage constraints – built heritage and landscape items

Item	Description	Significance Level	Statement of Significance	MPW Concept Approval	MPW Stage 2 impact (the Proposal)	Amended Proposal impact
SME	The SME includes the Royal Australian Engineers (RAE) Memorial Chapel, RAE Monument, Major General Sir Clive Steele Memorial Gates, and The Cust Hut. The item also encompasses most of the land surrounding the DNSDC site, between the East Hills railway line and Anzac Road, as well as a building on the north side of Anzac Road.	Local	The School of Military Engineering demonstrates the military history, particularly the engineering military history of the area. The site encompasses a complex of heritage items that are associated with the Royal Australian Engineers. It traces the evolution of the technologies used by the RAE. Much of the war memorabilia on display is now rare. The site is representative of the RAE's pride in their military past and present. There is the potential to gain more information on the site from further architectural, archaeological and documentary research.	Impacts to the SME have been assessed and approved under the MPW Concept Approval and associated heritage values would be removed under Early Works (i.e. Stage 1 of the MPW Project).	No additional impacts	No additional impacts
Moorebank Cultural Landscape	The Moorebank Cultural Landscape was assessed in the MPW Concept EIS and MPW Stage 2 EIS as a locally distinct and representative cultural landscape, the product of numerous phases of land-use	Local	The Moorebank Cultural Landscape is the product of numerous phases of land-use and occupation spanning Indigenous occupation (pre-European settlement) through to the present day. Many of these	Impacts to the Moorebank Cultural Landscape have been assessed and determined under the MPW Concept and Stage 1 approvals.	Impacts were further assessed in the EIS and would include disturbance to archaeological deposits, removal of landscape elements, partial loss of the existing	No additional impacts

Item	Description	Significance Level	Statement of Significance	MPW Concept Approval	MPW Stage 2 impact (the Proposal)	Amended Proposal impact
	and occupation spanning Indigenous occupation through to the European settlement and the present day. Built, modified and natural features reflect phases of use and associated cultural history patterns. The Moorebank Cultural Landscape has strong and/or special associations with Thomas Moore, the Australian Army (particularly the SME) and the Aboriginal community. Furthermore, the archaeological deposits identified within the Proposal have the potential to yield information that would contribute to an understanding of its cultural history		phases of use and associated cultural history patterns are evidenced within different portions of the landscape. The toponyms, buildings, spatial organisation, memorials, archaeological deposits and elements of the natural landscape have various strong and/or special associations with Thomas Moore, the Australian Army (particularly the SME) and the Aboriginal community. Furthermore, the archaeological deposits identified within the project area have the potential to yield information that would contribute to an understanding of its cultural history. The landscape as a whole is also notable as a locally distinct and representative cultural landscape.	Impacts to the Moorebank Cultural Landscape would be managed through a Heritage Interpretation Strategy as recommended in the MPW Concept Approval.	landscape setting, historical associations and the landscape's research potential. Mitigation measures to manage these impacts were identified in the EIS and the MPW Stage 2 Heritage Interpretation Strategy.	

Table 2 Non-Indigenous heritage constraints- archaeological items

Areas of archaeological potential within the MPW Proposal site		Significance	Statement of Significance	MPW Concept Approval	MPW Stage 2 impact (the Proposal)	Amended Proposal impact
MHPAD 1	Test excavation during Stage 1 uncovered brick paving, brick footings and walking paths. Artefacts recovered from the excavation included discarded domestic items such as ceramics, plastics and bottles.	Local	The site is thought to have been the location of the World War I and World War II period quarters	An assessment of impacts to areas of historical archaeological potential in the vicinity of the Moorebank Avenue/Anzac Road intersection upgrade was undertaken as part of the MPW Concept Approval. Salvage of these archaeological deposits would be undertaken during Early Works.	No additional impacts	No additional impacts
MHPAD 2	Test excavation during Stage 1 uncovered brick paving, brick footings and walking paths. A small amount of discarded domestic rubbish artefacts such as ceramic, glass and iron bulldog clip.	Local	This site corresponds to the former location of a number of WWII period buildings			

2.2.3 Mitigation measures

No additional mitigation measures are required for the construction or operation of the Amended Proposal with regards to Indigenous and non-Indigenous heritage.

2.3 Conclusion

Changes associated with the Amended Proposal would result in impacts consistent with those identified and assessed within the Indigenous and non-Indigenous heritage assessments for the EIS. Therefore, the outcomes and recommendations of these assessments are considered appropriate for management of the impacts associated with the Amended Proposal.