

# APPENDIX D MAR STATE LAND HISTORICAL ARCHAEOLOGY IMPACT ASSESSMENT



# MELBOURNE AIRPORT RAIL

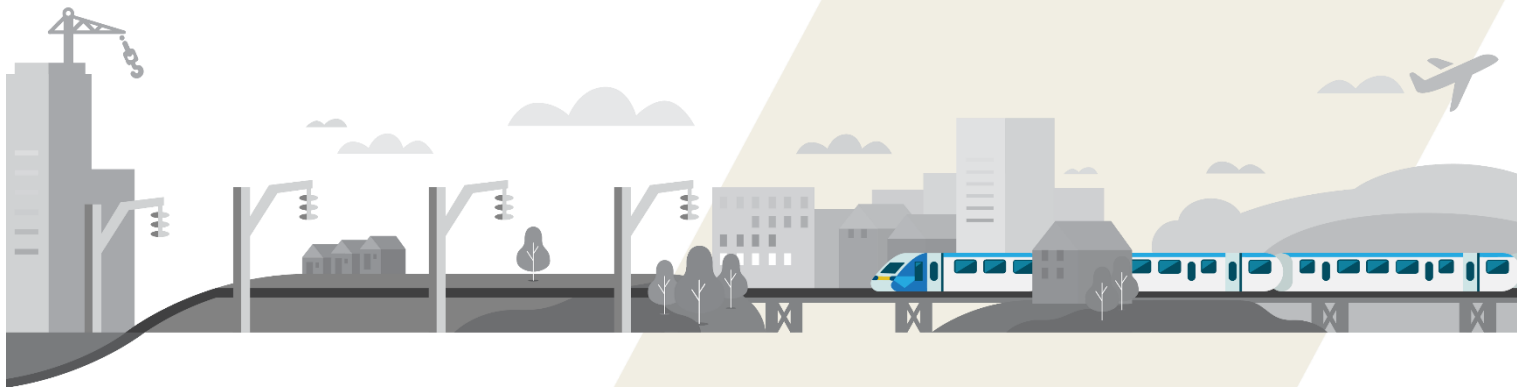
## **MAR STATE LAND HISTORICAL ARCHAEOLOGY IMPACT ASSESSMENT**

MAR-AJM-PWD-PWD-REP-XCH-NAP-0001872

27 August 2021

Revision B

Prepared for Rail Projects Victoria



# Document Control Record

Document Details						
Project Title		Melbourne Airport Rail				
Document Title		MAR State Land Historical Archaeology Impact Assessment				
Document ID		MAR-AJM-PWD-PWD-REP-XCH-NAP-0001872			Contract No.	CMS450111
File Path		https://geodocs.ajmjb.com/sites/vrip/WIPLibrary/MAR-AJM-PWD-PWD-REP-XCH-NAP-0001872.docx				
Client		Rail Projects Victoria			Client Contact	James Plant
Rev	Date	Revision Details/Status	Prepared By	Author	Verifier	Approver
A	08/07/2021	Issued to RPV	C Seawright	C Seawright	K Murphy R Overberg	R. Macdonald
B	27/08/2021	Issued to RPV	C Seawright	C Seawright	K Murphy R Overberg	R. Macdonald
Current Revision		B				

Approval			
Author Signature	Signed at AJM JV internal Verification and Approval process	Approver Signature	Signed at AJM JV internal Verification and Approval process
Name	C Seawright	Name	Ruth Macdonald

© Copyright 2021 AJM Joint Venture. The concepts, data and information contained in this document are the property of AJM Joint Venture. No part of this document may be reproduced, used, copied, published or adapted for use except in accordance with the provisions of the Copyright Act 1968 or with the consent of AJM Joint Venture.

This document has been prepared on behalf of, and for the exclusive use of Rail Projects Victoria ("RPV"), and is subject to, and issued in accordance with, the provisions of the contract between AJM Joint Venture and RPV. AJM Joint Venture makes no representations and undertakes no duty to any third party who may use or rely upon this document, and accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party. Any third party using and/or relying upon this document accepts sole responsibility and all risk for using and/or relying on this document for any purpose.

This document has been produced from information sourced from RPV and/or from other sources, relating to the dates and periods referred to in this document. Except as otherwise stated in the document, AJM Joint Venture has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this document may change. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and reevaluation of the data, findings, observations and conclusions expressed in this document.

This document should be read in full and no excerpts are to be taken as representative of the findings.

# Contents

Table of Abbreviations	1
<b>1. Executive Summary</b>	<b>2</b>
<b>2. Introduction</b>	<b>5</b>
2.1 Purpose	5
2.2 Methodology	5
2.3 Assumptions and Limitations	6
<b>3. Background</b>	<b>7</b>
3.1 Strategic Context	7
3.2 State Project Land	7
3.3 Main Works Scope	9
3.4 Corridor Section Summary	9
3.5 Sunshine Section Summary	10
<b>4. Existing Conditions</b>	<b>11</b>
4.1 Legislation review	11
4.2 VHI search	12
4.3 VHI site card information	12
4.4 Previous historical heritage assessments	16
4.5 Historical mapping	24
4.6 Historical background and aerial imagery review	37
4.7 Assessment of archaeological potential	46
4.8 Conclusion	47
<b>5. Impact Assessment</b>	<b>48</b>
5.1 Proposed Works and Potential Impacts	48
5.2 Mitigation and management measures	50
<b>6. Approvals requirements</b>	<b>52</b>
<b>7. Conclusion</b>	<b>52</b>
<b>8. References</b>	<b>55</b>

## Appendices

Appendix A Mapping

Appendix B Historical Aerial Imagery



# Table of Abbreviations

Table 1.1 Table of Abbreviations

Abbreviation	Definition
AJM-JV	Aurecon Jacobs Mott Macdonald Joint Venture
ARTC	Australian Rail Track Corporation
CBD	Central Business District
CHL	Commonwealth Heritage List
COR	Corridor Section
CSR	combined services route
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
HV	Heritage Victoria
MAR	Melbourne Airport Rail
NHL	National Heritage List
OHLE	overhead line equipment
The project	Melbourne Airport Rail project
RPV	Rail Projects Victoria
SUN	Sunshine Section
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register

# 1. Executive Summary

Aurecon Jacobs Mott Macdonald Joint Venture (AJM-JV) has been engaged by Rail Projects Victoria (RPV) to prepare the Melbourne Airport Rail (MAR) State Land Historical Archaeology Impact Assessment (the Impact Assessment).

The MAR project (the project) is a once-in-a-generation transformation of Victoria's transport network, connecting Melbourne Airport with a rail service for the first time. In 2018, the Victorian Government released the Melbourne Airport Rail Link Sunshine Route Strategic Appraisal (Transport for Victoria, 2018), which confirmed that the Sunshine route is the best solution for an airport rail link. This alignment is between a new railway station at Melbourne Airport and Melbourne CBD, via the Albion-Jacana rail corridor, Sunshine Station and connecting to the new tunnels provided via the Metro Tunnel Project (MTP). The project traverses both Commonwealth and State land; only State land along this alignment is addressed in this Impact Assessment as Commonwealth land is subject to a separate approvals process.

An Historical Heritage Impact Assessment was undertaken by Lovell Chen in 2021, 'MAR State Land Historical Heritage Impact Assessment' (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709) and identifies existing and potential historical heritage places located within and proximate to MAR State Project Land. This Impact Assessment report focusses on historical archaeological sites within the portion of the State Project Land impacted by significant works between lower Stony Creek and Sunshine Road, Sunshine, and Sharps Road, Tullamarine.

It is noted that Victorian Heritage Register (VHR) listed places within the State Project Land are discussed in the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709) and are not further considered in this Impact Assessment.

Two known archaeological sites have been identified from a review of the Victorian Heritage Inventory (VHI):

- Brimbank Park Ruins (VHI H7822-0004);
- Sunshine Station Rail Reserve (VHI D7822-0841).

A review of the previous literature, relevant reports and aerial imagery indicate that there is potential for seven archaeological sites of low potential to be present within the significant works portion of the State Project Land.

The summary of archaeological sites, archaeological potential, impact assessment, mitigation and management measures, and approval requirements for each of these sites comprise:

- State Project Land, where there is low archaeological potential. Both impacts, and mitigation and management measures, are site-specific and do not apply to the entire State Project Land. Approval requirements comprise:
  - > Unexpected discoveries of historical archaeological sites – all historical archaeological sites in Victoria older than 75 years are protected by the *Heritage Act 2017*, whether they are recorded on the VHI or not. It is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site without obtaining the appropriate consent from the Executive Director of Heritage Victoria (HV).
  - > Under Section 127 of the *Heritage Act 2017*, if an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV. The STOP, ADVISE and MANAGE procedure must be followed.
- Brimbank Park Ruins (VHI H7822-0004) has high archaeological potential. Impacts comprise those associated with any ground disturbing activities within the VHI boundary, or the use of heavy vehicles across this archaeological site, as this will impact upon the historical archaeology that is present within this VHI place. Management and mitigation measures comprise:
  - > Prior to any vehicle movements taking place in the area, protective barrier fencing will be erected as close to the maintenance path as possible to avoid unnecessary impacts to this site.

- > If impacts to the archaeology cannot be avoided, approval from Heritage Victoria and further archaeological assessment of the archaeological site must be undertaken by an appropriately qualified archaeologist prior to works occurring.
- > The heritage significance of the site will be identified in the Contractor's Construction Environmental Management Plan (or equivalent).

Approval requirements comprise:

- > As per legislative requirements, a VHI Consent to Damage is required under s.124 of the *Heritage Act 2017* for the works to proceed at Brimbank Park Ruins (VHI H7822-0004), an *Application for consent to undertake works or activities on an archaeological site* form is required to be submitted to Heritage Victoria along with the applicable fees and this Impact Assessment report. The consent application would be lodged by either RPV or the contractor, depending on contract arrangements.
  - > There are no statutory timeframes for the determination of a consent application, however it is expected that at least two to three weeks will be required.
  - > Should the scope or nature of the proposed works change, then they will need to be reassessed in terms of their potential to impact upon the archaeological site.
- Sunshine Station Rail Reserve (VHI D7822-0841) is of low archaeological potential due to the previous archaeological investigation having taken place within the VHI boundary and from current works associated with the Metro Tunnel project's Sunshine Signal Control Centre at the VHI site. It has subsequently been removed from the VHI. As such, there is no expected impact on this heritage place. General mitigation measures comprise:
    - > Historical heritage awareness training should be completed as part of the site induction for RPV personnel and/or contractors prior to the commencement of construction works.
    - > A suitably qualified archaeologist is to be on-call in the advent that any unexpected historical archaeological sites are found.
    - > The heritage significance of all potential archaeological sites that are of low archaeological potential will be identified in the Contractor's Construction Environmental Management Plan (or equivalent).
    - > If any archaeological remains are uncovered during construction works which aren't being monitored by an archaeologist, the STOP, ADVISE and MANAGE procedure must be followed.

Approval requirements comprise:

- > The Sunshine Station Rail Reserve (originally listed as VHI H7822-0841) was approved to be removed from the VHI by the Heritage Council of Victoria on 5 August 2021. It is currently listed on the VHI with a 'D' classification as Sunshine Station Rail Reserve (VHI D7822-0841). As such, no Consent is required for this historical heritage place.
- Sunshine Railway Line Linear Reserve and Matthews Hill Reserve, KG Chaplin Reserve, Barclay Reserve, Former 'Albion and Darlington' Railway Station, Maribyrnong Valley Parklands, Border Drive Reserve, and Steele Creek Tributary Reserve are of low archaeological potential. As such, there is no expected impact on these heritage places. General mitigation measures for these areas of low archaeological potential and the rest of the State Project Land, comprise:
    - > Historical heritage awareness training should be completed as part of the site induction for RPV personnel and/or contractors prior to the commencement of construction works.
    - > A suitably qualified archaeologist is to be on-call in the advent that any unexpected historical archaeological sites are found.
    - > The heritage significance of all potential archaeological sites that are of low archaeological potential will be identified in the Contractor's Construction Environmental Management Plan (or equivalent).
    - > If any archaeological remains are uncovered during construction works which aren't being monitored by an archaeologist, the STOP, ADVISE and MANAGE procedure must be followed.



Approval requirements comprise:

- > As the Maribyrnong Valley Parklands, Former 'Albion and Darlington' Railway Station, Sunshine Railway Line Linear Reserve and Matthews Hill Reserve, KG Chaplin Reserve, Barclay Reserve and Steele Creek Tributary Reserve are not listed on the heritage register, no approvals or permits are required.



## 2. Introduction

Aurecon Jacobs Mott Macdonald Joint Venture (AJM-JV) has been engaged by Rail Projects Victoria (RPV) to prepare the Melbourne Airport Rail (MAR) State Land Historical Archaeology Impact Assessment (the Impact Assessment).

### 2.1 Purpose

The purpose of the Impact Assessment included the following:

- To assess the potential impacts to historical archaeology associated with the construction and operation of the MAR Project.
- Where impacts would occur, consider opportunities to minimise impacts through mitigation and management measures.
- Advise on any approval requirements under relevant legislation.
- Support the Historical Heritage Impact Assessment.
- The advice in this Impact Assessment has been considered in accordance with the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and the *Heritage Act 2017*.


### 2.2 Methodology

The preparation of the Impact Assessment was based on the scope of works and mapping presented in the 'MAR Corridor and Sunshine Sections Project Description for Environmental Specialists' (MAR-AJM-PWD-PWD-MEM-XLP-NAP-0001505, Revision C) (the Project Description). The significant works for MAR are proposed between lower Stony Creek and Sunshine Road, Sunshine, and Sharps Road, Tullamarine; this is all within the State Project Land. As such, this report and associated background research focus on the State Project Land.

This Impact Assessment report includes a review of all relevant legislation in order to identify required approvals, a review of the Victorian Heritage Inventory (VHI) and related site cards to confirm known historical archaeological sites in or adjacent to the State Project Land, a review of previous heritage assessments and archaeological reports to identify the potential for previously unidentified historical archaeological sites or areas of archaeological potential, within the State Project Land. This review includes RPV project assessments within the State Project Land to date, including those for the Sunshine Hub (Sunshine Signalling Control Centre) and the Melbourne Airport Rail projects (Section 4.4). A review of historical and modern aerial imagery was also undertaken to understand the current nature and condition of the VHI sites, and to identify areas with the potential for previously unidentified historical archaeological sites.

In order to identify the potential for impacts to both known and previously unidentified historical archaeology, historical research and background was undertaken as part of the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709) as well as additional historical research for this Impact Assessment. This included targeted areas identified in the aforementioned tasks, and included open spaces such as Brimbank Park, open area around Stony Creek, Maribyrnong Valley Metro Park, Steele Creek Tributary Reserve, Border Drive Reserve, Barclay Reserve, Chaplin Reserve and Sunshine Railway Line Linear Reserve.

In compiling this report, spatial data has been integrated to identify all VHI sites in proximity to the State Project Land between Stony Creek and Sunshine Road, Sunshine, and Sharps Road, Tullamarine, as these archaeological sites would be potentially directly impacted by project works. The intention of this investigation is to provide RPV with information regarding the potential for the project to impact upon historical archaeological sites or potential archaeological sites of more than low archaeological potential, through project activities, and to provide management measures to help avoid, minimise or mitigate against



project impacts on historical archaeological sites. Requirements for any additional work and heritage approvals potentially required prior to works commencing is also presented.

## 2.3 Assumptions and Limitations

The following assumptions and limitations apply to the Impact Assessment:

- The Impact Assessment relates only to public and privately owned State land and does not consider Commonwealth-owned land or the 'Airport' design section, as Commonwealth land is not subject to Victoria's legislative framework. Impact Assessments associated with Commonwealth land, specifically land at Melbourne Airport, will form part of a separate suite of impact assessments.
- The Impact Assessment is based on the scope of works detailed in the MAR Project Description for Environmental Specialists C (MAR-AJM-PWD-PWD-MEM-XLP-NAP-0001505 (the Project Description)).
- Site visits to VHI sites or to undertake field survey to identify previously unidentified historical archaeological sites or areas of archaeological potential was not undertaken.
- Detailed archaeological assessment or significance assessments of known or potential archaeological sites was not undertaken. The impact assessment relies on existing descriptions and information.
- Project Land located between Middle Footscray Station and lower Stony Creek, between Airport Drive, Tullamarine and Jacana Station, and Sunshine Road, Sunshine and Newport Station are excluded from this assessment.

## 3. Background

### 3.1 Strategic Context

The MAR project (the project) is a once-in-a-generation transformation of Victoria's transport network, connecting Melbourne Airport's Integrated Terminal Precinct with a rail service for the first time.

Melbourne Airport handled more than 37 million passenger movements in 2018-19<sup>1</sup> and by 2038, this figure is projected to almost double to more than 67 million<sup>2</sup>, which is an average growth of 3.2% per annum. Transport connectivity from Melbourne Airport to Melbourne's CBD is currently limited to the Tullamarine Freeway, and therefore, the Victorian Government is committed to delivering an efficient, competitive alternative to cater for the ongoing increase in passenger numbers at Melbourne Airport.

In 2002, the Victorian Government considered possible corridor and alignment options for a Melbourne Airport Rail Link, ultimately selecting the Sunshine route as the preferred option. At this time, land was reserved between the Albion-Jacana rail corridor and extending through to Sharps Road, Tullamarine for the construction of a rail link.

In 2018, the Victorian Government released the Melbourne Airport Rail Link Sunshine Route Strategic Appraisal, which confirmed that the Sunshine route remains the best solution for an airport rail link. The Sunshine route would provide superior connections to regional Victoria, Melbourne's growth areas in the north and west and Melbourne's south eastern suburbs and could be delivered sooner and at a significantly lower cost than other route options.

### 3.2 State Project Land

The State Project Land defines the land within which the project components and construction activities are planned to be contained. It sets out the full extent of land identified as potentially required for the delivery of the project.

The Project Land encompasses all State land areas that would be used for permanent structures and temporary construction areas. It provides the basis for and informs the Impact Assessment.

Project Land relevant to State-based approvals generally includes:

- Land between Sharps Road and the Albion-Jacana rail corridor, including land crossing the M80 Freeway
- The existing Albion-Jacana rail corridor generally between Jacana and Albion Stations
- Land around Sunshine and Albion Stations, including the existing rail corridor
- Land required for the Project from Jacana Station in the north-east to Newport Station in the south-west and Middle Footscray Station in the east. This largely includes the Albion-Jacana rail corridor via Sunshine and Albion stations and land required for a new rail corridor between Sharps Road and the Albion-Jacana rail corridor.

The extent of the State Project Land is shown in Figure 3-1.

<sup>1</sup> [https://www.bitre.gov.au/publications/ongoing/airport\\_traffic\\_data](https://www.bitre.gov.au/publications/ongoing/airport_traffic_data)

<sup>2</sup> <https://www.melbourneairport.com.au/Corporate/Planning-projects/Master-plan>



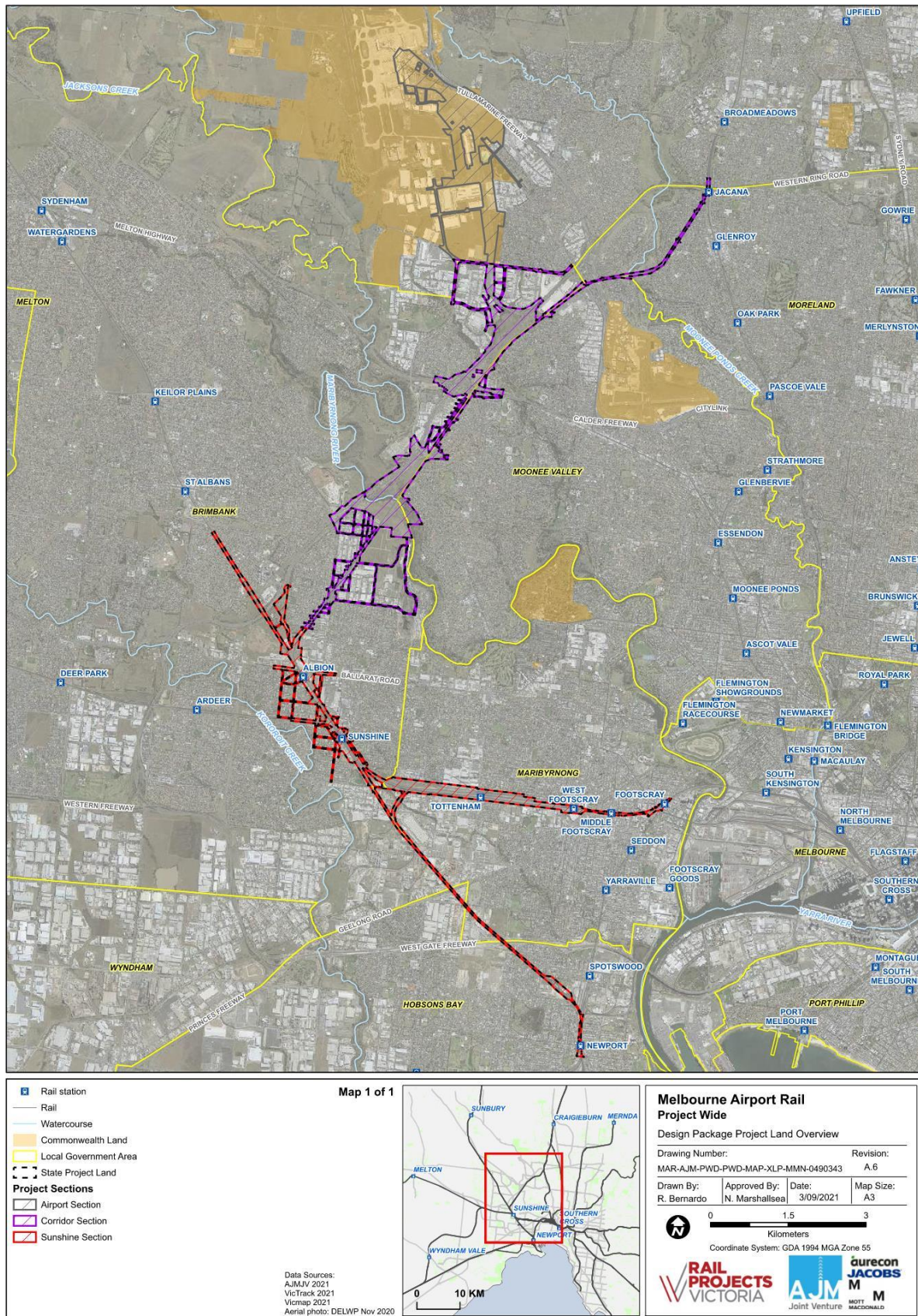


Figure 3-1 MAR State Project Land

## 3.3 Main Works Scope

### 3.3.1 Project Sections

The main works for the Project comprise of three geographically distinct sections. The sections are summarised in Table 3.1 and the location of the sections are shown in Figure 3-1.

Table 3.1 Summary of Project sections

Section	Summary
<b>Airport section</b> Not considered in State land approvals.	The Airport section generally includes all land relevant to the Project between Sharps Road, Tullamarine and Melbourne Airport and is located on Commonwealth owned land and is subject to a separate approvals process under the <i>Commonwealth Airports Act 1996</i>
<b>Corridor section</b>	The COR section generally includes the Albion-Jacana rail corridor between Jacana Station and south of Barwon Avenue, Sunshine North, as well as land between Sharps Road, Tullamarine and the Albion-Jacana rail corridor.
<b>Sunshine section</b>	The SUN section generally includes the existing rail corridor between Barwon Avenue, Sunshine North and Middle Footscray Station. The SUN Section also includes the Sunbury rail corridor to Ginifer Station and the Brooklyn freight corridor to Newport Station.

## 3.4 Corridor Section Summary

The COR section of the Project includes the following main works:

- Construction of the new MAR tracks, comprising an approximately 8 km dual track railway and associated overhead line equipment (OHLE), combined services route (CSR) and track drainage works, including:
  - > A 2.3 km long elevated twin track viaduct structure between Sharps Road, Tullamarine and the Albion-Jacana rail corridor, crossing Steele Creek and the Western Ring Road including emergency and maintenance access points.
  - > New at-grade MAR tracks within the existing Albion-Jacana rail corridor, located on the Western side of the existing Australian Rail Track Corporation (ARTC) tracks.
  - > An elevated twin track viaduct structure across the Maribyrnong River valley, adjacent to the Western side of the existing state significant heritage bridge.
  - > Slewing of ARTC tracks between Keilor Park Drive and the Calder Freeway.
- Signalling works along the Albion-Jacana rail corridor between Jacana Station and Barwon Avenue, Sunshine North and within the new MAR corridor North of the Western Ring Road.
- Construction of an intake supply substation at Terror Street or the Northeast area of Brimbank Park and two traction substations at Fullarton Road and within the McIntyre Sidings, Sunshine North.
- Construction of two new Digital Train Radio System (DTRS) facilities one North or South of Keilor Park Drive, Keilor East and a second at Airport Drive, Tullamarine.
- Diversion, relocation and replacement works associated with utilities and underground services, including the existing ARTC CSR, high voltage (HV) transmission lines and numerous miscellaneous assets
- Protection works associated with the Exxon Mobil jet fuel pipeline along the Albion-Jacana rail corridor.
- Modifications to existing structures, including structural modifications and strengthening works at Calder Freeway inbound and outbound bridges, Fullarton Road bridge, Western Ring Road on-ramp and off-ramp bridges, Keilor Park Drive and McIntyre Road bridges.
- Replacement of shared use path (SUP) connections at Calder Freeway / Fullarton Road, provision of a new SUP overpass at Cranbourne Avenue, and provision of a Strategic Cycling Corridor link between Western Ring Road and Airport Drive via Steele Creek.



- The provision of retention basins at several locations along the Albion-Jacana rail corridor
- Establishment of temporary construction laydown areas, site offices, worksites, storage, parking areas and access roads

### 3.5 Sunshine Section Summary

The SUN section of the Project includes the following main works:

- Construction of a new 1.8 km long MAR twin track viaduct structure, including associated OHLE and CSR between Sunshine Station and the Albion-Jacana corridor, crossing Anderson Road, Ballarat Road, the Sunbury rail corridor, St Albans Road and Stony Creek.
- Signalling works, including the installation of trackside equipment along the Sunbury line towards Ginifer Station, along the Brooklyn freight corridor towards Newport Station, and along the Western rail corridor to West Footscray Station.
- Modifications to the tracks, formation, drainage, CSR, OHLE and signalling equipment for the MAR, Sunbury and Bendigo tracks from Albion to the beginning of the Jacana freight corridor
- Modifications to the Western and Eastern Albion Station forecourts and car parks.
- Modifications to Sunshine Station, including modifications to platforms, the Sunshine Station western car park and the construction of a new concourse.
- Modifications to the existing Sunshine and Sunshine West substations
- Diversion, relocation and protection of existing utilities and underground services.
- Establishment of temporary construction laydown areas, site offices, worksites, storage, parking areas and access roads

## 4. Existing Conditions

The significant works for MAR are proposed between lower Stony Creek/Sunshine Road, Sunshine, and Sharps Road, Tullamarine. As such, this report will only focus on this extent.

### 4.1 Legislation review

Table 4-1 summarises the relevant legislation that has been considered in this assessment.

Table 4-1 Description and application of relevant legislation and policy

Policy/Legislation	Description	Approvals Requirements
<b>Commonwealth</b>		
<i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i>	The EPBC Act includes 'national heritage' as a Matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).	EPBC Act Referral may be required for works which have a significant impact on Matters of National Environmental Significance or the 'environment' including heritage values.
<b>State</b>		
<i>Heritage Act 2017</i>	<p>The <i>Heritage Act 2017</i> protects all categories of cultural heritage relating to the non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.</p> <p>There are two categories of listing provided for under the <i>Heritage Act 2017</i>:</p> <ul style="list-style-type: none"><li>• Victorian Heritage Register (VHR) (Section 23), and;</li><li>• VHI (Section 117).</li></ul>	<p>Permits or permit exemptions may be required for works within places listed on the VHR.</p> <p>Consents may be required for works within places listed on the VHI.</p> <p>Offence to disturb any archaeological sites aged 75 years or older whether on listed or not, without a Consent.</p>

#### 4.1.1 Explanatory Notes

##### 4.1.1.1 Victorian Heritage Register

VHR listed places within the State Project Land are discussed in the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709) and are not further considered in this Impact Assessment.

##### 4.1.1.2 Victorian Heritage Inventory

The VHI includes all known archaeological sites (other than those determined to be of low archaeological value). Archaeological sites are defined as a place (other than a shipwreck) which:

1. Contains an artefact, deposit or feature which is 75 or more years old<sup>3</sup>; and
2. Provides information of past activity in the State; and
3. Requires archaeological methods to reveal information about the settlement, development or use of the place; and
4. Is not associated only with Aboriginal occupation of the place.

Under Section 123 of the *Heritage Act 2017* it is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site, whether it is included in the VHI or not, without a Consent. A Consent under Section 124 is required from the Executive Director for works or activities, including

<sup>3</sup> Archaeological sites that are less than 75 years old may also be listed on the VHI, if it is determined that the site is of archaeological value.

excavation, in relation to an archaeological site. Fees for consents are detailed in Section 23 of the *Heritage Regulations 2017* and range in scale depending on the nature and scale of the works involved.

#### 4.1.1.3 Discovering Archaeological Sites

Under Section 127 of the *Heritage Act 2017*, if an archaeological site is discovered during an investigation or survey of land for a relevant survey purpose (including survey for an Aboriginal Cultural Heritage Management Plan), the person undertaking the survey or investigation must provide a site card to Heritage Victoria within 30 days after the discovery. Even if the survey does not reveal an archaeological site, Heritage Victoria must be notified and a survey report provided, in accordance with Section 31 of the *Heritage Regulations 2017*.

If an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to Heritage Victoria.

## 4.2 VHI search

The VHI was searched on 23 February 2021 to determine whether any known historical archaeological sites were present within, adjacent to, or within proximity to the State Project Land.

There is a total of two listed historical heritage places within, intersecting with, or adjacent to the State Project Land between Stony Creek/Sunshine Road, Sunshine, and Sharps Road, Tullamarine. These comprise:

- Brimbank Park Ruins (VHI H7822-0004);
- Sunshine Station Rail Reserve (VHI D7822-0841).

Outside of this portion of the State Project Land, there are an additional four VHI sites within, intersecting within, intersecting with, or adjacent to, the areas where significant works will not take place. These comprise:

- Underground Toilets (VHI H7822-2297);
- Former Tottenham Station (VHI H7822-0842);
- Annandale Homestead Ruins (VHI H7822-2322);
- Steele Creek Tributary Bridge Ruin (VHI H7822-0338).

As these four VHI sites are not within proximity to the significant works proposed for MAR, they will not be examined further.

## 4.3 VHI site card information

### 4.3.1 Sunshine Station Rail Reserve (VHI D7822-0841)

The Sunshine Station Rail Reserve was identified from desktop assessment as an archaeological site, listed on the VHI. It was originally listed as Sunshine Station Rail Reserve (VHI H7822-0841), but the Heritage Council of Victoria determined on 5 August 2021 that it was to be removed from the VHI. It is currently listed on the Victorian Heritage Database with a 'D' classification as Sunshine Station Rail Reserve (VHI D7822-0841). It is located at 75 Derby Road, Sunshine, within lots 1\TP954339, 1\TP954378, 2\TP954378, 3\TP954378, 1\TP959201, 1\TP838391, 1\TP917352, 1\TP512800, and 1\TP917352.

The following details have been copied verbatim from the site cards by Context Pty Ltd (2010b); Matthews (2005b); and Victorian Heritage Database (2010b), and has been updated following the Heritage Council of Victoria determination.



#### 4.3.1.1 History

Wright and Edwards had a carriage works from the late 1880s until they went into liquidation in 1891, the north east corner of which lay within the rail reserve. Their factory buildings were dismantled and moved in 1897. The Sunshine pottery works was established nearby in 1916, Derby Road forming its northern extent.

A 1946 aerial photograph of Sunshine Station and the rail tracks to its south east shows a row of buildings within the site. These appear fairly insubstantial and were probably temporary structures in some way associated with the military.

#### 4.3.1.2 Interpretation of site

Evidence from aerial photographs demonstrates that the north eastern corner of Wright and Edwards' carriage works extended into the site, and it is likely that activity relating to the Sunshine Pottery works, probably including the dumping of material, also extended into the site.

The probable military buildings erected near to the rail tracks is shown on the photographs to have been backed by cultivated ground and vehicle tracks which may have removed evidence of previous activity. A Nissen type metal structure beyond the northern edge of the site, which is currently occupied by a smash repair shop, is further evidence of military activity at what was probably an important transport node during the Second World War.

#### 4.3.1.3 Archaeological significance

A mound of bluestone and concrete rubble that was identified on the site in 2005 and suggested as the site of a goods shed had been removed prior to the 2010 survey, and piles of dumped material at the south eastern end of the site indicate a degree of recent disturbance.

It is possible that the remains of basic timber foundations relating to the buildings shown in 1946 survive within the site, together with fragmentary evidence of previous activity.

The has since been assessed as being of low archaeological value, and as such has been removed from the VHI.

#### 4.3.1.4 Historical significance

The site is of historical significance in relation to large scale industrial activity in Sunshine from the late-19<sup>th</sup> to mid-20<sup>th</sup> century and, owing to its proximity to the railway, an important focus of this industry.

#### 4.3.1.5 Description

Rail reserve to the south west of the mainline and station.


### 4.3.2 Brimbank Park Ruins (VHI H7822-0004)

The Brimbank Park Ruins were identified from desktop assessment as an archaeological site, listed on the VHI. The site is located at Brimbank Park, Western Ring Road, Keilor East, within lot 2F~10\PP2541 and road reserve.

The following details have been copied verbatim from the site cards by Context Pty Ltd (2010a); du Cros (1989); and Victorian Heritage Database (2010a).

#### 4.3.2.1 History

In partnership with his brother-in-law George Dodd, Henry Delahey is recorded as purchasing 588 acres in the Parish of Doutta Galla (Section 10), although he was evidently already occupying the land under a licence some time prior to 1848. Henry died in 1851 and his wife Mary was granted administration of his estate in the Supreme Court. Mary took over responsibility for her late husband's share in the partnership and expanded the farm holdings to over 1000 acres in the Parish of Maribyrnong, as well as other land at Parwan. A substantial part of the local population appears to have been relatives of the connected families, to the point that Mary Delahey and George Dodd had sponsored a private school in the area that is now



Brimbank Park by 1853, as well as a Catholic church in Keilor. Mary died in 1876, and by 1892 the farm was divided into the property inherited by her son William to the west and George Dodd's farm to the east. In 1919 the Dodd property was subdivided again with the drystone wall snaking along the top of the gully, just east of the farm buildings forming the dividing line. At this time the valuation noted several buildings, including a stone dwelling, three-room weatherboard skillion, detached stone kitchen, stone dairy, stables, milk shed, feed house, pigsty, and a weatherboard stable and cart shed. Following several more changes in ownership, the land was eventually resumed by the State Government in the 1970s for the future Brimbank Park which was created in the early 1970s. The Western Ring Road has since isolated the ruins of the Dodd farm buildings from the rest of Brimbank Park, although a footpath along the river provides access.

#### 4.3.2.2 Interpretation of site

The site includes structures and deposits relating to domestic occupation and pastoral activity from the middle of the 19th century until the 1970s, at which time the site was acquired by the State Government.

The site includes the remains of several bluestone structures amidst box thorn and peppercorn trees in its western corner which probably represent domestic structures, including house and separate kitchen building. These are accompanied by a bluestone-lined cistern and possibly an in-filled well. To the east, and separated from the domestic buildings by a large expanse of bluestone paving, lie the remains of a number of structures relating to contemporary and later agricultural activity. These include another bluestone structure, a later concrete 'piggery' with a related brick well and the concrete floors of several later buildings. A possible quarry lies to the east.

Further to the south east stand the remains of the drystone wall which separated the farm plots in 1919, and would appear, from nearby finds, to have passed through an area used for dumping domestic rubbish. Beyond this, at the head of the small valley branching from that of the Maribyrnong, can be seen a stone revetment wall built into the slope, which likely supported a large barn, and a stone enclosure which probably represents a stock pen.

#### 4.3.2.3 Archaeological significance

The site contains both upstanding remains and demonstrable archaeological deposits relating to settlement and farming in the area from the middle of the 19th century. Although the area has been bulldozed in the past, with rubble and earth pushed up against the bluestone walls, and boxthorn is growing through the rubble, these activities have protected the site from human access and the site has remained relatively undisturbed. It is likely that subsurface deposits relating to domestic and agricultural activity survive within the site.

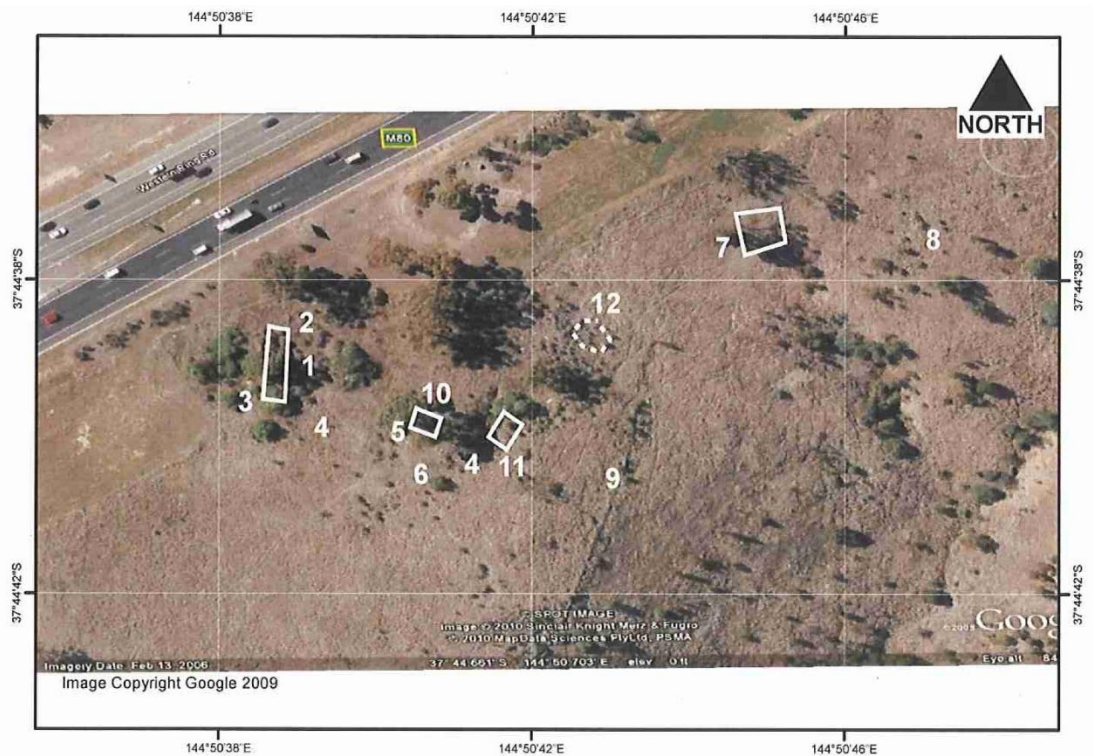
The site is of high archaeological significance.

#### 4.3.2.4 Historical significance

The ruins of the former Dodd farm are of regional historical significance for its association with the original European settlement and farming of the Maribyrnong Valley, and connections with the prominent local families, Dodds and Delahays. The site offers considerable scope for interpreting the history and environment of the area (within the context of Brimbank Park). Few sites relating to the first phase of settlement in the Melbourne region survive. Nearby is the cleared site of the Delahey farm, while the Dodd homestead in Brimbank Park offers some parallel, and several early bluestone homestead ruins have been identified in recent Heritage Studies on the upper Maribyrnong.

#### 4.3.2.5 Description

Homestead complex including several bluestone ruins, an in-filled well and large area of paving. Also, a ruinous later piggery and brick cistern, a possible barn foundation and stock enclosure lie to the south east, at the head of the valley.



Datum: WGS84  
Site centred on: 37 44.659S 144 50.637E

0 25 50 100 Metres

Production Notes:  
Survey undertaken by Context Pty Ltd, 1/2/10  
Map produced by Jon Sterenberg  
250k Street map produced courtesy of Geoscience Australia

● Approximate Site Location



Image Copyright State Government of Victoria

- 1 Bluestone Ruins (3?)
- 2 Possible Infilled Well
- 3 Bluestone Lined Water Cistern
- 4 Bluestone Pavers
- 5 Well
- 6 Concrete Floors
- 7 Ruin of Barn
- 8 Stock Pen
- 9 Drystone Wall
- 10 Modern Concrete Building
- 11 Bluestone Ruin
- 12 Possible Quarry

Figure 4.1 Map of features

## 4.4 Previous historical heritage assessments

Previous historical heritage assessments related to the current State Project Land are divided into several types. These reports are summarised as they relate to the original Melbourne Airport Rail Link, which date from 1998 to 2000 (Table 4.2); the Third Rail Project, dating from the mid-2000s (Table 4.3); Sunshine Hub (Sunshine Signalling Control Centre) project, dating from 2019 (Table 4.4); heritage studies within Brimbank LGA (Table 4.5); and archaeological assessments within close proximity to the State Project Land (Table 4.6).

Table 4.2 Summary of Melbourne Airport Rail Link reports

Author(s)	Summary
Rhodes and Nicolson (1998)	<p>du Cros and Associates undertook archaeological investigations for the Broadmeadows Spur Option of the Melbourne Airport Rail Link project, on behalf of the Department of Infrastructure. The study corridor was comprised of a 100-200 m wide corridor, which was under consideration for setting aside a reservation for a future rail link to Melbourne Airport. This was the preferred route from the main north-east line, north of Broadmeadows station, following a roughly east-west alignment to Melbourne Airport. The study area is situated approximately 870 m north of the current State Project Land at Jacana, and intersects with the State Project Land at the airport hotel. As such, this does not intersect with the significant works area being assessed for the current Impact Assessment.</p> <p>Only two historical places were identified within the study area: Attwood Site H1 - Dry Stone Wall (VHI D7822-0244), in Broadmeadows, and Moonee Ponds Creek 10 (H7822-0088). VHI D7822-0244 was noted as being situated on a hill slope above the east bank of Yuroke Creek, while VHI D7822-0244 comprised a quarry site in Attwood. VHI D7822-0244 was considered likely to date from the second half of the 19<sup>th</sup> century, and been associated with subdivision of the land into smaller farming/grazing allotments. The wall had largely been destroyed, and was not assessed as being of cultural significance. The quarry was determined to have been recent, having come into use in 1960, and was therefore not a historical site. Neither site is within proximity to the current State Project Land, and neither were described as comprising subsurface components.</p> <p>Both of these places were originally registered on the VHI, but now both have been D-listed. However, the remains of the dry stone wall serves to illustrate the sort of historical places that may intersect with the current State Project Land in areas that have not been developed.</p>
Murphy and Clark (1998)	<p>Probus Archaeological Consulting Services completed archaeological investigations for the Department of Infrastructure as part of the Melbourne Airport Rail Link project, within the Attwood section of the study area, approximately 320 m to the northeast of the northern end of the current State Project Land adjacent to Melbourne Airport. Two options were assessed, consisting of a northern and southern alignment. Neither option intersects with the significant works area being assessed for the current Impact Assessment.</p> <p>The report details the results of both the preliminary site survey and subsurface investigations across the study area. This included investigations at one historical place: Moonee Ponds Creek 10 (VHI D7822-0088). This comprised a basalt quarry at the western end of the possible rail link alignment, approximately 725 m northeast of the current State Project Land. However, it was again noted that this basalt quarry site does not fulfil the criteria to be an historical archaeological site. Other historical places near the study area comprised a timber post and rail fence, a ford, a dry stone wall, a Boxthorn hedge, and a basalt road, but none were within the study area.</p> <p>It was noted that both of the alignments would impact upon VHI D7822-0088. However, as the quarry comprised a 1960s site, it was not historic in nature, and liaison with Heritage Victoria would be required to determine the status of the site and appropriate consent process.</p> <p>Previous historic archaeological studies suggest that there is a high likelihood that sites associated with the earliest phase of European settlement may exist within the study region, typically comprising basalt structures related to pastoral and dairy farming, dry stone walls, fords, roads and tracks and exotic plants. This is also applicable to areas of the current State Project Land that have not been subject to urban development.</p>
Department of Infrastructure (1998)	<p>The Department of Infrastructure released a study to identify the most suitable corridor for the link and reserve this corridor for the Melbourne Airport Rail Link project. Three corridors were examined: the Broadmeadows corridor, the Essendon Airport corridor, and the Albion corridor, along with two sub-options for the Broadmeadows and Albion corridors. Of these, one of the two Albion corridor sub-options (Albion Easterly Option) intersects with much of the current State Project Land.</p> <p>In the Albion corridor, airport trains would utilise the existing suburban lines between the city and Footscray, then on through Sunshine to Albion. In the Albion Easterly Option, two tracks branch off the existing line between Albion and Broadmeadows at a point just north of the Calder Freeway overpass. North of Sharps Road the tracks continue, through mostly vacant airport land, in a cutting to the entrance of the proposed Airport tunnel.</p>



Author(s)	Summary
	<p>The report details potential impacts with archaeology along the Albion route associated with Harricks Cottage (National Trust B6795). This historical place is approximately 900 m to the northwest of the current State Project Land at the Calder Freeway, and is now on a block of land set amidst an industrial area. The report notes that this cottage was built in 1861 and was recommended by the National Trust for heritage protection at a local level. It was subsequently listed on the Brimbank HO as Harrick's House (HO7). Additionally, another building on the same allotment is currently listed on the VHR and the Brimbank HO as Prefabricated Building (VHR H1971/Brimbank HO14). Neither historical place comprises an archaeological site.</p> <p>No further details of any historical places or archaeological sites are noted in the report. However, this does not appear to have been a comprehensive list of either historical places or archaeological sites, as there is only one historical place listed for the Broadmeadows or Albion routes and their sub-options.</p>
Muir <i>et al.</i> (2000)	<p>Biosis Research undertook an archaeological survey of the Melbourne Airport Rail Link project on behalf of Allom Lovell and Associates for the Department of Infrastructure. The report presents the results of a review of VHI-listed sites within the various options of the proposed Melbourne Airport rail link. The Albion and Albion East routes intersect with much of the current State Project Land.</p> <p>The results of background research indicated that there were no historical archaeological sites recorded on either the Albion or Albion East routes.</p> <p>Sample field inspection units within the railway options were based on areas that had not previously been investigated and had not obviously suffered high levels of disturbance. The purpose of this inspection was to briefly record any archaeological sites that may be present, to assess the potential of the land for containing archaeological sites, and to examine the extent to which land use practices may have affected archaeological sites.</p> <p>Only one historical heritage place, Yuroke H.S. 1 (VHI D7822-0110) was identified in Broadmeadows. This was a dry stone wall which was noted to be in poor condition, and was considered to be of low significance.</p> <p>During the field survey, no new historical archaeological places were located during the survey, and no areas of potential historical archaeological sensitivity were identified. Therefore, the report determined that there were no sites on these route options that would be impacted on by the proposed development.</p> <p>The lack of any new historical archaeological sites close to, or within, the study areas was considered to be the result of their generally high visibility, which suggested that most of the sites in the wider area had been recorded on previous surveys coupled with the fact that relatively recent urban and industrial developments may have destroyed potential sites in these areas. There was no mention of places such as former railway stations along any of the routes, nor of the presence of any associated works areas, such as Sunshine Station associated works and Industries (VHI D7822-0841), and Tottenham Station and House (VHI H7822-0842), which were both subsequently identified by Matthews (2005a).</p>

Table 4.3 Summary of Third Rail Project and associated Regional Rail Link reports

Author(s)	Summary
Matthews (2005a)	<p>Biosis Research produced an archaeological assessment of the Sunshine Rail Corridor, between Footscray and Albion, as part of the Department of Infrastructure's proposed addition of a third rail track within the rail corridor, known as the Third Rail Project. This intersects with the significant works portion of the current State Project Land between Stony Creek in Sunshine and the Western Ring Road, Albion.</p> <p>The desktop research found that no historical heritage places had been previously identified within the study area on the VHI. However, 11 places were recorded on the VHR nearby, with two immediately adjacent to the study area: HV McKay Memorial Gardens and Footbridge (VHR H1953) and John Darling and Son Flour Mill (VHR H0829). VHR H1953 is adjacent to the current State Project Land in Sunshine, and VHR H0829 is adjacent to the State Project Land in Albion. There are no archaeological components to either place.</p> <p>The historical sites recorded in the vicinity of the study area were predominantly related to the original settlement of the West Footscray to St Albans areas by early pastoral squatters and during the subsequent development of the railway line and townships. Dry stone walls in the western region were a very common remnant of early settlement. It was considered that the most likely site types within the study area would be historical railway features that would be preserved within the railway reserve, such as signal boxes, station remnants, rail workers housing or signalling equipment. A previously noted bluestone rail bridge over Stony Creek was also noted.</p> <p>During the field survey, two new archaeological sites were recorded: Sunshine Station associated works and Industries (now known as Sunshine Station Rail Reserve) (VHI D7822-0841), and Tottenham Station and House (VHI H7822-0842):</p> <ul style="list-style-type: none"> <li>VHI D7822-0841 comprised a bluestone mound relating to a previous goods shed, Sunshine Pottery Works (1916) potential dump, the site of Wright, and Edwards Ltd (late 1880s-1897) carriage business, and World War II temporary housing;</li> </ul>

Author(s)	Summary
	<ul style="list-style-type: none"> <li>VHI H7822-0842 comprised the foundations of the former Tottenham Railway Station, house and outhouse (the buildings having previously been bulldozed) but were considered likely to have been preserved below the concrete of subsequent developments.</li> </ul> <p>Both were assessed as being of local significance. Of the two, only Sunshine Station Rail Reserve (VHI D7822-0841) is adjacent to the current State Project Land.</p> <p>Several historical places were also identified, none of which have archaeological components:</p> <ul style="list-style-type: none"> <li>The Black Arch Rail Bridge was built over Stony Creek in 1859 and was thought to be the one of the oldest bluestone rail bridge in Victoria. The bridge has been identified in at least four heritage studies and has been recommended as having State-level significance. It is currently listed on the Brimbank HO as Black Arch rail bridge (HO40), and the Maribyrnong HO as Black Arch Bridge (HO164);</li> <li>A signal box was also present between two rail tracks on the north west side of Sunshine Railway Station. It comprised a double-storey timber signal cabin, just north of the Hampshire Road overpass. This was also identified in a heritage study as having State-level significance, and dates to 1914. It is listed on the Brimbank HO as Sunshine Railway Signal Box (HO39);</li> <li>The Albion Substation was also noted, located next to the Albion Station. It was built in 1917 and was built as part of the electrification of Melbourne's suburban railway system. This historical place was identified as having local significance. This is listed on the Brimbank HO as Albion VR, D.C. substation (HO28);</li> <li>A bluestone railway culvert near the Western Ring Road end of the study area, in what was then Sunshine Energy Park. The culvert was described as being quite small and was constructed where the railway line crossed a swampy, wet area. A small brick drain was also identified in Sunshine Energy Park, where the railway reserve crosses swampy land. Neither of these features are listed on the heritage register.</li> </ul> <p>The report noted that there was potential for archaeological remains relating to original structures, such as the 1860 Darlington Railway Station on the site of the present station, and the 1881 Albion Railway Station, located near the Western Ring Road, at the site of the current Albion Railway Station. Other archaeological evidence likely relates to the industrialisation of the district, where subsurface archaeological deposits may be found in the rail reserve at Sunshine Station Rail Reserve (VHI D7822-0841). The historical features relating to the railway line are demonstrative of the construction and progressive development of the railway, and of suburban and industrial facilities created along the line.</p> <p>As such, the current State Project Land likely also has the potential for similar archaeological sites, where the land has not been subsequently disturbed by later works. This would include the location of former railway stations.</p>
Ford (2007)	<p>DIG International completed archaeological test excavations at Tottenham and Sunshine Railway Stations for the Department of Infrastructure, as part of an investigation into the Tottenham Station Masters' House at Tottenham, part of Former Tottenham Station (VHI H7822-0842), and the site of former World War Two temporary housing near to Sunshine Station. This investigation was part of the Third Rail Project works. These places were previously identified by Matthews (2005a). One of the investigation areas is adjacent to the current State Project Land near Sunshine Railway Station, at the site of Sunshine Station Rail Reserve (VHI D7822-0841).</p> <p>Two trenches were excavated at Tottenham Station (VHI H7822-0842) across the location of the Station Masters' House, and one trench was excavated along the alignment of the temporary housing at Sunshine Station Rail Reserve (VHI D7822-0841), near Sunshine Railway Station. Trenches were excavated by a small tracked machine excavator. Excavation took place in shallow spits using a flat batter bucket until natural subsoil was uncovered. No archaeological remains were found at either site.</p> <p>The results of the archaeological investigation suggested that the Tottenham Station Masters' House, part of (VHI H7822-0842), was built on land raised to form the Tottenham Railway Station platform, and when the station was demolished to allow for the construction of the current high level station in the early 1970s, both the house and raised land were removed. It was also noted that the earth was used to form the current high embankment.</p> <p>In relation to the Sunshine Station Rail Reserve site (VHI D7822-0841). it was determined that the temporary structures were lightweight, and only required either stump foundations or no foundations at all. The land was part of a larger open space, characteristic of the sort of 'waste ground' common along rail corridors. The 9.5 m x 1.2 m trench was placed along a northwest/southeast alignment, intended to intersect with two of the huts identified on aerial imagery. This area is now part of the railway station carpark, adjacent to a compound holding two large sheds and a prefab office.</p> <p>The top 100 mm of soil was compact crushed rock and thin soils over a red brown boiler ash layer, which overlay a 200 mm thick layer of railway ballast. This overlay a mixed fill layer which contained modern materials, included plastic garbage bags and concrete platform slabs. Below this layer, which was approximately 150-250 mm thick, was a grey compact clay sub soil. The trench was excavated to a depth of 650 mm.</p> <p>Modern material was identified within the trench, evidencing different depositional activities over the previous two decades. No topsoil or intact natural soil strata were observed, outside subsoil clays. It was liked that, as well as being a depositional area, extensive excavations had also taken place. Therefore, the</p>

Author(s)	Summary
	<p>temporary housing would have left little foundation soil features or demolition material, and any remains would likely have been removed by recent land use activities.</p> <p>Therefore, it was determined that works would have no impact on any significant cultural heritage at these two sites. Further, it was recommended that Heritage Victoria be notified of the results of the archaeological investigations, and that both sites be removed from the VHI. This has not yet occurred, as both Sunshine Station Rail Reserve (VHI D7822-0841) and Former Tottenham Station (VHI H7822-0842) are still listed on the VHI. While only one trench was placed within the VHI boundary, the results of the excavations suggest that there is unlikely to be any archaeological remains of the World War II temporary buildings within the current State Project Land at the VHI site adjacent to Sunshine Railway Station.</p>
Murphy (2014)	<p>Sinclair Knight Merz monitored excavations at the Former Tottenham Station (VHI H7822-0842), which is situated within the current Project Land, approximately 1.8 km to the east of the significant works area. This has been included for completeness, as the results of excavations at this site appear to be similar in nature to those at Sunshine Station Rail Reserve (VHI D7822-0841).</p> <p>No artefacts, deposits or features related to the Tottenham stationmaster's residence were revealed during excavation of any of the trenches. The cultural material that was recovered related to later use and disturbance at the site including removal of the former railway line in the 1970s, excavation of services trenches for the installation of power, telephone and drainage, the deposit of fill for the construction of the railway carpark and the discard of rubbish during various construction events and during use of the carpark. Given the following, the archaeological potential of the Former Tottenham Station site (VHI H7822-0842) has been reduced to nil and it is recommended that the site be removed from the VHI:</p> <ul style="list-style-type: none"> <li>• High levels of disturbance at the site from past activities;</li> <li>• Disturbance from archaeological test excavations in 2007;</li> <li>• Removal of substantially all subsurface sediments as part of the Regional Rail Link project;</li> <li>• The absence of relevant cultural material related to the Former Tottenham Station.</li> </ul> <p>Similarly, no artefacts, deposits or features were identified by Ford (2007) at both the Former Tottenham Station (VHI H7822-0842) and the Sunshine Station Rail Reserve (VHI D7822-0841). As such, the results showing a high level of disturbance from past activities, along with disturbance from past excavations, also apply within the VHI boundary of the Former Tottenham Station (VHI H7822-0842).</p>

Table 4.4 Summary of Sunshine Signalling Control Centre reports

Author(s)	Summary
Piercy and Wilkinson (2019)	<p>AJM-JV undertook a heritage impact assessment for RPV, for the proposed Sunshine Signalling Control Centre as part of the Melbourne Metro Rail Project. This State Project Land was located within the rail reserve land adjacent to Sunshine Station, within the Sunshine Station Rail Reserve (VHI D7822-0841) site. This intersects with the current State Project Land adjacent to Sunshine Railway Station.</p> <p>The assessment report identified one historical archaeological site that intersected with the State Project Land, comprising Sunshine Station Rail Reserve (VHI D7822-0841), which was listed on the VHI. There was one historical heritage place directly adjacent to the west of the State Project Land, Sunshine Picture Theatre (HO127), which was listed on the Brimbank HO.</p> <p>A site inspection was not undertaken for the project, as a review of aerial imagery was sufficient to show that the State Project Land had undergone significant works in the form of buildings and carpark construction. Additionally, background research showed that VHI D7822-0841 had been subject to significant ground disturbance due to various construction activities, and had been overlaid with deposits of general waste and construction material. Accordingly, the potential for remnant subsurface archaeological material to be present within the State Project Land was considered to be low, if present at all, and would likely be highly disturbed. As such, the potential of any remnant archaeological material to reveal further information about the industrial development of the Sunshine area and/or the Victorian railway network would be limited. Therefore, the proposed project works will have a negligible impact upon the archaeological significance of VHI D7822-0841.</p> <p>Site specific recommendations for Sunshine Signalling Control Centre works to proceed included the monitoring of initial ground disturbing works by a qualified historical archaeologist. After initial ground disturbance works were completed, a qualified historical archaeologist would be on call to manage unexpected discoveries of historical archaeological sites.</p>
Robertson (2019)	<p>AJM-JV completed a heritage impact assessment relating to geotechnical works associated with the proposed Sunshine Signalling Control Centre, as part of the Melbourne Metro Rail Project. These works also intersect with the current State Project Land adjacent to the Sunshine Railway Station at Sunshine Station Rail Reserve (VHI D7822-0841).</p> <p>The archaeological site, VHI D7822-0841, was noted as being significant for its association with late 19<sup>th</sup> to 20<sup>th</sup> century large-scale industry in Sunshine. Archaeological excavation undertaken by Ford (2007) were noted as indicating that the site was significantly disturbed. Additionally, the site then comprised existing</p>

Author(s)	Summary
	<p>communications and signalling buildings, associated underground services, sealed access paths, sealed carpark, and an unsealed overflow carpark.</p> <p>Therefore, given past disturbances and the result of Ford's excavation, it is unlikely that any remnant subsurface archaeological material associated with the temporary buildings, other structures or former uses of the site, would be present within the VHI boundary. Any remnant archaeological material would be highly disturbed and unlikely to be intact. Accordingly, the archaeological significance of the site was considered to be low.</p> <p>Given the low likelihood of archaeological evidence within the site, and the very minor nature of the ground disturbance activities proposed, archaeological monitoring was not recommended. An application for consent to undertake works or activities on an archaeological site was completed and provided to Heritage Victoria for geotechnical works to proceed.</p>

Table 4.5 Summary of heritage studies within the Brimbank and Hume LGAs

Author(s)	Summary
Vines (2000-2007)	<p>The City of Brimbank commissioned Biosis Research to undertake a cultural heritage study review for the Council's Cultural Heritage Strategy. The review was based on an earlier heritage study, which identified 137 individual places of significance, 11 heritage precincts, and more than 700 potential places. The heritage study review identified a number of themes for the region including settlement, working, developing economies, and transport.</p> <p>The study provides a comprehensive history of the region's development, however no specific mention is made of any archaeological sites near Sunshine Railway Station. The only historical place mentioned in association with Sunshine Railway Station was the Sunshine Railway Signal Box (Brimbank HO39).</p> <p>The only specifically archaeological sites mentioned comprise the Braybrook Shire Hall site on Ballarat Road in Deer Park, and the Caroline Chisholm Shelter Shed site in Keilor. Neither archaeological site is within vicinity of the current State Project Land. However, it did note that Dodd Homestead Ruins (Brimbank HO47), listed on the VHI as Brimbank Park Ruins (VHI H7822-0004), had very high significance for its archaeological potential.</p> <p>In total, 20 places of potential archaeological value were recommended for the VHI. These included places for which site reports had been prepared, as well as historical sites for which only a general location was known. It was recommended that further archaeological investigation and historical archaeological survey be undertaken of these sites in order to precisely identify the site location, and extent or potential for survival of archaeological remains. One of the sites recommended for further investigation included Brimbank Park Ruins (VHI H7822-0004/Brimbank HO47).</p> <p>Other potential archaeological sites requiring further research, which are indicative of the sorts of sites which may be possible within the current project, include shepherds' huts along the Maribyrnong River, hotel sites, along the major overland routes, and the homesteads and outstations of the original squatting runs.</p>
Travers <i>et al.</i> (2010)	<p>Context undertook a reassessment of archaeological sites listed on the VHI as part of the Outer Western Metro Site Reassessment Project within the Cities of Brimbank and Hume for Heritage Victoria. This intersects with the significant works area within the current State Project Land that is the subject of this Impact Assessment.</p> <p>At the commencement of the project, Heritage Victoria provided Context with a list of existing VHI sites for reassessment. Most of the sites on the list were initially recorded in the late 1980s and early 1990s with varying degrees of detail and accuracy, and many of the site cards were consequently incomplete. Furthermore, the study area has been the subject of extensive urban development in the intervening period which has destroyed a number of sites, often without prior investigation or consent. Some of the sites in the study area have been recorded or re-examined recently and do not therefore require reassessment, but it was recognised that for those sites on the list the existing record was inadequate, and that the VHI was not representative of the archaeological resource in Brimbank and Hume. The list also did not include any sites for which the existing record post-dated 2007. It also omitted sites which Heritage Victoria does not consider as incorporating an archaeological component, such as dry stone walls for example, and delisted sites and those for which this alternative management strategy is proposed.</p> <p>A list was produced of potential archaeological sites in the municipalities of Brimbank and Hume which were not listed on the VHI but which could warrant survey and inclusion on the VHI. These sites were largely identified through the preparation of the summary thematic history, and through examination of previous heritage studies and heritage reviews undertaken within both LGAs.</p> <p>A preliminary list identified 61 potential additional places to be considered for survey; 29 in Brimbank and 32 in Hume. The preliminary list was amended through discussion with Heritage Victoria, to better reflect their potential archaeological value, historical significance and vulnerability to destruction. The final list of additional places totalled 46 archaeological sites, 23 places in Brimbank and 23 in Hume.</p> <p>Prior to the commencement of fieldwork, all of the sites were roughly mapped to ensure that the field survey could be undertaken as efficiently as possible. Challenges to the survey included inaccurate site</p>



Author(s)	Summary
	<p>locational information, and some access issues. The following archaeological sites are both located within the significant works area for the current State Project Land, and were both were subject to survey:</p> <ul style="list-style-type: none"> <li>Sunshine Railway Station Reserve (VHI D7822-0841) comprised one of the farmstead sites which retained archaeological potential (along with other sites relating to the early pastoral use) and was therefore qualified to keep its listing on the VHI at the time. All of these sites likely owed their survival to their location in public reserves or parks, as most of the similar examples previously recorded on the VHI that were not located on public land had been destroyed in recent years;</li> <li>Brimbank Park Ruins (VHI H7822-0004), a rail yard, was one of the transport-related sites that featured prominently. Other transportation site types included fords, a road surface. Additionally, this included sites relating to the movement of people such as a shelter shed at Keilor or an artefact scatter at Calder Swamp, both of which could be interpreted as relating to the movement of people north to the goldfields in the 1850s. These sites were also mostly located in public reserves, or had been deliberately retained despite local development, such as the rail yard.</li> </ul> <p>Ten sites (five in each municipality) were added to the VHI that were previously not recorded on this inventory. None of these were located within the significant works portion of the current State Project Land. However, seven of these sites were already listed on the appropriate HO. As such, this illustrates a convergence of the VHI and HO designations due to the loss of undesignated archaeological sites, and the archaeological sensitivities of HO places becoming more apparent.</p> <p>The presence of large areas of public reserves and parkland along the major waterways through the study area has preserved what is likely a disproportionate number of certain types of sites, in particular fords, or rarer examples such as putative industrial sites. Due to the comprehensive nature of the reassessment of archaeological sites, this assessment is applicable to the current State Project Land, whereby historical archaeological sites are most likely to be identified within such open landscape, and adjacent to major waterways where development has not occurred. Furthermore, the expansiveness of assessment has likely identified all potential archaeological places within the current State Project Land within such public reserves, parklands, or along major waterways.</p>

Table 4.6 Summary of archaeological reports within proximity to the State Project Land

Suburb	Author(s)	Summary
Sunshine	Travers <i>et al.</i> (2010)	<p>Context Pty Ltd were engaged by Heritage Victoria to undertake the Outer Western Metro Site Reassessment Project which comprised a reassessment of archaeological places listed on the VHI, and identification and assessment of any additional places with potential for inclusion on the VHI, within the Brimbank and Hume municipalities. The study concluded that intensive development in Brimbank since the early 20<sup>th</sup> century had resulted in the destruction of many sites related to the early settlement of the region, however noted that transport-related sites featured prominently and many of these had survived.</p> <p>Archaeological site Sunshine Station Rail Reserve (VHI D7822-0841), formerly listed on the VHI as the 'Sunshine Station, associated works and industries', was inspected as part of the project and as a result, amendments were made to the sites VHI boundary. The condition of Sunshine Station Rail Reserve (VHI D7822-0841) was assessed at the time as relatively undisturbed. However, the report did not mention the excavation undertaken on the site by Ford (2007), which indicated significant site disturbance and a lack of any remnant archaeological material within the excavated trench within the VHI site.</p>
St Albans	Bullers and MacManus (2014)	<p>Ecology and Heritage Partners undertook a historical heritage assessment of the proposed Main Road, St Albans, level crossing removal on behalf of VicRoads. The study area comprises the railway corridor on either side of St Albans Railway Station, between Ginifer Railway Station in the south and Keilor Plains Railway Station in the north. The current State Project Land intersects with a small portion of the study area between Ginifer Railway Station and Willis Street, St Albans.</p> <p>The desktop assessment identified one historical heritage place within the study area: St Albans Village Plan (VHI D7822-0277). Due to the location of the study area within the road and rail corridors, it is unlikely that any heritage places associated with the VHI site would be encountered. After a review of the background history and of archaeological investigations within proximity to the study area, the assessment concluded that the most likely site types to be found within the study area would be road and railway infrastructure. These would comprise old road or railway routes evidenced by bridges, railway tracks, or road and/or railway embankments.</p> <p>The field survey was undertaken as a vehicle-based assessment where the road followed the rail corridor, and a targeted pedestrian survey of areas with potential for historical heritage. Due to safety concerns, no survey was undertaken within three metres of the railway track. A total of three historical heritage places were identified.</p>

Suburb	Author(s)	Summary
		<p>These comprised St Albans Village Plan (VHI D7822-0277), and two newly recorded historical features: a bluestone railway culvert, and a brick railway culvert. No areas of historical archaeological likelihood were identified during the field survey.</p> <p>The St Albans Village Plan (VHI D7822-0277) precinct is bounded by Ruth and Alexia Streets to the north, Alfrieda Street to the east, Main Road to the south, and Kate Street to the west. The village plan is significant for its circular and curved layout.</p> <p>The bluestone railway culvert is located between Rafter Drive and Henry Street, St Albans, approximately 2.2 km to the northwest of the State Project Land. It was made of five rows of large rectangular bluestone blocks, topped with bluestone capping, and bluestone wings projecting outwards from the main structure at 45°. It forms a drain with four separate compartments for the St Albans West Drain.</p> <p>The brick railway culvert is located directly north of the bluestone railway culvert, and forms additional drainage for the St Albans West Drain. The brickwork is in an English bond pattern, with alternating courses of stretcher and header bricks. The bricks are predominantly red, with a course of yellow bricks near the base and around the arches. It forms two arched drains, separated by a central pier. Brick wings project out of the main structure, similarly to the bluestone railway culvert.</p> <p>Due to the lack of archaeologically sensitive places being identified, as there were no known historical heritage areas with the likelihood to hold subsurface historical heritage, no further historical heritage investigations were required. As such, the portion of the current State Project Land from Ginifer Railway Station towards St Albans Railway Station is unlikely to comprise any historical archaeological sites.</p>
Kealba	Amorosi (2001)	<p>Biosis Research conducted an archaeological survey on behalf of the Barro Group for the proposed pipeline and clay extraction areas at Sunshine Quarry in Kealba. These two areas are situated adjacent to the Maribyrnong River within the Sunshine Quarry, north of the Western Ring Road in Kealba. The closest of the two study areas (the proposed clay extraction area) is adjacent to the current State Project Land on the Western Ring Road, adjacent to the Maribyrnong River, Kealba.</p> <p>The desktop assessment indicated that the region in which the study area is situated was between the Braybrook village reserve in the south, and the Maribyrnong River in the north. This reserve was first marked in 1840 and advertised for auction from 1855. The land between Braybrook village and the river comprised two allotments, one purchased by J. McIntyre, and the other by M. Fitzgerald or J. Solomon. The goldrush period during the 1850s to 1860s brought an influx of immigrants to the area. Transport infrastructure was improved with the construction of better, all-weather roads, and bluestone quarries were utilised for road construction. After the goldrush, diversification of industries in the western Melbourne region began, with many industrial companies setting up factories and shops on the plains near the Maribyrnong River. The Sunshine Quarry started operations in the late 20<sup>th</sup> century, one of several large bluestone quarries along the Maribyrnong River. The southern section of the Sunshine Quarry property was formerly part of a market garden purchased by the Barro Group approximately 20 years prior. Topsoil removal and overburden dumping has occurred within the study area since the Barro Group took ownership of the property. As such, any historical sites located in the study area would most likely be associated with the quarrying industry.</p> <p>Searches of the historical heritage registers identified two places listed on the VHR: Rail Bridge (Albion Viaduct) (VHR H1197), a rail bridge; and Bridge over Maribyrnong River (VHR H1427), a road bridge. There were also four places listed on the VHI: Brimbank Park Ruins (VHI H7822-0004), homestead complex ruins; Surrey St DSW 1 (VHI H7822-0267), dry stone wall; Solomon's Ford (VHI H7822-0242), a ford over the Maribyrnong River; and Chisholm Shelter Sheds (VHI H7822-0131), an artefact scatter and drain. These comprise sites associated with the development of transport routes and the rural history of the area.</p> <p>No historical archaeological sites were located during the field survey undertaken within the two portions of the study area. The study area has undergone intensive quarrying for bluestone, sand, and soil over the latter half of the 20<sup>th</sup> and beginning of the 21<sup>st</sup> centuries and, as such, was considered as being unlikely to contain any evidence of earlier occupation of the site during the historical period. Given the location of the study areas was on a narrow floodplain below a steep terrace, and in an area of great disturbance from topsoil removal, it was considered unlikely that any historical archaeological site would be present.</p> <p>Within the Kealba area, historical archaeological sites within the current State Project Land would most likely comprise places associated with the development of transport routes, including the railway, and to the rural history of the area, such</p>

Suburb	Author(s)	Summary
		homestead and farming complexes, fords, and domestic- or farm-related artefact scatters. These would most likely be found in areas outside the road or rail reserve.
Keilor East	Lane and Sciusco (1996)	<p>du Cros and Associates undertook an archaeological survey and subsurface testing for Russell Kennedy, acting on behalf of Melbourne Parks and Waterways, for a 1.51-hectare parcel of land, bounded by Cemetery Road, Ely Street, and Keilor Park Drive in Keilor East. The study area is approximately 300 m to the west of the current State Project Land at the Calder Freeway, Keilor East.</p> <p>The background study of the area noted that in 1841, the region was open plains, broken only by very low ridges of trap rock, which are moderately wooded with honeysuckle and She-oak. The plains afforded good sheep pasture, as they were covered in rich herbage. During the goldrush in the 1850s, Keilor became a major stopping place for people on the way to the goldfields at Bendigo and Castlemaine. The land immediately surrounding the study area itself appears to have been used over the last century primarily for grazing. This area was part of Brimbank Park when staff created an artificial wetland within the study area in the 1980s. The study area is adjacent to the west of Keilor Cemetery (the cemetery being immediately adjacent to the current State Project Land).</p> <p>No historical archaeological sites were recorded within the current State Project Land. The closest historical heritage places at the time comprised early homesteads and structural remains with domestic artefacts: Brimbank Park Ruins (VHI H7822-0004), which is within the current State Project Land; McNab's Homestead Ruins (VHI H7822-0036), in Keilor; and Caroline Chisholm Shelter Sheds (VHI H7822-0131), also in Keilor.</p> <p>No previous surveys for historical archaeological sites had been undertaken within the study area. However, surveys in the surrounding region have typically resulted in the recording of dry stone walls, the remains of historical homesteads or other structures associated with the early settlement of the area. Historical sites in the region would most commonly consist of structures associated with the pastoral industry or with early settlers' homesteads and outbuildings. No historical sites were located during the field survey, and no areas of archaeological potential were identified.</p> <p>Archaeological sites within the current State Project Land within the Keilor East region are therefore likely to comprise similar historical sites where the State Project Land does not intersect with either road or rail corridor, such as at Brimbank Park: subsurface remains dating from the early settler period, including homestead and farm outbuilding remains, and domestic- or farm-related artefacts.</p>



## 4.5 Historical mapping

### 4.5.1 Early selection period

In 1840, the Parish of Cut Paw Paw comprised a landscape to the south and west of the Maribyrnong (Salt Water) River, with the eastern portion predominantly shown as being tree-covered (Hoddle 1840). The land had been subdivided into large farming allotments, with several of these allotments being demarcated as reserves which align with the locations of townships such as Footscray, Spotswood, and Braybrook. Several roadways and tracks are shown within the parish. Ironstone is noted on the map adjacent to Kororoit Creek. While the map does not show Stony Creek, the State Project Land at this location was situated in the 459-acre allotment XI of the Parish of Cut Paw Paw, which appears not to have been purchased as no owner is noted on the map. It crosses the 640-acre allotment XVIII, owned by Abel Thorpe, and roadway immediately north of this property. Further to the north, it enters the 640-acre allotment XIX, which Thorpe co-owned with John Barmby Marris and John Irish; this land is immediately west of the Braybrook reserve. It also crosses through Joseph Solomon's section B (353 acres) and James McIntyre's section A (326 acres) of allotment XXII. The State Project Land crosses the Maribyrnong River in the north (Figure 4.2).

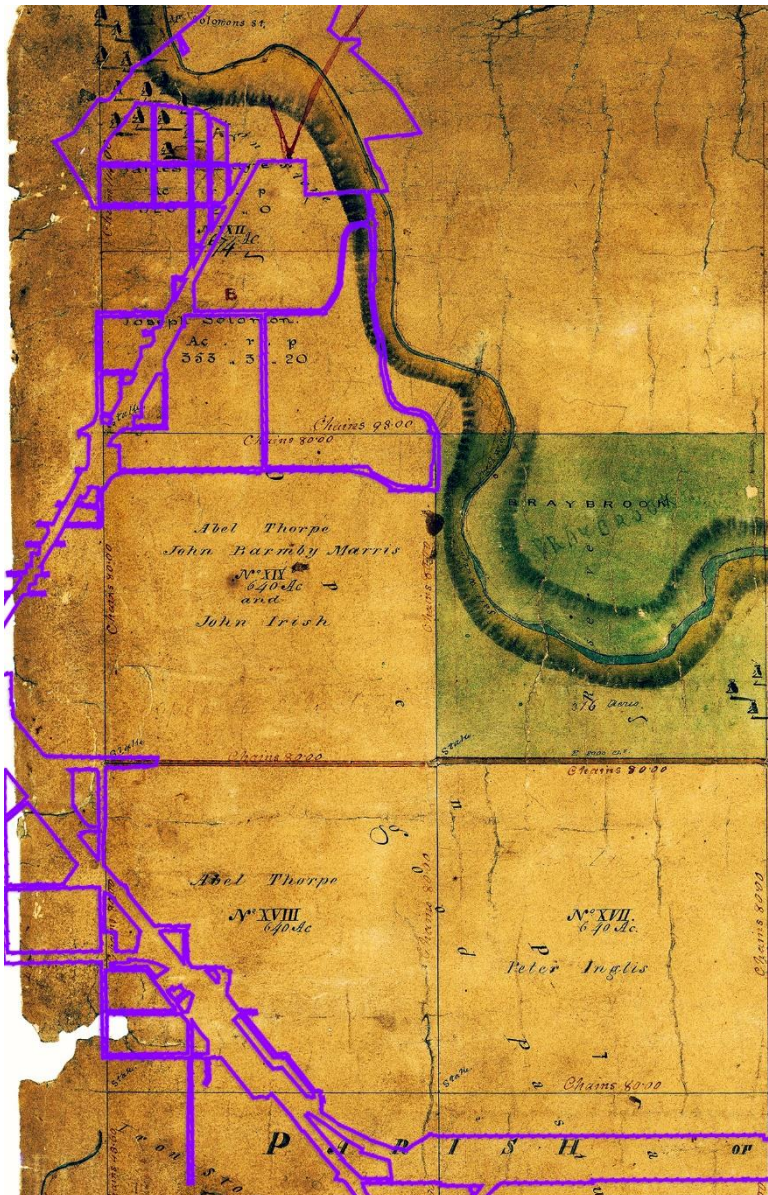


Figure 4.2 1840 map of Cut Paw Paw showing the approximate location of the State Project Land in purple (Hoddle 1840)



In 1842, the Parish of Derrimut and Maribyrnong map (Darke 1842) shows a similar landscape to that shown in the Parish of Cut Paw Paw map; the majority of the land is subdivided into farming allotments, with trees shown in the east along the Maribyrnong River and Kororoit Creek, while the rest of the land comprised grassy plains. Several tracks are shown running through the State Project Land, but no roadways appear on the map. The State Project Land enters allotments 8 (836 acres), 9 (1,224 acres), 10 (640 acres) and 11 (640 acres) of the Parish of Maribyrnong. No ownership details are shown on this map. The State Project Land crosses the Maribyrnong River and into the Parish of Doutta Galla (Figure 4.3).

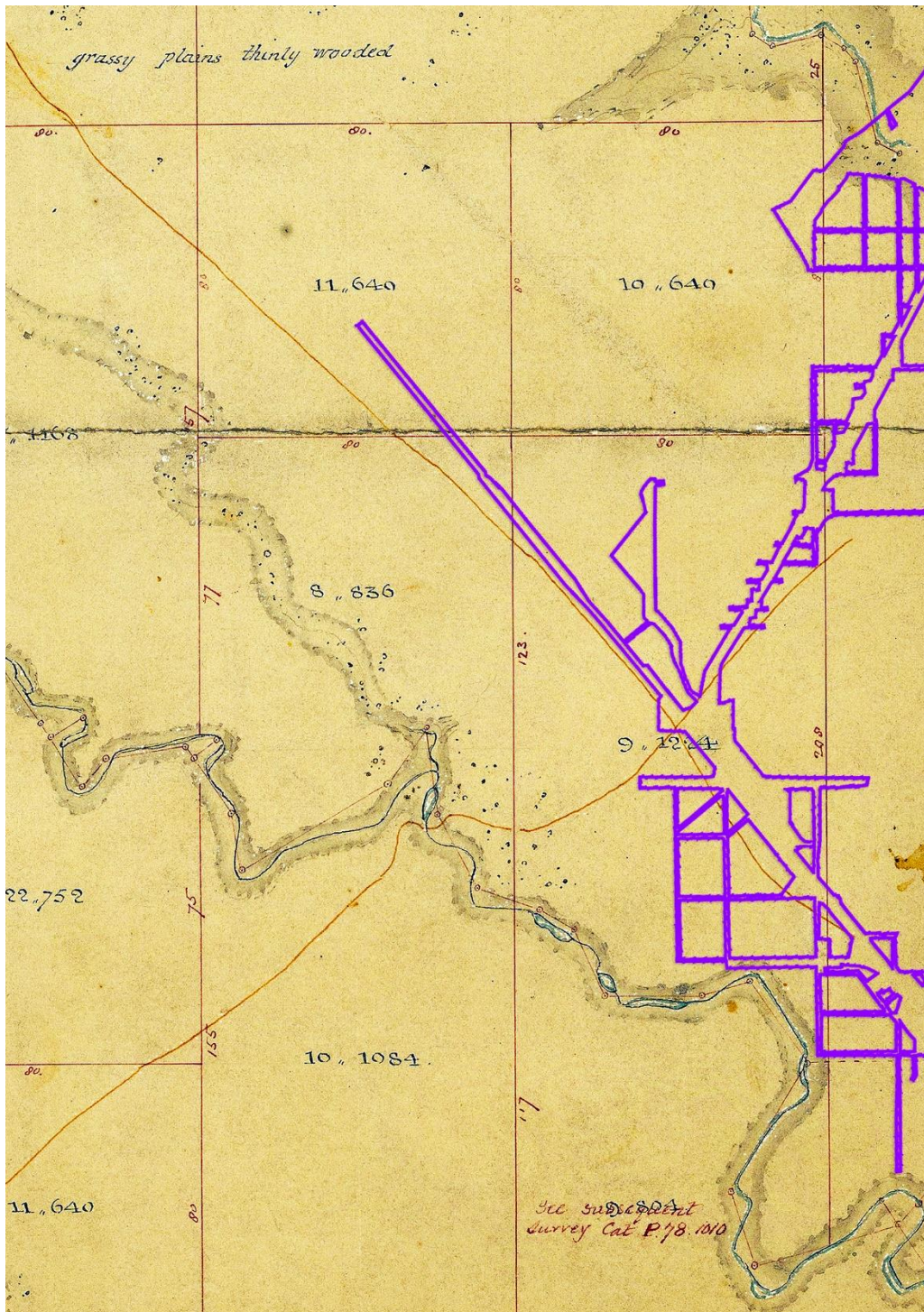


Figure 4.3 1842 map of Derrimut and Maribyrnong showing the approximate location of the State Project Land in purple (Darke 1842)



Also dated to 1842, the Parish of Doutta Galla map (Smythe 1842) shows a similarly rural region, with similar sized farming allotments, tracks, and several roadways (Figure 4.4). An area of smaller allotments is situated on the east bank of the Maribyrnong River, taking up the land to the west of today's Epsom Road in the suburbs of Ascot Vale, Flemington, and Kensington, and land on the west bank of Moonee Ponds Creek to the west of today's Pascoe Vale Road from Flemington northwards to Essendon. Most of the parish is shown as being tree-covered, particularly land to the east of Steele Creek, and in the west along the Maribyrnong River. Several reserves are shown, in the locations of townships such as Braybrook, Maribyrnong, and Keilor. The State Project Land crosses through Henry Delahey and George Dodd's 588-acre allotment X, John Fitzgerald and Leslie Foster's 712-acre allotment XX, William Vesey and Leslie Foster's 640-acre allotment XXI, and several parcels of land with no owners noted: allotments XI (640-acres), XVIII (640-acres), XIX (496-acres, adjacent to Keilor village reserve), and XXII (640-acres). The State Project Land crosses Steele Creek towards the north.



Figure 4.4 1842 map of Doutta Galla showing the approximate location of the State Project Land in purple (Smythe 1842)



As with the other maps, the 1840 Parish of Tullamarine (Keny 1840) predominantly comprises farming allotments, these being situated between Moonee Ponds Creek (then known as Moonee Ponds Chain of Ponds) and the Maribyrnong River (Figure 4.5). The Broadmeadows village reserve is shown on Moonee Ponds Creek. Neither the 1842 Parish of Doutta Galla nor the 1840 Parish of Tullamarine maps show today's Sharps Road, but it runs along the border of the two parishes between today's Keilor Park Drive and the Western Ring Road. This northern extent of the significant works is also situated on a former farming allotment. This comprises the 300-acre No 4 section, owned by Colonel Kenny, of allotment IV (781-acres), within the Parish of Tullamarine.

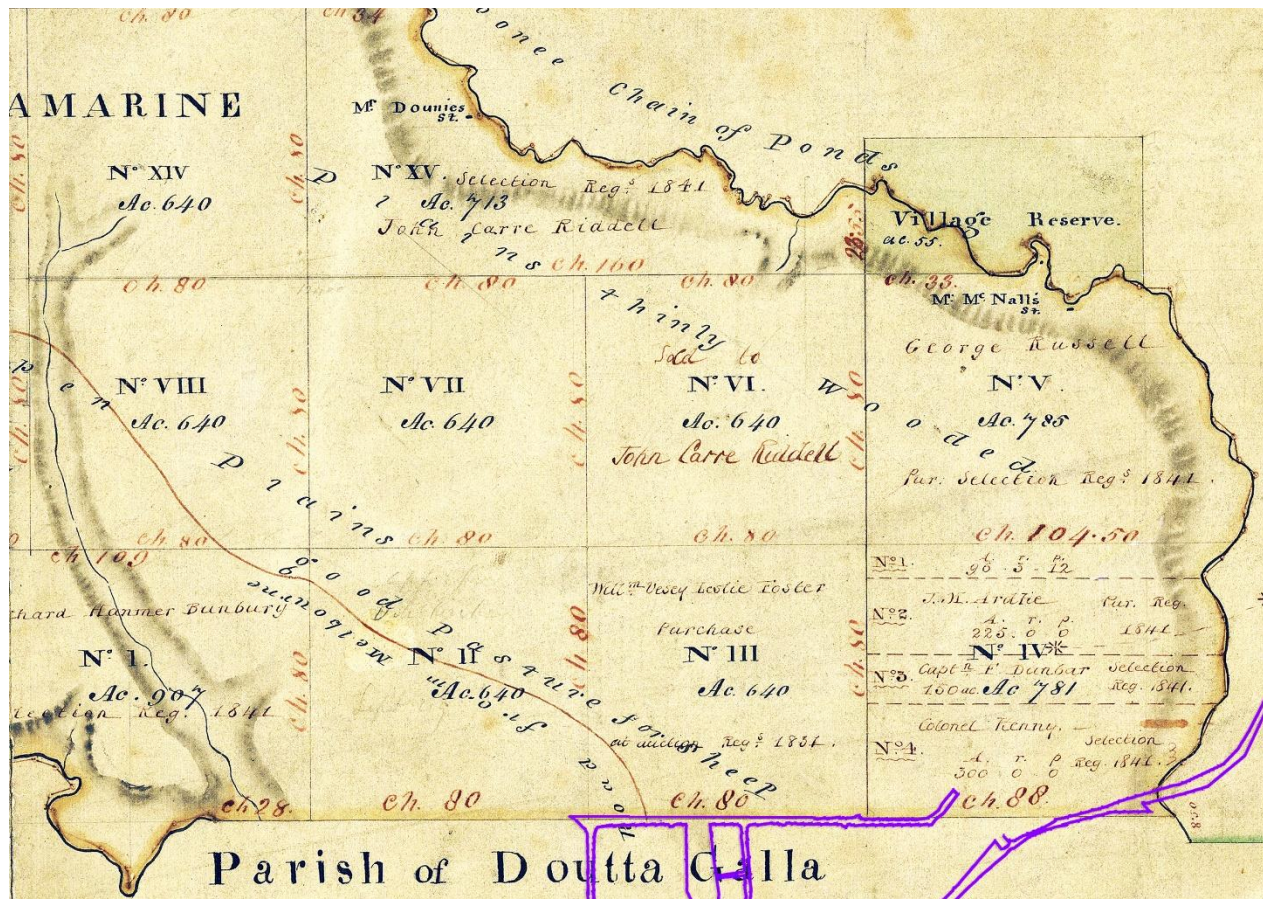


Figure 4.5 1840 map of Tullamarine showing the approximate location of the State Project Land in purple (Keny 1840)

Mapping from the early 1840s show that the significant works portion of State Project Land crosses a rural landscape comprised of grassy plains and wooded areas, and farming allotments, with several waterways and tracks intersecting with the State Project Land; however, Stony Creek is not present on the mapping. Many of the allotments had been sold, and were under ownership for farming across the State Project Land.

#### 4.5.2 Late 1800s

The 1884 map of the Parish of Cut Paw Paw (Noone 1884) shows significant change, with many of the original farming selections having been subdivided, particularly in areas closer to Melbourne (Figure 4.6). Additional changes within the pertinent portion of the State Project Land include the establishment of the Melbourne and Mount Alexander railway line which crosses today's location of Stony Creek from the east, and curves across what was originally allotment XI and cuts through Thorpe's allotment XVIII (640-acres) along a northwest alignment. Allotment XI is shown to have been subdivided into 16 small sections, one of which comprised the approximately 80-acre section E, through which the railway line curves. While the other land is shown to have all been taken up, section E has not. The other 15 smaller allotments are between approximately 14 acres to 53 acres each. This section, other than the railway line itself, contains a waterhole within the rail reserve and a roadway crossing the railway line. To the north, where the State Project Land re-



enters the parish, the allotments in the north all retain their original dimensions. Two planned roadways intersect with the State Project Land, one between allotments XVIII and XXV, and one within the northern portion of allotment XXV.

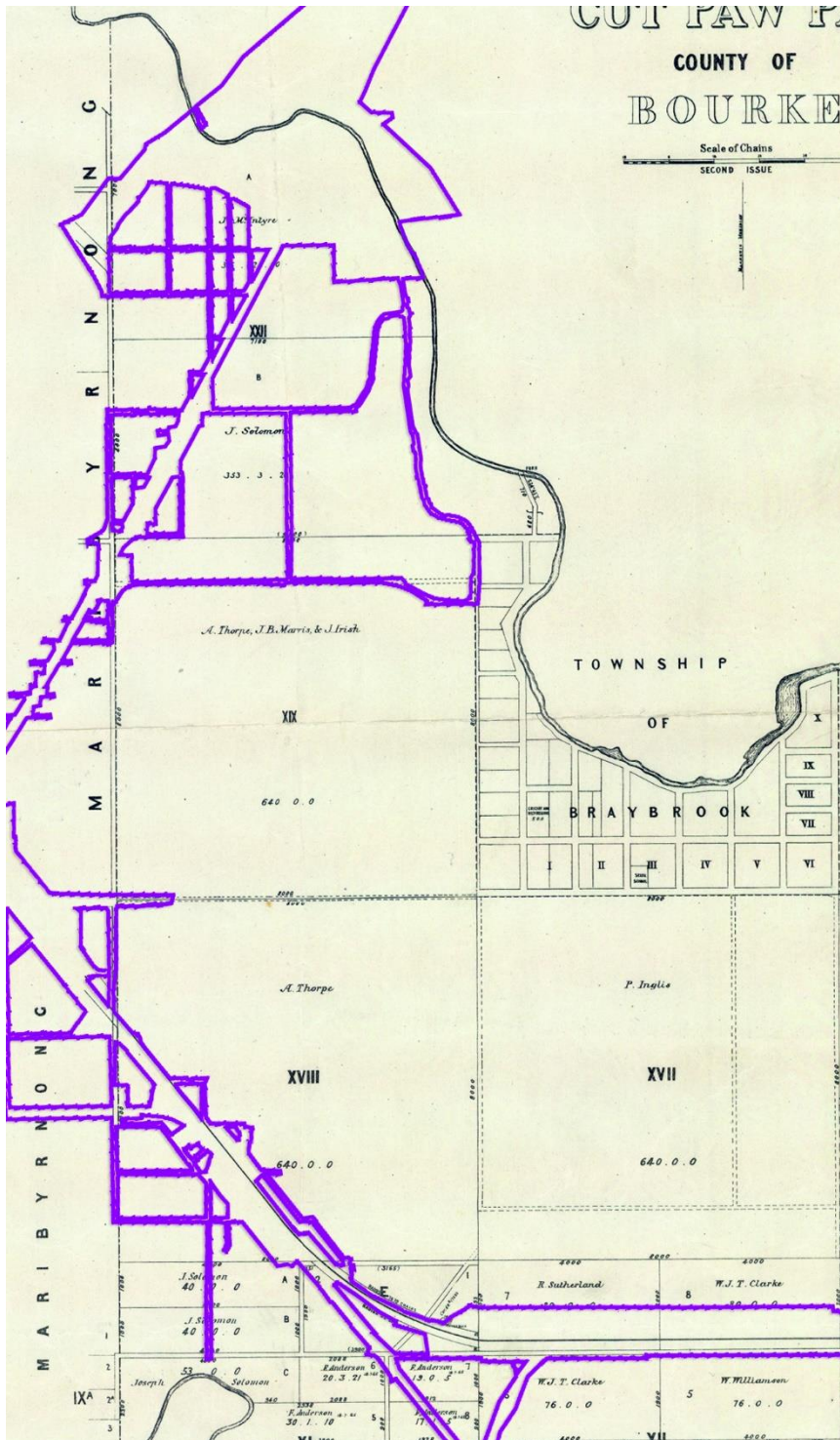


Figure 4.6 1884 map of Cut Paw Paw showing the approximate location of the State Project Land in purple (Noone 1884)

The 1889 map of Maribyrnong and Tullamarine (Victorian Shire Map Company 1892) shows that the land through which the State Project Land intersects has been subdivided into numerous small allotments, replacing all of the larger allotments that had been previously present (Figure 4.7). Landowners included not



only individuals, such as J. McIntosh, but companies including Freehold Investment and Banking Company. Albion Railway Station is detailed on the map, within the State Project Land in the Melbourne and Mount Alexander railway corridor, along with the Bacchus Marsh railway line in the south, and numerous roadways intersecting with the State Project Land. Albion Quarry is adjacent to the State Project Land southeast of Albion station.

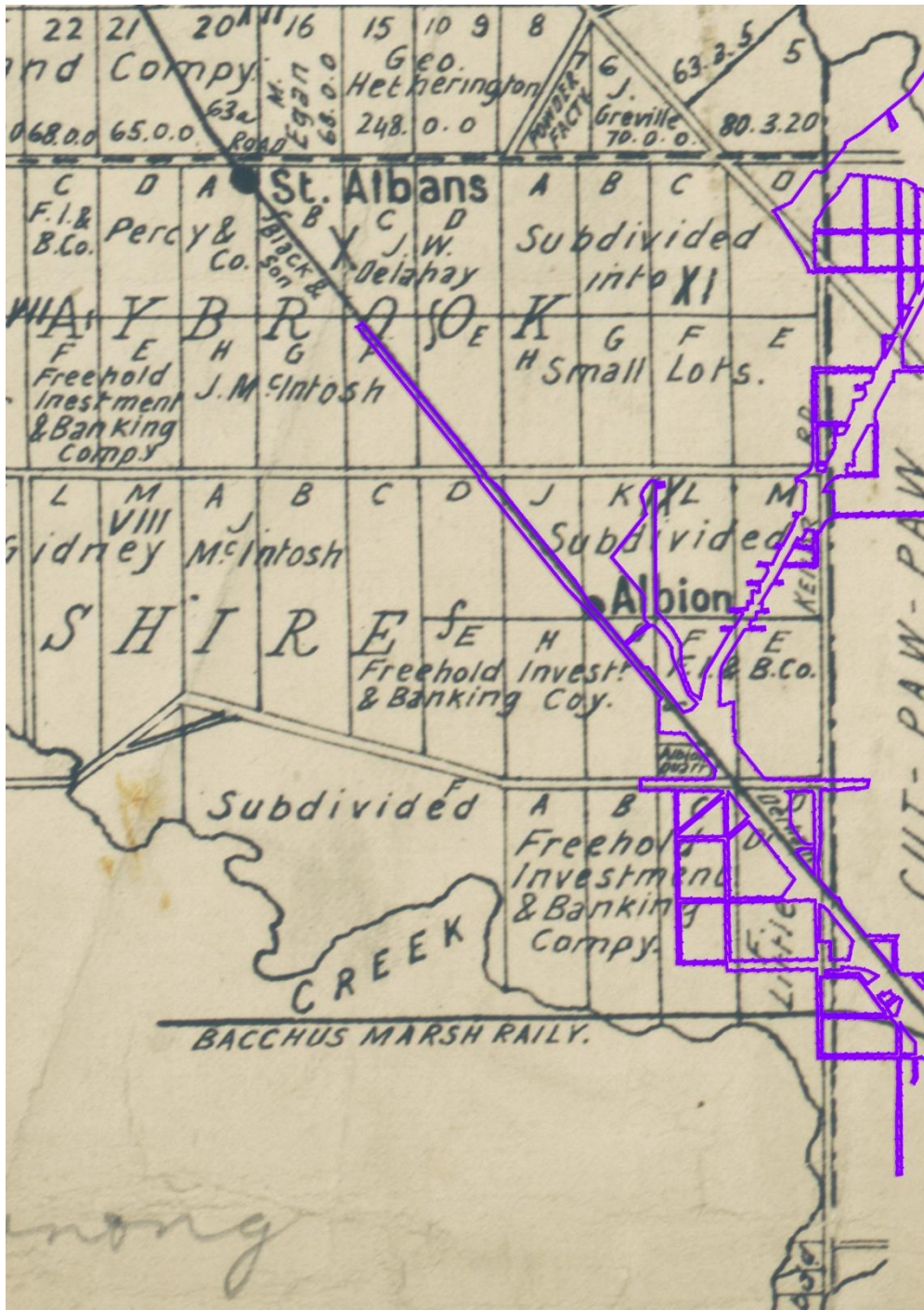


Figure 4.7 1892 map of Maribyrnong showing the approximate location of the State Project Land in purple (Victorian Shire Map Company 1892)

The land shown in the 1885 Doutta Galla map (Department of Lands and Survey 1885) has not been as heavily subdivided as that of Maribyrnong, and is similar to Cut Paw Paw where only areas near townships

have been sold in smaller allotments, such as those at Keilor and Essendon, as well as land to the northwest of Essendon (Figure 4.8). Allotments X, XX, and XXI retain their original sizes, however XI has been subdivided into two smaller allotments, the State Project Land intersecting with section A, which comprised 316 acres owned by P O'Brien, H Delahey and G Dodd. Allotment XVII has been divided into four allotments, the State Project Land intersecting with all four sections: A being 132 acres owned by J Grey and J Wedge, B being 151 acres owned by W Nicholson, C being 162 acres owned by Douglas T Kilburn, and D being 180 acres owned by Joseph Neil. Allotment XIX has been subdivided for the Keilor township, with a cemetery to the southwest of the State Project Land within this allotment, while allotment XXII was subdivided into 11 small allotments. Of these 11 allotments, the State Project Land intersects with section 1 (30 acres owned by Fulton and Others), section C (117 acres owned by John Pascoe Fawcner), section A (87 acres owned by William Hall), and section B (65 acres owned by John Purnell). Steele Creek crosses the State Project Land between allotments XVIII and XXI of the parish.

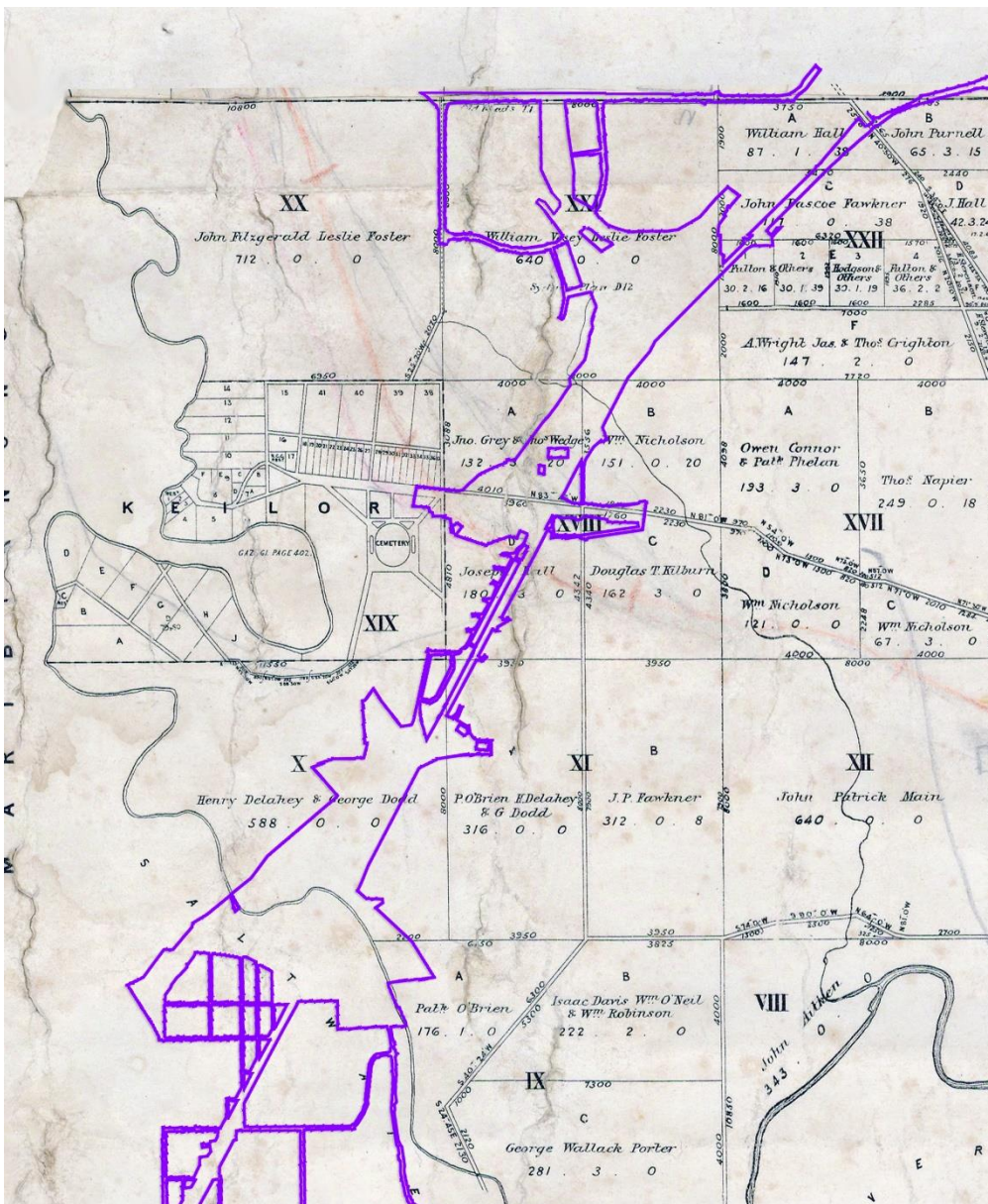


Figure 4.8 1885 map of Dousta Galla showing the approximate location of the State Project Land in purple (Department of Lands and Survey 1885)



In 1885 (Noone 1885), the farming allotments within Parish of Tullamarine remained relatively unchanged in size; the major difference being that a planned roadway, Deep Creek Road, had been marked on the map (Figure 4.9). This roadway headed in a northwest direction (from Essendon) across this portion of the parish, intersecting with the State Project Land in the north. The significant works portion of the State Project Land, Sharps Road, aligns with the border of the parish in the south. No other major changes are apparent on the map.

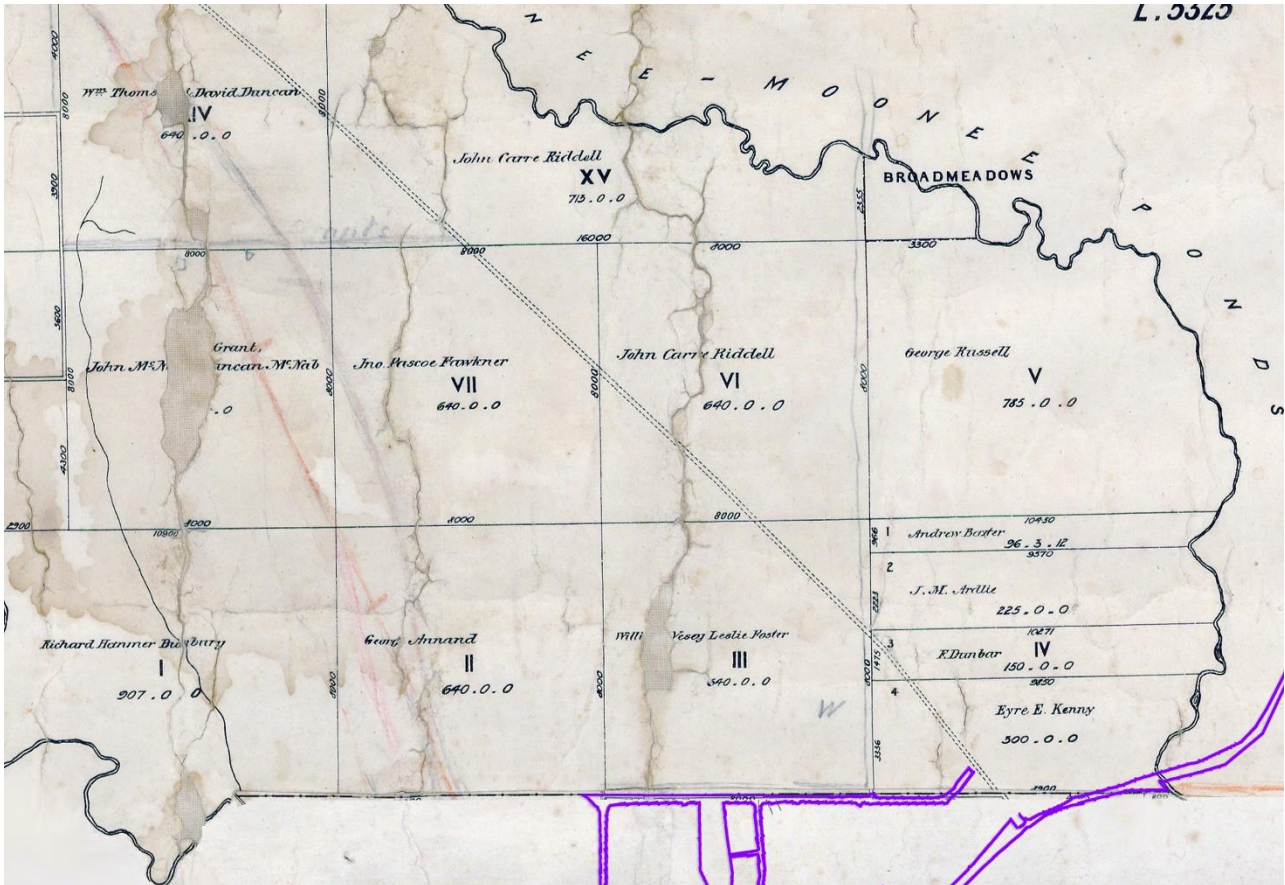


Figure 4.9 1885 map of Tullamarine showing the approximate location of the State Project Land in purple (Noone 1885)

Mapping dating from the 1880s to the 1890s shows that the State Project Land is still situated within a rural landscape, with many of the original allotments identified from the 1840s still present within the various shires. However, a number of these allotments have been subdivided – predominantly for smaller farms – in rural areas. Those allotments within proximity to former reserves, such as at Keilor, have been subdivided as part of township plans. An increase in this subdivision of the rural landscape can be seen in mapping dating to the 1890s (Victorian Shire Map Company 1892).

### 4.5.3 Early 1900s

The 1917 military map of Ballan, Sunbury, Meredith and Melbourne (Figure 4.10) shows that the significant works portion of the State Project Land crosses a landscape that is primarily rural in nature. Areas with higher density of structures are found within the township of Sunshine, and in the smaller allotments found between Sunshine and Braybrook. Few structures are noted across the remainder of the State Project Land. Both major and minor roadways are seen intersecting with the State Project Land, as are waterways. Kororoit Creek, Stony Creek, the Maribyrnong River, Steele Creek and tributaries, and Moonee Ponds Creek are all detailed on this map. Sunshine and Albion Railway Stations are also present, and a quarry to the north of Sunshine adjacent the railway line. Several structures are shown within the State Project Land: one adjacent to the south of the Sunshine Railway Station; one at the intersection of Ballarat Road and the railway line; one north of the Maribyrnong River on Delahey and Dodd's property in Doutta Galla within the



[illegible]

By the 1930s, the military maps of Sunbury and Melbourne (Figure 4.11) shows that further growth has taken place at Sunshine, and between Sunshine and Braybrooke. The Broadmeadows railway line is also now present, following the State Project Land across the landscape to the northeast. Two additional buildings are present within the State Project Land on Ballarat Road adjacent to the railway line, as is an additional building to the north of Brimbank Park Ruins (VHI H7822-0004), across a new roadway. Several buildings are also present adjacent to the new railway line to the north of Keilor Road, and along Keilor Road itself. Otherwise, little change to the landscape within the State Project Land is evident.



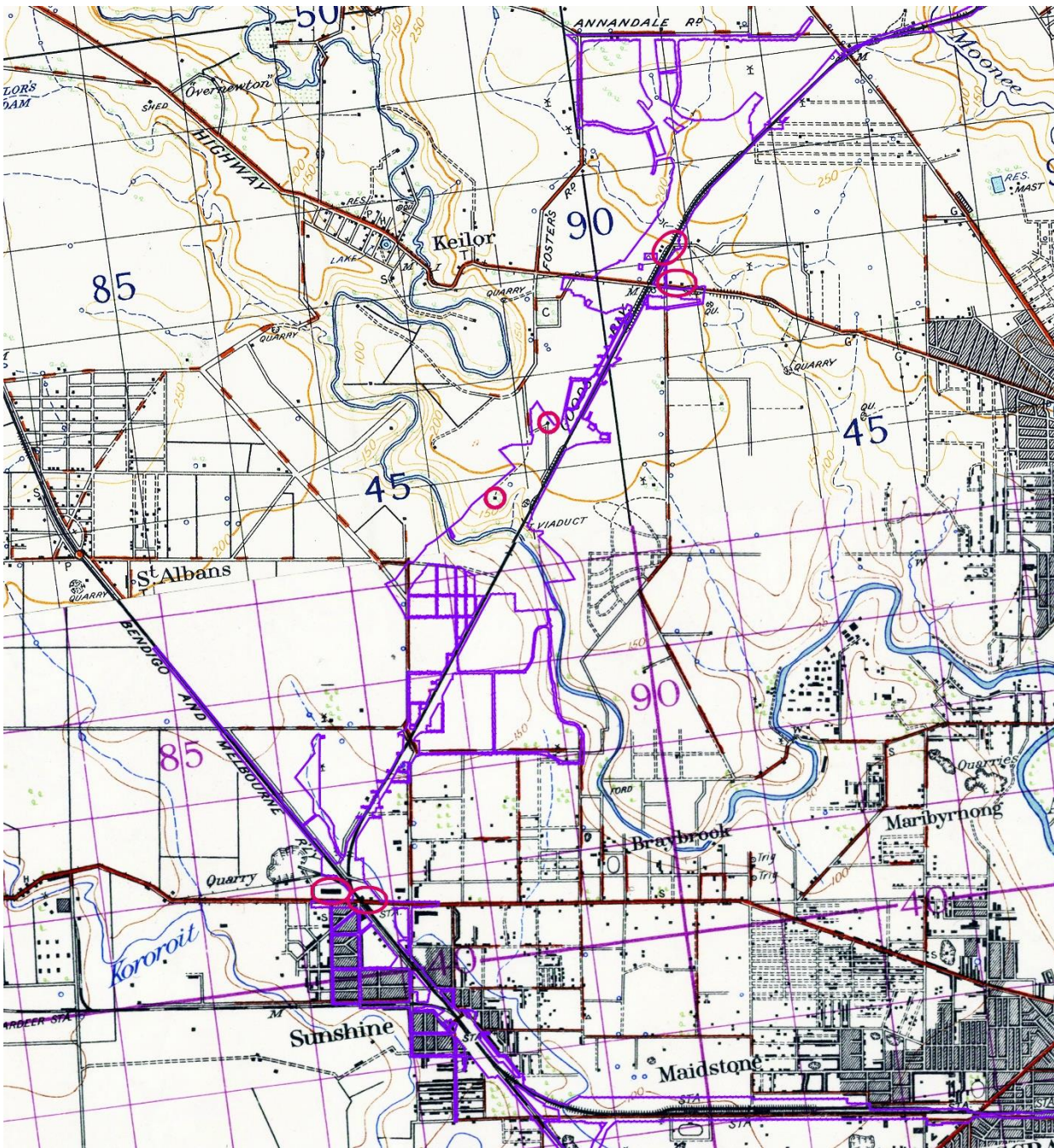


Figure 4.11 Composite 1930s map of Melbourne and Sunbury showing the approximate location of the State Project Land in purple, with buildings in pink (Australian Section Imperial General Staff 1933; 1938)

This confirms that subdivision and growth is taking place around townships across the State Project Land, but the majority of the State Project Land remains rural during the early 1900s.

#### 4.5.4 Post-World War II

The 1952 Parish of Cut Paw Paw map shows that little had changed across the majority of the State Project Land within the parish (Figure 4.12). However, within section E of allotment XI then comprised a combination of recreation reserves surrounding the railway reserve. Additionally, the railway line to Broadmeadows had been established, leaving the railway reserve along a southeast alignment and cutting across several smaller farming allotments within allotment XI to head off towards Newport. Allotments XVIII, XIX, and section A of



XXII remain as large rural allotments, but section B of XXII has been subdivided into three smaller allotments as part of the Maribyrnong Estate. Berkshire Road in the south of section B has been planned, but not yet established at the time of mapping. Several roadways, including Clarendon Street, have been established to the east of the State Project Land within this allotment.

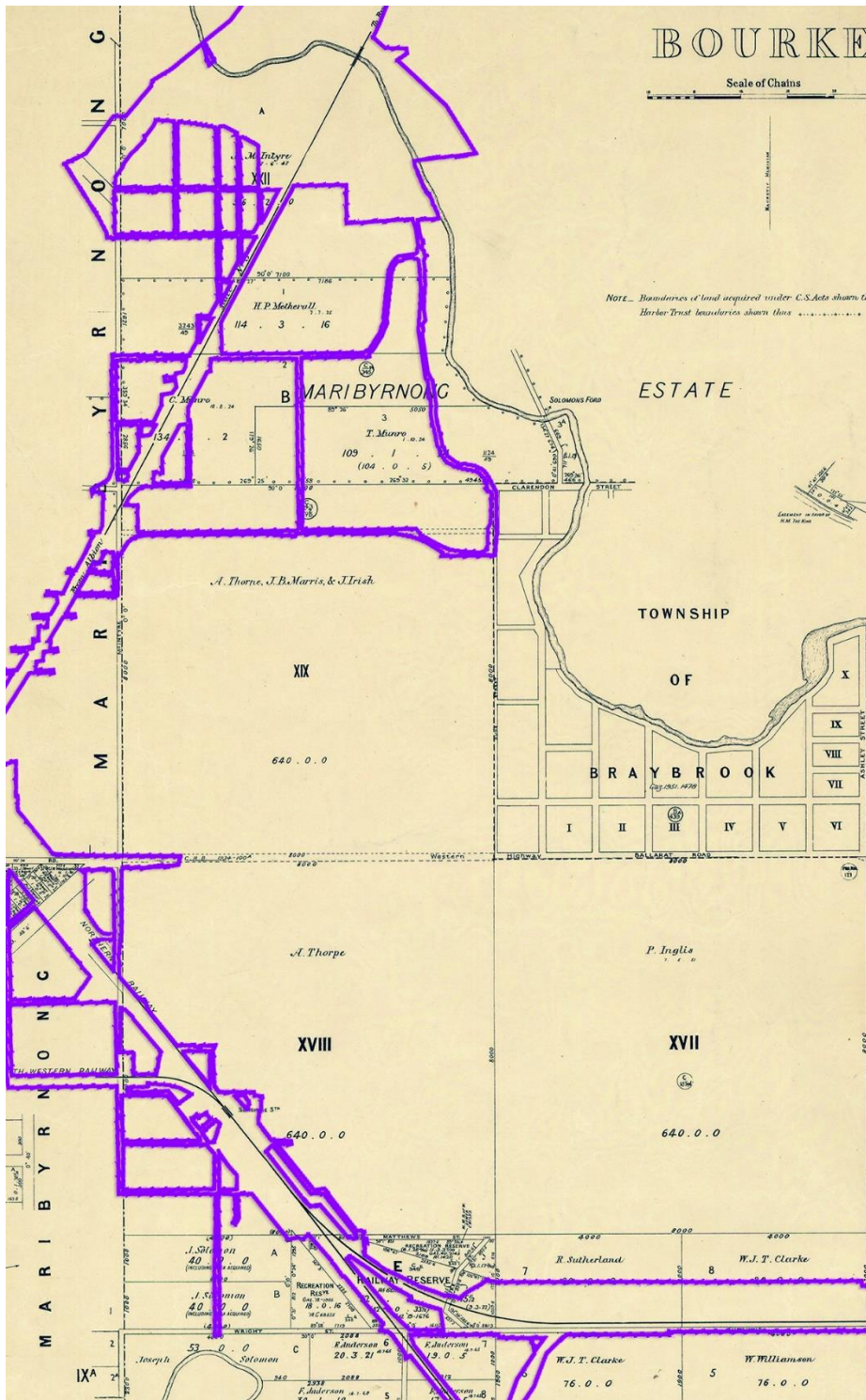


Figure 4.12 1952 map of Cut Paw Paw showing the approximate location of the State Project Land in purple (Department of Lands and Survey 1952)

By 1957, the Shire of Maribyrnong retains its small farming allotments, although several have changed in size or orientation to accommodate the railway corridor to Broadmeadows which had, by then, been established (Figure 4.13). Stony Creek is shown on the map, crossing the State Project Land near the intersection of the Mount Alexander and the Broadmeadows railway lines. It is shown intersecting the border with Cut Paw Paw, suggesting that it was present but may not have been significant enough to have been included on the 1952 Parish of Cut Paw Paw map. Otherwise, little change is evident in the Shire of Maribyrnong since 1892.

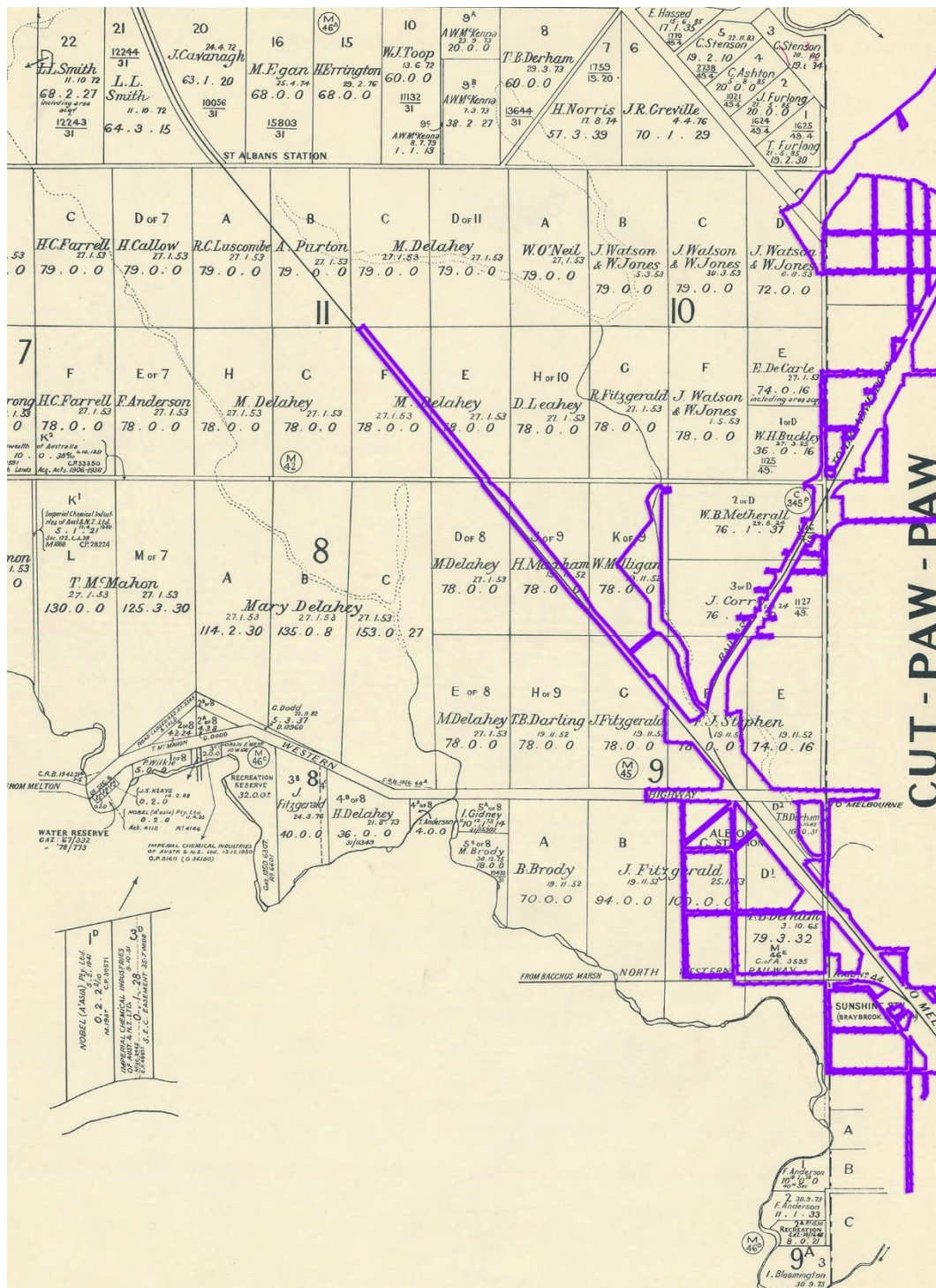


Figure 4.13 1957 map of Maribyrnong showing the approximate location of the State Project Land in purple (Department of Lands and Survey 1957)



By 1973, the Broadmeadows line had been established across the Parish of Dousta Gatta, heading in a northeast direction across the previously identified farming allotments (Figure 4.14). The township of Keilor does not appear to have expanded, with the larger allotments retaining their size and shape across the State Project Land from that detailed in 1885; the only difference being that allotment X had been subdivided into three allotments. Steele Creek is still shown as being present crossing the State Project Land.

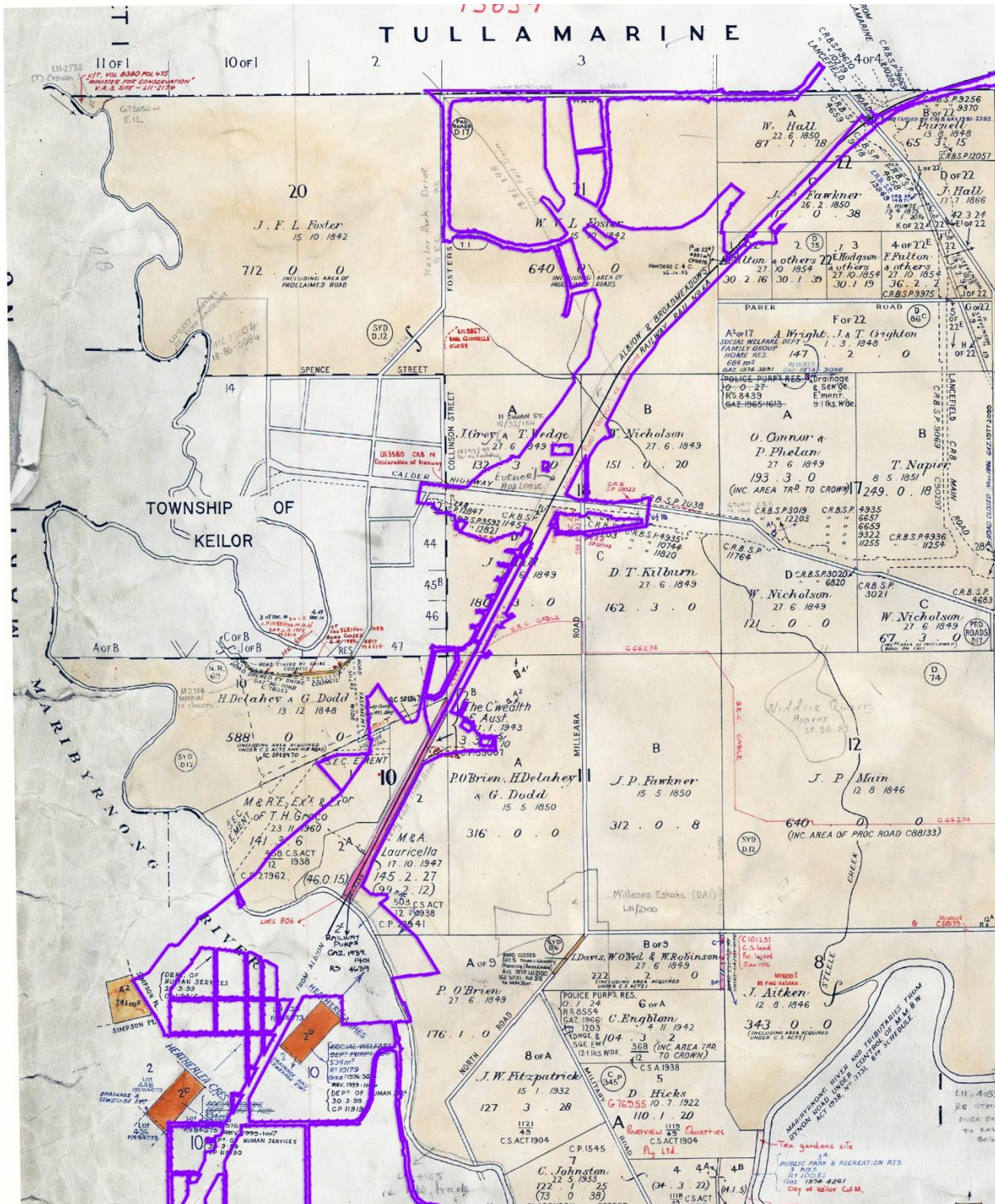


Figure 4.14 1973 map of Dousta Gatta showing the approximate location of the State Project Land in purple (Department of Lands and Survey 1973)



Little had changed in the Parish of Tullamarine by 1958, with allotments retaining their previous sizes and dimensions across the State Project Land (Figure 4.15). The major differences comprise the inclusion of planned roadways in, and adjacent to, allotments to the north of Sharps Road.

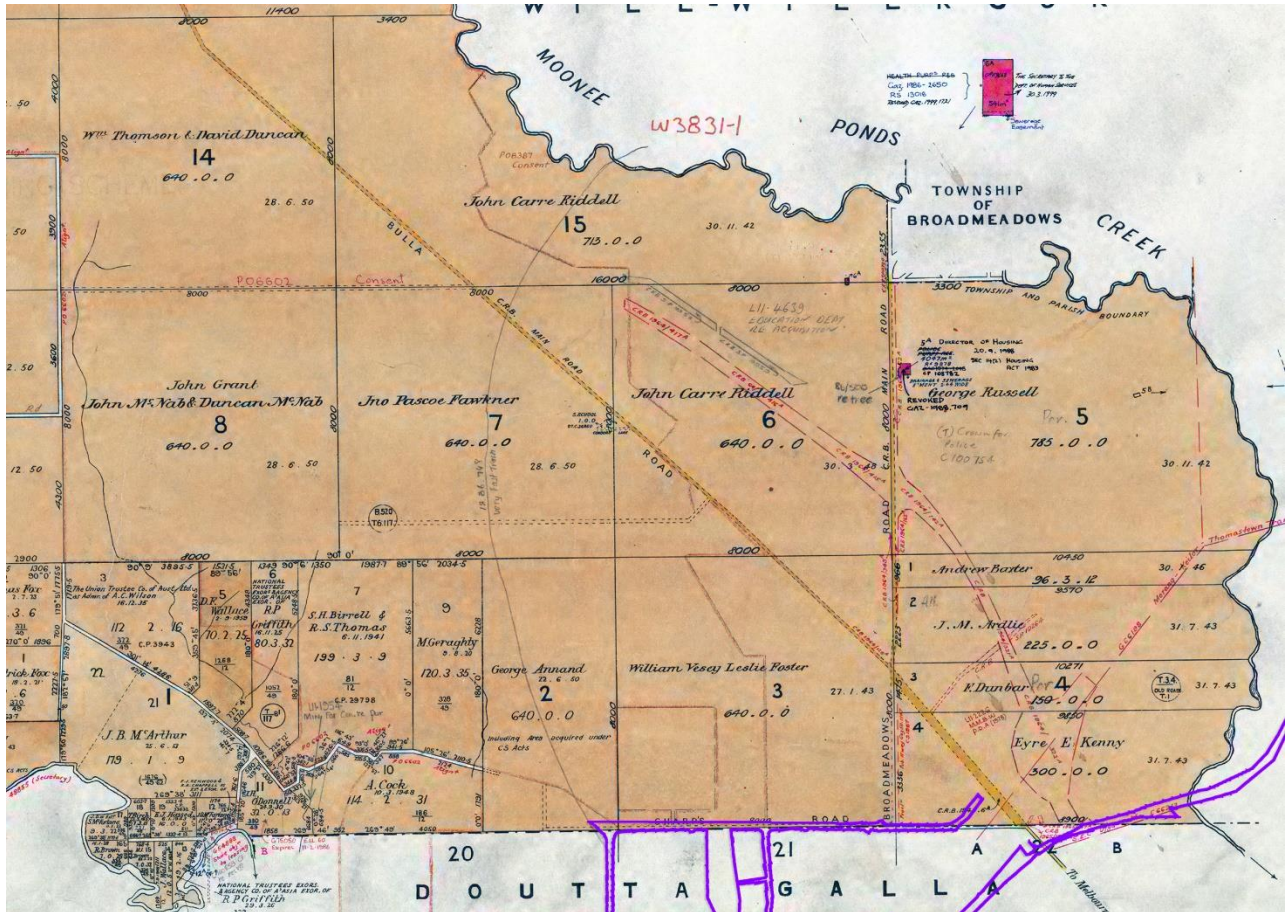



Figure 4.15 1958 map of Tullamarine showing the approximate location of the State Project Land in purple (Department of Lands and Survey 1958)

By the post-World War II period, three railway lines were present within the parishes in which the State Project Land is situated. These comprise the railway lines towards Newport, Bacchus Marsh, Mount Alexander (Northern Railway), and the railway to Broadmeadows. The landscape still comprised a combination of large and small rural allotments, with places near townships, such as the township of Keilor, having been subdivided into smaller allotments. All waterways are still present, including Stony Creek as shown on the Maribyrnong parish map, which was not deemed of enough significance to show on any of the Cut Paw Paw parish maps.

There are several buildings marked on the 1917 military map that were still present in the 1930s military maps, one at the intersection of the railway line and Ballarat Road, and one at Brimbank Park Ruins (VHI H7822-0004).

## 4.6 Historical background and aerial imagery review

A detailed examination of the background and historical places of the Footscray, Newport, Sunshine/Albion, Jacana, and Sunbury rail corridors can be found in *MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709)* (Zahra and Bashta 2021). As such, the background history here will focus on open areas and parks, along with a short history of current and former railway stations on the current Sunbury and the former Albion-Jacana railway lines in relation to the significant works portion of the State Project Land.



Historical aerial imagery for the Sunshine and Albion region was provided by Lovell Chen in February 2021. Other aerial imagery was sourced from the Department of Environment, Land, Water and Planning's *Historical Photo-Maps Index* (Department of Lands and Survey 2021) and LANDATA's *Historic Aerial Photography - 1930s to 1990s* (Victorian Land Registry Services 2020). Modern aerial and street view imagery was viewed through Google Earth Pro (7.3.3.7786).

#### 4.6.1 Sunshine and Albion

Historical aerial imagery of Sunshine dates from 1931 to 1984 (Appendix B). This reflects the buildings shown in the 1933 military mapping, although there are more buildings present, particularly in the aerial imagery within the township of Sunshine. Outside of the Sunshine Railway Station buildings and railway infrastructure, there are several railway-related buildings at Albion Railway Station, including a large substation to the southeast of the station, and to the north railway corridor and Ballarat Road, comprising the aforementioned building immediately adjacent to the intersection of the railway line and that roadway. A siding is also present running to the quarry north of the township. Stony Creek is also present, crossing the railway line along its current alignment.

By 1945, little has changed outside of the addition of further housing stock being added within the township of Sunshine. Some landscaping appears to have taken place within part of the station grounds to the east of the road-over-rail bridge, but otherwise little appears to have changed within the State Project Land. However, the structure at the corner of the railway corridor and Ballarat Road is no longer present.

The 1951 aerial imagery shows that the township of Sunshine had grown, with more residential structures being established in the south and northwest. Several small changes have occurred in relation to the structures at the Sunshine Railway Station and the addition of several structures within the rail corridor to the northeast of Ballarat Road, but few other changes are evident within the State Project Land.

By the 1970s, aerial imagery shows that Sunshine had continued to expand in all directions, with new residential housing having been added surrounding the township. The commercial centre of the township is situated north of the railway station, along the east side of the rail corridor, and to the north of Ballarat Road along both sides of the corridor. The quarry is shown as being still extant. Major changes within the State Project Land comprise a road bridge crossing the Sunshine Railway Station in the vicinity of the former road-over-rail bridge, matching today's bridge alignment. The railway station also appears to have been expanded towards the north, under the new road bridge. An oval has been added to Barclay Reserve, along with several buildings surrounding the oval. Additionally, further works have occurred in the area within the rail corridor to the northeast of Ballarat Road, with more structures having been established. The part of Stony Creek that flowed through the township appears to have been channelised, with that north of the railway line to Broadmeadows running along its natural creek bed.

By 1984, the majority of residential and commercial structures surrounding the township of Sunshine had been established, with little in the way of obvious change. Within the State Project Land, several structures are apparent along the Newport line to the south of the railway junction, a large structure has been added on the east side of the rail corridor near Albion Railway Station, and a railway building has been constructed at Albion Railway Station. The Stony Creek channel has been reworked, and now runs north of the railway line to Broadmeadows to Furlong Road in Sunshine North.

Modern aerial imagery dating to March 2020 shows that Sunshine is part of the urban sprawl of Melbourne. A large pedestrian overpass building has also been established above Sunshine Railway Station to allow for easier pedestrian access to the station. A bus station has been installed to the north of the railway station. Additionally, the buildings within the area to the northeast of the intersection of the railway line and Ballarat Road has changed, and now comprises a large building occupied by a garden supply business. However, a number of the railway buildings within the State Project Land noted in 1984 are still present today, including railway sheds on the tracks on the line to Newport, the large single storey building to the east of Albion Railway Station is extant but now derelict, and the double storey substation building to the southwest of Albion Railway Station which is now being used by the Maltese Cultural Centre. Some of the previously identified Sunshine Railway Station and Albion Railway Station buildings are also still extant today.

#### 4.6.1.1 Sunbury Line

Mount Alexander and Murray River Railway was initially commenced in the mid-1850s by a private company, but was completed by the Victorian Colonial Government and opened on 10 February 1859 from Spencer Street to Williamstown and from Footscray to Sunbury (Matthews 2005a; VicSig 2018f). By the 1880s, only Footscray railway station was present within the current State Project Land, with the Main Line station having opened on 1 March 1859; an earlier station had opened at Footscray on the Williamstown line on 17 January 1859 (VicSig 2018d; Waugh 1999a). The section in which the State Project Land is situated is known as the Sunbury line (VicSig 2018f).

The 'Albion and Darlington' Railway Station subsequently opened on 5 January 1860, but closed a year later on 1 January 1861. Darlington was the original name of the township, situated on the railway line between today's Ballarat Road in the south and Furlong Road in the north; the township was later renamed after the Albion Quarrying Company. The former 'Albion and Darlington' Railway Station was approximately 0.8 km further towards St Albans than today's Albion Railway Station, placing it to the northwest of the Albion-Jacana line junction next to the quarry site and just beyond today's Broadway Textiles Australia factory (Pocket Oz 2020; Selwyn 1860; VicSig 2018a; Victorian Signalling Histories 1994). It is listed as Darlington Railway Station on the estimates of the Victorian government expenditure for 1860 as one of 12 stations along the Sunbury and Williamstown lines. This indicates that it had its own station master, and appears to have had other sundry workers including clerks, porters, and gatekeepers (Legislative Assembly 1859).

Footscray subsequently comprised the only railway stations within the State Project Land until Braybrook Junction Railway Station opened on 7 September 1885 on its present location; it was renamed as Sunshine Railway Station on 15 July 1907. The railway station, on the main line to Sunbury, has grown over time to accommodate the railway lines to Newport which opened on 24 September 1887, and to the Bacchus Marsh (Ararat) line (North Western Railway) which opened in 11 April 1862 (Bau 2007; Matthews 2005a; VicSig 2018g; Victorian Signalling Histories 1994; Waugh 1999b). Albion Railway Station was reopened on 24 March 1891, in its present location (VicSig 2018a; Waugh 1999c). Albion Railway Station was closed in 1919 to accommodate reconstruction of the line, and the future Sunshine-Broadmeadows railway line (now known as the Albion-Jacana line). It was reopened shortly afterwards at approximately the same location (Matthews 2005a; VicSig 2018b).

Ginifer Railway Station opened on the line on 31 October 1982, and was known as 'Furlong Railway Station' during its construction due to its location to the north of Furlong Road, although it was situated further towards St Albans Railway Station, between Clare Street and Mulhall Drive. In 2016, Ginifer Railway Station was moved southwards to its present location on Furlong Road, as part of the Furlong Road grade separation works (VicSig 2018e; Waugh 1999f).

##### 4.6.1.1.1 Sunshine Rail Reserve (VHI D7822-0841)

The history of the reserve is outlined in Section 4.3.1. By the 1970s, aerial imagery shows that several large structures are now present at the northwest end of the Sunshine Rail Reserve (VHI D7822-0841). Modern imagery shows that these buildings are no longer present, apart from the Nissen type building in the north, and that the area has undergone major changes.

Modern aerial imagery dating to March 2020 shows that the Sunshine Rail Reserve (VHI D7822-0841) has changed dramatically, with Metro Tunnel Project works being undertaken across the majority of the reserve, including related site offices and other structures, and a carpark. Modern aerial imagery shows that the buildings identified in 1975 aerial imagery were still present in February 2001. By November 2003, all buildings but the Nissen hut in the north had been demolished, leaving only the foundations. By 2012, little had occurred beyond the area being covered over and occasionally used for carparking. The northern end of the area was used for stockpiling from January 2013, as station carparking was constructed adjacent in the east. By August 2014, the area of the former buildings was cleared of stockpiled soil, and remained this way until March 2020, when two structures were built on top of the former buildings portion of the VHI site within what had become the works area for Metro Tunnel Project works.

According to Zahra and Bashta (2021), the 'Nissen' hut in the north of the VHI boundary appears likely to be a Quonset hut, one of many types of lightweight demountable buildings developed for military use. It does not appear on historical aerials (Appendix B) from 1945, first appearing in 1951 next to an adjacent building of similar structure. By 1960, only one of the two huts still exist, comprising the extant hut. By 1984, several



of the nearby buildings had been removed and changed, but the hut is present. This extant building is therefore likely to comprise an area of low archaeological potential.

Recent major works have occurred at Sunshine Railway Station in relation to Rail Systems Alliance's Metro Tunnel Project works, particularly the construction of the Sunshine Signal Control Centre. The establishment works for the centre began in August 2019, comprising excavation and earthworks, trenching for services and site office construction. Equipment included excavators, water trucks, bulldozers, rollers, street sweepers, graders, haulage trucks and small mobile cranes. This was followed by the construction of the centre in February 2020, involving further excavation and earthworks, landscaping, and the construction of the signal control centre building, carparking, and access road. Construction works are continuing through to April 2021, with the internal fit-out and external works for the new building (Rail Projects Victoria 2021).

A Consent to Damage the site has previously been provided under the *Heritage Act 2017* (Consent number C1380) for the construction of this signalling control centre within the southern section of the VHI site. The consent also allowed for associated works such as trenching, laydown areas, accessways and geotechnical investigations.

The site has been significantly disturbed by both past and present works, with previous archaeological investigations revealing only modern plastic, railway ballast and concrete waste material. As such, it is unlikely that there are any remnant subsurface archaeological material or areas of archaeological potential remaining within the Sunshine Rail Reserve (VHI D7822-0841), due to past works having taken place in this area, and due to the Metro Tunnel Project works taking place within this area.

#### **4.6.1.1.2 Former 'Albion and Darlington' Railway Station**

The location of former 'Albion and Darlington' Rail Station is situated to the northwest of the Albion-Jacana line junction, immediately adjacent to the abandoned quarry site, currently being rehabilitated by Earth Solutions Group, and just beyond today's Broadway Textiles Australia factory. This area comprises the rail corridor and railway lines.

Within the vicinity of the former 'Albion and Darlington' Railway Station, historical aerial imagery (Appendix B) dating to 1931 shows that the railway line crosses between the quarry in the west and a works area in the east, with a track or roadway running adjacent to the railway line in the east. Little had changed by 1945, but several factories had been built near today's location of the Broadway Textiles Australia factory and more buildings in this complex being completed by 1984. There is no sign of any potential railway station platforms visible in the imagery.

Google Earth Pro imagery dating from February 2001 to March 2021 also shows no sign of this former station, or of any raised areas, along this section of railway track, or the footprint of any platforms or other station buildings.

Works that have taken place within this area include the Third Rail Project along with other railway works, historic and modern works at the adjacent quarrying, and the construction of the adjacent roadway and factories. As such, the potential for archaeology at this former railway station is low.

#### **4.6.1.1.3 Former Ginifer Railway Station**

Google Earth Pro imagery shows that the former railway line was raised above ground level, with ramps leading up to the station. The railway line is now below the ground surface at this location, and there is no sign of the former Ginifer/Furlong Railway Station due to the major modifications that have taken place.

Therefore, any remains of the former Ginifer Railway Station are likely to have been removed due to the construction of the railway line below ground level. Additionally, this former station is not an historical archaeological site having been built in 1982.

#### **4.6.1.2 Albion-Jacana Line**

The line between Albion and Broadmeadows was opened on 30 June 1929, and currently runs as a goods line from Albion to Broadmeadows (VicSig 2018b). A single siding was opened to the east side on the line between Albion and Broadmeadows on 3 February 1943, approximately 1.7 km to the southwest of the



Keilor Road crossing. This was Albstore Defence Siding, which was renamed as Albistore Defence Siding by 23 February 1943. It was closed on 27 June 1972 (VicSig 2018c; Waugh 1999d; 1999e).

#### **4.6.1.2.1 Former Albistore Defence Siding**

Aerial imagery (Appendix B) dating to 1945 shows that the siding led to a block of land with the military complex situated between the siding and the northeast corner of the property. The siding and several buildings are still present in 1963, but by April 1972 the siding track is no longer present although several structures were still present along its former alignment. By 1984 and up until 1990, residential buildings had been constructed immediately to the south of the military property, with little changes visible within the property itself.

Aerial imagery shows that by 1998, the former military site was taken up by a high-density residential neighbourhood within Keilor East. Additionally, Keilor Park Drive has been built up over part of the deviation of the siding from the Albion-Jacana Line, to the north of the housing visible in 1987. Google Earth Pro aerial imagery shows that the location of the former siding within the State Project Land then comprises roadways and a relatively open allotment comprising Border Drive Reserve. By 2009, some landscaping had occurred in the form of rows of trees being grown along the eastern portion of the reserve.

As such, little remains of either the military complex or the Albistore Defence Siding that was once present within this area. Should anything remain, it would be present within the Border Drive Reserve (discussed further in Section 4.6.2.5).

### **4.6.2 Open spaces**

Parks, reserves, waterways, and other open spaces present today within the State Project Land include Sunshine Railway Line Linear Reserve, Stony Creek at Matthews Hill Reserve, Chaplin Reserve, Barclay Reserve, Sony Creek in Sunshine North, Maribyrnong Valley Parklands, Brimbank Park, Border Drive Reserve and Steele Creek Tributary Reserve. The following discussion includes both historical background, and historical mapping and aerial imagery reviews where applicable, particularly for open spaces where historical background may not be available.


#### **4.6.2.1 Sunshine Railway Line Linear Reserve and Matthews Hill Reserve**

This reserve comprises land to the north of the Sunbury rail corridor, between Russell Street in West Footscray and Stony Creek in Sunshine. Matthews Hill Reserve continues west of Stony Creek, occupying a wedge-shaped piece of land between the rail corridor to the south and west, and the residential houses to the north.

In 1840, the location of this reserve was part of a 459-acre farming allotment within the Parish of Cut Paw Paw. No trees are noted within the allotment, although it does not appear that the allotment had been purchased due to no owner being listed. No features are noted in the area (Hoddle 1840). By 1884, the Parish of Cut Paw Paw map shows that the land to the east of Stony Creek (although the creek is not shown on the map) was part of an allotment holding the railway reserve. A roadway crossed through the area, in a northeast-southwest alignment crossing the railway line to the west of Stony Creek. A small waterhole is marked on the map in vicinity to the Stony Creek crossing of the rail corridor (Noone 1884). The 1952 Parish of Cut Paw Paw map shows that the linear reserve area within the State Project Land, adjacent to Stony Creek (although the creek is not shown on the map) in the east, was part of recreation reserve in the north and railway reserve in the south. Duke Street, which can be seen as a track in historical aerial imagery (Appendix B) dating to 1931, is on a different alignment to that shown in 1884. It crossed both reserves to the east of the creek within the recreation reserve, and crossed the railway line adjacent to Stony Creek in the vicinity of today's railway culvert and black arch rail bridge. In the aerial imagery, Stony Creek can be seen running along a southeast-northwest alignment to the south of the railway line. No trees are present (Department of Lands and Survey 1952).

According to the Friends of Stony Creek, Matthews Hill Reserve was created from an old landfill site (Eidelson n.d.). However, no further details are noted, with most of the landfill occurring from the 1950s-1970s in lower Stony Creek, towards Yarraville and Spotswood (Friends of Stony Creek Inc 2013; Melbourne Water Corporation 2019). Hugh Victor McKay purchased nearby land at the reserve and subdivided it to provide housing for his employees at the HV McKay Sunshine Harvester Works in the 1920s. Historical





aerial imagery (Section 4.6.1) shows that in 1931, tracks led across the area towards Stony Creek, and the creek itself does not appear to have been lined by trees at the time. One section of the property had trees lining part of the railway reserve in the south, the roadway in the north, and a property boundary between the two. In 1945, the creek was diverted to prevent flooding at the works after a major flooding of the Stony Creek occurred. The creek was diverted into a drain, underneath today's Duke Street and Matthews Street intersection, which runs through Sunshine and Sunshine North to transfer the water to Kororoit Creek. Stony Creek now appears out of this drain within the reserve. The catchment area for the water that makes its way down Stony Creek to the Yarra River thus begins in Matthews Hill Reserve (Friends of Stony Creek Inc 2013). Little had changed in the reserve by 1975 and 1984, apart from further tracks criss-crossing the reserve. By 2001, the reserve had generally taken its present form, albeit without many of the current facilities or walking/cycling paths, which modern aerial imagery show were subsequently built from December 2012.

Today, the Sunshine Railway Line Linear Reserve comprises landscaped areas with recent planted trees, children's play equipment, seating, footpath/cycling track, carparks, the sites of several former buildings, works areas for new residential housing to the north, and open, grass-covered spaces. Services and utilities are present adjacent to the rail corridor. The land has been built up for the railway line towards Stony Creek, which flows underneath the tracks via a culvert and the historical black arch rail bridge (c.1859). The creek is lined by trees. The creek runs along a dip in the landscape, and appears to have been at least partially landscaped, as parts of the creek bed are lined with large stones and ballast in the north.

The adjacent Matthews Hill Reserve comprises wide open spaces, dotted with trees, on a hillside. The area has been landscaped, with a footpath/cycling track present, both newly planted and more mature trees dotting the reserve, and trees lining both sides of Stony Creek. Children's play equipment, picnic tables, and other facilities are present adjacent the roadway in the north.

Works that have taken place within the reserves adjacent to Stony Creek to form both reserves, include landscaping and the creation of paths adjacent to the creek, as well as works associated with Stony Creek itself to ensure it flows from the underground drain through the reserve to the black arch rail bridge. Additionally, as the landfill at Matthews Hill Reserve appears to be industrial waste from the 1950s-1970s, the potential for archaeology along Stony Creek this area is low.


#### 4.6.2.2 KG Chaplin Reserve

KG Chaplin Reserve comprises a sports ground situated to the northwest of the Bacchus Marsh railway junction with the Sunbury line, with the HV McKay Memorial Gardens to the north.

This reserve is primarily comprised of a disused soccer ground and is the site of a former soccer stadium which has been demolished. The soccer field has also been erased, leaving an open, partially grassed area. The site of the former stadium and associated buildings appears to have been levelled.

This reserve was originally part of Abel Thorpe's Parish of Cut Paw Paw farming allotment in 1840. As with the 459-acre farming allotment associated with the Sunshine Railway Line Linear Reserve, this allotment was shown as featureless farming land (Hoddle 1840). The 1884 and 1952 maps of the Parish of Cut Paw Paw reflects the 1840 map, the only difference being the presence of the railway line to Sunbury (Noone 1884), and the railway line to Bacchus Marsh (Department of Lands and Survey 1952). Historical aerial imagery (Section 4.6.1, Appendix B) dating to 1931 shows that the area comprised an open allotment with no features visible other than tracks crisscrossing the property. HV McKay's Sunshine Harvester Works site is visible to the north of the reserve. The reserve remained this way until historical aerial dating to 1975 show that it had become a sports field with associated buildings. These buildings were still present in 1984.

During World War I, McKay held an annual carnival for war charities on the reserve, where two old electric trams served as pavilions (Zahra and Bashta 2021; Zweep and Seawright 2019). A team connected with the Sunshine Harvester Works was one of three Sunshine cricket teams who used the reserve, then called Anderson Road Reserve, in 1924. By the late 1930s, the Sunshine Football Club was using Chaplin Reserve as a sporting field (Vines 2000-2007). The reserve later became home to the George Cross Football Club (1947), who settled in Sunshine during the 1980s and merged with Sunshine City, becoming the Sunshine George Cross (Caroline Springs George Cross FC 2019). According to the *Financial Review* (21 August 2019), KG Chaplin Reserve was sold for residential development.



As works appear to have already taken place, with buildings demolished. Modern aerial imagery indicates the site has been subject to vehicle impacts from machinery involved in demolishing the buildings and as such this place is unlikely to retain historical archaeological potential. The most likely archaeological features to be found would relate to early farming, which would have a low archaeological footprint due to the spread-out nature of the large-scale farming that occurred during early settlement in the area. The recent demolition works would have lowered the potential for such archaeology to be found within the State Project Land.

#### 4.6.2.3 Barclay Reserve

Barclay Reserve also comprises a sports ground, situated between the railway (and adjacent roadway) in the northeast, King Edwards Avenue in the south, and housing in the west.

The Sunshine Baseball Club appears to have undergone works, with new artificial turf being laid in the baseball diamond. The club building and associated carpark is present to the northwest of the baseball diamond. The remainder of the area comprises the baseball field, apart from a small section within the State Project Land in the southeast which contains a shelter and picnic tables, and an historical gate and building. The gate is of wrought iron, with the wording 'HV McKay Memorial'. Behind this is a small wooden building with a sign, 'The Sunshine Harvester Works in 1884', along with related interpretive signage.


The reserve was originally part of a farming allotment within the Parish Maribyrnong, which intersected with a track heading to the northwest (Darke 1842). By 1892, the allotment had been subdivided, and was situated within a narrow allotment owned by F Little (Victorian Shire Map Company 1892). The 1957 parish mapping reflects that shown in 1892, although the owner is noted by then as TB Derham (Department of Lands and Survey 1957). However, historical aerial imagery (Section 4.6.1, Appendix B) from 1931 shows that the area comprised the east half of a larger reserve. The southeast corner of the reserve comprises a smaller area, enclosed by boundaries lined by trees. Little changed within this larger reserve until aerial imagery dating to 1951 shows residential housing being built in the west half of the large reserve. Otherwise, the Barclay Reserve portion remained unchanged. By 1975, however, the baseball field and related buildings had been built, and the tree-lined enclosure is no longer present. The baseball field and buildings are still present in 1984; according to *Star Weekly* (22 November 2016), the Sunshine Baseball Club celebrated their 50<sup>th</sup> anniversary at Barclay Reserve in 2016, suggesting that the club started playing at the reserve in 1966.

While not apparent in the aerial imagery, the HV McKay Memorial Gates were set up at the southeast corner of the reserve in 1953, as subscribers to the HV McKay Memorial Fund had funded and erected the gates on that site, which was then called Sunshine Gardens. (Monument Australia 2021; Museums Victoria Collections 2021; Zahra and Bashta 2021). The gardens became the newly created Barclay Reserve on 14 November 1954 (Vines 2000-2007). The HV McKay Memorial Gates are situated within the former tree-lined enclosure, adjacent to the roadway which has cut off the corner of this portion of the reserve; however, they were not always in place and have been re-erected at Barclay Reserve after being in storage (Zahra and Bashta 2021). The Sunshine Harvester Works building is a later addition, comprising a replica of the blacksmith in which the first HV McKay harvester was built. It is a full sized replica wooden building with a bark roof. The building was officially opened at the reserve on 10 October 2001 (Victorian Collections 2019).

Any archaeological potential is unlikely to have been retained due to the construction of the baseball field over the reserve in the 1960s. Any archaeological potential that remains would be within the former tree-lined enclosure, which now comprises the small area southeast of the baseball field, holding the memorial gate and the replica blacksmith. However, the construction of the current shelter and picnic tables, and the erection of the replica smithy, along with the construction of the adjacent Talmage Street, has lowered the archaeological potential of this corner of the reserve. As with KG Chaplin Reserve, the archaeological features most likely to be found would be related to early farming, and would thus have a similarly low archaeological footprint. Its subsequent use as a baseball field from the 1960s would likely have lowered the potential for such archaeology to be found within the State Project Land.

#### 4.6.2.4 Maribyrnong Valley Parklands and Brimbank Park

The Maribyrnong Valley Parklands comprise open parklands where a network of cycling and walking tracks, playgrounds, picnic areas, and an orienteering course have been set up for visitors. A 25 km trail follows the Maribyrnong River from Keilor to Footscray. Despite these features, the parklands retain their natural river lands, escarpments, and grasslands (Parks Victoria 2012). Apart from the walking trail, the parklands within



the State Project Land appear to be natural in nature, with open spaces on each side of the Maribyrnong River. The river itself is within a tree-lined valley.

Brimbank Park is situated within the Maribyrnong Valley Parklands, and is situated along the Maribyrnong River between the railway line in the southeast and the land around Horseshoe Bend in the north. This area primarily comprises an open landscape with some treed areas, and the tree-lined Maribyrnong River. As with the Maribyrnong Valley Parkland, there is a network of cycling and walking tracks, a children's playground, picnic areas, and the orienteering course within the park. Additionally, Dodd's homestead and the remains of dry stone walls are present in the northwest of the park, near Keilor. Within the State Project Land, the Western Ring Road Path and the Maribyrnong River Trail are present (Parks Victoria 2012; 2017).

Historical mapping of the section of these parklands within the State Project Land shows that this area was originally within large farming allotments owned by McIntyre in the Parish of Cut Paw Paw, and by Delahey and Dodd within the Parish of Doutta Galla in 1842. Both of these early maps show that the area adjacent the Maribyrnong River as tree-covered rather than open plains. Primary use of the land was initially stock grazing, replaced in the 1850s by fruit growing on the rich riparian soils on the terraces. Market gardens were subsequently established in the area in the 1930s. Much of the land was then purchased by the state government in the 1970s. Brimbank Park (Section 4.3.2) as subsequently developed within the parklands (Parks Victoria 2012).

As such, it is possible that there is some archaeological potential within the parklands. Historical mapping and aerial imagery (Appendix B) does not reveal any former buildings present within the State Project Land, except the Brimbank Park Ruins (VHI H7822-0004) within Brimbank Park. However, while it is possible that there may be archaeological remains relating to the historical farming, orcharding, and market gardening undertaken within the Parklands, the spread-out nature of such activities would present a low archaeological impression. As such, there would be low archaeological potential within the parklands, except within the area immediately surrounding the Brimbank Park Ruins (VHI H7822-0004), where a former stock pen is situated between two unnamed tributaries of the Maribyrnong River.


#### **4.6.2.4.1 Brimbank Park Ruins (VHI H7822-0004)**

Historical aerial imagery of the Brimbank Park Ruins (VHI H7822-0004) dates from 1931 to 1984 (Appendix B). Although the aerial imagery from 1931 is of low resolution, the location of the Brimbank Park Ruins heritage boundary contains several structures, the largest likely comprising the homestead near the western boundary of the property. The 1945 imagery shows that there is a homestead complex comprising two large buildings that appear to be joined, along with five smaller buildings: two being immediately to the west, and three to the southeast. A tree-lined windbreak is situated along the northern boundary of the property, and a track leading from the northwest to the northeast corner of the property; the windbreak continues east of the property and comprises the north boundary of a large enclosure. Tracks are also visible to the south of the property, leading to the Maribyrnong River.

The history of the ruins is outlined in Section 4.3.2. The 1956 and 1962 imagery are both of too low quality to determine any details about the property, other than the tree-lined windbreak and the homestead building are present, as is the track leading to the northwest corner of the property. In 1972, one of the two large homestead buildings are still extant to the south of the tree-lined windbreak, near the western boundary line. It is difficult to confirm the presence of the other buildings on the imagery, but at least some of the buildings appear to still be present. However, the enclosure to the east is no longer clearly defined. By 1984, there are few visible signs of this former homestead.

Modern Google Earth Pro aerial imagery shows that there are no longer any obvious signs of buildings or other features present. The area of the former homestead complex is obvious on the aerial imagery, as a relatively flat rectangular portion of the landscape, filled with trees and dense bush growth. This area is also fenced off from the adjacent highway, which was built immediately adjacent to the site.

Despite the construction of the Western Ring Road adjacent to the site, this archaeological site is extant. The site card for the ruins (Context Pty Ltd 2010a) shows that this place is of high archaeological significance. The site now comprises bluestone ruins, possible infilled well, bluestone lined water cistern, bluestone pavers, a well, concrete floors, barn ruins, a stock pen, a dry stone wall, modern concrete building, and a possible quarry (Zahra and Bashta 2021). The site card mapping shows all archaeological features, with all but one being within the VHI boundary. The former stock pen is situated outside the VHI boundary between



two unnamed tributaries of the Maribyrnong River, and falls outside the VHI boundary (see Section 4.3.2.5). As such, there is some archaeological potential immediately outside Brimbank Park Ruins (VHI H7822-0004). These archaeological remains of the former homestead complex are still extant.

#### 4.6.2.5 Border Drive Reserve

This is the location where the former Albistore Defence Siding was situated. It currently comprises a small reserve at the corner of the Albion-Jacana railway line in the east, Keilor Road in the south, residential housing to the east and north, and Border Drive in the northeast. This reserve comprises an open field surrounded by a track, with children's play equipment and picnic area and shelter present in the northeast. The reserve around the walking track has trees planted across the area, with several rows of trees present in the east. Land to the south of the park comprises the batter slope for the Keilor Road railway crossing.

Historical mapping shows that this area was originally part of both Delahey and Dodd's property, and the adjacent 640-acre allotment XI within the Parish of Doutta Galla in 1842. By 1885, the west half of allotment XI had been purchased by O'Brien, Delahey and Dodd. By 1973, the Parish of Doutta Galla mapping notes that part of the area adjacent to the rail corridor had been purchased by the Commonwealth of Australia. However, historical aerial imagery (Appendix B) shows that by 1945, the park area comprised the Albistore Defence Siding (Section 4.6.1.2.1) and land immediately adjacent to the military complex; this appears to have been Commonwealth-owned railway property within a farming complex (the homestead is situated outside of the State Project Land, to the southwest of the siding in 1945 aerial imagery). Modern aerial imagery shows that this reserve was created with the construction of housing surrounding the reserve in the 1980s and 1990s, and the construction of Keilor Road by 1998. The picnic area was set up in 2005. Landscaping of the reserve with the planting of trees in the east took place by 2009 along with the creation of the children's play set. The construction of the track occurring by 2012. Since then, little work has occurred within the reserve.


Due to the nature of the property, having been farmland taken over for the construction of the siding, it is unlikely that any historical remains are present within the State Project Land, and further aerial imagery does not show any sign of the former tracks. These were likely removed during the creation of the reserve, and during subsequent landscaping works within the reserve itself. As such, there is low potential for archaeological features to be present, along with low research potential for any remnant archaeology relating to these railway sidings.

#### 4.6.2.6 Steele Creek Tributary Reserve

The Steele Creek Tributary Reserve comprises the land around Steele Creek on both sides of the Western Ring Road and the Albion-Jacana railway line, to the north of the Calder Freeway. Steele Creek itself flows underneath the Western Ring Road and railway line bridges. The Western Ring Road Path also runs underneath the bridges, crossing Steele Creek and running adjacent to the Western Ring Road. The land adjacent the creek line comprises a combination of grass and trees, with electrical transmission towers, electrical poles and power lines crossing the creek. Additionally, the railway line is atop a batter slope as it crosses Steele Creek.

In 1842, this portion of Steele Creek ran through large farming allotments owned by Vesey and Foster in the north, and an unclaimed allotment, number XVIII, in the south. Trees are only shown to be present to the north of the junction of Steele Creek and Steele Creek North. By 1885, the Doutta Galla mapping shows that allotment XVII had been subdivided into smaller farming properties, with Steele Creek running through section A in the west, owned by Grey and Wedge, and section B in the east, owned by Nicholson. Little had changed by the time of the 1973 mapping, apart from the construction of the railway line. However, two houses were shown in the 1938 military mapping within Nicholson's allotment, one either side of the creek to the east of the railway line, and historical aerial imagery (Appendix B) dating to 1945 shows several buildings present to the east of the railway line in both areas. The 1945 aerial imagery also shows that the area adjacent to the creek primarily comprised farmland, with what looks to be a channel between the junction of Steele Creek and Steele Creek North to the railway line bridge in the east. Steele Creek runs along this same alignment today and is therefore likely channelised within the State Project Land. Modern aerial imagery shows that this area to the east of the railway line, where buildings were formerly present, now comprises batter slopes for Roberts Road to the south of the creek and residential housing to the north.





The railway line was built in the 1920s, along with a concrete ovoid culvert dating to 1928 taking Steele Creek under the embankment, which is still extant (Zahra and Bashta 2021). However, by 1984 the buildings dating from the early 1900s are no longer extant.


There is low potential for archaeological features to be present, due to the construction of the Western Ring Road in the east, the installation of the transmission lines between the Western Ring Road and the railway line, and the establishment of the Roberts Road batter slope and residential housing in the location of former buildings to the east of the railway line. The railway line itself is on a 30-metre high rail embankment on crushed rock ballast, over the creek. A channel leads the creek through the aforementioned concrete ovoid culvert in the rail embankment. Due to the amount of works that have taken place in the area, there is little potential for archaeology within the open spaces adjacent to Steele Creek within the State Project Land.

## 4.7 Assessment of archaeological potential

Following a search of the above registers, aerial imagery review, review of the previous literature, analysis of relevant reports and background history, the following predictive summary statements can be made in relation to the archaeological potential of the State Project Land:

- There is **high** potential for archaeological features to be present within **Brimbank Park Ruins** (VHI H7822-0004), and immediately surrounding the VHI site boundary, due to recent archaeological investigations revealing significant archaeological features associated with the Dodd family homestead complex identified in historical aerial imagery;
- There is **low** potential for archaeological features to be present within the **Maribyrnong Valley Parklands**, due to the lack of buildings noted on early 20<sup>th</sup> century military plans, and from its history of early grazing and fruit growing, and early 20<sup>th</sup> century market gardening as these sites tend to have a low archaeological footprint;
- There is **low** potential for previously unidentified archaeological features related to the former **Albistore Defence Siding within Border Drive Reserve**, due to the lack of visible potential heritage features shown in the aerial imagery and the likelihood that the tracks were removed after the military was finished with the siding, along with a low research potential relating to the former siding tracks;
- There is **low** potential for archaeological features to be present within the **Sunshine Rail Reserve** (VHI D7822-0841), due to the previous archaeological investigation having taken place within the VHI boundary, from current works associated with the Metro Tunnel project Sunshine Signal Control Centre at the VHI site. This has been confirmed with the official removal of the site from the VHI being approved by the Heritage Council of Victoria on 5 August 2021;
- There is **low** potential for archaeological features to be within the location of the **former 'Albion and Darlington' Railway Station**, due to prior railway works taking place in the location of a station large enough to have had a station master, and from the lack of visible potential heritage features shown in the aerial imagery within the former railway station area;
- There is **low** potential for archaeological features to be within proximity to Stony Creek in either the **Sunshine Railway Line Linear Reserve and Matthews Hill Reserve**, due to the area associated with the State Project Land having been railway reserve and recreational reserve since at least the 1880s, in combination with the works occurring along Stony Creek diverting it through the railway embankment at the black arch rail bridge;
- There is **low** potential for archaeological features at **KG Chaplin Reserve**, due to the recent demolition of the football club buildings and the football field, along with the use of heavy machinery across the entire reserve, to make way for residential development;
- There is **low** potential for archaeological features to be within **Barclay Reserve**, due to its history of the reserve being transformed into a baseball field in 1966, along with subsequent modern works to reinstall the HV McKay Memorial gate and construction of the shelter and picnic area and the replica Sunshine Harvester Works building in the southeast corner;
- There is **low** potential for archaeological features at the **Steele Creek Tributary Reserve**, due to the background history of the location, with the creek having been channelled to traverse through the large





railway embankment, and the historical mapping and the aerial imagery showing that an area to the east of the railway that once held structure now comprises a roadway on a batter, and residential housing;

- There is **low** potential for other previously unidentified historical heritage places to be **present elsewhere** within the significant works section of the State Project Land, due to the historical mapping and aerial imagery not indicating former historical features, and due to the extent of the previous heritage studies that were conducted within the State Project Land.

## 4.8 Conclusion

Two VHI sites have been found within, or intersecting with, the State Project Land:

- Sunshine Station Rail Reserve (VHI D7822-0841);
- Brimbank Park Ruins (VHI H7822-0004).

A review of the previous literature, relevant reports, and aerial imagery indicate that there is potential for previously unidentified archaeological sites to be present within certain parts of the State Project Land:

- High potential for archaeological features to be present within and immediately surrounding Brimbank Park Ruins (VHI H7822-0004);
- Low potential for archaeological features to be present within the Sunshine Rail Reserve (VHI D7822-0841);
- Low potential elsewhere within the State Project Land.

Areas with more than low archaeological potential will be assessed for impact in Section 5.

## 5. Impact Assessment

This section assesses the potential impacts from the construction and operation of the MAR Project on the heritage archaeological sites noted in Section 4.7 that have a high archaeological potential – which has been assessed as only Brimbank Park Ruins (VHI H7822-0004).

### 5.1 Proposed Works and Potential Impacts

The results of the potential impacts upon the archaeological sites are described in Table 5.1. The full heritage impact assessments, including proposed works, the impacts of these works, and the mitigation and management measures, are presented in Section 5.2.

Table 5.1 Summary of works and impacts to known and potential archaeological sites

Archaeological site	Potential	Works	Impacts
Brimbank Park Ruins (VHI H7822-0004)	High	<ul style="list-style-type: none"> <li>Clearing and grubbing including the removal of vegetation and trees, including corridor-wide removal of vegetation and trees where new tracks are at-grade, and in the vicinity of the new elevated rail bridge at Maribymong River;</li> <li>Corridor wide ground disturbance as a result of construction activities including excavation works, grading, piling, rock breaking, tamping and regulating, ballast stockpiling and vehicle movements;</li> <li>Vibratory compaction activities along the length of the corridor including formation construction, structural backfill, access tracks and ground improvement;</li> <li>Indicative construction vehicle access along the north of the Maribymong River adjacent the Western Ring Road. The maintenance path intersects with part of the northwest boundary, including cutting across the west corner of the VHI site;</li> <li>Construction vehicle access, including the transportation of materials (e.g. concrete, precast elements, excavated spoil), immediately adjacent the parklands along the Western Ring Road.</li> </ul>	Any ground disturbing activities within the VHI boundary, or the use of heavy vehicles across this archaeological site, will impact upon the historical archaeology that is present within this VHI place.

Operational activities which may impact on historical archaeology across the State Project Land will include an increased frequency of train movements, along with the use of the new:

- Above ground structures, including elevated viaducts, shared user path overpasses, intruder fencing, noise walls, signalling equipment, overhead line equipment, Digital Train Radio System towers, station facilities, active transport facilities and substations;
- Relocated, diverted or modified third party assets;
- Shared use paths and cycling corridor connections;
- Changes to the existing rail infrastructure.

These operational impacts are unlikely to have subsequent impact upon historical archaeology across the State Project Land, once the initial impacts from construction activities have been completed.

## 5.2 Mitigation and management measures

One known archaeological site, Brimbank Park Ruins (VHI H7822-0004), is likely to be impacted by works within the significant works portion of the State Project Land. The mitigation and management measures are outlined in Section 5.2.1.

Additionally, general mitigation measures are to be implemented across the State Project Land, where site-specific mitigation measures are not otherwise stated. In order to avoid any potential impacts to the archaeological sites, the mitigation measures outlined in Sections 5.2.1 and 5.2.2 must be implemented.

The approvals requirements for each of the archaeological places within the State Project Land are subsequently provided in Section 5.2.2.

### 5.2.1 Site-specific mitigation and management measures for known archaeological sites

#### 5.2.1.1 Brimbank Park Ruins (VHI H7822-0004)

The impacts to this archaeological site are outlined in Table 5.1. They include the use of heavy vehicles within and around the VHI boundary of this archaeological site. Such movements are likely to have impact upon archaeological features through the compaction of the soil underneath the vehicles.

##### 5.2.1.1.1 Protective fencing

Prior to any vehicle movements taking place in the area, protective barrier fencing will be erected around the areas of archaeological potential as close to the maintenance path as possible to ensure that vehicles and machinery do not intrude upon the area any further than necessary along the required maintenance path. The fencing would be installed for the duration of works for the project and removed following completion.

Works are then to be undertaken in such a way as to minimise direct contact by construction vehicles or machinery with the heritage boundary of this archaeological site.

##### 5.2.1.1.2 Archaeological investigations

If the archaeology cannot be avoided, further archaeological assessment of the site and its immediate surrounds will be required prior to works occurring, under appropriate approvals from Heritage Victoria. An appropriately qualified archaeologist should undertake a detailed archaeological assessment of the site, research design and methodology, and test excavation or archaeological salvage excavation prior to any works taking place. The archaeologist would notify HV of the results of this archaeological assessment.

##### 5.2.1.1.3 Construction Environmental Management Plan

The heritage significance of the Brimbank Park Ruins (VHI H7822-004) will be identified in the Contractor's Construction Environmental Management Plan (or equivalent).

### 5.2.2 General mitigation measures

Historical heritage awareness training should be completed as part of the site induction for RPV personnel and/or contractors prior to the commencement of construction works to ensure:

- an understanding of where all known historical archaeological sites are located within the State Project Land
- an understanding of the potential historical archaeological sites that may be impacted during the project
- the procedures required to be undertaken in the event of discovery of historical heritage material, features or deposits, or the discovery of human remains.
- A suitably qualified archaeologist is to be on-call in the advent that any unexpected historical archaeological sites are found.

### 5.2.2.1 Construction Environmental Management Plan

The heritage significance of all potential archaeological sites, including those specific places that are assessed as being of low potential, will be identified in the Contractor's Construction Environmental Management Plan (or equivalent).

### 5.2.2.2 Discoveries of historical archaeological sites

If any archaeological remains are discovered during construction works, the following procedure must be followed by RPV and/or their contractors:

#### **STOP**

- Stop any activity which may impact on the discovery;
- Ensure that other people working in the area are aware of it and have also stopped work in the area;
- Protect the artefacts or site by erecting temporary fencing or other suitable barrier.

#### **ADVISE**

- A supervisor or the historical archaeologist must be consulted if they are on site;
- Supervisors are to contact [the client] to advise of the discovery;
- Supervisors are to advise Heritage Victoria where the discovery was made and provide a description or photograph of the discovery.

#### **MANAGE**

- Heritage Victoria, the onsite historical archaeologist or supervisor will advise on how to manage the discovery;
- Management of the discovery may involve protection, recovery, recording or removal of the artefacts or features and is likely to require Consent to Damage from Heritage Victoria.



## 6. Approvals requirements

The approvals requirements for each of the historical archaeological sites assessed within the State Project Land are provided in Table 6.1.

If the scope of works changes to include other features of the archaeological sites detailed in this table, further heritage assessment would be required.


It is anticipated that the impacts to archaeological sites can be mitigated by adherence to the mitigation and management measures outlined in Sections 5.2.1 and 5.2.2 and through the respective approvals processes outlined in Table 6.1.

Table 6.1 Summary of statutory requirements for known and potential archaeological sites

Archaeological site	Statutory requirements
Across the entire State Project Land	<p>Unexpected discoveries of historical archaeological sites – all historical archaeological sites in Victoria older than 75 years are protected by the <i>Heritage Act 2017</i>, whether they are recorded on the VHI or not. It is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site without obtaining the appropriate consent from the Executive Director of Heritage Victoria (HV).</p> <p>Under Section 127 of the <i>Heritage Act 2017</i>, if an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV. The STOP, ADVISE and MANAGE procedure outlined in Section 6 must be followed.</p>
Sunshine Station Rail Reserve (VHI D7822-0841)	The Sunshine Station Rail Reserve (originally listed as VHI H7822-0841) was approved to be removed from the VHI by the Heritage Council of Victoria on 5 August 2021. It is currently listed on the VHI with a 'D' classification as Sunshine Station Rail Reserve (VHI D7822-0841). As such, no Consent is required for this historical heritage place.
Brimbank Park Ruins (VHI H7822-0004)	<p>As per legislative requirements, a VHI Consent to Damage is required under s.124 of the <i>Heritage Act 2017</i> for the works within Brimbank Park Ruins (VHI H7822-0004), an <i>Application for consent to undertake works or activities on an archaeological site</i> form is required to be submitted to Heritage Victoria along with the applicable fees and this Impact Assessment report. The consent application would be lodged by either RPV or the contractor, depending on contract arrangements.</p> <p>There are no statutory timeframes for the determination of a consent application, however it is expected that at least two to three weeks will be required.</p> <p>Should the scope or nature of the proposed works change, then they will need to be reassessed in terms of their potential to impact upon the archaeological site.</p>
Sunshine Railway Line Linear Reserve and Matthews Hill Reserve	As these sites are not listed on a statutory register, and have not been assessed as being archaeological sites, no approvals or permits are required.
KG Chaplin Reserve	
Barclay Reserve	
Former 'Albion and Darlington' Railway Station	
Maribymong Valley Parklands	
Border Drive Reserve	
Steele Creek Tributary Reserve	

## 7. Conclusion

The project is a once-in-a-generation transformation of Victoria's transport network, connecting Melbourne Airport with a rail service for the first time. In 2018, the Victorian Government released the Melbourne Airport Rail Link Sunshine Route Strategic Appraisal, which confirmed that the Sunshine route is the best solution for an airport rail link. This alignment is between a new railway station at Melbourne Airport and Melbourne



CBD, via the Albion-Jacana rail corridor, Sunshine Station and connecting to the new tunnels provided via the MTP. It is noted that only State land along this alignment is addressed in this Impact Assessment as Commonwealth land is subject to a separate approvals process.

An Historical Heritage Impact Assessment was undertaken by Lovell Chen in 2021, 'MAR State Land Historical Heritage Impact Assessment' (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709) and identifies existing and potential historical heritage places located within and proximate to MAR State Project Land. This Impact Assessment report focusses on historical archaeological sites within the portion of the State Project Land impacted by significant works between lower Stony Creek and Sunshine Road, Sunshine, and Sharps Road, Tullamarine.

A review of the VHI shows that there are two known archaeological sites:

- Brimbank Park Ruins (VHI H7822-0004);
- Sunshine Station Rail Reserve (VHI D7822-0841).

There was also potential for seven archaeological sites of low potential to be present within the significant works portion of the State Project Land, based on a review of the previous literature, relevant reports and aerial imagery.

The summary of archaeological sites, archaeological potential, impact assessment, mitigation and management measures, and approval requirements for each of these sites comprise:

- **State Project Land, where there is low archaeological potential.** Both impacts, and mitigation and management measures, are site-specific and do not apply to the entire State Project Land. Approval requirements comprise:
  - > Unexpected discoveries of historical archaeological sites (Section 5.2.2.2) – all historical archaeological sites in Victoria older than 75 years are protected by the *Heritage Act 2017*, whether they are recorded on the VHI or not. It is an offence to knowingly or negligently deface, damage, or otherwise interfere with an archaeological site without obtaining the appropriate consent from the Executive Director of Heritage Victoria (HV).
  - > Under Section 127 of the *Heritage Act 2017*, if an archaeological site is discovered during construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to HV. The STOP, ADVISE and MANAGE procedure must be followed (Section 5.2.2.2).
- **Brimbank Park Ruins (VHI H7822-0004)** has high archaeological potential. Impacts comprise those associated with any ground disturbing activities within the VHI boundary, or the use of heavy vehicles across this archaeological site, as this will impact upon the historical archaeology that is present within, and immediately surrounding, this VHI place. Management and mitigation measures comprise:
  - > Prior to any vehicle movements taking place in the area, protective barrier fencing will be erected (Section 5.2.1.1.1).
  - > If the archaeology cannot be avoided, further archaeological assessment of the site and its immediate surrounds should be undertaken by an appropriately qualified archaeologist prior to works occurring (Section 5.2.1.1.2).
  - > The heritage significance of the site will be identified in the Contractor's Construction Environmental Management Plan (or equivalent) (Section 5.2.2.1).

Approval requirements comprise:

- > As per legislative requirements, a VHI Consent to Damage is required under s.124 of the *Heritage Act 2017*. For the works to proceed at Brimbank Park Ruins (VHI H7822-0004), an *Application for consent to undertake works or activities on an archaeological site* form is required to be submitted to Heritage Victoria along with the applicable fees and this Impact Assessment report. The consent application would be lodged by either RPV or the contractor, depending on contract arrangements.
- > There are no statutory timeframes for the determination of a consent application, however it is expected that at least two to three weeks will be required.

- > Should the scope or nature of the proposed works change, then they will need to be reassessed in terms of their potential to impact upon the archaeological site.

- **Sunshine Station Rail Reserve (VHI D7822-0841)** is of low archaeological potential due to the previous archaeological investigation having taken place within the VHI boundary and from current works associated with the MTP Sunshine Signal Control Centre at the VHI site. This has subsequently been confirmed with the removal of the site from the VHI being approved by the Heritage Council of Victoria on 5 August 2021. As such, there is no expected impact on this heritage place. General mitigation measures for the rest of the State Project Land, including areas of low archaeological potential, comprise:

- > Historical heritage awareness training should be completed as part of the site induction for RPV personnel and/or contractors prior to the commencement of construction works (Section 5.2.2).
- > A suitably qualified archaeologist is to be on-call in the advent that any unexpected historical archaeological sites are found (Section 5.2.2).
- > The heritage significance of all potential archaeological sites that are of low archaeological potential will be identified in the Contractor's Construction Environmental Management Plan (or equivalent) (Section 5.2.2.1).
- > If any archaeological remains are uncovered during construction works which aren't being monitored by an archaeologist, the STOP, ADVISE and MANAGE procedure must be followed (Section 5.2.2.2).

Approval requirements comprise:

- > The Sunshine Station Rail Reserve (originally listed as VHI H7822-0841) was approved to be removed from the VHI by the Heritage Council of Victoria on 5 August 2021. It is currently listed on the VHI with a 'D' classification as Sunshine Station Rail Reserve (VHI D7822-0841). As such, no Consent is required for this historical heritage place.

- **Sunshine Railway Line Linear Reserve and Matthews Hill Reserve, KG Chaplin Reserve, Barclay Reserve, Former 'Albion and Darlington' Railway Station, Maribyrnong Valley Parklands, Border Drive Reserve, and Steele Creek Tributary Reserve** are of low archaeological potential. As such, there is no expected impact on these heritage places. General mitigation measures for these areas of low archaeological potential and the rest of the State Project Land, comprise:

- > Historical heritage awareness training should be completed as part of the site induction for RPV personnel and/or contractors prior to the commencement of construction works (Section 5.2.2).
- > A suitably qualified archaeologist is to be on-call in the advent that any unexpected historical archaeological sites are found (Section 5.2.2).
- > The heritage significance of all potential archaeological sites that are of low archaeological potential will be identified in the Contractor's Construction Environmental Management Plan (or equivalent) (Section 5.2.2.1).
- > If any archaeological remains are uncovered during construction works which aren't being monitored by an archaeologist, the STOP, ADVISE and MANAGE procedure must be followed (Section 5.2.2.2).

Approval requirements comprise:

- > As the Maribyrnong Valley Parklands, Former 'Albion and Darlington' Railway Station, Sunshine Railway Line Linear Reserve and Matthews Hill Reserve, KG Chaplin Reserve, Barclay Reserve and Steele Creek Tributary Reserve are not listed on the heritage register, no approvals or permits are required.

## 8. References

Amorosi, L. 2001 *An archaeological survey of a proposed pipeline and clay extraction area at Sunshine Quarry, Kealba, Victoria: Final Report*. Report for Barro Group and Nolan-ITU, Biosis Research, Port Melbourne.

Australian Section Imperial General Staff 1933 *Victoria: Melbourne*. Melbourne: Authority Govt. Printer.

Australian Section Imperial General Staff 1938 *Victoria: Sunbury*. Melbourne: H.J Green.

Bau, M. 2007 *Victorian Railways - Important VR dates*. Retrieved 19 September 2018 from <http://www.victorianrailways.net/vr%20history/history.html>.

Bullers, R. and T. MacManus 2014 *Level Crossing Removal, Main Road, St Albans, Victoria: Historical Heritage Assessment*. Client: VicRoads, Ecology and Heritage Partners, Ascot Vale.

Caroline Springs George Cross FC 2019 *Caroline Springs George Cross FC - About Us*. Retrieved 9 March 2021 from <https://www.georgecrossfc.com/about-us>.

Commonwealth Section Imperial General Staff 1917 *Victoria: Ballan, Sunbury, Meredith and Melbourne*. Canberra: Commonwealth Department of Defence.

Context Pty Ltd 2010a *Heritage Inventory Site Card: Brimbank Park Ruins*. Heritage Victoria, Context Pty Ltd, Melbourne.

Context Pty Ltd 2010b *Heritage Inventory Site Card: Sunshine Station Rail Reserve*. Heritage Victoria, Context Pty Ltd, Melbourne.

Darke, W.W. 1842 *Sydney D7: Plan of the Parishes of Derrimut and Maribyrnong in the County of Bourke*. Land and Survey Information Centre.

Department of Infrastructure 1998 *Melbourne Airport Rail Link*. Department of Infrastructure, Department of Infrastructure, Docklands.

Department of Lands and Survey 1885 *Doutta Galla County of Bourke*. Melbourne: Department of Lands and Survey.

Department of Lands and Survey 1952 *Cut Paw Paw, County of Bourke*. Melbourne: J.J. Gorley.

Department of Lands and Survey 1957 *Maribyrnong, County of Bourke*. Melbourne: Department of Lands and Survey.

Department of Lands and Survey 1958 *Parish of Tullamarine, County of Bourke*. Melbourne: Department of Lands and Survey.

Department of Lands and Survey 1973 *Doutta Galla, County of Bourke*. Melbourne: Department of Lands and Survey.

Department of Lands and Survey 2021 *Historical Photo-Maps Index*. Retrieved 9 March 2021 from <https://services.land.vic.gov.au/DELWPmaps/historical-photomaps/>.

du Cros, H. 1989 *Site Register Sheet - Brimbank Park Ruins*. Heritage Victoria, Heritage Victoria, Melbourne.

Eidelson, M. n.d. *Stony Creek Train Guide*. Melbourne Water.



Ford, A. 2007 *The Third Rail Project - Archaeological Test Excavations at Tottenham and Sunshine Stations, Victoria*. Report for Department of Infrastructure, DIG International Pty Ltd Cultural Heritage Management, Melbourne.

Friends of Stony Creek Inc 2013 *History*. Retrieved 29 March from <http://www.geocities.ws/stonyck/history.html>.

Hoddle, R. 1840 *Sydney C10: Cut-Paw-Paw*. Land and Survey Information Centre.

Keny, D.M. 1840 *Sydney T6: Parish of Tullamarine*. Land and Survey Information Centre.

Lane, S. and L. Sciusco 1996 *Keilor Park Drive Archaeological Survey and Subsurface Testing*. Report to Russell Kennedy and Melbourne Parks and Waterways, du Cros and Associates, Port Melbourne.

Legislative Assembly 1859 *Estimates of the Revenue and Expenditure of the Government of Victoria for the Year of 1860*. Legislative Assembly, Melbourne.

Matthews, L. 2005a *An archaeological assessment of the Sunshine Rail Corridor, from Footscray to Albion, Victoria*. Report for Department of Infrastructure, Biosis Research, Melbourne.

Matthews, L. 2005b *Heritage Inventory: Archaeology Site Record - Sunshine Station Associated Works and Industries*. Heritage Victoria, Melbourne.

Melbourne Water Corporation 2019 *Stony Creek Rehabilitation Plan, 2019-2029*. Melbourne Water Corporation, Melbourne.

Monument Australia 2021 *Hugh Victor McKay*. Retrieved 9 March 2021 from <https://monumentaustralia.org.au/themes/people/industry/display/33622-hugh-victor-mckay>.

Muir, S., O. Nicolson and J. Tulloch 2000 *An Archaeological Survey of Melbourne Airport Rail Link, Victoria*. Report for Allom Lovell and Associates for the Department of Infrastructure, Biosis Research, Port Melbourne.

Murphy, A. and V. Clark 1998 *Airport Rail Link, Attwood Section: A Report on Archaeological Investigations*. Confidential Report to the Department of Infrastructure, Probus Archaeological Consulting Services, Melbourne.

Murphy, K. 2014 *Regional Rail Link (Footscray to Deer Park), Former Tottenham Station (H7822-0842) Heritage Monitoring*. Regional Rail Link Project, Sinclair Knight Merz, Melbourne.

Museums Victoria Collections 2021 *Photograph - H.V.McKay, Memorial Gates, Sunshine, 1954*. Retrieved 9 March 2021 from <https://collections.museumsvictoria.com.au/items/1486751>.

Noone, J. 1884 *Cut Paw Paw, County of Bourke*. Melbourne: Department of Lands and Survey.

Noone, J. 1885 *Tullamarine County of Bourke*. Melbourne: Department of Lands and Survey.

Parks Victoria 2012 *Maribyrnong Valley Parklands Visitor Guide*. Retrieved 9 March 2021 from <https://studylib.net/doc/7175876/maribyrnong-valley-parklands>.

Parks Victoria 2017 *Brimbank Park Visitor Guide*. Retrieved 10 March 2021 from [https://drive.google.com/file/d/1QNeos0sCN\\_63A5KLacR9mO6DJ9wGvIXv/view](https://drive.google.com/file/d/1QNeos0sCN_63A5KLacR9mO6DJ9wGvIXv/view).

Piercy, I. and A. Wilkinson 2019 *Sunshine Signalling Control Centre - Heritage Impact Assessment*. Report to Rail Projects Victoria, Aurecon Jacobs Mott MacDonald Joint Venture, Melbourne, Australia.

Pocket Oz 2020 *A to Z Melbourne: A*. Retrieved 9 March 2021 from <https://pocketozmelbourne.com.au/suburbs-a.html>.

Rail Projects Victoria 2021 *Construction on the Sunbury line*. Retrieved 8 March 2021 from <https://metrotunnel.vic.gov.au/construction/upgrades-to-the-rail-network/sunbury>.

Rhodes, D. and O. Nicolson 1998 *Melbourne Airport Rail Link*. Confidential Archaeological Report for Department of Infrastructure, Du Cros and Associates, Port Melbourne.

Robertson, J. 2019 *Sunshine Station Rail Reserve Site (H7822-0841) Geotechnical Investigations - Heritage Impact Assessment*. Report for Rail Projects Victoria, Aurecon Jacobs Mott MacDonald Joint Venture, Melbourne.

Selwyn, A.R.C. 1860 *Geological Survey of Victoria: Parish of Doutta Galla*. Melbourne: Department of Crown Lands and Survey.

Smythe, R.B. 1842 *Sydney D12: Parish of Doutta Galla*: Land and Survey Information Centre.

Travers, I., J. Sterenberg and E. Hewitt 2010 *Outer Western Metro Site Reassessment Project: Municipalities of Brimbank and Hume*, Report to Heritage Victoria, Melbourne.

VicSig 2018a *Infrastructure: Albion*. Retrieved 9 April 2018 from <http://vicsig.net/infrastructure/location/Albion>.

VicSig 2018b *Infrastructure: Albion-Jacana Line*. Retrieved 9 March 2021 from <https://vicsig.net/infrastructure/line/Albion-Jacana>.

VicSig 2018c *Infrastructure: Albistore*. Retrieved 9 March 2021 from <https://vicsig.net/infrastructure/location/Albistore>.

VicSig 2018d *Infrastructure: Footscray*. Retrieved 18 June 2018 from <http://vicsig.net/infrastructure/location/Footscray>.

VicSig 2018e *Infrastructure: Ginifer*. Retrieved 9 April 2018 from <http://vicsig.net/infrastructure/location/Ginifer>.

VicSig 2018f *Infrastructure: Sunbury Line*. Retrieved 28 January 2021 from <https://vicsig.net/infrastructure/line/sunbury>.

VicSig 2018g *Infrastructure: Sunshine*. Retrieved 9 April 2018 from <http://vicsig.net/infrastructure/location/Sunshine>.

Victorian Collections 2019 *Replica of McKay Smithy, Opened on 10 October 2001*. Retrieved 9 March 2021 from <https://victoriancollections.net.au/items/51dc025e2162ef047c3d516f>.

Victorian Heritage Database 2010a *Brimbank Park Ruins (VHI H7822-0004)*. Retrieved 23 February 2021 from <https://vhd.heritagecouncil.vic.gov.au/places/8666/>.

Victorian Heritage Database 2010b *Sunshine Station Rail Reserve (VHI H7822-0841)*. Retrieved 23 February 2021 from <https://vhd.heritagecouncil.vic.gov.au/places/14322/>.

Victorian Land Registry Services 2020 *Landata: Aerial Photography (1930s-1990s)*. Retrieved 10 September 2020 from [https://www.landata.vic.gov.au/tpc\\_plan\\_records.aspx](https://www.landata.vic.gov.au/tpc_plan_records.aspx).

Victorian Shire Map Company 1892 *Parish of Tullamarine : Parish of Maribyrnong*. Melbourne: Victorian Shire Map Company.



Victorian Signalling Histories 1994 *SRS Showday Tour Notes, Footscray - Sunbury: 1 November 1994*: VRHistory.com.

Vines, G. 2000-2007 *Brimbank City Council Post-contact Cultural Heritage Study*. Brimbank City Council, Biosis Research, Port Melbourne.

Waugh, A. 1999a *Railway Map of Victoria 1880*. Melbourne: Victorian Rail History.

Waugh, A. 1999b *Railway Map of Victoria 1890*. Melbourne: Victorian Rail History.

Waugh, A. 1999c *Railway Map of Victoria 1900*. Melbourne: Victorian Rail History.

Waugh, A. 1999d *Railway Map of Victoria 1950*. Melbourne: Victorian Rail History.

Waugh, A. 1999e *Railway Map of Victoria 1980*. Melbourne: Victorian Rail History.

Waugh, A. 1999f *Railway Map of Victoria 1990*. Melbourne: Victorian Rail History.

Zahra, S. and M. Bashta 2021 *MAR State Land Historical Heritage Impact Assessment: MAR-AJM-PWD-PWD-REP-XCH-NAP-0001709*. Prepared for Rail Projects Victoria, Aurecon Mott McDonald Jacobs Joint Venture, Melbourne.

Zweep, M. and C. Seawright 2019 *Inland Rail: Tottenham to Illabo (Tottenham to Albury) Rail Enhancement Project: Historical Heritage Impact Assessment*. Client: Inland Rail, Inland Rail, Melbourne.