



# St Marys Railway Station, St Marys: Archival Recording

FINAL REPORT

Prepared for Ward Civil on behalf of Transport for NSW and Sydney Metro

11 January 2022

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## Glossary

<b>Biosis</b>	Biosis Pty Ltd
<b>CBD</b>	Central Business District
<b>CoA</b>	Conditions of Approval
<b>CSSI</b>	Construction of State Significant Infrastructure
<b>DA</b>	Determining Authority
<b>EMM</b>	Environmental Management Measures
<b>Heritage NSW</b>	Heritage NSW, Department of Premier and Cabinet (DPC)
<b>Heritage Act</b>	<i>Heritage Act 1977</i>
<b>Historical context</b>	Physical description, historical outline and statement of significance for the heritage item.
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>Photographic index</b>	Index of photographs comprising archival recording detailing the aspect, description, date.
<b>Photographic plan</b>	Details of location and aspect of photographs taken overlying a modern aerial image of the heritage item. Photographic numbers depicted in the plan are cross-referenced with the Photographic index.
<b>Photographic catalogue</b>	Proofs of each digital image taken for the heritage item with corresponding number depicted on the photographic plan and detailed in the photographic index
<b>SoHI</b>	Statement of Heritage Impact
<b>TfNSW</b>	Transport for NSW

## Summary

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Biosis Pty Ltd (Biosis) has been commissioned by Ward Civil on behalf of Transport for New South Wales (TfNSW) and Sydney Metro to undertake an archival recording (AR) of St Marys Railway Station, St Marys, New South Wales (NSW). The study area is located within St Marys Railway Station, St Marys. It is also located within the Penrith Local Government Area (LGA), parish of Rooty Hill, and county of Cumberland. The study area is situated approximately 47 kilometres west of the Sydney central business district (CBD).

St Marys Station is of state significance and is listed on the State Heritage Register (SHR), RailCorp S170 Register and the Penrith Environmental Plan (LEP) 2021. St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area.

The works involve an underground metro station that will be constructed at the existing St Marys station, which will aim to deliver integrated transport system for the Western Parkland City. This involves the construction of a new metro railway line between the T1 Western Line at St Marys in the north and the Aerotropolis to the south, to align with the Western Sydney Airport (Artefact Heritage 2020).

This AR report has been prepared in response to Condition E24 and E25 of the Sydney Metro Western Sydney Airport – Conditions of Approval (CoA) (23 July 2021) (SSI 10051).

A Statement of Heritage Impact (SoHI) was previously completed by Artefact Heritage (Technical Paper No.4 – Non-Aboriginal Heritage) and includes St Marys Railway Station (Artefact Heritage 2020).

The photographic archival recording was conducted on 13 December 2021. Photographic recording of some sections of St Marys Railway Station were limited due to trees, fencing, and construction areas that restricted access.

# 1 Introduction

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## 1.1 Study area

St Marys Station is located in the parish of Rooty Hill, and county of Cumberland, within the suburb of St Marys in the Penrith LGA. The study area is situated approximately 47 kilometres west of the Sydney CBD (see Figure 1).

The study area includes the central portion of the larger St Marys Railway Station complex (see and Figure 2).

## 1.2 Heritage listings

St Marys Railway Station is a state significant heritage item and is listed on the following registers (Figure 3):

- State Heritage Register (SHR) (SHR 01249).
- RailCorp section 170 (State Heritage Inventory (SHI) 4801036).
- *Penrith Local Environmental Plan 2010* (L282) (SHI 2260282).

The statements of significance from these listings can be seen in Section 3.

## 1.3 Project background

Biosis has been commissioned by Ward Civil on behalf of TfNSW and Sydney Metro to undertake an AR for St Marys Railway Station. A SoHI prepared by Artefact (2020) made the following recommendations:

*Archival recording of heritage items which would be impacted or that would have their setting altered, would be carried out in accordance with the NSW Heritage Office's Photographic Recording of Heritage Items Using Film or Digital Capture (2006). The following items would be archivally recorded:*

- *St Marys Railway Station*
- *Kennett's Airfield*
- *Luddenham Road Alignment*
- *McMaster Farm*
- *McGarvie-Smith Farm*
- *Kelvin Park Group*
- *Bringelly RAAF Base.*

This AR has been prepared in order to satisfy Condition E24 and E25 of the Sydney Metro Western Sydney Airport CoA (SSI 10051):

**Condition E24** - Archival photographic digital recording must be undertaken for all listed heritage items which will be affected by the Construction of State Significant Infrastructure (CSSI). The recordings must be undertaken prior to the commencement of Work which may impact the items and documented in an Archival Recording Report. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance

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with *How to Prepare Archival Records of Heritage Items* (NSW Heritage Office, 1998) and *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

**Condition E25** - The Archival Recording Report must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.

## 1.4 Scope

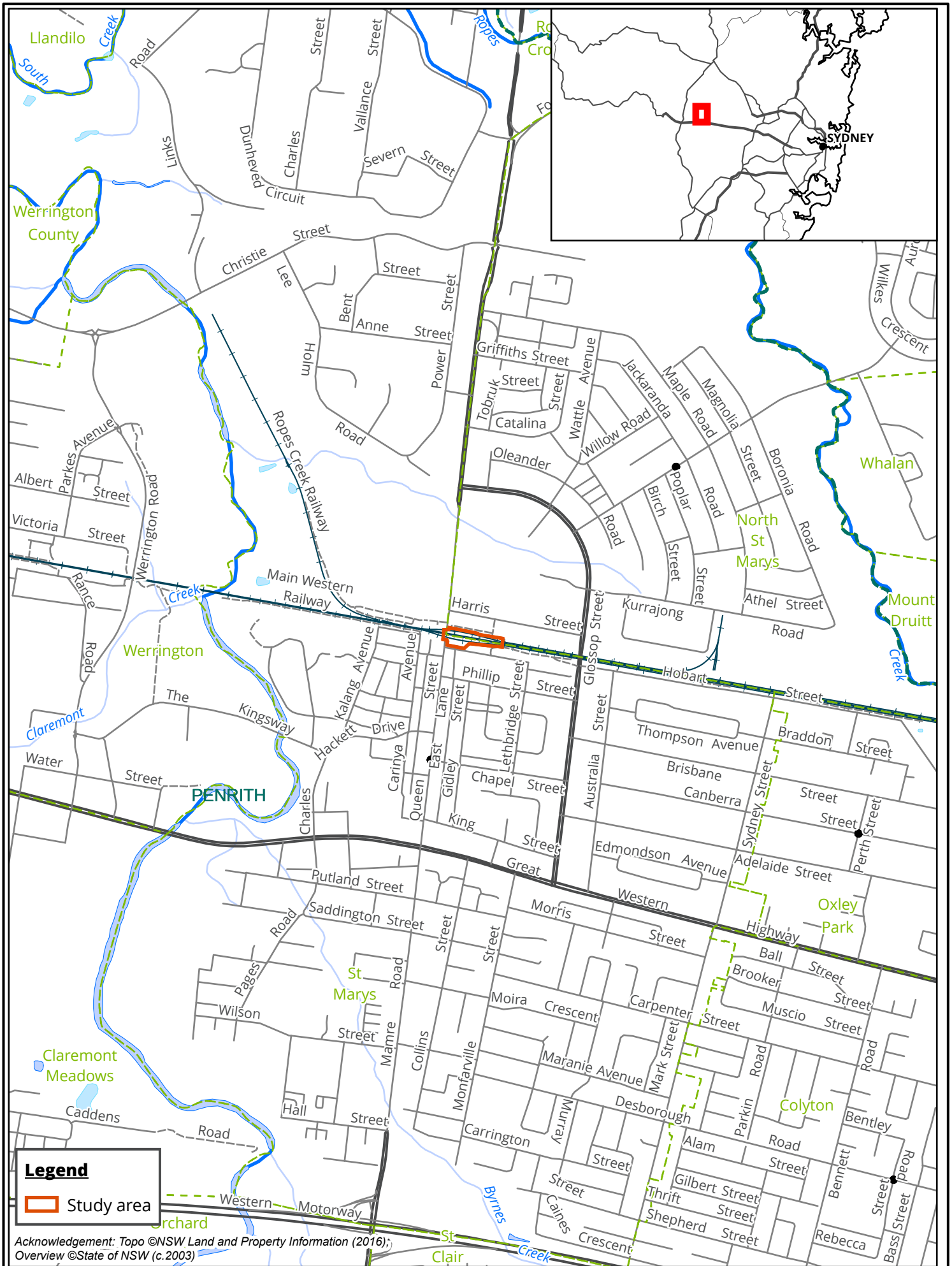
This AR is for St Marys Railway Station only.

The archival photographs, and this subsequent AR report, records the current buildings, structures and landscape features of the study area, prior to the occurrence of impacts. All photographic recording was completed in accordance with Heritage NSW, Department of Premier and Cabinet (Heritage NSW), guidelines *How to Prepare Archival Records for Heritage Items* and *Photographic Recording of Heritage Items Using Film or Digital Capture* (Heritage Office 1998, Heritage Office 2006).

Printed copies of the AR for local historical societies are required in order to meet the CoA.

This report presents archival recordings collected on 13 December 2021 by Charlotte Allen (Project Archaeologist) and Anthea Vella (Project Archaeologist). This report was prepared by Anthea Vella (Project Archaeologist) and Molly Crissell (Archaeologist). Curriculum vitae have been provided in Appendix 2.





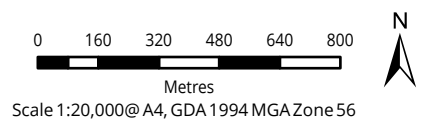
**Legend**  
 Study area

Acknowledgement: Topo ©NSW Land and Property Information (2016);  
 Overview ©State of NSW (c.2003)

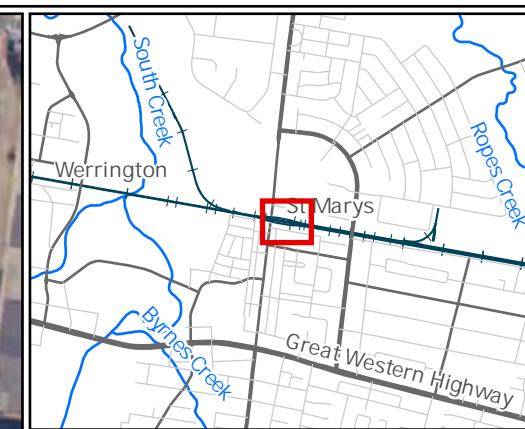


**Figure 1 Location of the study area**

Matter: 36567  
 Date: 10 December 2021,  
 Drawn by: JET, Checked by: AV, Last edited by: jtowndsend  
 Location: P:\36500s\36567\Mapping\36567\_StMarysStation, Layout: 36567\_ACHA\_F1\_Locality

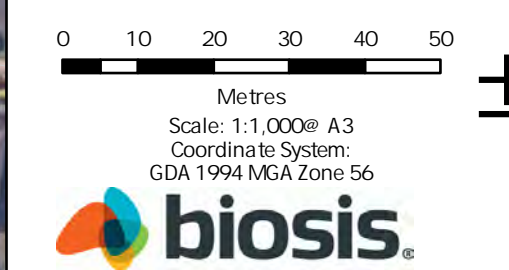






**Legend**  
 Study area  
 Lot

Figure 2 Study area detail



Acknowledgements: Basemap © Land and Property Information 2016; publicNSW\_Imagery. © Department of Customer Service 2020  
 World Imagery: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**biosis**  
 Matter: 36567, Date: 14 December 2021,  
 Drawn by: .ET, Checked by: AV, Last edited by: Jtownsend  
 Location: P:\36500s\36567\Mapping\  
 36567\_SitMarysStation, Layout: 36567\_ACHA\_F2\_StudyArea

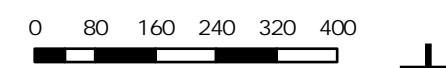




**Legend**

- Study area
- State heritage item
- Local Environmental Plan
- Conservation Area - General
- Item - Archaeological
- Item - General

Figure 3 Heritage items in the vicinity of the study area



Metres  
 Scale: 1:10,000@ A3  
 Coordinate System:  
 GDA 1994 MGA Zone 56



Matter: 36567, Date: 14 December 2021,  
 Drawn by: .ET, Checked by: AV, Last edited by: jtowndsend  
 Location: P:\36500s\36567\Mapping\36567\_StMarysStation Layout.

Acknowledgements: Basemap © Land and Property Information 2016

## 2 Methodology

### 1.1 Archival recording method

This AR has been prepared in accordance with the following NSW Heritage Branch guidelines as a best practice approach to archival photographic recordings:

- *How to Prepare Archival Recordings of Heritage Items* (Heritage Office 1998).
- *Photographic Recording of Heritage Items using Film or Digital Capture* (Heritage Office 2006).

Photographic recordings were undertaken on 13 December 2021 by Anthea Vella and Charlotte Allen of Biosis prior to any impact occurring.

This AR consists of a photographic recording, which include views to and from buildings, structures and landscape features, showing its relationship to its surrounding landscape. Views of each element are recorded along with other significant details. Where applicable, photographs include a scale.

The tables following are the requirements for digital recording and reporting as per the guidelines that have been followed by this report.

**Table 1 St Marys Railway Station, St Marys**

Archival photography details			
<b>Study name</b>	St Marys Railway Station Archival Recording	<b>Camera</b>	Canon EOS 600D
<b>Lenses</b>	EF-S 18-55 mm	<b>35 mm Lens Equivalent</b>	28.8mm-88mm 1:1.6
<b>Sensor size</b>	APS-C (22.3x14.9mm)	<b>Focal length</b>	18mm-41mm
<b>Proof #</b>	1	<b>Photographer</b>	Charlotte Allen

**Table 2 Minimum requirements for digital photographic report**

Guideline requirements	Where addressed
A very brief report or introduction which explains the purposes of the report and gives a brief description of the subject, as well as details of the sequence in which images were taken. The report may also address the limitations of the photographic record and may make recommendations for future work.	Addressed in sections 1, 2, 3 and 4.
The report should include all technical details including camera and lenses, image file size and format, technical metadata associated with the images, and colour information.	Addressed in the photographic index sections of this report (Section 7).
The report should also contain the catalogue sheets, photographic plan, and supplementary maps or plans.	Addressed in the photographic plan and index sections of this report (Section 5, 6, 7).

**Table 3 Minimum requirements for printing of digital materials**

Guideline requirements	Where addressed
Three hard (paper) copies of the photographic report including catalogue sheets, photographic plan and supplementary maps.	The printing and dissemination of the report will follow these guidelines once acceptance of the final version of the report has been received by TfNSW.
Three sets of thumbnail image sheets (e.g. A4 photographic paper with six images by six images) showing images and file numbers. Thumbnail image sheets should be processed with archival stable inks using approved archival photographic papers and cross referenced to catalogue sheets.	The printing and dissemination of the report will follow these guidelines once acceptance of the final version of the report has been received by TfNSW.
Three copies of archival quality CD-R discs containing electronic images files and associated metadata, cross-referenced to catalogue sheets. If there are a large number of images, then DVD media can be used.	The printing and dissemination of the report will follow these guidelines once acceptance of the final version of the report has been received by TfNSW.
One set of 10.5 x 14.8cm (A6), prints using archival quality paper and archival stable inks. If the study is very large and includes a considerable number of digital images, key or representative images may be selected for reproduction at 10.5 x 14.8cm.	The printing and dissemination of the report will follow these guidelines once acceptance of the final version of the report has been received by TfNSW.

**Table 4 Checklist for archival recording**

Digital studies	Yes	No
Is there a hardcopy report?	X	
Does the hardcopy report contain:		
a) Thumbnail proof sheet processed in an archival acceptable method?	X	
b) Proof sheet properly sleeved in archival protective pages?	X	
c) Appropriate electronic storage media with report and images?	X	
d) Cameras, lenses, and accessories details?	X	
e) Map showing image location and details?	X	
f) List of all images, correctly numbered and described?	X	
Is there an electronic report?	X	
How is the information stored?		
a) CD Rom – what type		
b) DVD – what type	X - DVDr	
c) Other		
Can the storage media be opened?	X	
Is the information the same as that contained in the hardcopy report?	X	

Digital studies	Yes	No
Are the images saved as TIFF files, contain metadata and follow guidelines?	X	
If not, what is the file format and where have they diverted from guidelines? Is the storage media filed in an acceptable container?		
Is there a back-up copy stored with the hardcopy report?	X	
Is there a full set of 10.5 x 14.8 (A6) images processed with archival stable inks and paper?	X	
Comments for either film and/or digital reports:		

Source: *Photographic Recording of Heritage Items Using Film or Digital capture* (Heritage Office 2006).

## 1.2 Report structure

This AR has been prepared in accordance with Heritage NSW, Department of Premier and Cabinet (Heritage NSW) guidelines and includes:

- A title page.
- A brief introduction that outlines the reasons and purposes of the archival record.
- A brief section on the location of the study area, a brief history and any other information available on existing significance assessments.
- A methodology that describes the process of photography and the limitations of the study.
- Technical details associated with the photography, including a description of the cross referencing system employed.
- A photographic catalogue that references the photographic plan.
- A photographic plan that references the photographic catalogue.

The catalogue includes information relating to the photographer, subject, direction and lens. The number of each photograph has a corresponding number on the base plan showing the location and direction of the photograph. The information on the plans shows the sequence in which the photographs were taken.

## 1.3 Limitations

Photographic recording of some sections of St Marys Railway Station was limited due to trees, fencing, and construction areas that restricted access. All historical information and statements of significance have been sourced from the NSW Heritage Register. Additional historic research for the site is beyond the scope of this report.

## 3 Historical context

**Table 5 Historical summary, site description and statement of significance for St Marys Railway Station, St Marys**

### Historical summary (Thorpe 1986, Paul Davies Pty Ltd 2007)

#### Historical development of St Marys

##### Early exploration (1789 – 1840)

The earliest European exploration of the Cumberland Plain was made in 1789, with a second expedition taking place in August 1790, crossing the Nepean and travelling towards the Razorbank Ranges. Due to the desperate need to discover agriculturally viable land in order to ease the food shortages of the early colony, the Nepean River was discovered and crossed.

From 1804, subdivision surveys were made along the eastern site of the river, with grants varying in size from 40 to 200 acres, with only a few being 1000 acres or more. These were grants made to free settlers, members of the military and some officials. There were private settlements on the western side of the river, however these were restricted until the 1820s (Thorpe 1986).

Grants were first made in the Mulgoa Valley in 1810 with further grants increasing until 1816. By then the majority of the land had been alienated in the Valley. The area around St Marys was divided also into large grants during the time of Bligh and King with large estates also established, these included Mamre, Dunheved, and Shane Park. (Thorpe 1986)

##### The emergence of St. Marys (1840 – 1860)

By the 1840s, the basic settlement of the Penrith region was established, consisting of small farms and large rural estates. This phase of developments was significantly affected by the economic crisis of the 1840s. The earliest subdivision in Penrith occurred at St Marys and Colyton during the 1840s.

By 1848, Penrith was still only a relatively small hamlet and St Marys was only just emerging as a village but areas such as Regentville had begun to collapse due to the economic crisis. Subdivision at St Marys was aided by the collapse, although was affected on expanding due to the presence of large estates and old grants surrounding the area.

From the 1850s onwards there was a demand for better communication in the area. This was improved by the development of the railways, which commenced in 1850, 1855 and 1860 in an attempt to make a bridge over the Nepean. The railways dramatically changed the landscape and how the land was used within the area. Following the expansion of farming and grazing areas and the massive tree clearances which brought in work in able to aid the railway construction (Thorpe 1986, p.15).

##### Industrial development and expansion of the railway (1863 – 1930)

In 1863 the railway line was extended from Blacktown to Penrith and this initiated the development of the timber industry for railway expansion and domestic purposes. Most of the railway stops and sided between St Marys and Penrith began as stops for sawmills, for example, Kingswood and Werrington.

In the 1920s, St Marys focused on industrial development of the area with an exception to the Bennet Wagon factory which involved the exploitation of natural resources in the area. Industrial development in other areas became a key feature of this period as alternative means of livelihood were sought and expansion as demands increased. Tanning and wagon building in particular were the dominant industries of St Marys, with tanning surviving until the 1920s and the wagon and wheelwright business lasting until the 1950s. The tanning industry at St Marys reached its peak in World War 1 but by the 1920s, as the tanning industry grew at Botany it was moved from St Marys (Paul Davies Pty Ltd 2007, p.31).



### Historical summary (Thorpe 1986, Paul Davies Pty Ltd 2007)

The construction of the railway as well as the formation of main roads into public roads also meant that the area became readily accessible to “city people” and the area became a popular excursion destination (Thorpe 1986, p.18).

#### The residential expansion of St. Marys (1939 – 1986)

After the long period of hiatus due to World War II, the area continued to develop. The new growth was influenced by the construction of the Munitions Filling factory in St Marys, with a large area of land in the vicinity set aside specifically for industrial purposes.

A large amount of housing was built in order to meet the new demands, both from the industrial presence and military personnel. The military presence within the area also contributed to its development during this phase by the establishment of military bases, air strips, accommodation and service facilities and dumps (Thorpe 1986).

#### St. Marys Railway Station

St. Marys Railway Station opened originally as South Creek, when the Great Western Railway was extended from Parramatta in 1863. The station was given its current name on 5 August 1885. A year later, the line was duplicated and was soon followed by the development of Platform 3 and 4 buildings. The platform buildings were erected in 1888 by contractors John Ahearn and Wm. King (Heritage NSW 2021).

By 1943, significant changes occurred to St Marys Railway Station, this included the current signal box, the Platform 1 and 2 building and the islanding of both platforms. These alterations were a part of a larger project to increase the tracks to four main lines between Lidcombe and St Marys during World War II. The expansion of the tracks was to provide maximum capacity for the American ammunition and general store built at Ropes Creek. However, it took over 32 years for all aspects of the quadruplicating lines to be completed between Westmead and Blacktown. The expansion reached St Marys in 1978. Since then, the Station has had upkeep works undertaken, in 1995 the canopy on Platform 1 and 2 building was replaced and in 2001 all additional platform canopies were constructed (Heritage NSW 2021).

### Site description (Heritage NSW 2021)

St Marys Railway Station is boarded by Station Street to the south and Harris Street to the north.

St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area. The signal box is one of few remaining such structures using utilitarian materials in a non-standard style. St Marys Railway Station is of State significance as an early station which opened in the 1860's during the period in which the Great Western Railway was extended from Parramatta. The railway was extended out to the western regions in order to improve communication throughout the Sydney region and to increase traffic for the American ammunition and general store at Ropes Creek. The signal box at St Marys Railway Station has strong association with the operations of the important rail system to Dunheved and Ropes Creek. This was significant during the development of the local industry and the residential expansion of St Marys after World War II. The station represents a range of buildings and structures dating from the 1880s through to World War II, as well as present day. These structures include: the station building, goods shed, signal box, crane and footbridge substructure. Some of these aspects of the station are rare such as the goods sheds, which withholds the only brick example of its type in the state with the associated crane being one of the few remaining cranes of the Sydney region (Heritage NSW 2021).

#### Buildings

The buildings at St Marys Railway Station include the Station Building on Platform 3 and 4, this includes type 3 brick and is a second class structure which dates to 1888. The station also include the Signal Box which is a non-standard inclusion



## Historical summary (Thorpe 1986, Paul Davies Pty Ltd 2007)

and is located on the platform, this was added to St Marys Station in 1942. There is also the Goods Shed, this is a side shed without an awning, and is constructed on brick.

### Platforms 3 and 4 Building (1888)

St Marys station building is a type 3 second class station building and is constructed of brick with centrally located waiting room flanked by attached two small wings on both ends. The waiting room has no wall on the rail side and extends by a wide corrugated metal awning supported on timber posts and beams featuring exposed rafters and decorative timberboards at both ends. The street elevation of the waiting room consists of four vertically proportioned timber box framed windows and a door opening with no glass or door panels. Both wing rooms are locked and secured by security grills installed on both window and door openings. Each wing features one face brick tall chimney with corbelled top above the relatively new corrugated metal roof of the building. A pitched modern metal canopy with awnings on both elevations supported on steel frame and columns extends on Down and Up ends of the building (Heritage NSW 2021).

Internal access to the enclosed side wings was not possible, however they could be viewed from the windows and appear to have remained relatively intact. The central waiting room features painted brick walls, timber board ceiling lining and tile floor finish (Heritage NSW 2021)

### Signal Box (1942)

A two-storey signal box accommodating the control room on the first floor level with staff amenities and the relay room on the ground floor. The timber framed walls are clad in flat asbestos cement sheets. The first floor roof, which is extended over the roof of the relay room together with the top roof are of flat membrane concealed behind wide moulded fascias that project over wide eaves. The control room has curved walls and aluminium curved windows at the western end. Ground floor doors and windows are timber framed. The box is situated at ground level a short distance from the western end of the station island platform. Designed by New South Wales Government Railways (Heritage NSW 2021).

Internally, the spaces are original but the electric control console and wall panel have been replaced in recent years by computerised console system placed behind a high bench. Access to the ground floor and relay room was not available. The curved observation windows of the control room have been covered by blinds from inside and metal sun control panel from outside as direct visual communication is no longer required (Heritage NSW 2021).

### Goods Shed (c.1880)

A Subtype 2 rectangular face brickwork goods shed with corrugated metal pitched roof. It is the only brick example of a Subtype 2 shed and remains relatively intact. The shed features simply detailed timber bargeboards at both gable ends, semi-circular arched tall window openings (boarded externally) with cement rendered sills, flat cement rendered lintels and timber thresholds to two-panel timberboard loading doors on both station side and street side elevations, and a single segmental arched door on the western side facing the bus interchange. Facades of the Goods Shed are emphasised by recessed bays with dentilated tops around the arched windows. A brick platform with bullnosed capped brick retaining walls along the edges and the sides of brick steps is located on the rail side of the Goods Shed (Heritage NSW 2021).

The Shed is essentially a large single space with exposed timber framed truss roof underneath of the corrugated metal roofing visible and timberboard flooring. Configuration of the multi-paned steel windows with fanlights and toughened glazing is evident from the interior. The brick walls are painted. Horizontal steel mechanisms for the sliding loading

## Historical summary (Thorpe 1986, Paul Davies Pty Ltd 2007)

doors cross over the fanlights of the windows (Heritage NSW 2021).

### Structures

St Marys Railway consists of multiple structures, this includes a two island platforms, which dates back to 1888 with the second introduced in 1943 to 1943. The railway also includes a Footbridge, constructed from steel it is a beam and column structure that links the platforms. This was introduced in 1942 however, has had reconstructive works in 1994 to 1995. Footbridge - steel, beam and column structure over the platforms. St Marys Station also has a type 1 jib crane, this is a 5 ton iron crane manufactured by Gregory & Co, San Francisco. This was added to the station in 1943 and is known to being one of the few remaining cranes of its kind in the Sydney region.

### Platforms (1888 & 1942-3)

Two island platforms with concrete faces and decks topped with asphalt finish. Corrugated metal pitched canopies supported on a steel beam and column frames provide protection over both platforms with the canopy on Platform 3 and 4 extending around the existing 1888 Waiting Room roof and awning, which remain visible above the new canopy. Modern timber bench seating, lighting, amenities, vending machines and aluminium palisade fencing are other features on the platforms. Platforms are accessible via stairs and lift towers leading to the footbridge, where the 1995 overhead booking office and concourse are located. The 1995 corrugated metal canopy replaced the 1942 brick station building on Platform 1 and 2 (Heritage NSW 2021).

### Footbridge (1942)

A modified standard footbridge with 1942 steel structural frame supported on steel columns. Sets of stairs to each street and platform provides access together with two modern lift towers at either end of the footbridge. Both sides of the footbridge, which accommodates the concourse and the overhead booking office, are enclosed by steel framed glass panels. The main space of the footbridge is covered by a corrugated metal hipped roof punctuated by ventilation gables and a central tower element creating a common architectural language with the motor towers of the station lifts (Heritage NSW 2021).

### Crane (1943)

A type 1 jib crane that was manufactured by Frederick Gregory & Co and placed at St Marys on the 24th August 1943. It is of five ton capacity with official number of "T 166". It is placed on an octagonal concrete foundation and currently preserved as an industrial archaeological item within a brick dwarf wall and aluminium palisade fencing around its perimeter. A mature tree is also located within the protected space. It is one of approximately 8 jib cranes remaining in the Sydney area, other cranes also remain at Fairfield and Windsor (Heritage NSW 2021).

### Landscape Features

Other than a couple of trees within the forecourt of the Goods Shed there are no landscape features. These trees appear to date from the early 1990s (Heritage NSW 2021).

### Potential Archaeological Features

There is no visible evidence of the 1942 brick station building that was removed from Platform 1 and 2 or other previous structures. St Marys Station has therefore low archaeological potential (Heritage NSW 2021).

## Statement of significance

### Historical summary (Thorpe 1986, Paul Davies Pty Ltd 2007)

The following statement of significance is from the State Heritage Register for the following:

*St Marys Station Group is of state significance as an early station opened in the 1860s when the Great Western Railway was extended from Parramatta and for the role it played in handling the increased traffic for the American ammunition and general store built at Ropes Creek during World War II. The station, in particular the signal box, has strong associations with the operations of the once important rail system to Dunheved and Ropes Creek, and with the development of local industry and residential expansion of St Marys after 1942. The place has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period. (Heritage NSW 2021).*

## 4 The project

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The development to St Marys Station is included in the *Greater Sydney Region Plan* which will aim to deliver integrated transport system for the Western Parkland City. This involves the construction of a new metro railway line between the T1 Western Line at St Marys in the north and the Aerotropolis to the south. This is to align with the Western Sydney Airport to provide access to Western Sydney International (Artefact Heritage 2020, p.3) The construction footprint in Photo 1 and Photo 2 depict the areas of the site that will be impacted, this includes the associated impacts of an underground tunnel which will be constructed within the St Marys Station heritage curtilage.

The proposed works to be undertaken include (Artefact Heritage 2020, p.53):

*St Marys Station would consist of an underground cut-and-cover station with platforms located below the existing surface level. The station would provide an island platform in an east-west orientation located to the south and parallel to the existing Sydney Trains T1 Western Line. The station box would be located to the east of the existing State significant Goods Shed, which would be retained as part of the project. Escalators and lifts would provide access from the metro platform to the ground surface and the new pedestrian aerial concourse.*

*The new aerial concourse would be about 90 metres in north-south extent and would about 13 metres in height above ground level. It would be situated to the east of the Goods Shed and Platform 3/4 station building at an approximate 25 metre set back from these buildings. The station is subject ongoing design development. Indicative design features and architectural treatments include steel gabled roof forms for the aerial concourse overlying steel and glass above some sections of the station box as well as new clear gabled canopies over escalators to connect the aerial concourse to the platforms (which would land close to edge of the platform 3/4 building and would not require direct physical connection).*

This AR has been prepared to satisfy Condition E24 and E25 of the Sydney Metro Western Sydney Airport CoA (SSI 10051):

**Condition E24** - Archival photographic digital recording must be undertaken for all listed heritage items which will be affected by the CSSI. The recordings must be undertaken prior to the commencement of Work which may impact the items and documented in an Archival Recording Report. The recordings must include buildings, structures and landscape features and detailed maps showing the location of features. The archival recording must be prepared in accordance with *How to Prepare Archival Records of Heritage Items* (NSW Heritage Office, 1998) and *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

**Condition E25** - The Archival Recording Report must be submitted to the Planning Secretary, relevant councils and Heritage NSW for information within 12 months of completing all work described in the documents listed in Condition A1 in relation to heritage items. Copies of the Archival Recording Report must also be provided to relevant local historical societies.

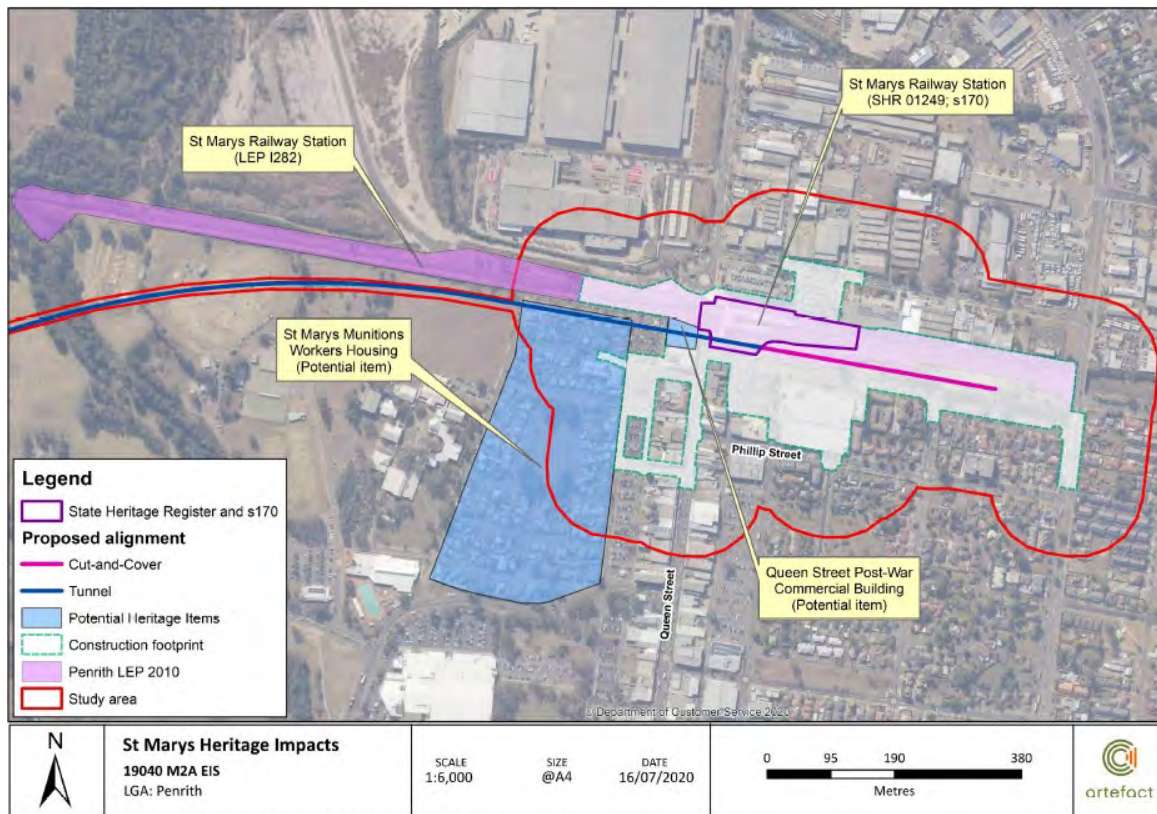


Photo 1 St Marys Station Heritage Impacts (Source: Artefact Heritage 2020, p.52)

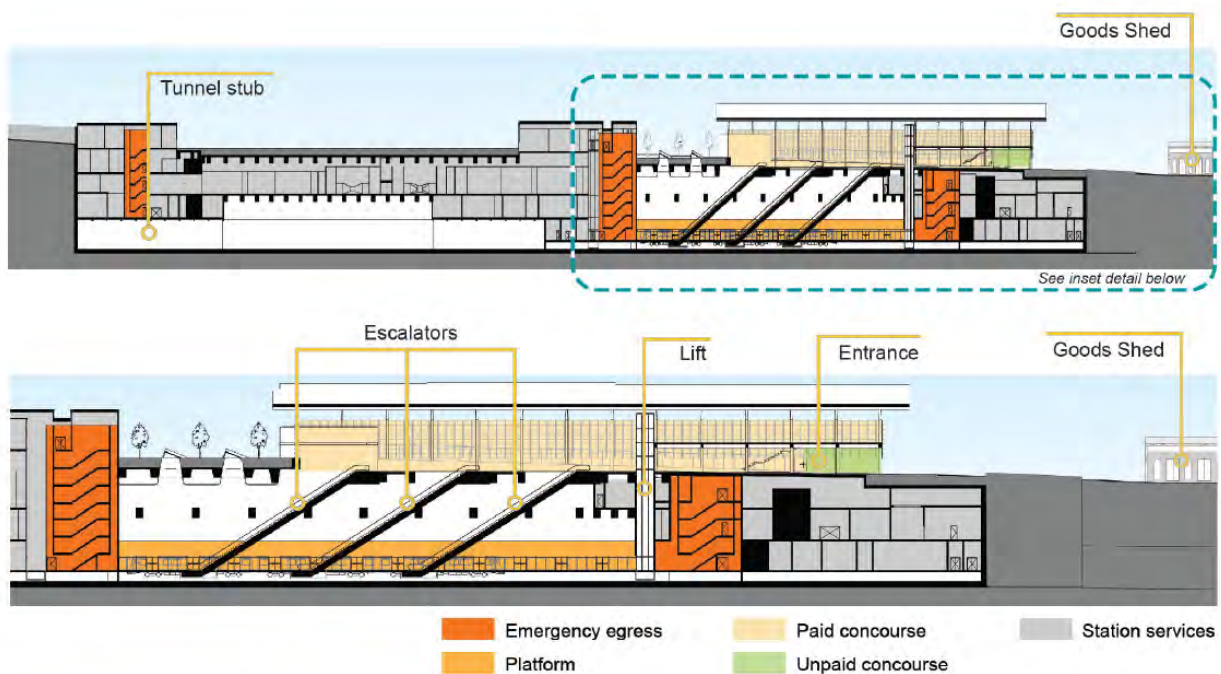


Figure 20. St Marys - indicative elevation

Photo 2 St Marys proposed elevated platform and station (Artefact Heritage 2020, p.54)

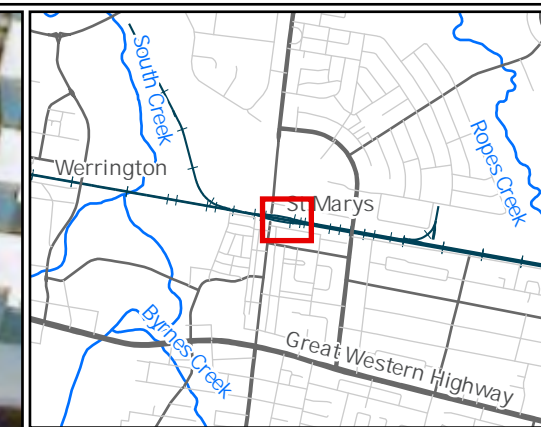
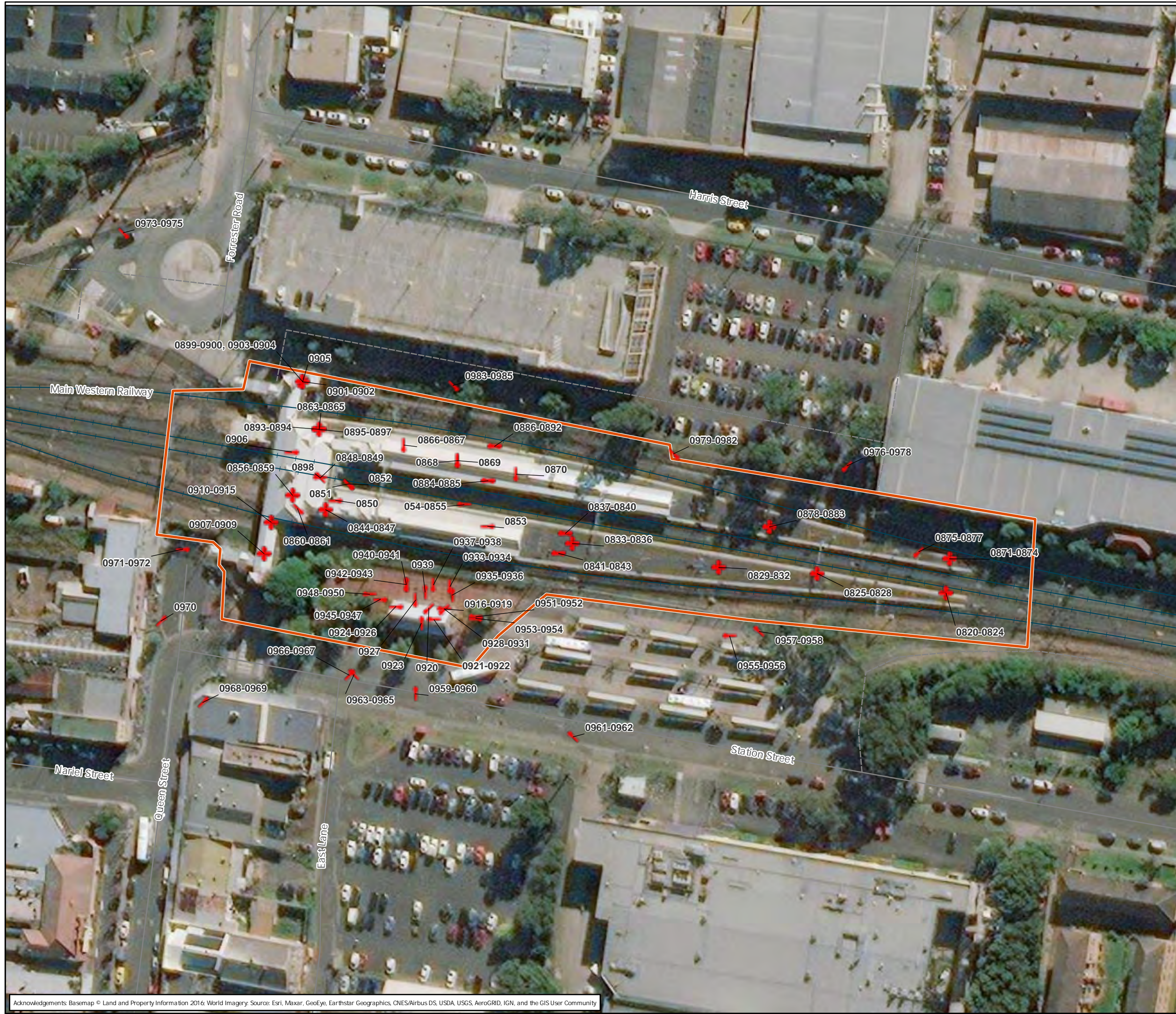


## 5 Photographic plans

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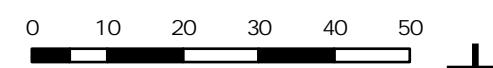
The following section contains maps showing the locations of the photographs (Figure 4). This section is followed by a photographic catalogue of all images taken of the study area referenced against the photographic index and maps.





- Legend**
- Study area
  - + Photo points

Figure 4 Photo points for St Mary's Railway Station



Metres  
 Scale: 1:1,000@ A3  
 Coordinate System:  
 GDA 1994 MGA Zone 56



Matter: 36567, Date: 14 December 2021,  
 Drawn by: .ET, Checked by: AV, Last edited by: Jtownsend  
 Location: P:\36500s\36567\Mapping\  
 36567\_StMarysStation, Layout: 36567\_ACHA\_F4\_PhotoPoints



## 6 Photographic index

**Table 6 External photographic index for St Marys Railway Station, St Marys**

Image file no.	Date	Description	Orientation
0967	13/12/2021	North-east view of goods shed and station	NE
0968	13/12/2021	North-east facing view of crane	NE
0969	13/12/2021	North-east facing view of crane	NE
0970	13/12/2021	North east facing view of crane and station	NE
0971	13/12/2021	East facing view of southern station entry stairs	E
0972	13/12/2021	East facing view of southern station entry stairs	E
0973	13/12/2021	South-east facing view of signal box building from kiss and ride drop off area	SE
0974	13/12/2021	South-east facing view of signal box building from kiss and ride drop off area	SE
0975	13/12/2021	South-east facing view of signal box building from kiss and ride drop off area	SE
0976	13/12/2021	South-west facing view of station from northern side of rail line	SW
0977	13/12/2021	South-west facing view of station from northern side of rail line	SW
0978	13/12/2021	South-west facing view of station from northern side of rail line	SW
0979	13/12/2021	South-east facing view of station from northern side of railway line	SE
0980	13/12/2021	South-east facing view of station from northern side of railway line	SE
0981	13/12/2021	South-east facing view of station from northern side of railway line	SE
0982	13/12/2021	South-east facing view of station from northern side of railway line	SE
0983	13/12/2021	South-east facing view of station and signal shed from northern side of railway line. near concourse and footbridge	SE
0984	13/12/2021	South-east facing view of station and signal shed from northern side of railway line. near concourse and footbridge	SE
0985	13/12/2021	South-east facing view of station and signal shed from northern side of railway line. near concourse and footbridge	SE
0820	13/12/2021	North facing view of St Marys Station Platform 3 and 4 eastern end	N
0821	13/12/2021	East facing view of St Marys Station Platform 3 and 4 eastern end	E
0822	13/12/2021	East facing view of St Marys Station Platform 3 and 4 eastern end	E
0823	13/12/2021	West facing view of St Marys Station Platform 3 and 4 eastern end	W
0824	13/12/2021	South facing view of St Marys Station Platform 3 and 4 eastern end	S



Image file no.	Date	Description	Orientation
0825	13/12/2021	North facing view of St Marys Station Platform 3 and 4 eastern end	N
0826	13/12/2021	Easting facing view of St Marys Station Platform 3 and 4 eastern end	E
0827	13/12/2021	South facing view of St Marys Station Platform 3 and 4 eastern end	S
0828	13/12/2021	West facing view of St Marys Station Platform 3 and 4 eastern end	W
0829	13/12/2021	North facing view of St Marys Station Platform 3 and 4 eastern end	N
0830	13/12/2021	East facing view of St Marys Station Platform 3 and 4 eastern end	E
0831	13/12/2021	South facing view of St Marys Station Platform 3 and 4 eastern end	S
0832	13/12/2021	West facing view of St Marys Station Platform 3 and 4 eastern end	W
0833	13/12/2021	North facing view of St Marys Station Platform 3 and 4 mid-eastern end, near platform building	N
0834	13/12/2021	East facing view of St Marys Station Platform 3 and 4 mid-eastern end, near platform building	E
0835	13/12/2021	South facing view of St Marys Station Platform 3 and 4 mid-eastern end, near platform building	S
0836	13/12/2021	West facing view of St Marys Station Platform 3 and 4 mid-eastern end, near platform building	W
0837	13/12/2021	East facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down northern side of platform, near platform building	E
0838	13/12/2021	East facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down northern side of platform, near platform building	E
0839	13/12/2021	North-west facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down northern side of platform, near platform building	NW
0840	13/12/2021	North-west facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down northern side of platform, near platform building	NW
0841	13/12/2021	East facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down southern side of platform, near platform building	E
0842	13/12/2021	North-west facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down southern side of platform, near platform building	NW
0843	13/12/2021	North-west facing view of St Marys Station Platform 3 and 4 mid-eastern end, views up and down southern side of platform, near platform building	NW
0844	13/12/2021	North facing view of St Marys Station Platform 3 and 4 western end, near platform building	N
0845	13/12/2021	East facing view of St Marys Station Platform 3 and 4 western end, near platform building	E
0846	13/12/2021	St Marys Station Platform 3 and 4 western end, south facing near platform	S

Image file no.	Date	Description	Orientation
		building	
0847	13/12/2021	St Marys Station Platform 3 and 4 western end, near platform building	W
0848	13/12/2021	St Marys Stations views to signal box building, north-west view	NW
0849	13/12/2021	St Marys Stations views to signal box building, north-west view	NW
0850	13/12/2021	East facing view of western platform 3 and 4 building elevation from stairs	E
0851	13/12/2021	North facing view from eastern end of platform 1 and 2	N
0852	13/12/2021	South-east facing view of western platform 3 and 4 building elevation	SE
0853	13/12/2021	East facing view from eastern elevation of platform 3 and 4 building along platform	E
0854	13/12/2021	West facing view along platform 3 and 4 including platform building waiting area	W
0855	13/12/2021	West facing view along platform 3 and 4 including platform building waiting area	W
0856	13/12/2021	North facing view from southern end of concourse at top of stairs above platform 3 and 4	N
0857	13/12/2021	East facing view from southern end of concourse at top of stairs above platform 3 and 4	E
0858	13/12/2021	South facing view from southern end of concourse at top of stairs above platform 3 and 4	S
0859	13/12/2021	West facing view from southern end of concourse at top of stairs above platform 3 and 4	W
0860	13/12/2021	South-east view of goods shed from concourse and eastern view of platform	SE
0861	13/12/2021	South-east view of goods shed from concourse and eastern view of platform	SE
0862	13/12/2021	North facing view of concourse and platforms from concourse northern end	N
0863	13/12/2021	East facing view of concourse and platforms from concourse northern end	E
0864	13/12/2021	South facing view of concourse and platforms from concourse northern end	S
0865	13/12/2021	West facing view of concourse and platforms from concourse northern end	W
0866	13/12/2021	South facing view of platform 3 and 4 building from platform 1 and 2	S
0867	13/12/2021	South facing view of platform 3 and 4 building from platform 1 and 2	S
0868	13/12/2021	South facing view of platform 3 and 4 building from platform 1 and 2	S
0869	13/12/2021	South facing view of platform 3 and 4 building from platform 1 and 2	S
0870	13/12/2021	South facing view of platform 3 and 4 building from platform 1 and 2	S

Image file no.	Date	Description	Orientation
0871	13/12/2021	North facing view from eastern end of platform 1 and 2	N
0872	13/12/2021	East facing view from eastern end of platform 1 and 2	E
0873	13/12/2021	South facing view from eastern end of platform 1 and 2	S
0874	13/12/2021	West facing view from eastern end of platform 1 and 2	W
0875	13/12/2021	South-west facing views from eastern end of platform 1 and 2 towards platform 3 and 4 building and goods shed	SW
0876	13/12/2021	South-west facing views from eastern end of platform 1 and 2 towards platform 3 and 4 building and goods shed	SW
0877	13/12/2021	South-west facing views from eastern end of platform 1 and 2 towards platform 3 and 4 building and goods shed	SW
0878	13/12/2021	North facing view from eastern end of platform halfway down platform 1 and 2	N
0879	13/12/2021	North facing view from eastern end of platform halfway down platform 1 and 2	N
0880	13/12/2021	North facing view from eastern end of platform halfway down platform 1 and 2	N
0881	13/12/2021	South facing view from eastern end of platform halfway down platform 1 and 2	S
0882	13/12/2021	West facing view from eastern end of platform halfway down platform 1 and 2	W
0883	13/12/2021	East facing view from eastern end of platform halfway down platform 1 and 2	E
0884	13/12/2021	East and west views along platform 1 and 2	W
0885	13/12/2021	East and west views along platform 1 and 2	E
0886	13/12/2021	East and west views along northern side of platform 1 and 2, at mid-section	E
0887	13/12/2021	East and west views along northern side of platform 1 and 2, at mid-section	W
0888	13/12/2021	East and west views along northern side of platform 1 and 2, at mid-section	W
0890	13/12/2021	East and west views along northern side of platform 1 and 2, at mid-section	E
0891	13/12/2021	East views along northern side of platform 1 and 2, at mid-section	E
0892	13/12/2021	East views along northern side of platform 1 and 2, at mid-section	E
0893	13/12/2021	West facing view from southern side of western end of platform 1 and 2, including signal box building	W
0894	13/12/2021	West facing view from southern side of western end of platform 1 and 2, including signal box building	W
0895	13/12/2021	West facing view from northern end of western end of platform 1 and 2, including signal box building	W

Image file no.	Date	Description	Orientation
0896	13/12/2021	West facing view from northern end of western end of platform 1 and 2, including signal box building	W
0897	13/12/2021	West facing view from northern end of western end of platform 1 and 2, including signal box building	W
0898	13/12/2021	West facing view of concourse from eastern end of concourse	W
0899	13/12/2021	North facing view from northern end of pedestrian bridge	N
0900	13/12/2021	East facing view from northern end of pedestrian bridge	E
0901	13/12/2021	South-west facing view of signal box building from northern end of pedestrian bridge	SW
0902	13/12/2021	South-west facing view of signal box building from northern end of pedestrian bridge	SW
0903	13/12/2021	South facing view from northern end of pedestrian bridge	S
0904	13/12/2021	West facing view from northern end of pedestrian bridge	W
0905	13/12/2021	East facing internal view of goods shed from western end	E
0906	13/12/2021	East facing view of western end of concourse at ticket barriers	E
0907	13/12/2021	North facing view from southern end of concourse pedestrian bridge	N
0908	13/12/2021	East facing view southern end of concourse pedestrian bridge	E
0909	13/12/2021	South facing view from southern end of concourse pedestrian bridge	S
0910	13/12/2021	South-west facing view from southern end of concourse pedestrian bridge	SW
0911	13/12/2021	South facing view from central portion of pedestrian bridge/concourse, to signal box and platforms	S
0912	13/12/2021	East facing view from central portion of pedestrian bridge/concourse, to signal box and platforms	E
0913	13/12/2021	East facing view from central portion of pedestrian bridge/concourse, to signal box and platforms	E
0914	13/12/2021	East facing view from central portion of pedestrian bridge/concourse, to signal box and platforms	E
0915	13/12/2021	West facing view from central portion of pedestrian bridge/concourse, to signal box and platforms	W
0916	13/12/2021	Internal west facing view of goods sheds	W
0917	13/12/2021	Internal west facing view of goods sheds	W
0918	13/12/2021	Internal west facing view of goods sheds	W
0919	13/12/2021	Internal west facing view of goods sheds	W

Image file no.	Date	Description	Orientation
0920	13/12/2021	South-west facing internal view of goods shed from north eastern corner	SW
0921	13/12/2021	West facing view of internal space of goods shed from south-eastern corner	W
0922	13/12/2021	West facing view of internal space of goods shed from south-eastern corner	W
0923	13/12/2021	North facing internal view of goods shed from southern side	N
0924	13/12/2021	East facing internal view of goods shed from western end	E
0925	13/12/2021	East facing internal view of goods shed from western end	E
0926	13/12/2021	East facing internal view of goods shed from western end	E
0927	13/12/2021	South facing internal view of goods shed from central northern side	S
0928	13/12/2021	South-west facing view of cordoned off office/room in goods shed, south western corner	SW
0929	13/12/2021	South-west facing view of cordoned off office/room in goods shed, south western corner	SW
0930	13/12/2021	South-west facing view of cordoned off office/room in goods shed, south western corner	SW
0931	13/12/2021	South-west facing view of cordoned off office/room in goods shed, south western corner	SW
0933	13/12/2021	South facing view of northern elevation of goods shed, western end	S
0934	13/12/2021	South facing view of northern elevation of goods shed, western end	S
0935	13/12/2021	North facing view of platform 3 and 4 building southern elevation from goods shed	N
0936	13/12/2021	North facing view of platform 3 and 4 building southern elevation from goods shed	N
0937	13/12/2021	South facing view of northern elevation of goods shed, centre	S
0938	13/12/2021	South facing view of northern elevation of goods shed, centre	S
0939	13/12/2021	North facing view of platform 3 and 4 building southern elevation from goods shed	N
0940	13/12/2021	South facing view of northern elevation of goods shed, western end	S
0941	13/12/2021	South facing view of northern elevation of goods shed, western end	S
0942	13/12/2021	North facing view of platform 3 and 4 building southern elevation from goods shed	N
0943	13/12/2021	North facing view of platform 3 and 4 building southern elevation from goods shed	N
0944	13/12/2021	North-west facing view of crane	NW

Image file no.	Date	Description	Orientation
0945	13/12/2021	East facing view of western elevation of goods shed	E
0946	13/12/2021	East facing view of western elevation of goods shed	E
0947	13/12/2021	East facing view of western elevation of goods shed	E
0948	13/12/2021	West facing view from goods shed toward crane	W
0949	13/12/2021	West facing view from goods shed toward crane	W
0950	13/12/2021	West facing view from goods shed toward crane	W
0951	13/12/2021	West facing view of eastern elevation of goods shed	W
0952	13/12/2021	West facing view of eastern elevation of goods shed	W
0953	13/12/2021	East facing view from eastern end of goods shed	E
0954	13/12/2021	East facing view from eastern end of goods shed	E
0955	13/12/2021	West facing view of eastern elevation of goods shed from bus station	W
0956	13/12/2021	West facing view of eastern elevation of goods shed from bus station	W
0957	13/12/2021	North-west facing view of station from bus station	NW
0958	13/12/2021	North-west facing view of station from bus station	NW
0959	13/12/2021	North facing view of southern elevation of goods shed	N
0960	13/12/2021	North facing view of southern elevation of goods shed	N
0961	13/12/2021	North-west facing view of goods shed and station	NW
0962	13/12/2021	North-west facing view of goods shed and station	NW
0963	13/12/2021	North-west facing view of crane	NW
0964	13/12/2021	North-west facing view of crane	NW
0965	13/12/2021	North-west facing view of crane	NW
0966	13/12/2021	North-east view of goods shed and station	NE

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## 7 Photographic catalogue

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**Photo 3 External photographic catalogue for St Marys Railway Station, St Marys**



IMG\_0967



IMG\_0968



IMG\_0969



IMG\_0970



IMG\_0971



IMG\_0972



IMG\_0973



IMG\_0974



IMG\_0975



IMG\_0976



IMG\_0977



IMG\_0978



IMG\_0979



IMG\_0980



IMG\_0981



IMG\_0982



IMG\_0983



IMG\_0984



IMG\_0985



IMG\_0820



IMG\_0821



IMG\_0822



IMG\_0823



IMG\_0824



IMG\_0825



IMG\_0826



IMG\_0827



IMG\_0828



IMG\_0829



IMG\_0830



IMG\_0831



IMG\_0832



IMG\_0833



IMG\_0834



IMG\_0835





IMG\_0836



IMG\_0837



IMG\_0838



IMG\_0839



IMG\_0840



IMG\_0841



IMG\_0842



IMG\_0843



IMG\_0844



IMG\_0845



IMG\_0846



IMG\_0847



IMG\_0848



IMG\_0849



IMG\_0850



IMG\_0851



IMG\_0852



IMG\_0853



IMG\_0854



IMG\_0855



IMG\_0856



IMG\_0857



IMG\_0858



IMG\_0859



IMG\_0860



IMG\_0861



IMG\_0862



IMG\_0863



IMG\_0864



IMG\_0865



IMG\_0866



IMG\_0867



IMG\_0868



IMG\_0869



IMG\_0870





IMG\_0871



IMG\_0872



IMG\_0873



IMG\_0874



IMG\_0875



IMG\_0876



IMG\_0877



IMG\_0878



IMG\_0879



IMG\_0880



IMG\_0881



IMG\_0882



IMG\_0883



IMG\_0884



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IMG\_0887



IMG\_0888



IMG\_0890



IMG\_0891



IMG\_0892



IMG\_0893



IMG\_0894



IMG\_0895



IMG\_0896



IMG\_0897



IMG\_0898



IMG\_0899



IMG\_0900



IMG\_0901



IMG\_0902



IMG\_0903



IMG\_0904



IMG\_0905



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IMG\_0920



IMG\_0921



IMG\_0922



IMG\_0923



IMG\_0924



IMG\_0925



IMG\_0926



IMG\_0927



IMG\_0928



IMG\_0929



IMG\_0930



IMG\_0931



IMG\_0933



IMG\_0934



IMG\_0935



IMG\_0936



IMG\_0937



IMG\_0938



IMG\_0939



IMG\_0940



IMG\_0941



IMG\_0942



IMG\_0943



IMG\_0945



IMG\_0946



IMG\_0947



IMG\_0948



IMG\_0949



IMG\_0950



IMG\_0951



IMG\_0952



IMG\_0953



IMG\_0954



IMG\_0955



IMG\_0956



IMG\_0957



IMG\_0958



IMG\_0959



IMG\_0960



IMG\_0961



IMG\_0962



IMG\_0963



IMG\_0964



IMG\_0965



IMG\_0966

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Heritage Office 1998, 'How to Prepare Archival Records of Heritage Items'.

Heritage Office 2006, 'Photographic Recording of Heritage Items Using Film or Digital Capture'.

Paul Davies Pty Ltd 2007, *Penrith Heritage Study. Volume 2: Thematic History*, Prepared for Penrith City Council.

Thorpe, W 1986, *The Penrith Heritage Study, the Historical Archaeology Component*, Report to Fox and Associates on behalf of Penrith City Council.

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## Appendices

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## Appendix 1 CDs containing metadata relating to each archival recording

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## Appendix 2 Curricula vitae

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# Claire Nunez

## Position

Technical Director – Heritage  
(NSW)

## Qualifications

**Bachelor of Cultural Heritage Studies,  
University of Canberra**

**Diploma of Project Management,  
University of New England Partnerships**

**Graduate Certificate of City Planning,  
University of New South Wales**

## Professional experience

Claire is interested in the continuous and changing connection between people and place and the role of planning, policy, regulation and innovation in heritage. Claire is a heritage consultant with over 16 years' experience in the public and private sector, which blends heritage management, materials conservation, government policy, strategic advice and regulation. She enjoys collaborating with multi-disciplinary teams and solving complex challenges with new perspectives, a positive outlook and creative solutions. Claire has led teams who have delivered complex and multifaceted projects, including services such as heritage assessment, impact assessment, archaeological investigations and Aboriginal Cultural Heritage Assessment.

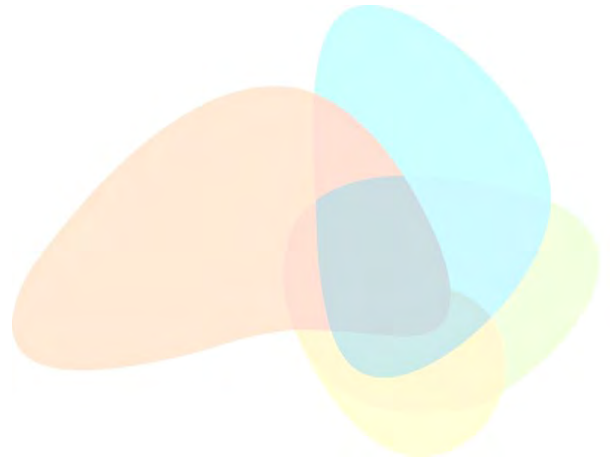
Claire has incisive working knowledge of environmental planning legislation and has experience in regulation of Commonwealth and state government environment and heritage legislation. Claire was an Assistant Director in the Commonwealth Department of Environment and has expertise in the application of the *Environment Protection and Biodiversity Conservation Act 1999*.

She has advanced skills in stakeholder engagement and project management and has represented the Australian Government and the private sector in forums and high-level meetings, both domestic and international, including as part of a World Heritage Committee delegation. Claire is currently on the Heritage Advisory Panel to the Heritage Council of NSW and the Australia ICOMOS Intangible Cultural Heritage Scientific Committee.

## Key project experience

### Project Director

Church Street, Parramatta, Strategic Advice, Review of Heritage Controls for NSW Department of Planning and Environment (for GML Heritage).



<b>Project Director</b>	Art Gallery of NSW extension, Sydney Modern Project, Heritage Impact Assessment, Advice, Conditions of Approval for Art Gallery of NSW (for GML Heritage).
<b>Project Director</b>	Westconnex Stage 3 (M4-M5 Link), Heritage Impact Assessment and Advice for AECOM (for GML Heritage).
<b>Project Director</b>	Conservation Management Plans: Willandra, Brush Farm, Eastwood Town Hall, Westward Cottage, The Parsonage, Addington House for Ryde Council (for GML Heritage).
<b>Project Director</b>	Ennis Road Bays, Kirribilli, Heritage Interpretation Strategy and Interpretation Plan for Transport for NSW (for GML Heritage).
<b>Project Director</b>	HMAS Watson Defence Site, Heritage Management Plan for Department of Defence (for GML Heritage).

### Other qualifications and training

Leading for High Performance, UNSW, Australian Graduate School of Management, 2021.

Middle Manager Program, UNSW, Australian Graduate School of Management, 2017

Applied Project Management, Australian Institute of Management, 2011

CPCCOHS1001A Work Safely in the Construction Industry (White Card)

### Professional affiliations and memberships

Australia ICOMOS (International Council on Monuments and Sites)—Full International.

National Trust of Australia (NSW).

# Maggie Butcher

## Position

Consultant Archaeologist

## Qualifications

**BA (Archaeology) / BSc (Physics) from The University of Sydney**

**BA Hons (Archaeology) from the University of New England**



## Professional experience

Maggie has over six years' archaeological consultancy experience, as well as extensive volunteering experience on archaeological research projects both in Australia and overseas. Maggie has had experience working as an archaeologist on a number of European and Aboriginal heritage projects across New South Wales and is skilled in report preparation, excavations and field recording.

Her areas of expertise include archaeological and heritage management advice, archaeological excavation and survey, artefact analysis and technical report writing. Maggie has managed a range of different projects for a diverse client base including Local and State Government, architectural firms, engineering firms, private developers and Defence. These include projects which require Historical Heritage Assessments, Statement of Heritage Impacts, Aboriginal Due Diligence Assessments, Aboriginal Cultural Heritage Assessments, Conservation Management Plans, Heritage Interpretation Plans, Constraints Analysis, Heritage Impact Assessments and permits for both Aboriginal and European archaeology.

Maggie has well developed skills in both European and Aboriginal archaeology, serving as a key team member on a number of projects throughout NSW. This has seen her take part in project management of complex projects involving both European and Aboriginal heritage, excavation, planning, site recording, supervising subcontractors, assisting on open days and the subsequent analysis of artefacts including written artefact analysis reports. She has extensive experience working on major State significance projects as well as locally significant sites.

## Key project experience

<b>Project Manager/Archaeologist</b>	Historical archaeological excavations and monitoring – 8 Phillip Street Parramatta. For Coronation Property.
<b>Project Manager/Archaeologist</b>	Aboriginal Cultural Heritage Assessment - South Kiama Planning Proposal. For Unicomb Development Pty Ltd.
<b>Project Manager/Archaeologist</b>	Historical archaeological excavations and Excavation report – Wollongong Public School. For Hansen Yuncken on behalf of School Infrastructure

**Project Manager/Archaeologist** Conservation management plan - Liverpool Pioneer Memorial Park. For Liverpool City Council.

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**Project Manager/Archaeologist** Historical archaeological assessment and statement of heritage impact – Water NSW Bridge Remediation Project. For Cardno. The sites are on the State Heritage Register.

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**Project Manager/Archaeologist** Historical archaeological assessment and statement of heritage impact – Coffs Harbour Bypass Project. For Arup Pty Ltd.

### **Other qualifications and training**

Construction white card

Current first aid certificate

Current NSW driver's licence

FWPCOT3260 Recover four wheel drive vehicles from Getabout Training Services

FWPCOT3259 Operate a four wheel drive on unsealed roads from Getabout Training Services

# Charlotte Allen

## Position

Project Archaeologist

## Qualifications

BA (Hons) Arch



## Professional experience

Charlotte has over 10 years' experience providing administrative, project management and data management support to the heritage, health and transport sectors. She has worked across various environments, working collaboratively with senior staff and in a team.

Charlotte joined Biosis in 2017 and is currently a Project Archaeologist. During this time, Charlotte has developed crucial skills in background research, field surveys and excavation, report writing, artefact analysis, assessment of heritage values and impacts, project management and field team management. Charlotte has experience in both Aboriginal and non-Aboriginal heritage projects in NSW, as well as excavation and field survey experience from the UK. Charlotte is responsible for multiple heritage projects, including State Significant Developments, ranging from Aboriginal Due Diligence assessments and Historical Heritage Assessments to larger and more complex Aboriginal Cultural Heritage Assessments and Statements of Heritage Impact.

Charlotte received a First Class Honors for her Bachelor of Arts (Honors) in Archaeology with the University of Leicester.

## Key project experience

<b>Archaeologist</b>	Historical Heritage Assessment and Constraints Analysis – Hawkesbury Town Centres Masterplan. For Place Group Design.
<b>Archaeologist</b>	Philip Street, Parramatta: Historical Archaeological Excavations. For Coronation Property Co.
<b>Archaeologist/Project Manager</b>	Heritage Interpretation Strategy and Heritage Advice – More Trains More Services Stage 2 Southern Works Package. For KBR on behalf of Transport for Tomorrow.
<b>Archaeologist</b>	Historical Heritage Assessment and Statement of Heritage Impact– Fennell Bay Rezoning, Fennell Bay. For Landcom.
<b>Archaeologist</b>	Moorebank Intermodal Terminal Stage 2: Aboriginal Salvage Excavations. For Georgiou.

**Other qualifications and training**

Provide first aid, St. John's Ambulance Australia

National WHS General Construction Induction Training

MS Access 2010 2-Day Workshop

PRINCE2 Foundation Qualification

**Professional affiliations and memberships**

Brisbane Water Historical Society



# Anthea Vella

## Position

Project Archaeologist

## Qualifications

**Bachelor of Archaeology**

**Master of Archaeology and Heritage Management**



## Professional experience

Anthea is an archaeologist based in our Western Sydney office with over three years of experience. She completed her Masters in Archaeology and Heritage Management in 2017, with her thesis focusing on a Neolithic settlement in Northern Mongolia that utilised geophysical techniques in order to map the palaeolandscape and determine when the site was inhabitable over the past 10,000 years. Anthea started with Biosis as a Research Assistant in 2018.

Anthea has undertaken fieldwork in Mongolia and the Pilbara, and as an undergraduate volunteer in Cape York, QLD; Kapunda, SA; and Greenough, WA. She has also volunteered with the South Australian Museum as a digitization assistant for the Australian Aboriginal Cultures Digitization Project. She aided in photography, photoshop, and database entry, handling objects from across Australia and the Pacific Islands. Anthea also has geophysical skills in GPR data collection, processing and interpretation.

As an archaeologist, Anthea has experience in project management, Aboriginal community consultation, field survey, test excavations, salvage excavations, and archaeological report writing in the Sydney region, Central Coast and Hunter region, and the Illawarra region.

## Key project experience

<b>Project Manager/Archaeologist</b>	25 Kelly Street and 85 Boyd Street Austral Aboriginal Due Diligence Assessment. Anthea was the project manager, completed the whole report as well as the field investigation.
<b>Project Manager/Archaeologist</b>	Pacific Highway upgrades, Wahroonga Non-Aboriginal Heritage Services. Anthea completed unexpected finds, Non-Aboriginal Cultural Heritage Management Plan, Heritage Induction, and Archival Recording.
<b>Project Manager/Archaeologist</b>	Boundary and Menin Road, Oakville Aboriginal Due Diligence Assessment and Aboriginal Cultural Heritage Assessment. Anthea completed the report, field investigation, and test excavations.
<b>Project Manager</b>	1322 Camden Valley Way, Leppington Aboriginal Due Diligence Assessment. Anthea was the project manager and wrote the back end of the report.



**Project Manager**

32-38 Kelly Street, Austral Aboriginal Due Diligence Assessment.  
Anthea was the project manager and completed the background research, field investigation, and wrote the back end of the report.

**Other qualifications and training**

Construction White Card

Provide First Aid – St. John's Ambulance Australia

4WD Certificate

Rail Industry Worker Card

Working With Children Check

**Professional affiliations and memberships**

Australian Archaeological Association (AAA)

**Publications**

Moffat, I., J. Linsell, **A. Vella**, B. Duke, J. Kowlessar, J.G. Griffith, and A. Down. *Mapping unmarked graves with Ground Penetrating Radar at the Walkerville Wesleyan Cemetery, Adelaide*. Australian Archaeology 86(1):57-62.

Moffat, I., J. Garnaut, C. Jordan, **A. Vella**, M. Bailey, and Gunditj Mirring Traditional Owners Corporation 2016. *Ground penetrating radar investigations at the Lake Condah Mission Cemetery: Locating unmarked graves in areas with extensive subsurface disturbance*. The Artefact 39:8-14.

# Molly Crissell

## Position

Archaeologist

## Qualifications

**BA Archaeology**



## Professional experience

Molly joined Biosis at the Newcastle Office as a Archaeologist in the Heritage team in 2021. She completed her Bachelor of Archaeology, majoring in Geography in 2019. As part of her education, Molly attended the Irish Archaeological Field School in Wexford, Ireland, as a volunteer.

Prior to joining Biosis, Molly has worked in Western Australia and New South Wales gaining experience in Aboriginal and historical excavations and surveys. Working as a Heritage Consultant in WA, Molly gained experience in reporting, community consultation, artefact analysis and project managing.

## Key project experience

<b>Archaeologist</b>	Aboriginal Site Avoidance and Site Identification Assessments in the Pilbara for the extension of Fortescue Metals Group Cloudbreak mine. This project involved the recording and mapping of five rockshelters, artefact scatters, archaeological and cultural salvage and pedestrian survey.
<b>Project manager/Archaeologist</b>	Aboriginal site avoidance in the Mid-west region of WA for Accent Resources. This project involved pedestrian survey for twenty four proposed drill lines and site recording.
<b>Archaeologist</b>	Archaeological test excavations and salvage for the Western Sydney Airport. Conducted test excavations, artefact processing and data collection, including recording and mapping features.
<b>Archaeologist</b>	Aboriginal salvage, historical excavations and artefact processing for the Snowy Hydro 2.0. This project involved Aboriginal salvage, artefact processing and historical excavations.
<b>Archaeologist</b>	Aboriginal Site Avoidance for MRL in Southern Cross, Western Australia. This project involved conducting pedestrian transects,

helicopter survey and community consultation for a proposed 90 kilometre haul road for the associated development of mining in the area. Molly also conducted the reporting and background research for this project.

**Other qualifications and training**

Construction White Card - NSW

First Aid Certificate – St Johns Ambulance

4WD Certificate

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## Appendix 3 Representative set of selected images

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