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## *Parkes Intermodal Freight Terminal Heritage Assessment*



**FOR GHD**

*December 2005*



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# 1 INTRODUCTION

## 1.1 Background

Terminals Australia is proposing to develop a 365 Hectare Greenfield site west of Parkes, in western New South Wales as an Intermodal Freight Terminal, so as to provide a national road and rail intermodal hub.

*b cubed sustainability Pty Ltd (BCS)* has been engaged by GHD to undertake an indigenous and non-indigenous heritage assessment to assist in determining potential heritage impacts associated with the proposed facility.

## 1.2 This Report

This heritage assessment has been prepared to assess the potential impacts which may be incurred on the heritage significance of the subject site, as a result of works associated with the proposed Terminal.

This report includes an assessment and consideration of the subject site's potential Indigenous and Non-Indigenous heritage significance, and will inform the preparation of an Engineering Masterplan and Project Approval for the project made under Part 3A of the Environmental Planning and Assessment Act 1979. The Masterplan will outline the operational and functional requirements for the proposed Terminal, and describe the engineering infrastructure necessary to operate this facility.

## 1.3 Site Context and Location

Parkes Shire is located in the Central West Slopes and Plains region of New South Wales on the western edge of the Great Dividing Range. It is approximately 320 kilometres west of Sydney. It covers an area of 5919 square kilometres with the town of Parkes being the major urban centre, followed by Peak Hill (refer to Figure 1).



Parkes is strategically located at the junction of several national freight corridors, the main southern railway and a high capacity rail and road network which is experiencing a high rate of growth as a freight corridor.

The site of the proposed Intermodal Freight Terminal ("the subject site") is located approximately 5 kilometres west of Parkes township, at the junction of the Mainline to Broken Hill and the branch line to Narromine/Cobar (refer to Figure 2). The primary vehicular access to the site is via Brolgan Road.

Figure 1 - Parkes Shire<sup>1</sup>

<sup>1</sup> [www.parkes.nsw.gov.au](http://www.parkes.nsw.gov.au)



The site is approximately 365 hectares in size (approximately 50% of which would be required for the proposal) and is part of the area referred to as the “Parkes Hub”, which has been the subject of a Local Environmental Study prepared by Parkes Shire Council.



Figure 2 - Aerial Photograph - Site Location

#### 1.4 Study Methodology and Limitations

In addition to a site inspection undertaken on 15 September 2005, this report has referred to a number of previously compiled documents relating to the studies previously undertaken on the “Parkes Hub”. These include the *Parkes Transport Hub Local Environmental Study* prepared by Parkes Shire Council, the *Parkes Hub Archaeological Study* prepared by Jillian Comber and the *Aboriginal Archaeological Survey West of Parkes* prepared by John Robinson.

Given the comprehensive fieldwork relating to Indigenous Heritage undertaken as a part of the Parkes Hub studies, additional research on this element has been limited.

All relevant databases have been searched whilst compiling this report, including the Aboriginal Heritage Information Management System (AHIMS), the State Heritage Inventory and State Heritage Register, as well as the Parkes Local Environment Plan Heritage Schedule and the Parkes Shire Heritage Review.

Consultation has also taken place with representatives from relevant organisations, such as Parkes Shire Council, the Department of Environment and Conservation, the NSW Heritage Office and the Peak Hill Local Aboriginal Land Council. This process is summarised in Appendix 1.

#### 1.5 Author Identification

This report has been prepared by Sophie Butler, Principal Heritage Consultant from *b cubed sustainability Pty Ltd*.

## 2 SITE DESCRIPTION

The subject site is approximately 5 kilometres west of Parkes, and is generally bound to the south by Brolgan Road, to the east by the Parkes-Narromine Rail line, and to the west by rural agricultural lands (refer to Figure 3). The site comprises Lot 6 DP 857631, Lot 98 DP 750179, Lot 99 DP 750179, Lot 360 DP 750179 and Lot 1 DP 1082995. The proposal also incorporates part of Lot 200 DP 627302, which is not owned by the proponent (although an agreement for use of the land has been reached with the owner).

The subject site is characteristic of the rural landscape surrounding the township of Parkes and comprises broad undulating agricultural country, with remnant woodland vegetation lining the bounding road reserves and rail corridors.

This area has a long history of intense agricultural use. The majority of the site has been utilized for grazing and crop production since European Settlement in the 1830s-1840s<sup>2</sup>. Indeed, the greater part of the site has currently been sown with wheat crops.

The key features on the site are the remains of a late Nineteenth Century farm complex, comprising the original farmhouse of pisé (rammed earth) construction, numerous timber outbuildings and another farmhouse, severely damaged by fire.

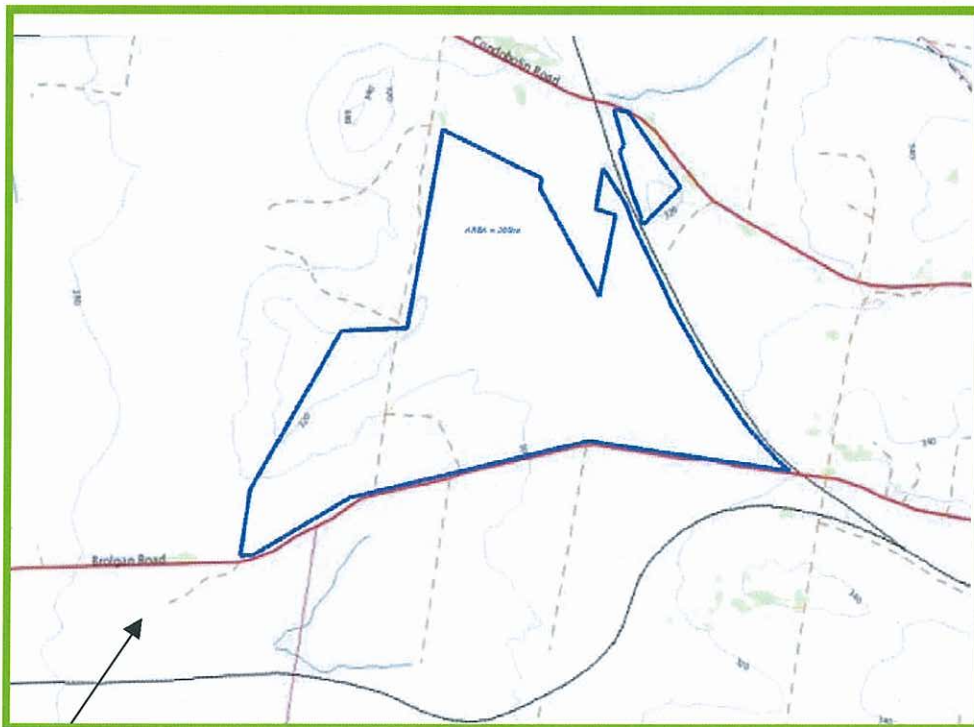


Figure 3 - Site Plan

<sup>2</sup> Parkes Hub Archaeological Survey Jillian Comber (January 2004)



## 3 INDIGENOUS HERITAGE

### 3.1 Background

In NSW the principle laws which deal with Aboriginal heritage are:

- *National Parks and Wildlife Act 1974*
- *Heritage Act 1977*
- *Environmental Planning and Assessment Act 1979*

The National Parks and Wildlife Act provides the principle statutory protection for all Aboriginal objects and places in NSW.

### 3.2 The Subject Site

As discussed in Section 1.4, a number of surveys have been undertaken for the Parkes Hub area. These comprise the 2002 survey conducted by John Robinson, and the 2004 Survey conducted by Jillian Comber.

The area surveyed by these consultants is depicted in Figure 4.

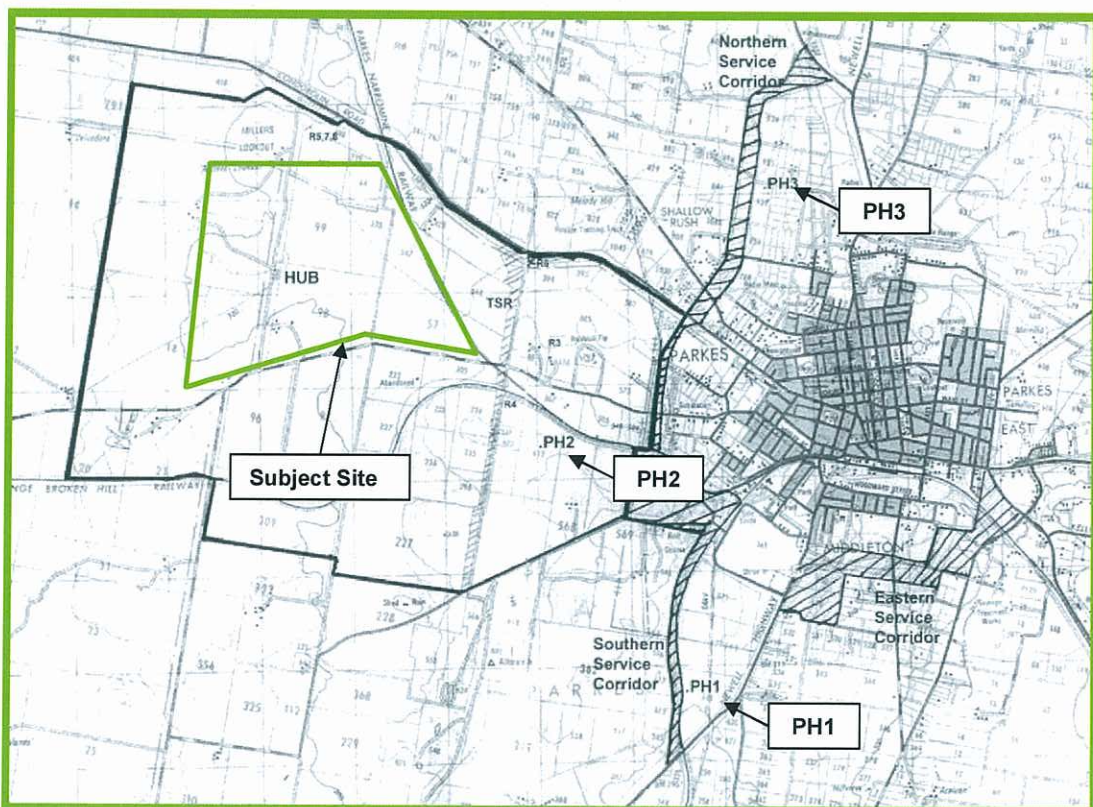


Figure 4 - Survey Areas

With regard to the context of the subject site, it is noted that there are no permanent water courses located within the area, and that it is a modified landscape, through intense agricultural activities over the past 150 years (refer to Figure 5). Both these factors reduce the likelihood of occurrences of Indigenous archaeological sites.



**Figure 5 - Section of Subject Site viewed from Brolgan Road, looking north-east.**

Having consideration for the above, it appears that the primary type of Indigenous archaeological evidence in the area is scar trees. In order to ensure the accuracy of survey results, with regard to scar trees, a number of criteria have been developed in previous studies, which can be applied to ascertain the authenticity of a scar tree, as an entho-historic artefact<sup>3</sup>:

1. That if a scar extends to ground level, the sides of the original scar must be relatively parallel (if not, may indicate scars resulting from fire, fungal attack or lightning strike);
2. That the scar is either approximately parallel sided or concave, and symmetrical;
3. That the scar should be reasonably regular in outline and regrowth;
4. That the ends of the scar should be “shaped”, either squared off, or pointed;
5. That the scar contains adze or axe marks;

<sup>3</sup> Quoted in *Parkes Hub Archaeological Survey* Jillian Comber (January 2004) p11





6. That the tree must date to the time of Aboriginal bark exploitation within the region;
7. That the tree must be endemic to the region.

During field work undertaken by John Robinson in 2002, eight scar trees were recorded within the local area. However, in applying the above criteria, it was determined that only two of these trees qualified. A further one tree was identified during the 2004 survey undertaken by Jillian Comber.

The location of these three items is depicted in Figure 4, and as indicated on that plan, they are not within the site considered in this report.

A review of the AHIMS Database administered by the National Parks and Wildlife Division of the Department of Environment and Conservation also indicated that there are no Aboriginal objects or Aboriginal Places recorded in or near the subject site. The results from this search are included as Appendix 2.

It is also noted that consultation has been undertaken with the Peak Hill Local Aboriginal Lands Council, with regard to the previous work undertaken on the site, and confirmation of the findings of this report. The representatives from the Lands Council did not raise any concerns with regard to the subject site.

It can therefore be concluded that on the basis of previous studies and fieldwork undertaken as a part of this report, there are no Indigenous archaeological sites within the subject site. Consequently, no action is required with regard to the National Parks and Wildlife Act.

## 4 NON-INDIGENOUS HERITAGE

### 4.1 Background

The NSW Heritage Act 1977 is the primary legislative control for the protection of cultural heritage in NSW. Legal controls in the form of statutory lists provide formal recognition by local council or the State Government that a place has heritage significance help the community to look after those places for future generations. Items of significance to local areas can be listed on heritage schedules to a local council's Local Environment Plan (LEP). Items considered to be of significance to the state are listed on the State Heritage Register, which is administered by the NSW Heritage Office.

The registration of items on the SHR or the LEP creates certain legal requirements to ensure items of recognised heritage significance are conserved and managed appropriately. It is also noted that the NSW Heritage Act also provides protection to archaeological relics with heritage significance, which are not listed on any statutory registers.

### 4.2 The Subject Site

As discussed in Section 2 of this report, the subject site includes a number of non-Indigenous elements, worthy of consideration and impact assessment. It is noted, however, that the site does not include any places listed on any statutory or non-statutory heritage registers.

The primary feature of the site is the Nineteenth Century farm complex located on Lot 98 DP 750179. The complex and its location are depicted in Figure 6 and Figure 7.



Figure 6 - Farm Complex, viewed from Brolgan Road



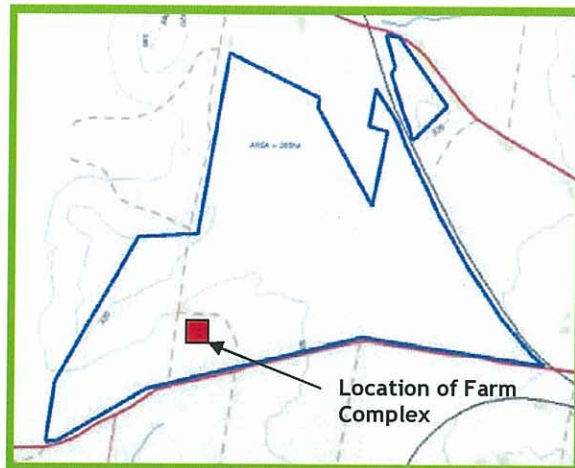


Figure 7 - Location of farm complex

Research into the history of the complex has drawn very little information. The earliest parish maps obtained indicate that the site was first occupied by the Massurit Family, by 1891 (refer to Figure 8). The Massurits were a large land holder in the area surrounding Parkes, and remain a prominent local family. It is likely that the Massurit family built the farm house and associated out buildings, which is known as “Innesvale”, during the 1880s.

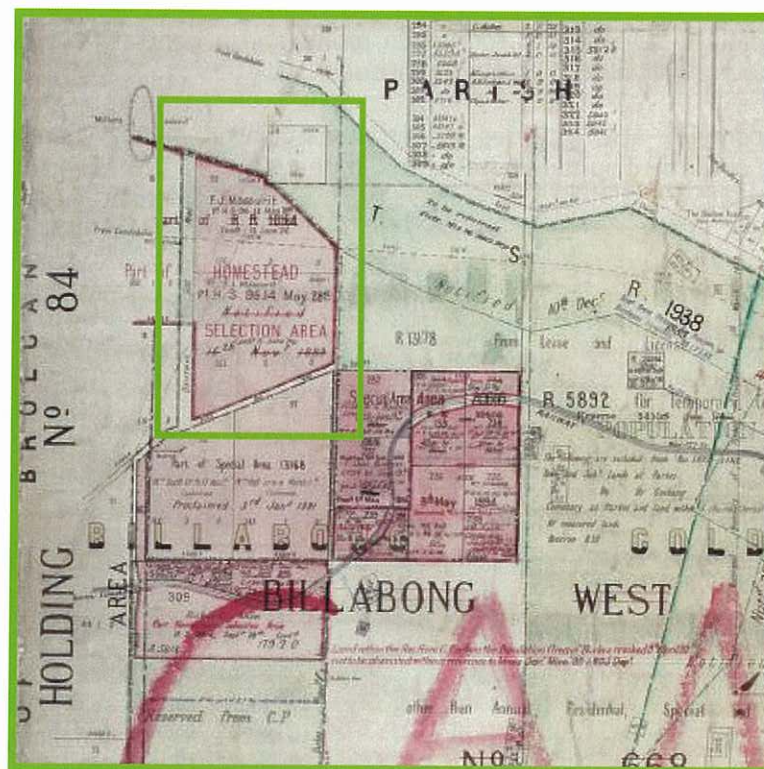


Figure 8 - 1891 Parkes Parish Map, depicting the subject site<sup>4</sup>.

<sup>4</sup> Image ID 14835302, *Parish of Parkes, County of Ashburnham ed. 2* (1891), Department of Lands.



The complex includes a farm house of pisé construction (rammed earth), though this building is in extremely poor condition and is structurally unsound (refer to Figure 9 and Figure 10).



**Figure 9 - Pisé farm house building**



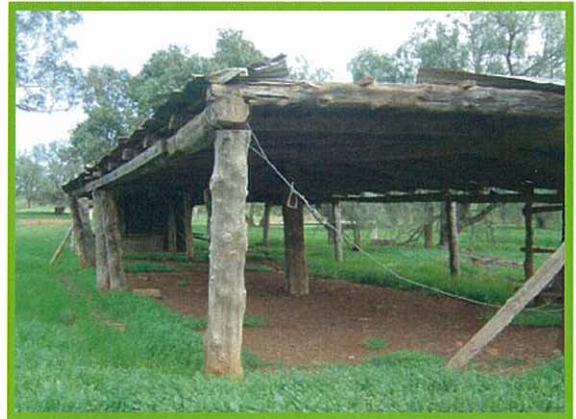
**Figure 10 - Northern elevation**

Originally designed with four main rooms and a central hallway, most of the exterior walls have partially or wholly collapsed.

The complex also includes numerous associated ancillary structures including sheds, tanks and other buildings (refer to Figure 11 and Figure 12). All of these structures are of a relatively standard vernacular type, utilising corrugated galvanised iron, and locally sourced materials such as Cypress Pine for structural components. They are all generally in a poor to very poor condition.



**Figure 11 - Vehicle storage shed**



**Figure 12 - Ancillary utilities building**

The farm complex also has a number of remnant cultural plantings, including Pepper trees and Currajong trees.



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By the mid-Twentieth Century the property was sold, and it appears that the pisé farm house was abandoned around that time. Another house was built approximately 200 metres to the east of the original farm complex (refer to Figure 13 and Figure 14) although this building is also in a highly dilapidated state, due to recently incurred fire damage.



Figure 13 - Second farm house



Figure 14 - Second farm house, southern elevation

#### 4.3 Heritage Significance

To be considered as having heritage significance, these potential items must meet at least one of the following criteria for the assessment of heritage significance, as defined by the NSW Heritage Office:

- a. *an item important in the course, or pattern, of Parkes' cultural or natural history*
- b. *an item that has strong or special association with the life works of a person, or group of persons, of importance in Parkes' cultural or natural history*
- c. *an item that is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in Parkes*
- d. *an item has strong or special association with a particular community or cultural group in Parkes for social, cultural or spiritual reasons*
- e. *an item that has potential to yield information that will contribute to an understanding of Parkes' cultural or natural history*
- f. *an item possesses uncommon, rare or endangered aspects of Parkes' cultural or natural history*
- g. *an item is important in demonstrating the principle characteristics of a class of Parkes' - cultural or natural places; or - cultural or natural environments.*

It is considered that the original farm complex may have significance under Criterion B (Historical Association), due to the site's association with the prominent Massurit Family, and under Criterion F (Rarity) due to the use of the pisé construction technique in the farm house building. However, due to the extremely poor condition of that





building and the associated elements, the integrity of these elements has been greatly diminished, and therefore are not considered as having heritage significance at a local (or state) level.

As discussed, none of these potential items are included on any statutory or non-statutory heritage registers. They have also been excluded from the current review of the Parkes Heritage Study which is being finalised by Parkes Shire Council.

Therefore, on the basis of information obtained during the site visit and subsequent research, it is concluded that whilst the potential Non-Indigenous heritage items identified on the subject site reflect the former use of the part of the site, they do not meet the criteria required to be considered as having heritage significance. Furthermore, whilst the subject site is picturesque and is typical of the agricultural landscape in the Parkes Shire, it does not exhibit any particular or individual aspects to which heritage significance can be attributed.

#### 4.4 Archaeological Assessment

It is noted that there is also the potential to uncover archaeological relics<sup>5</sup> in the area surrounding the subject site, during the proposed construction works; particularly during any excavation or disturbance of the existing ground level.

Whilst any relics uncovered on the site would assist in illustrating the type of occupation and activity which occurred there, it is considered that this information would not contribute any further to the understanding or significance of the site.

It is therefore concluded that the heritage significance of any potential archaeological relics is negligible.

As discussed in Section 4.1, there are certain statutory requirements associated with management of archaeological relics, particularly the requirement to lodge an application for a permit to excavate an area where there is potential to find archaeological relics. There are, however, also specific exceptions to this process, specified under Section 139(4) of the Heritage Act.

In the case of this project, it is considered that Exemption (a) is applicable. That is, an exception can be granted:

*Where an archaeological assessment has been prepared in accordance with Guidelines published by Heritage Council of NSW which indicates that there is little likelihood of there being any relics in the land or that any relics in the land are unlikely to have State or local heritage significance*

Consultation with the Heritage Office has indicated that they will accept this report as the assessment documentation required with a notification under this exception.

<sup>5</sup> As defined by the NSW Heritage Act, *Relic* means any deposit, object or material evidence:

- a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- b) which is 50 or more years old.





## 5 PROPOSED WORKS

### 5.1 Background

The proposed Intermodal Freight Terminal involves the construction of an intermodal facility for the large-scale transport, warehousing, manufacturing and storage of freight. It is envisaged that this will become a nationally significant junction at which freight can be transferred between road and rail transport options.

The freight terminal will provide a strategic location on national freight routes, and will provide facilities such as cold storage, refuelling facilities and both short-term and long-term storage, which can be accessed by freight operators. For rail operators, the proposal could also provide a facility to reconfigure, cross-load, maintain and service trains. The site also has the potential to provide rolling stock storage as well as maintenance facilities.

The proposed project will enable access to either the east-west rail line or the proposed inland rail corridor.

### 5.2 Key Features

The proposal assessed in the preparation of this report is for a preliminary concept, and the following components are only indicative of what is proposed for the site. The preliminary concept plan is included as Appendix 3.

It is currently proposed to construct a number of rail sidings entering into the site off the Narromine/Cobar Branchline, as well as a “Y link” rail line, which will link the Narromine/Cobar Branchline with the Mainline to Broken Hill, on the western side of the subject site.

A container storage park is proposed for the southern side of the sidings, which will minimise the distances for handling containers. It is also planned that roadways would be constructed under the gantry crane for direct transshipment to/from road vehicles.

The warehousing and distribution area shown on the preliminary concept plan on the southern side of the site (fronting Brolgan Road), will include access roads and provision for other infrastructure for the servicing of the warehousing and distribution facilities. These facilities will provide ‘back door’ access to the sidings and container park.

It is envisaged that the heavy engineering/rollingstock maintenance facility, rollingstock storage sidings, and the fuel storage and distribution facility would all branch off the master siding.

It is envisaged that the terminal will be a 24 hour operation.

### 5.3 Summary

In summary, the proposed Intermodal Freight Terminal will comprise the following components:

Component	Elements
Indicative areas for major uses	<ul style="list-style-type: none"> <li>• Rail Terminal (24 Ha)</li> <li>• (incl. Container Storage and operational depot but not rail lines)</li> <li>• Warehousing (28 Ha)</li> <li>• Engineering Facility (2.5 Ha)</li> <li>• Containerised Fuel Storage and Distribution Facility (3.5 Ha)</li> <li>• On-site refuelling facility (1 Ha)</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Rail track (22,000 m)</li> <li>• Pavement for internal roads (120,000 m<sup>2</sup>)</li> <li>• Pavement for upgrade to external roads (30,000 m<sup>2</sup>)</li> <li>• 1 bridge over Parkes-Narromine railway to grade separate the northern access to the site</li> </ul>
Development	<ul style="list-style-type: none"> <li>• Warehousing Pavement (100,000 m<sup>2</sup>)</li> <li>• Warehousing (40,000 m<sup>2</sup>)</li> <li>• Heavy duty pavement for container storage (240,000 m<sup>2</sup>)</li> <li>• Pavement of the engineering facility (25,000 m<sup>2</sup>)</li> <li>• Warehousing for engineering facility (16,000 m<sup>2</sup>)</li> <li>• Heavy duty pavement for fuel storage and distribution facility (25,000 m<sup>2</sup>)</li> </ul>



## 6 CONCLUSIONS AND RECOMMENDATIONS

As discussed in Sections 3 and 4, the research and field work undertaken during the preparation of this report have determined that there are no Non-Indigenous sites located within the subject area and that, based on previous research, it is very unlikely that Indigenous sites exist within the area. There is a Non-Indigenous site of interest within the subject site, in the form of the farm complex known as “Innesvale”, though due to its highly dilapidated state, it is not considered to have any heritage significance.

As outlined in Section 4.4, there is also potential for archaeological relics to be uncovered within the “Innesvale” site during construction works, though it is considered that as these would not contribute any further to the understanding of the occupation of the site, or the activities which took place there, they are not considered to be of heritage significance. Therefore, their removal would not have an impact on the site’s heritage significance.

It is also noted that the scale of the works is very large, and that it will dramatically change the landscape of the subject site and the surrounding area. However, as discussed in Section 4, the landscape features of the subject site do not have heritage significance. It is also noted that there are no recognised heritage sites in the adjoining area, upon which this proposal will have any impact.

Therefore, it is concluded that there will be negligible Indigenous or Non-Indigenous heritage impact resulting from the proposed works.

Despite there being a finding of nil heritage impacts on the subject site, a number of general recommendations are suggested:

1. *A photographic record of the Farm Complex and its key components (farm house, ancillary buildings, landscape elements etc) should be taken before and during the proposed works. Copies of these recordings should be forwarded to Parkes Shire Council Library’s local studies section.*

This is not required to be of archival standard, but will be a useful reference in future years.

2. *That an exception notification be lodged with the NSW Heritage Office seeking exception under Section 139(4a) of the NSW Heritage Act, and that acceptance of that notification be received prior to the commencement of construction taking place.*

As discussed in Section 4.4 of this report, consultation with the NSW Heritage Office has concluded that the lodgement of this report as the supporting documentation for an Exception Notification under exception 139(4a) is acceptable.



## 7 REFERENCE LIST

1. Comber, J. *Parkes hub Archaeological Survey* (February 2004)
2. GHD *Terminals Australia: Parkes Intermodal Terminal Background Report* (August 2005)
3. Parish Map - Parish of Parkes, County of Ashburnham (1891) 148353 ed. 2
4. Parish Map - Parish of Parkes, County of Ashburnham (1900) 148354 ed. 3
5. Parish Map - Parish of Parkes, County of Ashburnham (1816) 115201/01 ed. 4
6. Parkes Shire Council *Parkes Local Environment Plan 1990*
7. Parkes Shire Council *Parkes Transport Hub: Local Environmental Study* (July 2003)
8. Robinson, J. *Aboriginal Archaeological Survey: West of Parkes* (March 2002)



## 8 APPENDIX 1

### Schedule of Consultation Process

Organisation	Representative	Contact Type	Date	Outcome
Department of Environment and Conservation	Sharlene Freeburn, Administrator	Telephone/Fax/Letter	08.09.2005	Request made for a search of AHIMS of the subject site, reply received 08.09.2005 (see Appendix 2)
NSW Aboriginal Lands Council	-	Telephone call	05.09.2005	Contact details for Peak Hill Local Aboriginal Lands Council.
NSW Heritage Office	Adel Hislop, Aboriginal Heritage Officer	Telephone call	05.09.2005	Contact details for Aboriginal Community contacts in Parkes area.
	(Attention Vince Sicari, Principal Heritage Officer)	Letter	21.10.2005	Comments received 11.11.05, and incorporated where appropriate.
	Siobhan Lavelle, Archaeologist	Telephone call	13.12.2005	Confirmed that lodgement of this report in lieu of an "Archaeological Assessment" would be acceptable, when providing notification to the Heritage Office under Exception 139(4a).
Parkes Shire Council	Gillian Comber, Heritage Adviser	Telephone call	06.09.2005	Discussion regarding site and Draft Parkes Heritage Study. (She later advised that there were no potential items identified within the study area as a part of the

Organisation	Representative	Contact Type	Date	Outcome
Peak Hill Aboriginal Lands Council	Steven Campbell, Director Planning and Environment	Telephone call	12.09.2005	Discussion regarding project and appropriate contacts within Council to discuss issues.
	Andrew Johns, Senior Strategic Planner	Meeting at Council	15.09.2005	Discussion regarding site and Council's Local Environment Plan.
	Deanna Carney, Local Studies Librarian	Telephone call	29.09.05	Discussion regarding records held in the library collection. <i>She did not get back with any further information.</i>
	-	Telephone call (left message)	05.09.2005 08.09.2005 12.09.2005 14.09.2005 15.09.2005 10.10.2005	<i>No contact to date - calls not returned</i>
	-	Fax	21.10.2005	-
	Val Keed	Telephone Call	24.10.05	Received fax, wanted plan to confirm location. B3 to fax to her. She would get back if there were any concerns.
	Val Keed	Fax	24.10.05	No response received at time of writing.





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## 9 APPENDIX 2



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List of Sites (List - Short)

Parkes

Grid Reference Type = AGD (Australian Geodetic Datum), Zone = 55, Easting From = 500232, Easting to = 605079, Northing From = 6330832, Northing to = 6336806, Requestor like 6429%, Service ID = 13947, Feature Search Type = AHIMS Features

Site ID	Site Name	Datum	Zone	Easting	Northing	Site Features	Site Types (recorded prior to June 2001)	Recording (Primary)	Reports (Catalogue Number)
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No Site Recorded

Number of Sites : 0

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## 10 APPENDIX 3

