



Henry Lawson Drive Stage 1A

Draft Statement of Heritage
Impact

Transport for NSW

Reference: 510003

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Executive Summary

Transport for NSW (Transport) is proposing to upgrade Henry Lawson Drive between Keys Parade, Milperra, to Tower Road, Bankstown Aerodrome (known as the Henry Lawson Drive Upgrade Stage 1A) (the overall proposal). The proposal consists of upgrading a 1.3 kilometre (km) length of Henry Lawson Drive and an additional 480 metres (m) along Milperra Road, including intersection upgrades.

This Statement of Heritage Impact (SOHI) has been prepared to assess the non-Aboriginal heritage impacts of the Proposal. It supports the Review of Environmental Factors (REF) being prepared by Transport under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) and informs the Environmental Impact Statement (EIS) being prepared under Division 4.1 of the EP&A Act. The REF has been prepared for the majority of the proposal, where Transport can approve works under the State Environmental Planning Policy (Infrastructure) 2008 (referred to as the 'REF proposal'). However, as part of the proposal is located within areas mapped as coastal wetlands under the State Environmental Planning Policy (Coastal Management) 2018, this part is subject to an EIS. The work within mapped coastal wetlands is referred to as the 'EIS proposal'. These areas are shown in Figure 1-1. This SOHI assesses the non-Aboriginal heritage impacts of both the REF and EIS proposals. For clarity, impacts are divided between the two proposals. Where findings are applicable to both, this is noted in the document.

The SOHI is based on a concept design and assessment may need to be revisited at the detailed design stage of the Proposal.

Built heritage and landscape – summary of findings

The following summary identifies the findings for both the REF proposal and EIS proposal.

One local heritage item would be neutrally impacted directly by the REF Proposal, being the Bankstown Aerodrome site. Bankstown Aerodrome is listed on the Bankstown Local Environmental Plan 2015 (Bankstown LEP 2015) (Item 18) and is located to the north-east of the REF proposal area.

No items on the State Heritage Register (SHR) or Commonwealth Heritage List (CHL) would be impacted by the REF and EIS Proposal. The Bankstown Airport Traffic Control Tower, is listed on the CHL (Place ID: 106118) however the building is outside the Proposal areas and will not be directly impacted..

Overall, the widening of Henry Lawson Drive and the works associated with the Stage 1A proposal will not directly impact the statutory listed heritage items. In general, no major or moderate adverse heritage impacts to non-Aboriginal heritage values are expected to result from the REF Proposal or the EIS Proposal.

The REF Proposal involves minor encroachment upon the heritage curtilage of Bankstown Aerodrome on the northern side of the Newbridge Road and Milperra Road intersection. Although the heritage curtilage of the Aerodrome extends to cover Starkie Drive and the associated slip lanes from Henry Lawson Drive, the area is of low heritage sensitivity. The area contains contemporary buildings, car parking and mixed uses which are not integral to the historic significance of the hangars, aircraft and airside precincts. The portion of the site affected by the proposed widening works is a non-significant area within the Aerodrome curtilage. Road widening works in this area would not impact the overall heritage significance of the Bankstown Aerodrome.

Section 6 of this report provides a detailed assessment and discussion of non-Aboriginal heritage impacts. Impact levels, including cumulative and construction phase impacts are summarised in Table 1.

Table 1 REF Proposal – Summary of Impacts

Heritage Item	Proposal	Summary of impacts
Bankstown Airport Traffic Control Tower Commonwealth Heritage List Place ID: 106118	Outside the REF proposal area	This item will not be directly impacted as it is located just to the north outside of the REF and EIS Proposal areas on and near Tower Road. Impact grading: N/A

Heritage Item	Proposal	Summary of impacts
Bankstown Aerodrome Bankstown LEP 2015 Item number: 118	REF proposal area: Widening Henry Lawson Drive from two to four lanes Removing the dedicated left-turn slip lane into the ALDI and fast-food area and access being retained via a standard property driveway Constructing a new footpath between Tower Road and Milperra Road to connect with the existing bus stop	The REF Proposal would have no adverse heritage impacts on the LEP listed curtilage near Tower Road, off Henry Lawson Drive and near the left-hand turn on to Milperra Road at the Henry Lawson Drive and Milperra Road intersection. Although the curtilage of the Aerodrome extends over Starkie Drive and the associated slip lanes from Henry Lawson Drive into the existing buildings, as well as over the surrounding complexes and landscaping near the Milperra Road and Henry Lawson Drive intersection, the area is non-significant and the buildings/landscaping are contemporary. Widening works in this area would not impact the overall heritage significance of the Aerodrome. Impact grading: Neutral

There are no known non-Aboriginal heritage sites or places within the EIS proposal areas and therefore no non-Aboriginal heritage impacts anticipated for the EIS proposal.

Potential heritage Items

No potential heritage items within the REF or EIS proposal areas were identified during the course of this assessment.

Archaeological assessment – summary of findings

Section 7 of this report provides a targeted archaeological assessment for the overall proposal and findings are summarised below. Structural works requiring excavation at depth will occur within the highly disturbed corridor of Henry Lawson Drive, and areas along Tower Road and Milperra Road predominantly in the REF proposal area.

The REF and EIS proposal areas falls largely within the road corridor in areas that have experienced high levels of disturbance and change since early construction and development in the 1930s, and later widening projects in the late 1960s and 1970s.

Construction of existing roads and urban development has resulted in a high level of disturbance to the REF and EIS proposal areas, which translates to low to no potential for historic archaeological potential.

An unidentifiable building is visible on the 1943 aerial imagery at the intersection of Milperra Road and Henry Lawson Drive within the REF Proposal area (refer Figure 7-3 and Figure 7-4). This was likely a small ancillary building or shed associated with airfield operations and has since been demolished. There is very limited potential for in situ archaeological remains of this building to occur. It has been replaced by the Henry Lawson Drive pavement, the associated embankment and nature strips on the left-hand turning lane of Henry Lawson Drive to Milperra Road.

Any remains of the unidentified airport building would likely be fragmented or indiscernible. They are unlikely to meet the threshold for local significance in accordance with the NSW Heritage assessment criteria for archaeological sites and relics.

Recommendations and mitigation

Recommendations regarding heritage mitigation measures and management of potential impacts are provided in Section 8 and are summarised below:

- REF proposal area:
 - If potential future changes occur to the indicative concept design resulting in works extending further into the LEP listed Bankstown Aerodrome, further assessment would be required to address potential heritage impacts to the Aerodrome, and to the CHL item Bankstown Air Traffic Control Tower.
 - Although low archaeological potential has been identified in this report, if any unexpected heritage finds are located during ground works, work should stop immediately, and a qualified archaeologist contacted to assess the finds. The Roads and Maritime Service Unexpected Finds Procedure (should be applied during the construction and completion of the works.
- EIS proposal area:
 - Although low archaeological potential has been identified in this report, if any unexpected heritage finds are located during ground works, work should stop immediately, and a qualified archaeologist contacted to assess the finds. The Roads and Maritime Service Unexpected Finds Procedure should be applied during the construction and completion of the works.

Heritage approvals requirements

No heritage approvals are required for Stage 1A of the Henry Lawson Drive Upgrade Proposal. There is no requirement to notify local Council applies due to heritage impacts being of a minor/neutral nature.

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1 Introduction

Transport for NSW (Transport) is proposing to upgrade Henry Lawson Drive between Keys Parade, Milperra, to Tower Road, Bankstown Aerodrome, and to the Milperra Road and Newbridge Road intersection (known as the Henry Lawson Drive Upgrade Stage 1A) (the Proposal). The Proposal consists of upgrading a 1.3 kilometre (km) length of Henry Lawson Drive including intersection upgrades.

This Statement of Heritage Impact has been prepared to assess the non-Aboriginal heritage impacts of the Proposal. It will support a Review of Environmental Factors (REF) being prepared by Transport under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) and an Environmental Impact Statement (EIS) being prepared under Division 4.1 of the EP&A Act. The REF has been prepared for the majority of the proposal, where Transport can approve works under the State Environmental Planning Policy (Infrastructure) 2008 (referred to as the 'REF proposal'). However, as part of the proposal is located within areas mapped as coastal wetlands under the State Environmental Planning Policy (Coastal Management) 2018, this part is deemed designated development and is subject to an EIS. The work within mapped coastal wetlands is referred to as the 'EIS proposal'. These areas are shown in Figure 1-1.

1.1 Proposal background

The Proposal forms the first stage of the progressive upgrade to 7.5 km of Henry Lawson Drive between the intersections of Hume Highway, Villawood, and the M5 South Western Motorway, Milperra. The upgrade would help ease existing traffic issues and increase traffic capacity at key intersections to help meet growing demand, with residential, commercial and industrial development in the surrounding area expected to increase in future. The upgrade would be delivered in three stages. Subject to approval, construction of the Stage 1A proposal may commence in early 2023 and would take about two years to complete. Other stages of upgrading Henry Lawson Drive would follow and be assessed separately in the future.

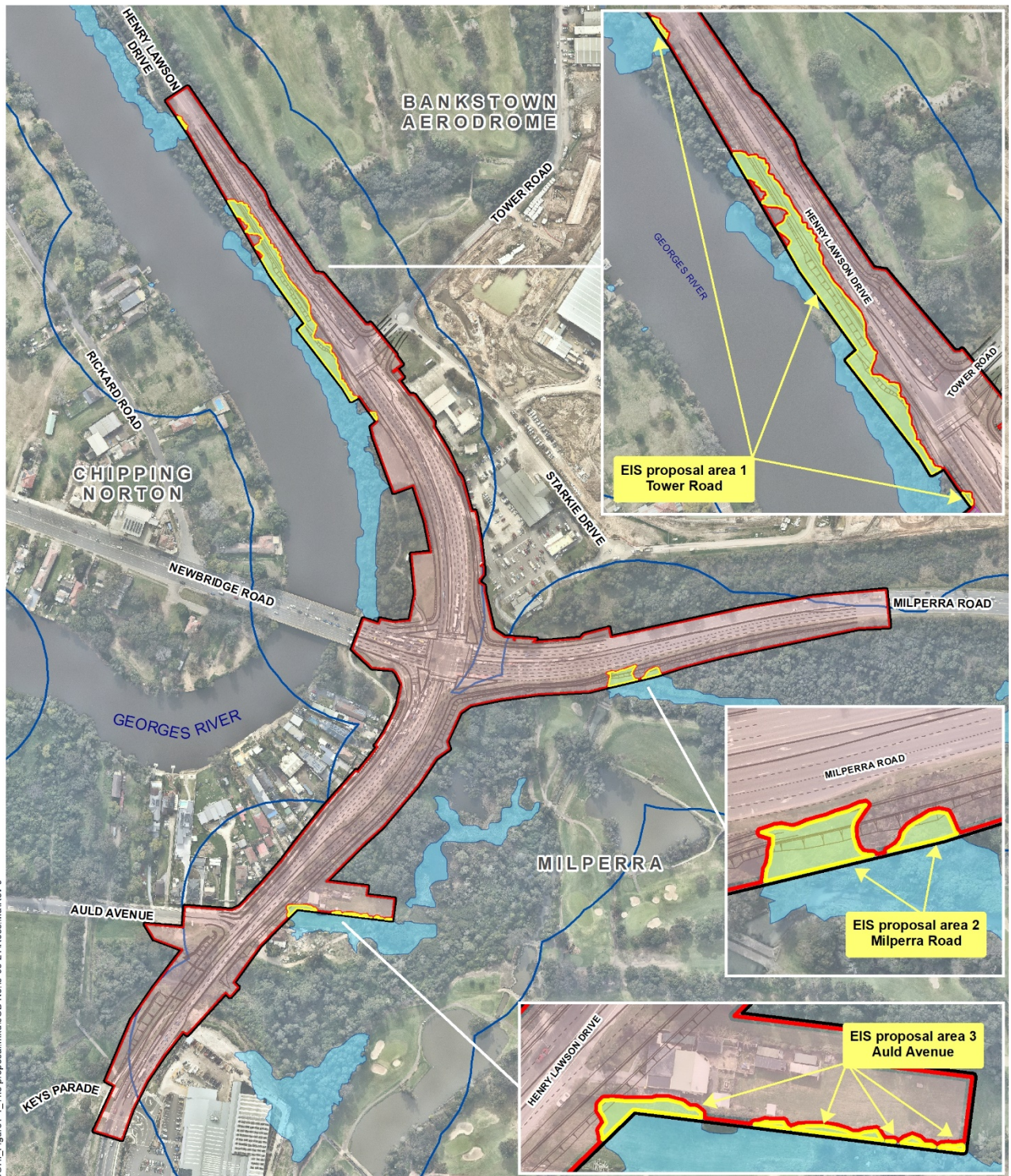
1.2 Proposal setting and location

Transport is proposing to upgrade Henry Lawson Drive Upgrade between Keys Parade, Milperra, to Tower Road, Bankstown Aerodrome (known as the Henry Lawson Drive Upgrade Stage 1A) (the overall proposal). The proposal consists of upgrading a 1.3 km length of Henry Lawson Drive and an additional 480 metres (m) along Milperra Road, including intersection upgrades, as shown in Figure 1-1. The Proposal is located around 20 km south west of the Sydney CBD in the City of Canterbury-Bankstown local government area, as shown in Figure 1-2.

Henry Lawson Drive is a key connection for traffic moving between the Hume Highway, Milperra Road/Newbridge Road and the M5 Motorway. It is also used for local travel trips between residences and services. In terms of heavy vehicle access, Henry Lawson Drive is designated as a B-Double access route that connects surrounding large industrial areas of Milperra, Revesby, Chipping Norton and Moorebank.

The Proposal is located to the east of the Georges River and surrounding recreational and riparian areas. There are areas of Coastal Wetlands within and surrounding the proposal area associated with the Georges River.

Located to the south west of the Proposal, is a residential area with detached housing and sporting fields and passive recreation areas. To the south east, is the Bankstown Golf Course and urban bushland areas. North of Milperra Road comprises retail and commercial development that backs onto the Bankstown Aerodrome and land currently being redeveloped. This area accesses Henry Lawson Drive via Tower Road. Located north of Tower Road is the Georges River Golf Course.



- Concept design
- EIS proposal area
- REF proposal area
- Overall proposal boundary
- Coastal Wetlands
- Coastal Wetlands Proximity Area

Source: Aurecon, TfNSW, Spatial Services, Nearmap



1:5,250
0 50 100m

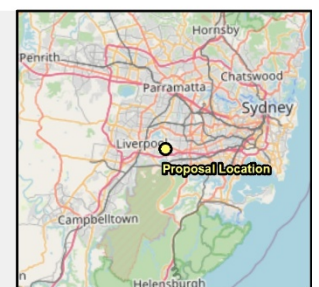
Projection: GDA 1994 MGA Zone 56

Henry Lawson Drive Stage 1A Statement of Heritage Impact

FIGURE 1-1: The proposal



- Overall proposal boundary
- ~ Coastal Wetlands
- ~ Coastal Wetlands Proximity Area



Source: Aurecon, TfNSW, Spatial Services, Nearmap, Esri



1:29,500

0 500 1,000m

Projection: GDA 1994 MGA Zone 56

Henry Lawson Drive Stage 1A **Statement of Heritage Impact**

FIGURE 1-2: Regional location of the proposal area

1.3 Purpose and scope of this report

Transport are currently preparing a REF and an EIS for the upgrade works to Henry Lawson Drive. This report has been prepared to describe the upgrade works proposed for Stage 1A of the widening of Henry Lawson Drive between Bankstown and Milperra and assess any impacts the works may have on the nearby heritage items. The report aims to outline the Commonwealth and local level heritage values of several listed items within and in the vicinity of the proposal area, near Henry Lawson Drive. It assesses the non-Aboriginal heritage impacts associated with the REF Proposal and the EIS Proposal and discusses mitigation and minimisation methods recommended to be adopted in the detailed design and construction stages of the Proposal. Aboriginal cultural heritage is addressed in a separate technical study.

1.3.1 Overall proposal area

The overall proposal area, marked in black on Figure 1-1 and in Figure 1-2, is inclusive of the zones within the overall REF and EIS Proposal areas, which are indicated in red and yellow on Figure 1-1 and in Figure 1-2. Listed heritage items which fall within this boundary or abut this boundary have been included in the heritage assessment (refer Figure 4-1).

There is one locally listed heritage item within the REF Proposal boundary, the Bankstown Aerodrome. The one Commonwealth Heritage Listed item, the Bankstown Airport Traffic Control Tower, is also outside of the overall Proposal boundary and lies within the curtilage of the Bankstown Aerodrome.

No listed heritage items occur within the EIS Proposal areas.

Any other listed items in neighbouring areas, such as the locally listed Avenue of Trees in Chipping Norton, have not been included within the heritage study due to their distance from the overall proposal.

1.3.2 Secretary's Environmental Assessment Requirements

As sections of the proposal intersect with areas mapped as Coastal Wetlands, an EIS has been prepared to assess part of the proposal under Division 4.1 of the EP&A Act (the REF and EIS proposal areas are identified in Figure 1-1). For this EIS, SEARs have been issued by the Department of Planning, Industry and Environment, which describe assessment requirements. The requirements relevant to this Non-Aboriginal heritage SOHI assessment is presented in Table 1-1.

Table 1-1 Secretary's Environmental Assessment Requirements

Reference	Requirement	Where addressed
Key Issues – Heritage	As part of the EIS assessment, the following matters must be addressed: <ul style="list-style-type: none">■ impacts on Aboriginal and non-Aboriginal heritage items (National, State and local) within and near the site, including built heritage and landscapes, and■ an assessment of any other heritage items or issues not yet identified that may need to be considered during design development.	Sections: <ul style="list-style-type: none">■ 6■ 7 Aboriginal heritage impacts are assessed in a separate Aboriginal heritage impact assessment.

1.3.3 Limitations

The following limitations have been identified for this report:

- This report identifies non-Aboriginal heritage within the proposal area that may be impacted by the proposal. The likelihood of subsurface archaeological material and remains is based on the historic plans and materials gathered, information about disturbance over time and the surface conditions observed onsite. It is possible that materials may remain in areas identified as having low potential. The relevant unexpected finds procedure (Roads and Maritime Service, *Unexpected Heritage Items: Heritage Procedure 02*, November 2015) should be adhered to during construction works and an appropriately qualified archaeologist engaged for further advice if potential relics are uncovered during construction works.
- While this report focuses on non-Aboriginal heritage values, Aurecon recognises that for over forty thousand years or more Aboriginal people occupied the land that was later to be claimed as a European settlement. The assessment of Aboriginal heritage is separate to this SOHI.

1.3.4 Report authorship

This report was prepared by Emma McGirr, Aurecon Senior Heritage Specialist and Jess Mauger, Aurecon Graduate Heritage Specialist.

1.4 Report structure

The structure of this report is outlined in Table 1-2.

Table 1-2 Structure of report

Section	Section name	Section contents
Section 1	Introduction	Introduces the report including aims and objectives, limitations, authorship and Proposal background
Section 2	The Proposal	Describes the Proposal in detail, including the key features, locations of works and proposal extent of works and the proposal areas on which the report is based.
Section 3	Methodology	Describes the methodology used to assess the potential impacts to heritage items
Section 4	Statutory context	Provides a review of the statutory context, all relevant legislative and associated approvals. It lists all statutory and non-statutory listings relevant to the proposal areas.
Section 5	Historical overview	Provides a historical overview of the key areas affected by the Proposal.
Section 6	Built and landscape heritage impacts	Outlines relevant heritage listed items and items of potential heritage significance. Identifies and assesses the potential impacts to built and landscape heritage as a result of the Proposal.
Section 7	Historical archaeological assessment	Provides an assessment of the potential of the Proposal to impact on significant archaeology and sites of archaeological potential.
Section 8	Conclusion and recommendations	Provides conclusions, key findings and identifies management and mitigation measures in relation to built, landscape and archaeological heritage.

2 Methodology

2.1 Overview

This SOHI has been prepared in accordance with the methodology outlined in this section. This included preparation of a historic overview, comprehensive field survey, heritage significance assessment, archaeological assessment and heritage impact assessment, including visual/setting impacts to known heritage items from the Proposal.

The report draws upon a previous SOHI prepared to inform the strategic phase of the Proposal (*Henry Lawson Drive (M5 to Hume Highway) Strategic Phase Statement of Heritage Impact*, prepared by GML Heritage for RMS 2018).

The following tasks have been undertaken to inform this report:

- Review of applicable statutory heritage lists within the REF and EIS proposal areas, including:
 - The State Heritage Register (SHR)
 - Local heritage items (as included on Schedule 5 of relevant LEPs)
 - State Agency Section 170 registers
 - the National Heritage List (NHL)
 - the Commonwealth Heritage List (CHL).
 - The NSW National Trust Register (non-statutory list)
- Review of heritage reports and studies previously prepared for relevant items and areas within the REF and EIS proposal areas
- Identification of the heritage items within the area with the potential to be affected by the REF and EIS proposal, either through direct impacts and/or impacts on visual setting
- Identification of heritage items that are likely to be physically impacted, or those that have a direct frontage to the REF and EIS proposal areas. For these items and areas, the following structure has been employed:
 - Statements of significance (drawn from existing heritage listings)
 - An assessment of the heritage impact of the REF and EIS proposals on the heritage significance of each of the affected heritage items
- Field survey of the REF and EIS proposal areas to inspect listed heritage items and potential archaeological sites and to identify potential heritage items that may be affected by the Proposal, undertaken by Aurecon Senior Heritage Specialist Emma McGirr
- Desktop research and historical research to inform the impact assessment and historical overview sections, including review of relevant primary sources, archive materials, past reports and papers and Conservation Management Plans (where applicable)
- Review of the overall proposal concept design

Geospatial Information Systems (GIS) was used as the tool for collating the applicable heritage listings across the overall proposal area, with data drawn from heritage registers.

2.2 Field survey

The field survey was conducted by Aurecon's specialists on 15 July 2020 and was limited to publicly accessible areas within the overall proposal boundary. After mapping and desktop research, known non-Aboriginal heritage items and areas identified as being near to the overall proposal boundary were subjected to a visual inspection. Results from these inspections were used to inform the assessment of potential impacts on non-Aboriginal heritage values. The process comprised:

- Review of collated mapping of heritage listings to identify those sites or places with the potential to be directly or indirectly impacted during the construction and operation of the REF and EIS Proposals
- Compilation of available information and photographic evidence of the items, as a point of comparison
- Field inspection of the identified sites, involving noting current condition, photography and comparison to information gathered in the research phase
- Recording of updated information, in addition to the information held in heritage databases

2.3 Relevant guidelines and policies

2.3.1 Roads and Maritime – guidelines and policies

The following relevant policy documents, published by Roads and Maritime, have been reviewed in the preparation of this report:

- Roads and Maritime Service Centre for Urban Design, *Beyond the Pavement: Urban Design Policy, Procedures and Design Principles*, 2010
- Roads and Maritime Service, *Guideline for landscape character and visual impact assessment: Environmental impact assessment practice note EIA-N04*, December 2015
- Roads and Maritime Service, *Unexpected Heritage Items: Heritage Procedure 02*, November 2015

2.3.2 Heritage Council of NSW–Guidelines and policies

This report adopts the approach and terminology outlined in the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (the Burra Charter) (ICOMOS Australia, 2013). In addition, this report has been prepared in accordance with the following heritage guideline and policy documents:

- Heritage Council of NSW *Statements of Heritage Impact* (updated 2002)
- Heritage Council of NSW *Assessing Heritage Significance: NSW Heritage Manual* (updated 2002)
- Heritage Branch of the NSW Department of Planning *Assessing Heritage Significance for Historical Archaeological Sites and 'Relics'* (2009)
- Heritage Council of NSW *Historical Archaeological Sites: Investigation and Conservation Guidelines* (1993)
- Heritage Council of NSW and Government Architect NSW, *Design Guide for Heritage*, 2019.

2.3.3 Assessing heritage significance

Assessing heritage significance in Australia is guided by the Burra Charter. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. In NSW the process for assessing heritage significance is further outlined in the legislative process and through the criteria applied in the Heritage Council of NSW guideline publication.¹

¹ Heritage Council of NSW *Assessing Heritage Significance: NSW Heritage Manual* and *Assessing Heritage Significance for Historical Archaeological Sites and 'Relics'*

The seven criteria (A-G) used to assess heritage significance are known as the NSW Heritage Assessment Criteria. The criteria are outlined in Table 2-1.

Table 2-1 Assessing heritage significance criteria

Criteria	Description
A–Historical Significance	An item is important in the course or pattern of the local area’s cultural or natural history.
B–Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area’s cultural or natural history.
C–Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D–Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E–Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.
F–Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.
G–Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

The significance of the existing heritage items examined for this study, included on the relevant statutory lists and registers, is generally well understood. Existing assessments of heritage values in accordance with the criteria are accessible on the SHR database.

Statements of significance summarise the findings of heritage assessment in a succinct passage. Statements of significance have been provided for heritage items directly impacted by the REF Proposal. These statements have been drawn verbatim from the SHR database citation. Where relevant, additional information has been sourced and cited. As there are no heritage items within the EIS proposal area, no statements of significance are provided for that proposal area.

2.4 Archaeological assessment

The evaluation of the historical archaeological potential associated with various phases of history within the overall proposal boundary is based on the following:

- Consideration of the physical evidence observed at the sites
- Identified areas of previous disturbance
- Historical information about the development and occupation of the sites
- Previous archaeological assessments and excavations

Consequently, a broad approach to the identification of the potential archaeological resource has been adopted and is based on a predictive model that assumes that historical archaeological remains are generally located close to occupation and activity areas.

The historical background and significance assessment of individual sites within the overall proposal boundary has been primarily based on previous historical archaeological assessment and excavations, as well as historical information gathered for this report from a range of primary and secondary sources. During the field survey the general location and current condition of known and potential historical archaeological sites was inspected. Further detail is provided in Sections 6 and 7.

In the Australian context, archaeological significance has long been accepted as linked directly to archaeological research potential. Archaeological sites and resources are thought to hold research potential (i.e. be scientifically significant) when they can help answer questions or contribute in a meaningful way to our understanding of the past.² Bickford and Sullivan's question arose out of this consensus as a guide to defining the research potential of archaeological sites. The questions are:

1. **Can the site contribute knowledge that no other resource can?**
2. **Can the site contribute knowledge that no other site can?**
3. **Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?**

The NSW Heritage Division guidelines provide a broader approach to assessing the significance of archaeological sites.³ The preferred approach, in addition to Bickford and Sullivan's questions considers the site's intactness, rarity, representativeness and whether many similar sites have been recorded as well as other factors. A site can have high archaeological potential for intact archaeological remains, and yet still be of low research potential if those remains are unlikely to respond positively to any of Bickford and Sullivan's questions or the additional considerations.

2.4.1 Impact assessment terminology

This report follows the approach outlined in relevant guideline documents, including *Statements of Heritage Impact* (2002), the Burra Charter and the ICOMOS publication *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. A heritage impact ranking system is used, with specific terminology used to consistently identify the nature and extent of impacts. The rankings categorise impacts in accordance with their severity or neutrality, and are applicable to both built heritage and historic archaeology.

The rankings are defined in Table 2-2. These terms are applied throughout this report using an item by item approach. Whilst the level of significance of an item or element is a consideration, the ranking relates primarily to the effect of the proposed actions/works on the identified heritage values of the individual item/area.

Table 2-2 Ranking of heritage impact

Ranking	Definition
Major adverse	Actions that would have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated.
Moderate adverse	Actions that would have an adverse impact on a heritage item. Actions in this category would include removal of an important part of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Neutral	Actions that would have no heritage impact.
Minor positive	Actions that would bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.
Moderate positive	Actions that would bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric or a substantial improvement to the item's visual setting.
Major positive	Actions that would bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.

² Bickford, A. and Sullivan, S. in *Assessing the research significance of historic sites, in Site Survey and Significance Assessment in Australian Archaeology*, 1984

³ Heritage Branch of the NSW Department of Planning, *Assessing Heritage Significance for Historical Archaeological Sites and 'Relics'* (2009)

2.4.2 Consultation

No consultation with key heritage stakeholders has been undertaken by Transport on the Proposal to date in relation to heritage.

2.4.3 Key references

The following reports and source materials have been reviewed and drawn upon in the preparation of this report:

- *Bankstown Heritage Study*, January 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown

The *Bankstown Heritage Study* (1988) was reviewed and provided information of local LEP listings as well as a detailed historical development of the Bankstown area which informed the historical overview of this SOHI.

- *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML Heritage for RMS.

The GML *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact* (2018) has been reviewed in detail for this SOHI as the preliminary findings and information gathered in the GML report feeds into this SOHI. The GML report is thorough and includes preliminary assessments of potential historic and archaeological impacts from all stages of the proposed Henry Lawson Drive upgrades.

This SOHI reviewed the findings of the GML report in relation to the Stage 1A proposal area. GML identified that there are no potential heritage items within the Stage 1A proposal area and that there would be no impacts to the Bankstown Aerodrome and the Bankstown Airport Traffic Control Tower (see Section 9 for summary impacts). Their report also assessed potential archaeology for the Stage 1A proposal area and noted low potential for the former Georges River Old Road (see Zone 2 assessment in Section 6.6.2 of the GML report). The GML report noted any remains of the Georges River Old Road within Zone 2 are likely to be ephemeral and not intact due to heavy disturbance. However, the report notes a direct impact would be likely to these remains if bulk earthworks were carried out in the identified zone (see Section 9 for summary impacts).

This SOHI has evaluated these preliminary findings and has utilised them during the impact assessments relevant to the overall proposal boundary of this SOHI.

3 The proposal

As discussed in Section 1.1, this report addresses non-Aboriginal heritage impacts of the REF and EIS proposal areas for the Henry Lawson Drive Stage 1A upgrade (the overall proposal). This chapter details the key features of the REF and EIS proposals.

3.1 Key features of the REF proposal

Key features of the REF proposal are identified below and shown in Figure 3-1 to Figure 3-3.

- Widening Henry Lawson Drive from two to four lanes
- Upgrading the signalised intersection of Henry Lawson Drive and Tower Road including:
 - An additional right turn lane from Tower Road onto Henry Lawson Drive
 - A new channelised short left-turn lane from Henry Lawson Drive (southbound) onto Tower Road
 - An additional right turn lane from Henry Lawson Drive (northbound) onto Tower Road; and
 - Retaining the pedestrian crossing across Henry Lawson Drive on the southern side of the intersection.
- upgrading the signalised intersection of Henry Lawson Drive and Milperra Road /Newbridge Road including:
 - An additional right turn lane on the Milperra Road and Newbridge Road approaches to Henry Lawson Drive
 - An additional through lane on the Henry Lawson Drive southbound approach
 - The removal of the bus only lane on Milperra Road to provide an additional right turn lane on the Henry Lawson Drive northbound approach
- Removing the dedicated left turn slip lane into the ALDI and fast-food area with access being retained via a standard property driveway
- Retaining the existing bus stop on Milperra Road (eastbound) and moving the westbound bus stop 20 m to the west
- Altering access to Auld Avenue to a “left in/left out” only configuration
- Installing a new Henry Lawson Drive road bridge (over Milperra Drain) to the south of Auld Avenue (referred to as the Auld Avenue bridge) to carry northbound traffic and retaining the existing bridge for southbound traffic
- Constructing new footpaths on the eastern side of Henry Lawson Drive to connect Tower Road to the existing bus stop on the eastbound lanes of Milperra Road and a new footpath on the southern side between Henry Lawson Drive to the bus stop on the westbound lanes of Milperra Road
- Widening the shared user pathway between Flower Power (Keys Parade) and Newbridge Road to 3 m and reconstructing footpaths along the western side of Henry Lawson Drive, where required
- Adjusting existing drainage, including lengthening culverts, installing new drainage infrastructure and water quality controls
- Relocating utilities (including electrical, gas, water and telecommunications)
- Final roadworks including pavement, kerb and gutters, signs, lighting and line marking
- Ancillary work for the proposal including, but not limited to road furniture, tie-in works, landscaping, earthworks and the like
- Temporary ancillary compounds, stockpile sites and associated facilities

3.2 Key features of the EIS proposal

The EIS proposal area is comprised of three areas as identified on Figure 1-1. Key features of the EIS proposal are identified in the following sections and shown in Figure 3-1 to Figure 3-3.

3.2.1 EIS proposal area 1 – Henry Lawson Drive opposite Tower Road

The key features of EIS proposal area 1 are:

- Widening of Henry Lawson Drive northbound lanes
- Installing of fill embankments along the edge of the new carriageway to meet existing ground levels
- Extending existing stormwater culvert and installing outlet scour protection measures
- Installing additional stormwater drainage infrastructure and water quality treatments
- Installing a vegetated swale along the toe of the new fill embankment
- Adjusting the existing shared path to suit the new re-alignment and to connect it back to the existing path
- Installing road furniture, including road safety barriers

3.2.2 EIS proposal area 2 – Milperra Road opposite Bankstown Airport

The key features of the EIS proposal area 2 are:

- Installing a new bus stop relocated from its existing position on Milperra Road
- Installing a section of a new footpath to the bus stop (connecting to the remainder of the new path to Henry Lawson Drive – REF proposal)
- Installing fill embankments along the edge of the new carriageway to meet existing ground levels
- Extending existing stormwater culvert and installing outlet scour protection measures
- Installing additional stormwater drainage infrastructure connecting to the outlet of the extended culvert
- Installing road furniture, including road safety barriers

3.2.3 EIS proposal area 3 – Henry Lawson Drive opposite Auld Avenue

The key features of the EIS proposal area 3 are:

- Removing of existing ancillary structures
- Installing temporary fencing, flagging of exclusion boundaries and temporary erosion and sediment controls for use as an ancillary facility and construction area
- Installing fill embankments along the edge of the new carriageway to meet existing ground levels
- Stabilising the ground surface following the completion of construction to minimise erosion

P:\GIS\Project-4\project510003_HenryLawsonDriveHLD_SOHI_Figure3-1_Key features of the proposal near Tower Road.mxdJOB No. 4-03-21\Ross.MatRev 0



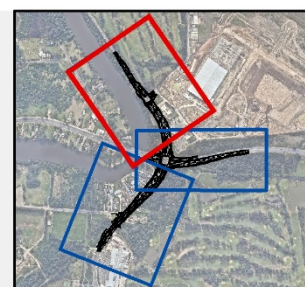
- | | | | |
|--|--------------------------|--|---------------------------------|
| | Concept design | | Fill |
| | EIS proposal area | | Coastal Wetlands |
| | REF proposal area | | Coastal Wetlands Proximity Area |
| | Potential compound sites | | |
| | Pedestrian path (2m) | | |
| | Shared path (3m) | | |
| | Cut | | |

Source: Aurecon, TfNSW, Spatial Services, Nearmap



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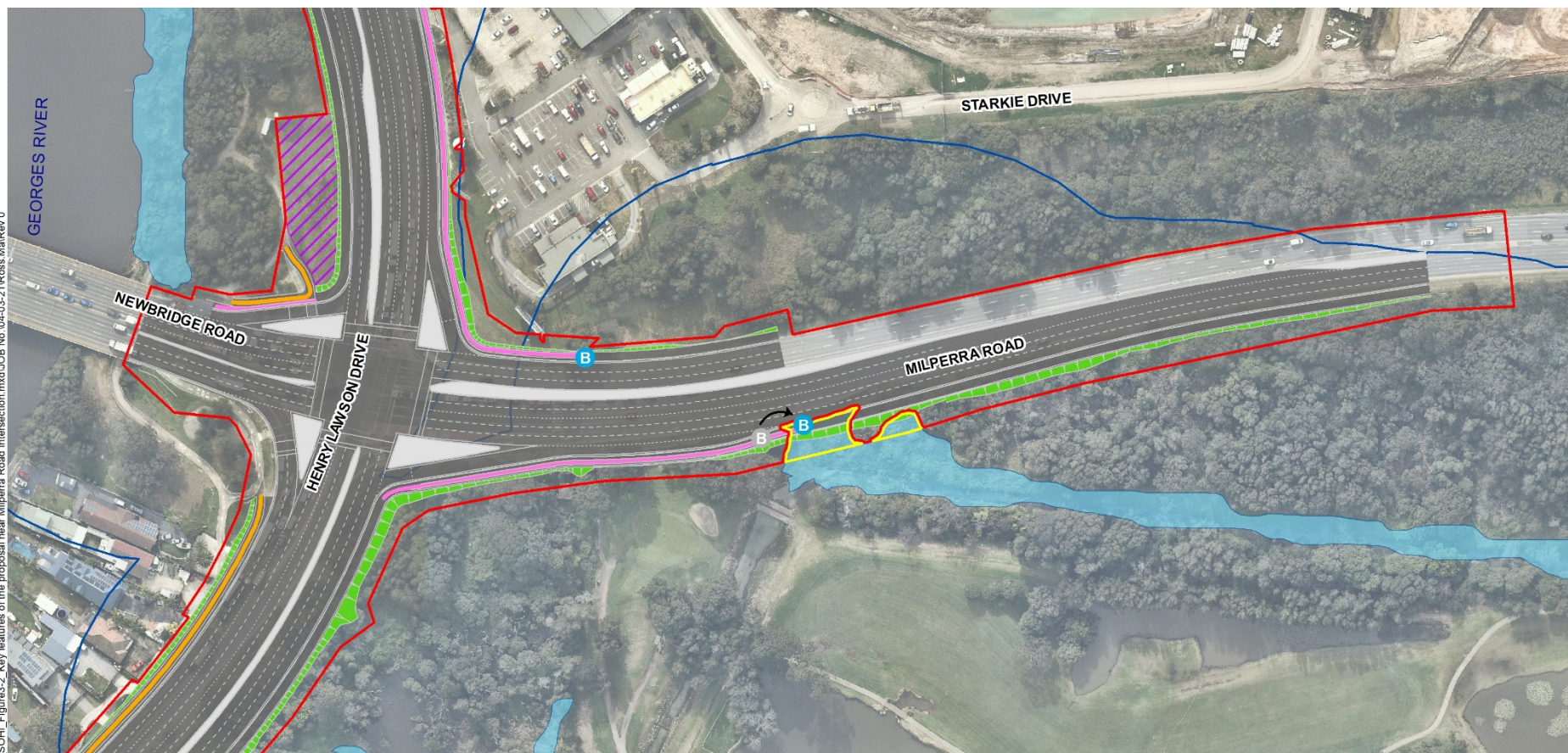
Projection: GDA 1994 MGA Zone 56



Henry Lawson Drive Stage 1A Statement of Heritage Impact

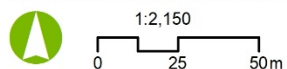
FIGURE 3-1: Key features of the proposal near Tower Road

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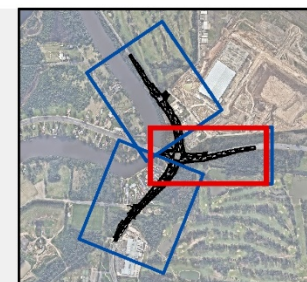


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|-----------------------------------|---------------------------------|
| Concept design | Cut |
| EIS proposal area | Fill |
| REF proposal area | Coastal Wetlands |
| Proposed bus stop locations | Coastal Wetlands Proximity Area |
| Existing bus stop to be relocated | |
| Potential compound sites | |
| Pedestrian path (2m) | |
| Shared path (3m) | |

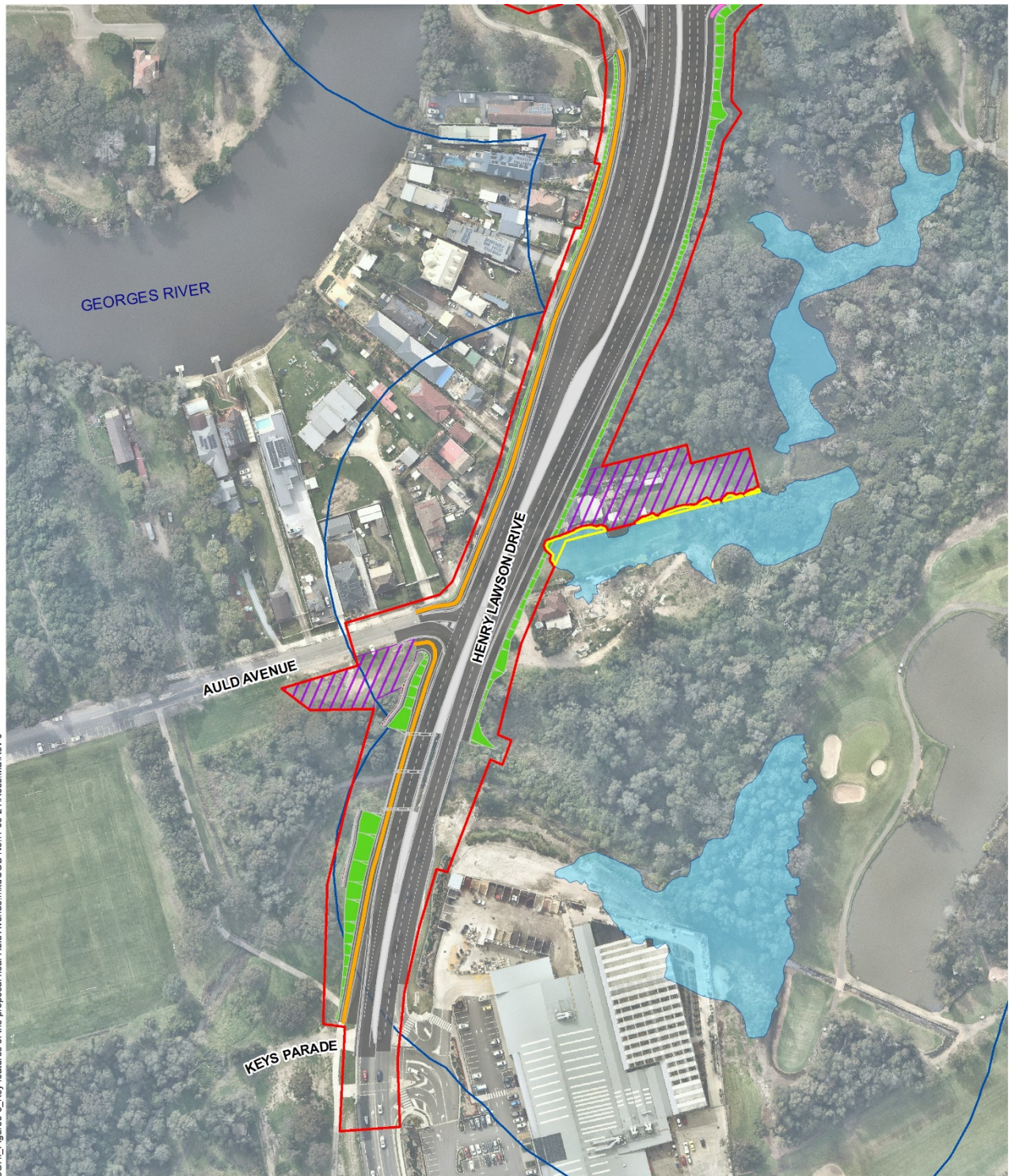
Source: Aurecon, TfNSW, Spatial Services, Nearmap



Projection: GDA 1994 MGA Zone 56



Henry Lawson Drive Stage 1A **Statement of Heritage Impact**
FIGURE 3-2: Key features of the proposal near Milperra Road Intersection



P:\GIS\Project-4\project510003_HenryLawsonDrive\HLD_SOHI_Figures3-3_Key features of the proposal near Auld Avenue.mxd\JOB No.14-03-21\Ross Mai\Rev 0

- | | |
|--------------------------|---------------------------------|
| Concept design | Coastal Wetlands |
| EIS proposal area | Coastal Wetlands Proximity Area |
| REF proposal area | |
| Potential compound sites | |
| Pedestrian path (2m) | |
| Shared path (3m) | |
| Cut | |
| Fill | |

Source: Aurecon, TfNSW, Spatial Services, Nearmap

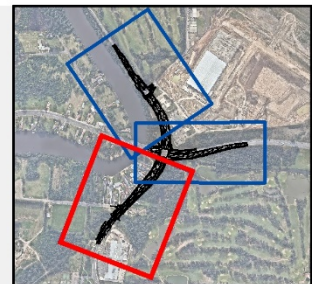


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Projection: GDA 1994 MGA Zone 56

Henry Lawson Drive Stage 1A Statement of Heritage Impact

FIGURE 3-3: Key features of the proposal near Auld Avenue



3.3 Description of the overall proposal area

The overall proposal area is defined in Section 1.3.1. The works predominantly occur along the alignment of Henry Lawson Drive at the intersection with Milperra Road and Newbridge Road. The proposal also extends east on Milperra Road for around 400 m from the intersection with Henry Lawson Drive.

The overall proposal area extends across the Milperra suburb and Bankstown Aerodrome.

3.3.1 Milperra

Milperra makes up the largest portion of the proposal area. The suburb is bounded by the Georges River to the west, Panania to the south, Bankstown Aerodrome to the north and Revesby to the east.

The suburb of Milperra is characterised by light industrial development associated with the airport interspersed with parkland, natural waterways, and recreational areas which are surrounded by mid to late 20th Century residential developments and intersected by the network of modern roadways.

There are no heritage items in the vicinity of the overall proposal in this area.



Figure 3-4 Milperra shared path, adjacent to Henry Lawson Drive, Bankstown



Figure 3-5 ALDI at Bankstown near Milperra Road, Bankstown



Figure 3-6 Georges River at Milperra



Figure 3-7 Bridge (Newbridge Road) across the Georges River

3.3.2 Bankstown Aerodrome

The suburb of Bankstown Aerodrome is roughly 30 km southwest of Sydney which makes up the other half of the proposal area. The suburb was gazetted in May 1994 and is the location of the Bankstown Airport. The suburb is bounded by the Georges River in the west, Georges Hall to the north, Milperra to the south and Condell Park in the east.

Heritage items in the vicinity of this area are shown in Figure 4-1, include:

- Bankstown Airport Traffic Control Tower (CHL: 106118)
- Bankstown Aerodrome (LEP: I18) (referred to as Bankstown Airport)



Figure 3-8 South western portion of Bankstown Airport



Figure 3-9 Tower Road, adjacent to Bankstown Airport



Figure 3-10 Development in south-western corner of Bankstown Airport, with the CHL Bankstown Air Traffic Control Tower (indicated by yellow arrow)



Figure 3-11 Bankstown Airport mixed used buildings along Tower Road

4 Statutory context

4.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items.

Under the EPBC Act, protected heritage items can be listed on the following lists:

- The National Heritage List (NHL). The NHL is a list of natural, historic and Indigenous places of outstanding significance to the nation.
- The Commonwealth Heritage List (CHL). The CHL is a list of important heritage items and places belonging to the Commonwealth Government or its agencies.

These two lists replaced the Register of the National Estate (RNE). The RNE was an early list of places of significant sites and places established under the Whitlam Government. The RNE was suspended after the gazettal of the EPBC Act. It remains as an archive.

Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of National Environmental Significance (known as a controlled action under the EPBC Act), may only progress with the approval of the Commonwealth Minister for the Department of the Environment.

There are no sites within the overall proposal boundary on the NHL however the Bankstown Airport Traffic Control Tower is on the CHL. This will not be impacted by either the REF or the EIS Proposal. As such, no legal requirements regarding historic heritage under the EPBC Act apply to the Proposal.

4.2 NSW Legislation

In NSW, cultural heritage is principally protected under three Acts:

- *Heritage Act 1977* (NSW) (Heritage Act)
- EP&A Act
- *National Parks and Wildlife Act 1974* (NSW)

4.2.1 The Heritage Act 1977

The Heritage Act was enacted to conserve the cultural heritage of NSW. The Act defines a heritage item as a 'place, building, work, relic, moveable object or precinct'. The SHR was established under Section 22 of the Heritage Act. It is a statutory list of heritage items considered to hold significance to all of NSW. There are no State heritage items identified within the overall proposal area.

The required approvals for the REF and EIS Proposal under the Heritage Act are outlined at Section 8.

Relics provision

Specific to archaeology, the Heritage Act defines a 'relic' as any deposit, object or material evidence:

- a) that relates to the settlement of the area that comprises NSW, not being aboriginal settlement; and
- b) is of State or Local heritage significance.

Any 'relics' contained within the overall proposal boundary are subject to the relevant provision of the Heritage Act. Sections 139-145 of the Heritage Act prevent the excavation of a relic, except in accordance with an excavation permit, or an exception from the need for a permit. Permits and exceptions are issued by the Heritage Council of NSW.

Section 139 [1] of the Heritage Act states that:

A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

The potential of the Proposal to impact on archaeological relics of State or local Significance is further addressed in Section 7.

4.2.2 Environmental Planning and Assessment Act 1979

The EP&A Act sets out the NSW planning framework, including the management, conservation and development of land. The EP&A Act is aimed at ensuring that development is both economical and ecologically sustainable by providing for local environmental planning instruments (LEPs) to be made.

The site is within the City of Canterbury-Bankstown Council Local Government Area. The relevant environmental planning instrument that applies to the site is the Bankstown Local Environmental Plan 2015. LEPs provide for the protection of locally significant heritage items and places via their inclusion on Schedule 5 – Environmental Heritage. For example, Bankstown Aerodrome is locally listed as follows:

- **Environmental Planning Instrument:** Bankstown Local Environmental Plan 2015
- **Item Name:** *Bankstown Aerodrome*
- **Item Number:** I18

4.3 Heritage area

Heritage items within the overall proposal area are listed in Table 4-1. Items are generally ordered by statutory listing level (refer Figure 4-1).

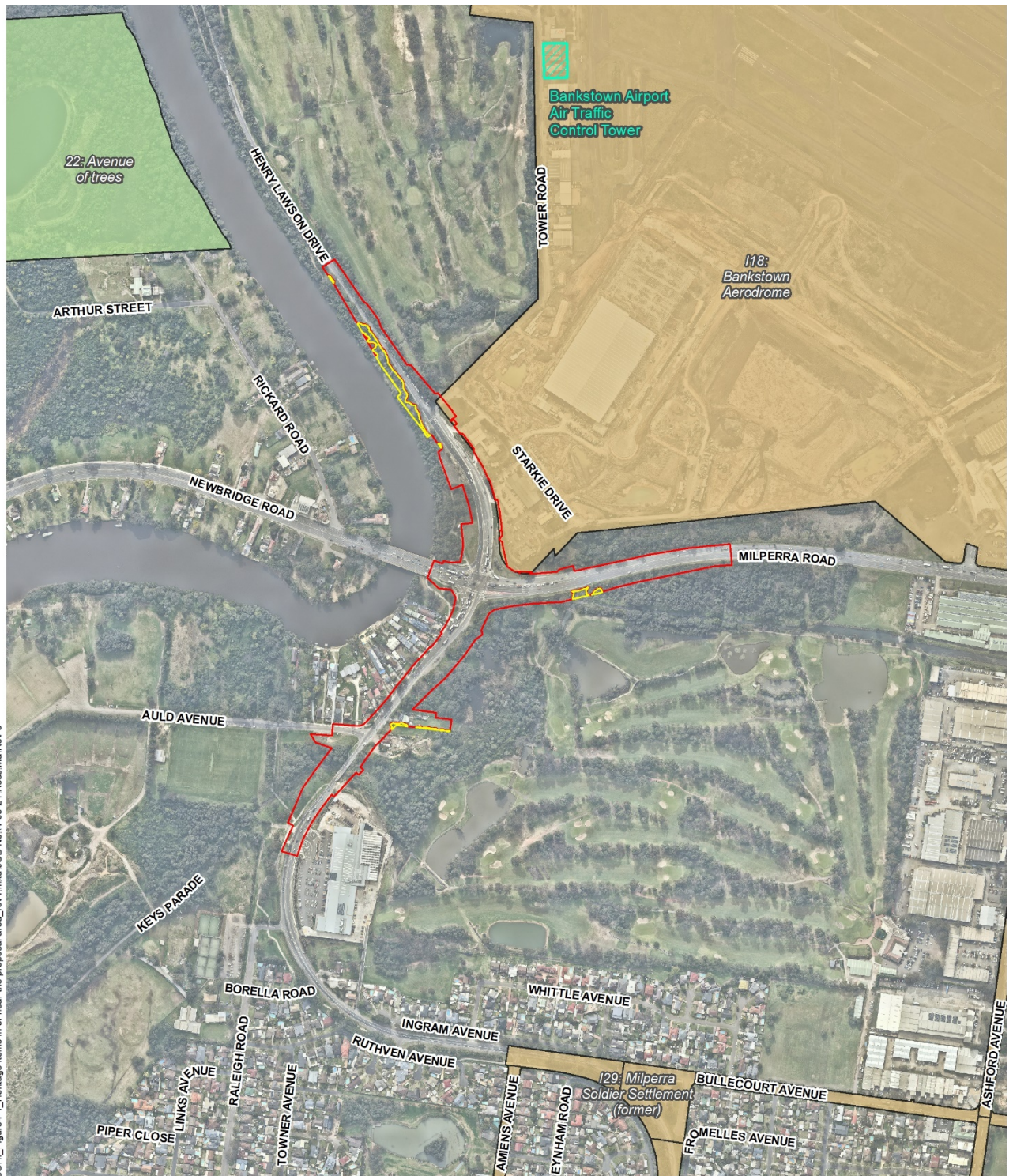
Statements of significance for those heritage items **directly impacted** by the proposal are provided in Section 0.

Table 4-1 Henry Lawson Drive Stage 1A Site Significance Table

Register listing	Item name	Address	Significance
Commonwealth Heritage List Place ID: 106118	Bankstown Airport Traffic Control Tower	Tower Road, Bankstown Airport	Commonwealth
Bankstown LEP 2015 Item number: I18	Bankstown Aerodrome	345 Marion Street, Georges Hall, NSW 2198	Local

There are a number of items that are located near but not impacted by the overall proposal boundary. This includes:

- Milperra Soldier Settlement (former) (item number I29) locally listed on the Bankstown LEP 2015
- The Avenue of Trees (item number 22) is locally listed on the Liverpool LEP 2008, located in Riverside Park in Chipping Norton



- EIS proposal area
- REF proposal area
- Commonwealth heritage
- Local heritage item
- Landscape items

Source: Aurecon, TfNSW, DPIE, Spatial Services, Nearmap



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0 100 200m

Projection: GDA 1994 MGA Zone 56

Henry Lawson Drive Stage 1A **Statement of Heritage Impact**

FIGURE 4-1: Heritage items in or near the proposal area

4.3.1 Landscape features in the locality of the proposal area

The most substantial and noticeable landscape features in the locality of the overall proposal boundary is the Georges River, which runs nearly parallel with the current alignment of Henry Lawson Drive. The Georges River is a significant waterbody which connects to many tributaries in the south western areas of Sydney. The River originates at Appin in the upland swamps of the O'Hares Creek catchment and flows roughly 80 km north and east to meet Botany Bay at Taren Point, in Sydney's southern suburbs. The total catchment is over 930 square kilometres. It is managed by a large number of local government authorities and is the main tributary of Botany Bay. For much of this length it flows in a steep sided valley through Hawkesbury sandstone country, with bush on both sides of the river, refer Figure 4-2 for a typical view of the River.⁴ Close to the proposal area the River becomes roughly 130m wide and is crossed via the Milperra Bridge, a c.1965 concrete bridge which carries Newbridge Road over the River.



Figure 4-2 View down river from Webster's Lookout, Oatley Park, towards Como Railway Bridge 2014, Phil Mulhearn

Source: Dictionary of Sydney

Other landscape features include a number of small bushland corridors and nature strips which line Henry Lawson Drive to the east, and Milperra Road to the north and south, providing buffer zones from the thoroughfares to the extensive Bankstown Golf Course (refer Figure 4-3) and the Bankstown Airport. There are also two large recreational parks on the western side of the Drive, Gordon Parker Reserve and the Vale of Ah Reserve, which both are bounded by bushy vegetation to the east and the Georges River to the west.

⁴ 'Georges River' on *Dictionary of Sydney*. Retrieved from: [Georges River | The Dictionary of Sydney](#)



Figure 4-3 Bankstown Golf Club, Bankstown

Source: Golf Australia Magazine Online

Golf courses are a principal component to the landscape of the overall proposal boundary. To the south of the proposal area, Milperra Golf Driving Range and Putt forms another green landscape before the predominant feature is residential suburbia. North of the proposal area, running parallel with the Bankstown Airport, Henry Lawson Drive and the Georges River is the Georges River Golf Course. Overall, noting that the residential and commercial land uses make up a good portion of the proposal area, along with the existing road corridor – the landscape elements of the proposal area and surrounding the proposal area are extremely large, open, green spaces predominantly used for recreation which are hemmed by the expansive Georges River and Henry Lawson Drive.

5 Historical overview

5.1 Pre-contact

5.1.1 The Aboriginal landscape

The traditional owners of the lands either side of the Georges River when the Europeans arrived were the Dharug (Dharuk) peoples on the northern shore and the Dharawal peoples on the southern shore. The lands around Bankstown Airport and Georges Hall was the country of the Gweagal and the Bidjigal (Bediagal) clans, both part of the Dharug nation. The Gweagal territory extends from the southern edge of Botany Bay towards Liverpool in the south-west. Just south east to the proposal area is Salt Pan Creek, which the country of Pemulwuy and the Bidjigal clan, between what is now Padstow and Riverwood. The lands of the Bidjigal also extends to the Cooks River and is sometimes documented as stretching as far as Parramatta and Castle Hill.

Aboriginal peoples had always interacted with the river lands, which were rich with marine and mammal life. The floodplains of the river valley provided not only the basis of their food source for thousands of years but was also the foundation for the economic life of the surrounding tribes. Fish, shellfish and waterfowl were in abundance as well as many bush foods such as figs, cranberries, and yams. Hunting of kangaroo, emu and other small marsupials was also common in this region. Stone and shell could be traded for spears and have been found all along the Australian coast. It was also common for the inland tribes to use gravels for manufacturing stone tools to trade with coastal peoples for basalt pebbles for axe and spear heads. There are numerous axe grinding grooves and other manufacturing sites found along the River Road and Salt Pan Creek areas, as well as intact middens found at Padstow Heights.⁵

The Gweagal and Bidjigal peoples were predominantly river tribes and therefore used the creeks, billabongs and tributaries of the Georges River heavily. Canoes or 'nowies' were made from the Casuarina tree by pulling large pieces of bark and heating them to mould into shape. The ends were tied with vines and sealed with resin. Nowies were largely used by women for fishing with nets and lines, whilst the men would spear fish from the shorelines.⁶ Aboriginal shelters were traditionally overhanging rocks, which were sometimes decorated such as the site found at Harris Creek in 1889 which had charcoal drawings of animals and yellow ochre handprints.⁷

With the coming of European settlement, early attempts to establish friendly relations were mixed within the proposal area. There were several minor brawls and minor guerrilla warfare seems to have continued in the Bankstown and Georges River area for several decades. Perhaps the most famous case of Indigenous retaliation was Pemulwuy, a Bidjigal man, who lead multiple Aboriginal attacks and raids on European encampments and farms from Parramatta to the Hawkesbury River and around his local lands on the Georges River. Despite being seriously injured in 1797, he eluded capture. Further to this, on 1 May 1801, Governor King issued a proclamation that Aboriginal peoples near Parramatta, Prospect and the Georges River were to be shot on sight.⁸ In the following November a decree was issued outlawing Pemulwuy and offering a reward for his death. Pemulwuy was shot the following year in June 1802. Figure 5-1 illustrates Pemulwuy fishing, one of the most famous European interpretations of the Bidjigal man. Killings and reprisals followed in waves after King's proclamation, that resulted in the Appin Massacre of 14 unarmed Aboriginal peoples near Campbelltown in 1816.⁹ Hostilities continued into the mid-19th Century with banishments of Aboriginal leaders and violence from Sydney Cove to the Hawkesbury and beyond. There were some reconciliation attempts under Governor Macquarie who established the "Native Institution" in Parramatta and Blacktown to 'civilise' Aboriginal children, however this was only to prelude the many decades of dispossession and segregation to come for Indigenous Peoples all over Australia.

⁵ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 18.

⁶ *Idem.*

⁷ *Idem.*

⁸ *Ibid.* Pg. 19.

⁹ *Idem.*



Figure 5-1 ‘Pemulwuy 1801’. By Samuel John Neele from ‘The narrative of a voyage of discovery, performed in His Majesty’s vessel the Lady Nelson, of sixty tons burthen, with sliding keels, in the years 1800, 1801 and 1802, to New South Wales’ by James Grant, 1803.

Source: National Library of Australia [nla.cat-vn2312357]

An outbreak of smallpox in 1789 decimated much of the Aboriginal population. Many of the family groups disappeared, and social structures started to collapse.¹⁰ Devastation of their population saw major social reorganisation amongst Indigenous clans with many remnant clans grouping together – these groups were later referred to by the Europeans as the ‘Botany Bay Tribe’ and the ‘South Creek Tribe’. Although this was perhaps one of the most devastating impacts on the Aboriginal peoples of the Sydney region during the First Fleet years, the 1828 Census indicates that clans were still living around the western and southern western regions of the Colony, with 20 people listed in the Liverpool area and along many watercourses such as those which run through the proposal area.¹¹ Despite the devastating impacts of European settlement, there has always been strong Indigenous presence in the Bankstown area.

5.2 European settlement of South West Sydney

5.2.1 Expansion into “Banks Town”

The early years of the Sydney Colony were ripe with uncertainty. The exploration for rich and tillable soils closer to the Sydney Cove site proved to be fruitless, and the First Fleet encampment was at risk of falling into starvation if more suitable pastoral plains were not found. It was also during the later stages of 1789 and into the early 1790s that diseases such as smallpox began to spread. This particularly devastated local Indigenous populations during the first three years of European colonisation, with research now suggesting that it spread as far afield as tribes in the western reaches of the Cumberland Plain who were yet to come into physical contact with the white settlers.

¹⁰ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 8.

¹¹ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 19.

The poor sandstone and geology of the Sydney Cove area led to the surveying of the west around what is now referred to as Parramatta. The 1788 surveys reported potential for good soils which brought a sense of hope to the Colony. The original release of land to settlers in the early 1800s were around the areas of Bringelly and Appin to the south, and Parramatta and Windsor to the west. It was the hope that the establishment of farms in the west and south west could supply the infant Colony with food. Exploration around the Bankstown area was in 1789 when Governor Arthur Phillip lead a party which travelled south from Rose Hill to a place near Salt Pan Creek.¹² Two years later another exploration party lead by Watkin Tench and William Dawes went from Rose Hill to Prospect Creek, slightly north to the proposal area. Neither expedition declared the land viable for pastoral activity.¹³ However in 1795, Governor John Hunter, Matthew Flinders and George Bass all sailed up the Georges River during an expedition to Botany Bay.¹⁴ They landed near what is now Liverpool, and in their opinion this land was found to be more promising than that to the north (refer Figure 5-2 for a rendition of the Georges River near Liverpool). Later in 1797, Governor Hunter sailed again up the river to where the Lansdowne Bridge now stands over Prospect Creek and confirmed this area would be settled.¹⁵ Hunter issued land grants near the river in an area he named “Banks Town”, in honour of Joseph Banks, in December 1797.¹⁶ Bankstown was initially the name applied to a broad district now covering Bankstown, Liverpool and Moorebank.

Within Bankstown, there were a number of land grants to settlers along the Georges River. Most notable of these were two grants to George Bass and Matthew Flinders.¹⁷ Other grants were issued to marines, NSW Corps officers and emancipists. Most of the land went to wealthy landholders and was used largely for grazing purposes. Most notable of these early graziers was George Johnston, a Scots lieutenant in the First Fleet Marines. His dwelling, “George’s Hall”, beside the river, was the headquarters of his stock raising establishment in the area until flooding caused abandonment of the homestead (refer Figure 5-3 for parcels of Johnston’s land) .¹⁸ Another parcel of land in the Ashbury-Hurlstone Park area was given to the Reverend Richard Johnson, chaplain of the First Fleet, which he named Canterbury Vale. An existing Aboriginal track ran past his farm, which was later surveyed in 1807 as the ‘Georges River Old Road’ (refer Figure 5-3).¹⁹ This Georges River Old Road appears to have crossed Milperra Road to the east of the overall proposal, and also crossed Henry Lawson Drive near the intersection with Rabaul Road (north of the overall proposal).²⁰



Figure 5-2 ‘On Georges River near Liverpool, from Sophienburg, 21 November 1857’. Henry Grant Llyod.

Source: From the collections of the State Library of New South Wales [a5894082 / DL PX 42] (Dixson Library)

¹² *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 9.

¹³ *Ibid.*

¹⁴ *Ibid.*

¹⁵ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 18.

¹⁶ *Ibid.* Pg. 19.; *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 10.

¹⁷ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 19.

¹⁸ *Ibid.* Pg. 20.

¹⁹ *Ibid.* Pg. 19.

²⁰ *Ibid.*

5.3 Development of Bankstown area

By the 1830s, much of the land granted to settlers remained largely uncleared and uncultivated. The turpentine and ironbark forests surrounding the Canterbury and Bankstown area included woodlands of angophora, blackbutt, Sydney peppermint and bloodwood.²¹ However this prehistoric forest was not to last, with timbergetters felling most of the area by the mid-1850s as the demand for timber rose dramatically with the construction of railways and dwellings as well as for manufactured goods such as wagons and pick-axe handles for those out on the gold fields.²² Alongside the timber industry, the establishment of roads such as Liverpool Road brought many small agricultural settlements to the Bankstown area, largely established by Irish settlers. Due to the poor state of the area and the ethnic background being predominantly Irish, the area soon gained the nickname "Irish Town".²³ The church and cemetery at St Felix is a remnant of this Irish settlement.

Despite the apparent early success of settlement in the area, many factors acted against further growth. The area was segregated from Sydney and much of the viable agricultural land on the Georges River was less accessible than the land along Liverpool Road. Furthermore, the Georges River was prone to flooding. In 1873 the flood level at Liverpool was estimated to be 2 m above the 1956 flood and 3 m above those of 1986 and 1988.²⁴ This 1873 flood has been called a 'one in 100 year' event and was part of a cluster of floods from the 1860s through to the 1890s.²⁵ Often homes, farms and livelihoods of the settlers were washed downstream. Further to this, in the 1850s the gold rushes brought a considerable traffic of gold seekers through the area initially. However, many inhabitants of Bankstown also seem to have succumbed to the lure of gold which saw an exodus of people leaving the area depopulated.²⁶ Of more serious consequence for the Bankstown area was the construction of the Sydney to Parramatta railway in 1856, which was later extended to Goulburn and across the Blue Mountains. Most traffic was now drawn to the new faster steam train and the nearest station was miles away from at Haslem's Creek (Lidcombe).²⁷ Road maintenance work was also condensed since the Liverpool Road was no longer of strategic importance.²⁸

Though somewhat isolated now and still largely rural in its concerns, Bankstown attracted some simple processing industries, mainly linked to the preparation of primary products for market. This included charcoal burning, soap manufacture, quarrying and Liebert's Pottery which began the manufacture of a range of increasingly sophisticated clay products in the area.²⁹ Local clay proved so suitable for pottery and brick manufacture that other pottery manufacturers later followed. Another influence on the area was the building of Potts Hill Reservoir.³⁰ It was commenced in the late 1880s as part of a Sydney-wide scheme to provide the city with a permanent supply of clean water from the Nepean River, which brought many workers and their families to the area.

²¹ *Ibid.* Pg. 20.

²² *Idem.*

²³ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 11.

²⁴ Cullis, Sharon. 2014 'Georges River: Flooding the city' on *The Dictionary of Sydney*.

https://dictionaryofsydney.org/entry/georges_river_flooding_the_city#ref-uuid=cd9dee20-024d-ab56-22a8-53bfb3f1bcfc

²⁵ *Idem.*

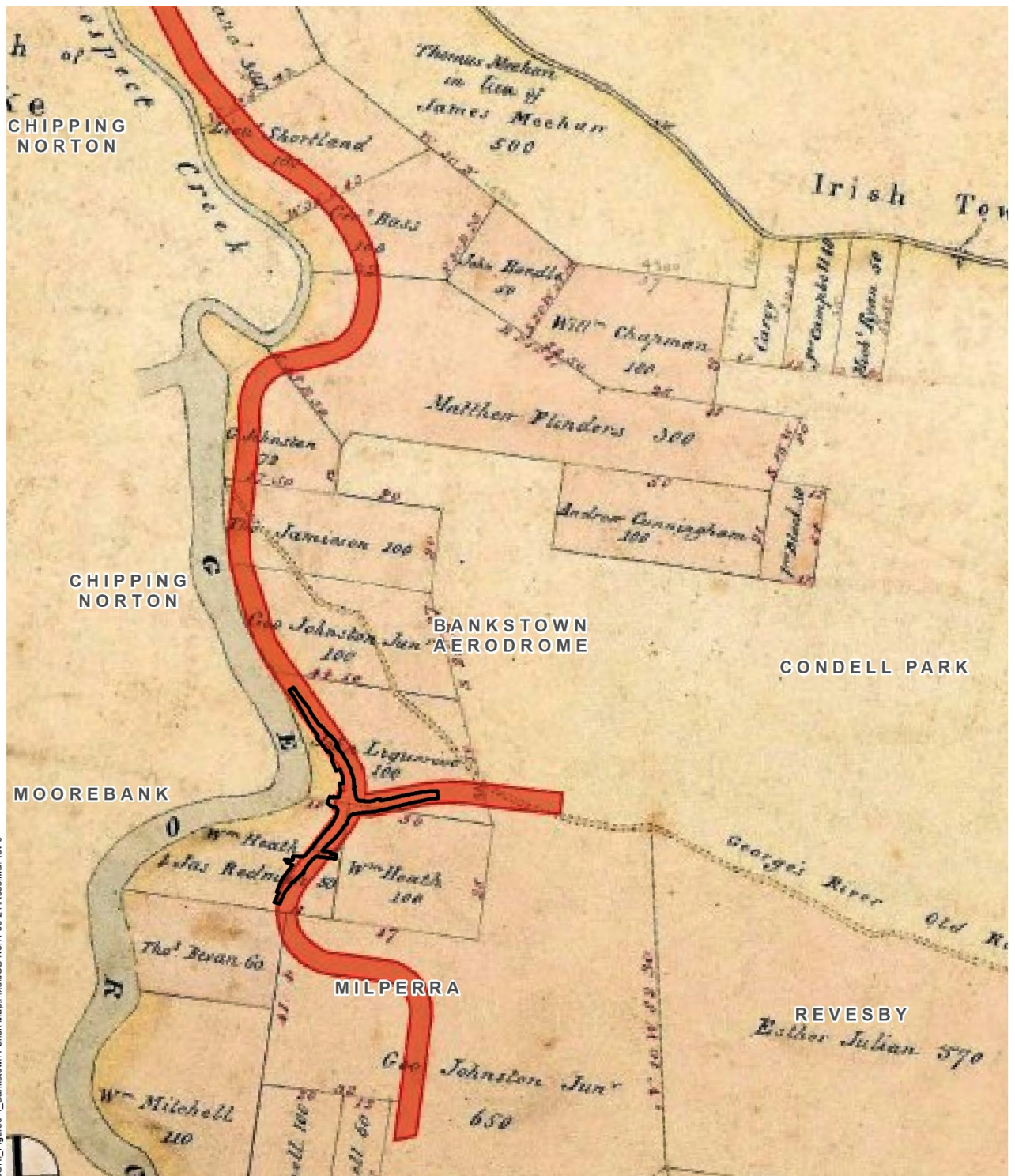
²⁶ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 11.

²⁷ *Ibid.* Pg. 12.

²⁸ *Idem.*

²⁹ *Idem.*

³⁰ *Idem.*



Overall proposal boundary



1:25,500
0 250 500m

Source: Aurecon, TNSW, GML SOHI 2018, Spatial Services

Projection: GDA 1994 MGA Zone 56

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FIGURE 5-4: Bankstown Parish Map

To cater for the demands of this population, services in the area expanded. The large number of new children of school age prompted the building of Sefton Park Public School (now Regents Park Primary School) in 1899.³¹ Furthermore, shops and hotels were built to cater for the new residents. By 1895 Bankstown became a municipality.³² Several possible railway routes were projected across the Bankstown area in the 1880s causing a railway mania in the district.³³ However none of these projected lines were ever built, but land owners subdivided likely parcels of land in the path of anticipated railways, thus sprinkling the land with residential allotments suitable for the building of cottages – land which would not be built upon on any large scale until the 1950s.³⁴ Bankstown's future as part of suburban Sydney was assured in 1909 when the railway was finally extended from Belmore to Chapel Road.³⁵ Clustered around the new railway line, rustic plots were advertised to city dwellers. Furthermore, another influence on the area in the late 19th Century was the building of Potts Hill Reservoir, which was part of a Sydney-wide scheme to provide the city with a permanent supply of clean water from the Nepean River.³⁶ Numerous workmen and their families came to work in the reservoir and temporarily boosted the population.³⁷ However despite all of these industrial influences, agricultural practises remained the main focus of the locals in Bankstown from the remainder of the 19th Century.³⁸

5.3.1 Bankstown during the Inter-war years

By the turn of the Century, the Bankstown area remained largely stable. It was following the First World War that the population started to boom. By 1915 there were 4,750 residents in 1090 homes, with occupations varying from orchardists, poultry farmers, dairy farmers, brickmakers and sawmill owners.³⁹ This was also assisted by the pre-fabricated timber 'ready-cut cottages' manufactured by George Hudson and Son Ltd., which was just one scheme at the time to assist with not only a massive housing shortage in Sydney but also to enable unskilled or financially strained home builders to afford a reasonable cottage of their own.⁴⁰ After the end of the Great War, the monopoly of private enterprise over house building in Bankstown was challenged by the War Service Homes Commission, a Commonwealth Government scheme providing homes for sale to ex-servicemen at low rates of repayment.⁴¹ In Bankstown, the War Service Homes Commission commenced its "Group Homes" activity with the construction of a number of distinctive houses in Vimy Street.⁴² Furthermore, in the 1920s, the whole of Bankstown was opened up again by the new East Hills railway line for further subdivision and settlement.⁴³ Following the Great Depression in the 1930s, Bankstown saw a predominance of working class families flood the area. However a return to prosperity and renewed home building in the late 1930s heralded the trends in Bankstown in the immediate post-war decades.⁴⁴ Notably during this period, as a relief project due to the dramatic rise in population, Henry Lawson Drive was commissioned and constructed from Lansdowne Bridge to Salt Pan Creek to the junction of River Road in 1930, being later gazetted in 1948.⁴⁵ Land clearance for the Bankstown Airport was also conducted during this time, with its opening at the outbreak of WWII.⁴⁶ The Second World War saw defence related industries situate themselves in Bankstown, most notably the de Havilland aircraft factory near the airport along with the US Airforce, leading to the area gaining the nickname "Yankstown".⁴⁷ During WWII, Bankstown produced trainer, fighter and bomber aircraft, and the only Australian battle tank ever produced.⁴⁸ Figure 5-4 and Figure 5-5 show images of urban development along Henry Lawson Drive in the 1970s, with

³¹ *Ibid.* Pg. 14.

³² *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 20.

³³ *Ibid.* Pg. 21.; *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 12.

³⁴ *Idem.*

³⁵ *Idem.*

³⁶ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 12.

³⁷ *Ibid.* Pg. 14.

³⁸ *Idem.*

³⁹ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pp. 20 – 21.

⁴⁰ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 15.

⁴¹ *Ibid.* Pg. 17.

⁴² *Idem.*

⁴³ *Idem.*

⁴⁴ *Ibid.* Pg. 19.

⁴⁵ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pp. 21 and 23.

⁴⁶ *Idem.*

⁴⁷ *Ibid.* Pg. 22.; *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 19.

⁴⁸ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 19.

Figure 5-7, an excerpt of the parish map from 1977, showing Henry Lawson Drive as a main thoroughfare for the first time.



Figure 5-4 Henry Lawson Drive overpass under construction, ca. 1970s, unknown photographer.

Source: Local History: Sutherland Shire Libraries.



Figure 5-5 The Meccano Set, northbound on Henry Lawson Drive/Woodville Road and Hume Highway intersection, c1973.

Source: OzRoads

After the end of the Second World War, as the economy boomed and there was an increasing call for workers to provide labour for new manufacturing enterprises in Bankstown, there was a renewed surge of home building to cater for wage earners.⁴⁹ The Cumberland County Council aimed to make Bankstown a regional centre and used the green belt of market gardens at Milperra and Revesby as a limit to urban sprawl.⁵⁰ Bankstown's situation on the fringe of the Sydney suburban area with its large acreages of subdivided but vacant land made it particularly attractive to wage earners. Most of the houses built were for owner-occupiers.⁵¹ The predominant character of Bankstown's housing stock was established as that of fibro cottages on individual allotments.⁵² Due to mounting housing pressures, the market gardens had largely disappeared by the 1960s.⁵³



Figure 5-6 Floods at Milperra-Moorebank on the Georges River 2 September 1963. John Ellison.

Source: State Library of New South Wales, [d7_14688 / APA 14688], (Mitchell Library).

The mid-late 20th Century saw this large density of housing under enormous pressure due to the reoccurring floods of the Georges River. In 1956 the 'biggest storm in living memory' hit Sydney and severely flooded Bankstown, Georges Hall, Milperra and surrounding suburbs along the river.⁵⁴ Houses along Henry Lawson Drive closest to the river were essentially underwater during the peak of the flood, with local residents claiming they saw waters rise over the Milperra Bridge.⁵⁵ Floods reoccurred in 1975, 1978 and 1986, refer Figure 5-6 for the flood of 1963. Lack of infrastructure continued to present challenges to the area in the 1960s and 1970s.⁵⁶ In 1965, Government Gazette Secondary Road documents widening of Henry Lawson Drive at Rabaul Road and Ashcroft Street, and again in 1979 the widening of the Drive at the intersection with the Hume Highway at Lansdowne.⁵⁷ The Bankstown area since the 1990s has continued to grow and remains largely industrially focussed and residential in form.

⁴⁹ *Idem.*

⁵⁰ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 22.

⁵¹ *Bankstown Heritage Study*, Jan 1988, prepared by Terry Kass and Meredith Walker for City of Bankstown. Pg. 19.

⁵² *Idem.*

⁵³ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Pg. 22.

⁵⁴ *Idem.*

⁵⁵ *Idem.*

⁵⁶ *Idem.*

⁵⁷ *Ibid.* Pg. 23.



Figure 5-7 Excerpt of Sheet 3a, 6th Edition of the Parish of Bankstown, c1977. Henry Lawson Drive is illustrated in this map in yellow and Bankstown Airport in pink.

5.3.2 Bankstown Airport Traffic Control Tower

The Bankstown Airport Traffic Control Tower (ATC), powerhouse and equipment room are located to the west of the airport. Bankstown ATC tower is composed of a square four-storey base in reinforced concrete with a face brick cladding, below a rectangular cantilevered walkway, also in reinforced concrete, around an octagonal cabin. The cabin is raised on a part-chamfered half-height duct and service space and octagonal cabin and is 15 m above ground level. The tower is built on standard raft footings, with a central stair in reinforced concrete. A single-storey brick wing (radio equipment room) extends westward from the tower base and a powerhouse is located a short distance to the north. Both are original components of the ATC complex and appear to be intact externally. As built, the tower accommodated a switch room and technical officer's room on the first floor; the office of the officer-in-charge and check controller's room on the second floor; and a staff locker room and toilets/showers on the third floor. The layout of the first, second and third floors are almost identical.



Figure 5-8 Bankstown ATC Tower, c 2010

Source: Civil Aviation Historical Society & Airways Museum. Retrieved from: <http://www.airwaysmuseum.com/BK%20TWR%20new.htm>

From the early 1950s the use of Bankstown Airport increased dramatically: annual movements rose from 100,000 to 280,000 between 1962 and 1967. By the mid-1960s, Bankstown was widely recognised as the headquarters of Australia's general aviation industry. Improvements to the airport over this period included: a sealed 941 m long runway (1952); a 1,190 m long sealed runway (1962); the installation of runway lighting (1965); and a third sealed runway (914 m).

On 5 July 1968, the DCA also announced that a new 60 foot high air traffic control tower, with associated powerhouse and equipment would be built at Bankstown on the western side of the airport, opposite the site of the RAAF control tower. In its siting and facilities, the new tower conformed to Master Facility Schedule, specifying requirements for standard facilities in control towers and stating principles to be observed in the preparation of control tower unit facility schedules. The complex was commissioned in 1970 and is in use today, and was listed on the Commonwealth Heritage List in 2016.⁵⁸



Figure 5-9 ATC Tower under construction, c1961

Source: Civil Aviation Historical Society & Airways Museum. Retrieved from: <http://www.airwaysmuseum.com/BK%20TWR%20new.htm>

⁵⁸ All information has been drawn from: 'Bankstown Airport Air Traffic Control Tower, Tower Rd, Bankstown, NSW, Australia', on **Australian Heritage Database**. Retrieved from: https://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;search=state%3DNSW%3Blist_code%3DCHL%3Blegal_status%3D35%3Bkeyword_PD%3D0%3Bkeyword_SS%3D0%3Bkeyword_PH%3D0;place_id=106118

5.3.3 Bankstown Aerodrome

Sydney's main airport at Mascot began operating in January 1920 however aviation grew during the following decade to the extent that the site of Bankstown Airport was earmarked as the location of a second or training aerodrome for Sydney by the Department of Civil Aviation in 1929. However, it was not until World War II that any action took place when some 255 hectares were resumed for the purposes of establishing an aerodrome. It has been suggested that a major reason for selecting the site was its relatively close proximity to the Clyde Engineering Works at Granville, where aircraft production took place. Clyde Engineering (formerly the Hudson Brothers) subsequently opened a facility at the airport. The land was formally resumed on 5 August 1940 and work proceeded on preparation of the site. Documentation for three Bellman type hangars was prepared by August and on 2 December 1940 the Royal Australian Air Force Station – Bankstown was formed. The unit was responsible for hangar construction and aircraft assembly.

Bankstown was initially intended as a training facility however due to the fears of a Japanese invasion it was given operational status for defence purposes and from 1941 fighter squadrons were stationed there. No 101 Fighter Control Unit, which was formed in February 1941, became No 1 Fighter Sector Headquarters and operated at Bankstown until January 1945. The first Women's Auxiliary Australian Air Force intake at Bankstown took place in September 1941. The operational section of the base consisted of unsealed airstrips and headquarters building and parade ground that separated technical functions (hangars, the control tower, operations room, offices and the like) from residential functions (barracks, messes and the like, situated near Marion Street). Plane parks (hideouts) were set up around the perimeter of the airfield in a random manner so that the destruction of aircraft by enemy forces would be more difficult.

The RAAF presence was augmented by the establishment of a hospital that also served the area more generally. The aircraft manufacturing company De Havilland established an aircraft assembly plant at the airport during 1942. The importance of the Bankstown facility increased as Australia's war effort against Japan deepened. From March 1942 the 41st USAF Fighter Squadron was based at the airport and by November that year a hangar had been erected for American use. De Havilland's first Australian built Mosquito aircraft was also completed in July 1943.



Figure 5-10 RAN and RAAF aircraft at Bankstown Airport, 1940s

Source: Australian Aviation. Retrieved from: <https://australianaviation.com.au/2019/10/bankstown-airport/>

At the end of 1944 the Royal Navy moved onto the airport and commissioned a Mobile Naval Air Base, which was officially known as HMS Nabberley. In 1946 the Royal Navy handed the airport back to the RAAF. During February that year the Department of Air made a request to use the airport for private aviation and aircraft manufacture in a bid to relieve pressure at Mascot Airport. As a result, Bankstown was used by civilians and the Air Force. The Department of Civil Aviation assumed responsibility for the airport in 1948. The RAAF retained a presence until 1977.



Figure 5-11 Bankstown aerodrome in the 1970s looking south, as seen from a Boeing 707 departing Sydney/Kingsford Smith. Arrow shows the location of the Control Tower.

Source: Civil Aviation Historical Society & Airways Museum. Retrieved from:
<http://www.airwaysmuseum.com/BK%20TWR%20new.htm>

During the 1950s, several of the airport's accommodation buildings were taken over by the Department of Immigration for hostel purposes. A gravel runway was constructed in 1952, augmented by three intersecting runways and taxiways in 1962. Runway lighting was installed in 1965 and the control tower was commissioned during 1970. Bankstown Airport was reputedly the largest general aviation airport in the southern hemisphere by 1970. Residents became increasingly concerned as the airport continued to grow and development consolidated around it. The Federal Airport Commission took over control of the airport on 1st January 1988, followed by Bankstown Airport Limited in July 1998. The airport was then sold in 2003. It remains an operational airport and is home to training facilities for commercial and recreational pilots, as well as specialist training facilities at the Aeromedical Crewing Excellence (ACE) Centre.⁵⁹ The airport was heritage listed in 2001.

⁵⁹ All information has been drawn from: 'Bankstown Aerodrome', State Heritage Inventory on *Heritage NSW*. Retrieved from:
<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1060175>

6 Built and landscape heritage impacts

6.1 EIS proposal area

There are no non-Aboriginal heritage items within the EIS proposal area and therefore no anticipated direct or indirect impact to any non-Aboriginal heritage items.

6.2 REF proposal area

This section identifies the impacts from the construction and operation of the REF Proposal on listed heritage items. This section addresses the REF proposal area.

Table 6-1 summarises the listed heritage items located throughout the proposal area and gives a ranking of the heritage impact identified.

Ranking is in accordance with the methodology as outlined in Section 2. Impacts are classified as either:

- Major adverse
- Moderate adverse
- Minor adverse
- Neutral

The following built and landscape heritage impacts have been determined for the Stage 1A Henry Lawson Drive upgrade works based on the 100% Concept Design.

Table 6-1 Historic and landscape heritage impacts for the REF Proposal

Heritage Item	Proposal	Summary of impacts
Bankstown Airport Traffic Control Tower Commonwealth Heritage List Place ID: 106118	Outside of the REF proposal area	This item will not be directly impacted as it is located just to the north outside of the REF and EIS Proposal areas on and near Tower Road. Impact grading: N/A
Bankstown Aerodrome Bankstown LEP 2015 Item number: 118	Within REF proposal area: Widening Henry Lawson Drive from two to four lanes Removing the dedicated left-turn slip lane into the ALDI and fast-food area and access being retained via a standard property driveway Constructing a new footpath between Tower Road and Milperra Road to connect with the existing bus stop	The Proposal would have no adverse heritage impacts on the LEP listed curtilage near Tower Road, off Henry Lawson Drive and near the left-hand turn on to Milperra Road at the Henry Lawson Drive and Milperra Road intersection. Although the curtilage of the Aerodrome extends over Starkie Drive and the associated slip lanes from Henry Lawson Drive into the existing buildings, as well as over the surrounding complexes and landscaping near the Milperra Road and Henry Lawson Drive intersection, the area is non-significant and the buildings/landscaping are contemporary. Widening works in this area would not impact the overall heritage significance of the Aerodrome. Impact grading: Neutral

6.2.1 Bankstown Aerodrome

Physical description

The following description of the Bankstown Aerodrome is drawn from the SHI database:

Bankstown Airport is a large complex situated to the east of the Georges River. The site is largely open, accommodating three parallel runways traversed at their western end by a single runway. The control tower is located at the western end of the site. Buildings and car parks associated with airport operations are situated at the north eastern part of the site, while the facilities associated with Hawker de Havilland are located on the southern side of the airport.

As was the case with most air bases, the original layout of the Airport was organised into functional zones, which consisted of:

- Accommodation blocks, amenities, ablution facilities and canteens near the entrance to the site on Marion Street;
- Headquarters building to the south and parade ground to its east;
- Group of buildings including huts containing office space, hangars and landing strips south of the headquarters and parade ground;
- Aeroplane parks were dispersed around the perimeter of the airfield and also adjacent streets in a haphazard fashion for defensive purposes;
- Two parts of the site were used for aircraft manufacture: the Clyde Engineering works at the north eastern corner near Birch Street and the Hawker De Havilland complex in the southern part of the site near Milperra Road.

The original disposition of the site is still legible to some extent across the existing Airport, which consists of:

- The hangar and office precinct, which includes former Clyde Engineering buildings and includes the areas occupied by accommodation, headquarters, parade ground and the hangar/office zone;
- Runways include some of the areas in which plane parks were situated;
- Air traffic control on the western boundary of the site;
- The former Hawker De Havilland facility is now part of Boeing's operations;
- The Australian Aviation Museum is situated in a Bellman type hangar which comes from another site and is situated in the south western part of the site.

Remaining World War II buildings and features include:

- Sealed road network, including kerbing and guttering;
- Timber headquarters building (former RAAF base);
- The parade ground (which has not been built over);
- A large sawtooth-roofed structure at the end of Airport Road;
- A large gable-roofed hangar in Cyrrus Place;
- Six Bellman type hangars. This was a well-known type of hangar that was designed in England by engineer NS Bellman. The hangars could be erected and dismantled by unskilled personnel. The hangars were produced locally by Lysaght's. One has been relocated on the site;
- Two Royal navy B1 type hangars, which were designed in Britain;
- Two Singapore type hangars, another British design;
- Two timber latrine huts and an office hut that were relocated to their present positions;
- Brick power station;
- A hangar erected for Clyde Engineering and a relocated World War II hut near Birch Street;

- A number of buildings associated with the Hawker de Havilland factory on Milperra Road.

Heritage significance

The Bankstown Aerodrome is listed as an item of Local significance on the Bankstown LEP 2015. The discussion of heritage impacts is provided in Table 6-2. The summary statement of significance for the bridge is as follows:

Bankstown Airport is historically significant because of the contribution that it and the local government area made to Australia's defence efforts during World War II. It demonstrates the strategic importance of the Bankstown region during World War II.

The airport has additional significance because of the impetus it gave to development in the locality during and after World War II.

Bankstown Airport is considered to be a representative example of a World War II air base. It was an important centre of aircraft manufacture and assembly during World War II - the only air base to be associated with aircraft manufacture and one of only two air bases in New South Wales associated with the assembly of aircraft manufactured elsewhere - and has research potential due to its uses as an air base and an aircraft manufacturing and assembly facility. It is understood to be the only air base in New South Wales to include more than three types of World War II era hangars surviving in-situ and has retained a relatively large number of World War II era buildings.

The place is significant for its continued airport use and its role in the Australian aircraft industry.

Table 6-2 Significance Assessment—NSW Heritage Criteria—Bankstown Aerodrome

Criteria	Response
A—Historical Significance	Bankstown Airport is historically significant because of the contribution that it and the local government area made to Australia's defence efforts during World War II. It demonstrates the strategic importance of the Bankstown region during World War II. The Airport was an important centre of aircraft manufacture and assembly during World War II. The airport has significance because of the impetus it gave to development in the locality during and after World War II.
B—Associative Significance	N/A
C—Aesthetic or Technical Significance	N/A
D—Social Significance	The place is significant for its continued airport use and its role in the Australian aircraft industry.
E—Research Potential	The place has research potential due to its uses as an air base and an aircraft manufacturing and assembly facility. It is understood to be the only air base in New South Wales to include more than three types of World War II era hangars surviving in-situ.
F—Rarity	Bankstown was the only air base to be associated with aircraft manufacture and was one of only two air bases in New South Wales associated with the assembly of aircraft manufactured elsewhere. It is the only air base in New South Wales to have more than three extant types of World War II hangars.
G—Representativeness	Bankstown Airport is considered to be a representative example of air bases constructed during World War II.

REF Proposal impacts on Bankstown Aerodrome

The impacts of works to be undertaken in the REF proposal area on the Bankstown Aerodrome heritage item are detailed in Table 6-3. It should be noted that the EIS proposal area does not impact on the Aerodrome.

While the REF proposal area would encroach on the Bankstown Aerodrome LEP heritage curtilage, it would extend into areas that have been subject to more contemporary development and would have minimal impact on the heritage significance of the item.

Table 6-3 Discussion of impacts – Bankstown Aerodrome

REF Proposal feature	Discussion of impacts
Widening Henry Lawson Drive from two to four lanes	<p>The road widening, associated landscaping and ancillary infrastructure will present a change to the airport's setting in the south western corner of the site but will not adversely impact the heritage values of the Aerodrome.</p> <p>The curtilage of the Aerodrome extends to cover Starkie Drive and the associated slip lanes from Henry Lawson Drive into the retail complex and nature strips surrounding these complexes near the Milperra Road and Henry Lawson Drive intersection. While the REF proposal would extend into the curtilage area, the area is largely occupied by contemporary development and is a non-heritage significant precinct.</p> <p>The REF Proposal will contribute in a minor way to the cumulative impacts of urban development at the south east corner of the airport heritage boundary, taking into consideration the scale of the current Airport Redevelopment – Major Development Plan.</p> <p>The area surrounding the fast-food businesses, associated infrastructure and nature strips are considered a neutral element to the Bankstown Aerodrome curtilage and any widening works to these areas would not impact the overall heritage significance of the Aerodrome.</p>
Removing the dedicated left-turn slip lane into the ALDI and fast-food area and access being retained via a standard property driveway	<p>The ALDI and fast-food area fall within the curtilage of the LEP listed Bankstown Aerodrome. Although the curtilage of the Aerodrome extends to this area, the area is contemporary and non-heritage significant. It is physically and visually separated from the heritage elements of the airport, including the hangars and control tower.</p> <p>Therefore, this area surrounding ALDI and the fast-food businesses is considered a neutral element to the Bankstown Aerodrome curtilage and any associated works to these areas would not impact the overall heritage significance of the Aerodrome.</p> <p>There are no heritage impacts expected from removal of the slip lane.</p>
Constructing a new footpath between Tower Road and Milperra Road to connect with the existing bus stop	<p>These works have the potential to have neutral heritage impacts on the LEP listed Bankstown Aerodrome.</p> <p>Although the curtilage of the Aerodrome extends to cover the area proposed for a new footpath, the area is largely occupied by contemporary development and is a non-significant precinct.</p> <p>Therefore, this area proposed for a new pedestrian footpath between Tower Road and Milperra Road is considered a neutral element to the Bankstown Aerodrome curtilage and any footpath works would not impact the overall heritage significance of the Aerodrome.</p>
Overall impact rating	Neutral

7 Historical archaeological assessment

This section describes the historical archaeological potential of the affected portions of the overall proposal area. The focus of the archaeological assessment is to identify areas where civil construction works are occurring in areas that may contain significant historical archaeological resources.

Areas designated as low to no archaeological sensitivity comprise areas where the ground has been completely excavated or so heavily disturbed that archaeological deposits are likely to have been removed or predominantly destroyed. An assessment of the potential impact to archaeological resources resulting from the construction of the proposal is provided.⁶⁰


The assessment is based on:

- A pedestrian and vehicular site visit drive through the overall proposal area
- A review of existing heritage registers
- The historical overview included in this report
- A review of relevant historical archaeological background documentation prepared in the past for the overall proposal area
- Identification of previous major works that would have impacted on historical archaeological resources in the overall proposal area

Refer to Figure 7-1 and Figure 7-2 for historical aerials with the overall proposal boundary.

⁶⁰ The level of significance associated with heritage items (local) is based on extant values assessments, and comparable sites. Unexpected archaeological finds could hold high value depending upon their nature and extent. The historical research and assessment are robust enough that testing to confirm the extent location of potential archaeological remains is not required at this stage. Furthermore, testing to inform significance of material could result in unnecessary disturbance to potential archaeological sites.



 Overall proposal boundary

Source: Aurecon, TfNSW, DPIE, Spatial Services

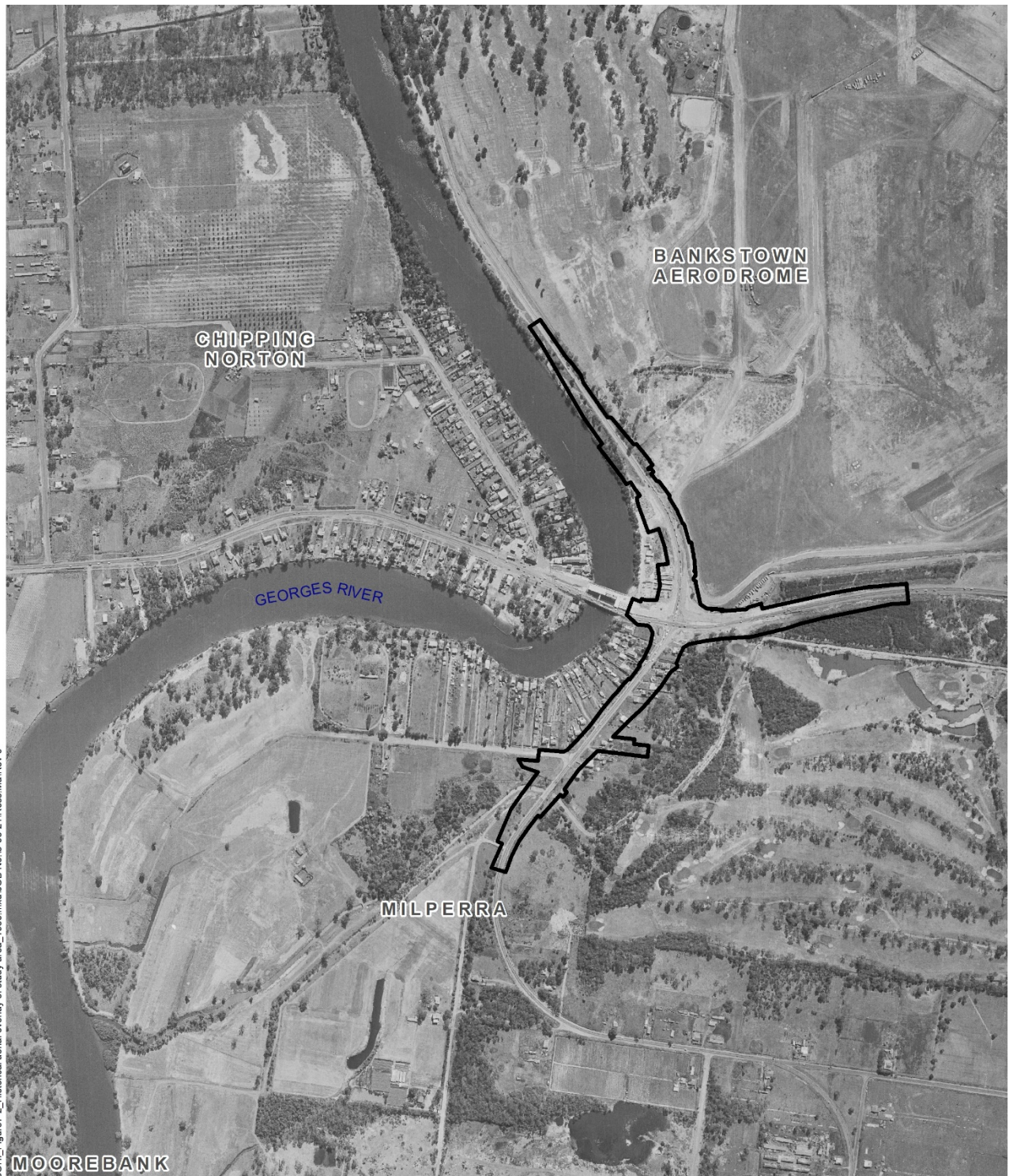



1:10,000
0 100 200m

Projection: GDA 1994 MGA Zone 56

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FIGURE 7-1: Historical aerial overlay of study area (1930)



 Overall proposal boundary

P:\GIS\Project-4\project510003_HenryLawsonDriveHLD_SOHI_Figure7-2_Historical aerial overlay of study area_1965.mxd\JOB No.13-03-21\Ross Ma\Rev 0

Source: Aurecon, TfNSW, DPIE, Spatial Services



1:10,000
0 100 200m

Projection: GDA 1994 MGA Zone 56

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FIGURE 7-2: Historical aerial overlay of study area (1965)

7.1 Areas of assessment

The assessment does not provide a detailed review of all potential archaeological resources across the entire corridor. It uses the information gathered from existing sources to determine where the key archaeological resources may exist within the localised areas of the proposed excavation, particularly in the REF proposal area. No potential historical archaeological resources have been identified in any of the EIS proposal areas.

The overall proposal boundary falls within a road corridor which has undergone large changes since its construction in the 1930s, and later widening projects in the late 1960s and 1970s. According to the preliminary SOHI prepared by GML (2018) for the early stages of this Proposal, the past construction of existing roads has posed a moderate to high level of archaeological disturbance to the area and that modifications to the landscape including cutting culverts in the terrain and levelling the ground for the road surface has led to low to nil potential for historic archaeology in the overall proposal area.⁶¹ This includes any remains of the Georges River Old Road. However, it is noted that this is located outside of the current overall proposal area and no remains are expected to be found as part of construction.

Furthermore, areas surrounding the road corridor within the overall proposal boundary have also seen moderate to high levels of disturbance from residential development and establishment of recreational areas. Potential archaeological remains associated with these zones may include remains of fenceposts, outbuildings, sawpits and evidence of land clearance associated with early agricultural use.⁶² However as noted by GML (2018), these remains would have likely left little trace within the archaeological record and are likely to have been removed due to the construction and disturbances within the area, and therefore potential is low.⁶³

Table 7-1 Summary of ground disturbance across the overall proposal boundary

Date	Nature of disturbance	Location
1788 – 1798	<p>Early land grants:</p> <p>Initial land grants within the proposal area were larger landholdings along Prospect Creek and Georges River. Any archaeological remains would have resulted from ephemeral use of the area such as grazing and low intensity pastoral activity.</p> <p>Furthermore, early parish maps (refer Figure 5-3) suggest that the Georges River Old Road crossed Henry Lawson Drive to the north of the REF proposal area and to the east along Milperra Road. Any archaeological remains of this road are likely to be highly ephemeral.</p>	<p>REF boundary</p> <p>To the north and to the east of the REF proposal area</p>
1798 – 1909	<p>Johnston Family: Georges Hall and the Homestead Site:</p> <p>North of the proposal area there is potential for archaeological remains associated with the two properties constructed by the Johnston family: Georges Hall (c.1798) and the Homestead Building and Site (SHR Item No. 00448). Archaeological potential associated with these properties could include evidence of a carriageway to the Georges River Old Road, outbuildings, stores, rubbish pits and garden layouts.</p> <p>Although their exact locations are unknown, historical research suggests that they are around 1 km north outside of the proposal area. Therefore, direct archaeological remains are unlikely to be found in the proposal area from these two homesteads.</p>	1 km north of the REF proposal area

⁶¹ *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Refer pp: 57 – 67, particularly pages 61 – 62 for their assessment on this proposal area.

⁶² *Henry Lawson Drive Upgrade (M5 to Hume Hwy) Strategic Phase – Statement of Heritage Impact*, August 2018, prepared by GML for RMS. Refer pp: 64 – 67.

⁶³ *Idem*.

Date	Nature of disturbance	Location
1909 – 1945	<p>Housing subdivision:</p> <p>Following the opening of the railway to Bankstown in 1909, the area was subject to subdivision of larger landholdings although few properties were constructed as a result. Archaeological remains associated with early subdivision may include localised remains such as brick footings, wooden service pipes, rubbish pits, drainage and garden beds.</p> <p>Airport development: Historical aerials show that the main areas of airport development were located farther east outside of the proposal area therefore there is low archaeological potential for the military phase of the Bankstown Airport. However, it should be noted that an undated building is visible on an 1943 aerial at the intersection of Milperra Road and Henry Lawson Drive within the proposal area (refer Figure 7-3 and Figure 7-4), and there is potential for archaeological remains of this building such as footings and artefacts. This building does not appear in the 1951 aerial (nor does it appear in the 1930s aerial) which suggest this building was a war time construction and was later demolished (refer Figure 7-4). However, the historic footprint of this structure has since been built over by Henry Lawson Drive and associated garden beds and nature strips on the left-hand turning lane of Henry Lawson Drive to Milperra Road. It should be noted that the retail space has been constructed on a high man-made embankment, which further demonstrates the extensive soil movement and heavy disruption this part of the proposal area has experienced since the 1970s. Archaeological potential for any remains of this building is low due to the heavily disturbed nature of the site. Therefore, there is potential for minor adverse heritage impacts expected from these widening works if the archaeological remains of the airport building noted above are found during these works but as the significance and use of this building are unknown this impact grading has the potential to be neutral to the historic core of the airport.</p>	The southern and western sections of the REF proposal area
1945 – Present	<p>Post-war development:</p> <p>The end of the Second World War saw the proposal area become built-up with medium density housing and recreational areas including Georges River Golf Course and Bankstown Golf Club.</p> <p>This phase of urban development will have had an impact on the survival of archaeological remains.</p>	REF proposal area



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Figure 7-3 1943 historical aerial image showing the unknown structure (circled red) at the Henry Lawson Drive and Milperra Road intersection.

Source: SixMaps.



Figure 7-4 1952 historical aerial image with unknown structure now demolished.

Source: Historical Imagery Viewer, NSW Govt: Sheet Number 9030, Run R38, Frame 5198.

7.2 Archaeological impact assessment

As indicated above, there are no known or anticipated historical archaeological resources in the EIS proposal areas. Assessment of potential archaeological impacts for the REF proposal area is detailed in Table 7-2.

Table 7-2 Summary of potential impacts – historical archaeology

REF proposal feature	Findings
Adjusting drainage including lengthening culverts	<p>These works are not expected to have any historic heritage impacts however they have the potential to disturb historical archaeological deposits outside of the REF proposal area.</p> <p>The GML preliminary SOHI (2018) identified low archaeological potential within the REF proposal area, especially in relation to the Georges River Old Road, there was still a minor risk for archaeological items to be uncovered during ground excavations and disturbance works. This includes the potential historic archaeology associated with the unidentified airport building located on historic aerials. Potential for any associated remains of the unidentified airport building are unlikely to be intact and would be ephemeral. The Georges River Old Road alignment is not within the REF proposal area and no remains are expected.</p> <p>Ground and soil disturbance within the REF proposal area, particularly around the identified potential archaeological items, has been heavily disrupted. Infrastructure associated with the construction of Henry Lawson Drive in the 1970s, including embankments, nature strips, retail spaces and slip lanes have all contributed to low potential for any archaeological remains.</p>
Relocating utilities (including electrical, gas, water and telecommunications)	<p>These works are not expected to have any historical archaeological impacts however they have the potential to disturb potential historic archaeological deposits surrounding the REF proposal area.</p> <p>The GML preliminary SOHI (2018) identified low archaeological potential within the REF proposal area, especially in relation to the Georges River Old Road, there was still a minor risk for archaeological items to be uncovered during ground excavations and disturbance works. This includes the potential historic archaeology associated with the unidentified airport building located on historic aerials. Potential for any associated remains of the unidentified airport building are unlikely to be intact and would be ephemeral. The Georges River Old Road alignment is not within the REF proposal area and no remains are expected.</p> <p>Ground and soil disturbance within the proposal area, particularly around the identified potential archaeological items, has been heavily disrupted. Infrastructure associated with the construction of Henry Lawson Drive in the 1970s, including embankments, nature strips, retail spaces and slip lanes have all contributed to low potential for any archaeological remains.</p>

8 Recommendations

The following recommendations and mitigations for the REF proposal area and the EIS proposal areas are recommended from this SOHI:

- REF proposal area:
 - If potential future changes occur to the indicative concept design resulting in works extending further into the LEP listed Bankstown Aerodrome, further assessment would be required to address potential heritage impacts to the airport, and to the CHL item Bankstown Air Traffic Control Tower.
 - Although low archaeological potential has been identified in this report, if any unexpected heritage finds are located during ground works, work should stop immediately, and a qualified archaeologist contacted to assess the finds. The Roads and Maritime Service Unexpected Finds Procedure should be applied during the construction and completion of the works.
- EIS proposal area:
 - Although low archaeological potential has been identified in this report, if any unexpected heritage finds are located during ground works, work should stop immediately, and a qualified archaeologist contacted to assess the finds. The Roads and Maritime Service NSW Unexpected Finds Procedure should be applied during the construction and completion of the works.

9 Conclusion

9.1 Summary of impacts

There are no heritage impacts expected from the EIS proposal areas as no listed heritage items fall within those areas.

A summary of the findings of the impact assessment for the REF proposal area are provided in Table 9-1.

Table 9-1 Summary of impacts to built and landscape heritage

Register listing	Item name	Address	Significance	Impact type	Heritage impact ranking
Commonwealth Heritage List Place ID: 106118	Bankstown Airport Traffic Control Tower	Tower Road, Bankstown Airport	Commonwealth	Indirect	Neutral Proposed works are to occur roughly 600m away from the Tower within the REF proposal area so views to and from this item would not be affected by the Proposal.
Bankstown LEP 2015 Item number: 118	Bankstown Aerodrome	345 Marion Street, Georges Hall, NSW 2198	Local	Direct	Neutral Proposed works are to occur to the south-western corner of the heritage boundary with no direct interface with historic structures.

Overall, the widening of Henry Lawson Drive and the associated works will not directly impact the listed items identified within the overall proposal boundary. Neutral heritage impacts are expected to result from the works proposed on the LEP listed Bankstown Aerodrome curtilage, as based on assessments made against the concept design. This is particularly in reference to the low potential for built remains of the airport structure identified in the 1943 historical aerial however this unlikely to be significant.

It is noted in the assessment of impacts that some REF proposal works do involve minor encroachment on the item curtilage of Bankstown Aerodrome on the northern side of Milperra Road. Although the curtilage of the Aerodrome extends to cover Starkie Drive, the retail complex and the associated slip lanes from Henry Lawson Drive into the retail complexes, the area does not hold particular value in terms of the historic significance of the airport. Therefore, this area surrounding the retail complex and its associated infrastructure is considered a non-significant area within the Bankstown Aerodrome curtilage and any associated works to these areas would not impact the overall heritage significance of the Aerodrome.

No heritage impacts are expected for the Commonwealth Listed Bankstown Air Traffic Control Tower as it is not close to the works in Stage 1A.

9.2 Heritage approvals requirements

No heritage approvals are required for the REF proposal area, however an excavation permit (Section 139) under the Heritage Act may be required for areas of potential significant archaeology. This report has found that there are no areas of significant archaeology, including in the area identified around the unknown structure in the 1948 historical aerial in the Bankstown Aerodrome curtilage. As such, at this stage, an excavation permit would not be required for the REF proposal.

No heritage approvals under the Heritage Act are required for the EIS proposal boundary.

10 References

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