

**APPENDIX**

# G

**Horizontal Clearances**

## **Statement of Heritage Impact—Milvale Railway Water Tank**

**STOCKINBINGAL TO PARKES REVIEW OF ENVIRONMENTAL FACTORS**



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View of Milvale Railway Water Tank.

## STATEMENT OF HERITAGE IMPACT

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### MILVALE RAILWAY WATER TANK

HILLTOPS COUNCIL LOCAL GOVERNMENT AREA

NOVEMBER 2021

2-0008-230-EAP-05-RP-0009

Report prepared by  
OzArk Environment & Heritage  
for WSP

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### **Acknowledgement**

OzArk acknowledge Traditional Owners of the area on which this assessment took place and pay respect to their beliefs, cultural heritage and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

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## EXECUTIVE SUMMARY

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OzArk Environment & Heritage (OzArk) has been engaged by WSP (the client) to complete a Statement of Heritage Impact (SOHI) for the proposed modification of the Milvale Railway Water Tank for the purpose of the Stockinbingal to Parkes Inland Rail Project (the proposal). The proposal is in the Hilltops Council Local Government Area.

The Milvale Railway Water Tank is listed on Schedule 5 of the Young Local Environmental Plan (LEP) 2010 as the “Railway Water Tanks, Milvale” (I41) as an item of local heritage significance.

The Stockinbingal to Parkes (S2P) works require horizontal and vertical clearances at specific sites to accommodate the operation of double stacked container trains. It has been identified that the horizontal clearance adjacent to the Milvale Railway Water Tank is inadequate. This report assesses whether the proposed modification to the Milvale Railway Water Tank to achieve adequate horizontal clearance will have an impact on its heritage significance.

While the tank itself and its support structure are outside of the required clearance zone and do not require modification, there is one wire and associated bracket attached to the eastern (rail) side of the tank that is within the required clearance zone. The wire and bracket need to be removed to create the required clearance for the operation of Inland Rail trains.

The assessment concludes that the proposed works will remove a minor element of original fabric from the Milvale Railway Water Tank, however, this modification will not diminish the overall heritage values of the tank.

The heritage impacts associated with the proposal will be appropriately mitigated should the following recommendations be followed:

- 1) OzArk recommends that the client proceed with modification of the Milvale Railway Water Tank through removal of the wire and bracket on the eastern (rail) side of the tank in order to achieve horizontal clearance.
- 2) The brackets attached to the tank should be removed in such a way so as not to damage the tank. Cutting the brackets and leaving the original attachment in place would be a preferable heritage outcome.
- 3) As the modification of the Milvale Railway Water Tank will result in some of loss heritage value, archival photographic recording of the tank should be carried out to partially mitigate that loss. A record of this recording should be deposited with Hilltops Council and so that a copy of the record is maintained.
- 4) As per Clause 14 of the *State Environmental Planning Policy (Infrastructure) 2007*, written notification (including a copy of this report and a scope of works) of the Australian Rail and Track Corporation’s intent to modify the Milvale Railway Water Tank should be sent

to the Hilltops Council for review within 21 days of any works associated with the modification of the tank.

- 5) To avoid the potential for harm to listed historic items, only the wire and bracket discussed in this report should be removed. All other elements associated with the tank, adjacent buildings, and other elements of railway infrastructure at the Milvale siding should not be modified or harmed.
- 6) In the event that unexpected historic heritage items are uncovered during work at the Milvale Railway Water Tank, an *Unanticipated Finds Protocol* (**Appendix 1**) should be followed.

## CONTENTS

EXECUTIVE SUMMARY .....	III
1 INTRODUCTION .....	1
1.1 Brief description of the proposal .....	1
1.2 Background.....	1
1.3 Heritage status.....	3
1.4 Proposal location .....	3
1.5 Assessment approach .....	3
2 HISTORIC HERITAGE IMPACT ASSESSMENT .....	5
2.1 Background.....	5
2.1.1 Heritage listing .....	5
2.2 Brief history of the area.....	5
2.3 Brief history of the Milvale Railway Water Tank .....	5
2.4 Relevant legislation.....	6
2.4.1 Commonwealth legislation.....	6
2.4.2 State legislation .....	6
2.4.3 Local legislation .....	7
2.4.4 State Environmental Planning Policy (Infrastructure) 2007 .....	7
2.4.5 Applicability to the proposal.....	8
2.5 Local context.....	8
2.5.1 Desktop database searches conducted .....	8
3 RESULTS OF HISTORIC HERITAGE ASSESSMENT .....	11
3.1 Survey methodology .....	11
3.2 Assessment results.....	11
3.2.1 Description of the Milvale Railway Water Tank .....	11
3.2.2 Current condition of the tank .....	11
3.2.3 Assessment conclusion .....	13
3.3 Statement of Heritage Significance .....	13
3.4 Likely impacts to historic heritage from the proposal .....	13
4 STATEMENT OF HERITAGE IMPACT .....	15
4.1 Conclusions .....	15
5 MANAGEMENT RECOMMENDATIONS .....	16

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REFERENCES .....	17
APPENDIX 1: HISTORIC HERITAGE: UNANTICIPATED FINDS PROTOCOL .....	18
APPENDIX 2: STATE HERITAGE INVENTORY SHEET .....	19

## FIGURES

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Figure 1-1. Aerial showing the location of the proposed S2P modifications in relation to Milvale .....	1
Figure 1-2: Diagram of the wire to be removed. ....	2
Figure 1-3: Close up image of the wire (arrows) and bracket (circle) proposed for removal.....	3
Figure 1-5: Aerial showing the Milvale Railway Water Tank.....	4
Figure 2-1: Young LEP map showing the location of the Milvale Railway Water Tank in relation to other listed heritage items. ....	9
Figure 2-2: Locally listed sites at Milvale. ....	10
Figure 3-1: Images of the tank taken during the visual inspection.....	12

## TABLES

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Table 3-1: Historic heritage: desktop-database search results.....	8
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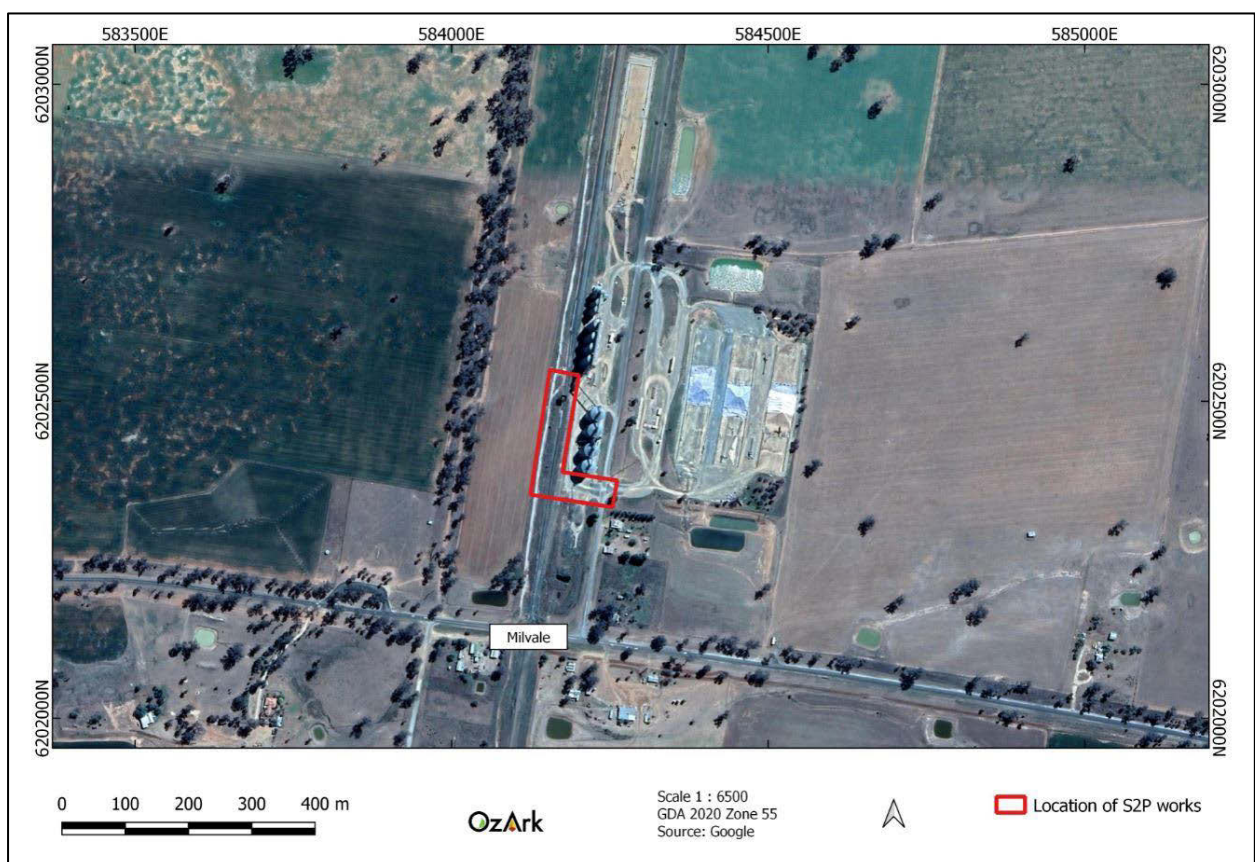
# 1 INTRODUCTION

## 1.1 BRIEF DESCRIPTION OF THE PROPOSAL

OzArk Environment & Heritage (OzArk) has been engaged by WSP (the client) to complete a Statement of Heritage Impact (SOHI) for the proposed modification of the Milvale Railway Water Tank for the purpose of the Stockinbingal to Parkes Inland Rail Project (the proposal). This report assesses the historic heritage values that may be impacted by the proposal. The Milvale Railway Water Tank is hereafter also referred to as the study area.

The proposal is in the Hilltops Council Local Government Area (LGA) (**Figure 1-1**).

**Figure 1-1. Aerial showing the location of the proposed S2P modifications in relation to Milvale.**



## 1.2 BACKGROUND

Stockinbingal to Parkes (S2P) is a project component of the Inland Rail Project. Inland Rail comprises of 13 individual projects and spans 1,700 kilometres (km). S2P is an enhancement project of specific sites along the 173 km of existing rail corridor from Stockinbingal to Parkes. The project requires horizontal and vertical clearances at specific sites to accommodate the operation of double stacked container trains. It has been identified that the horizontal clearance adjacent to the Milvale Railway Water Tank is inadequate.

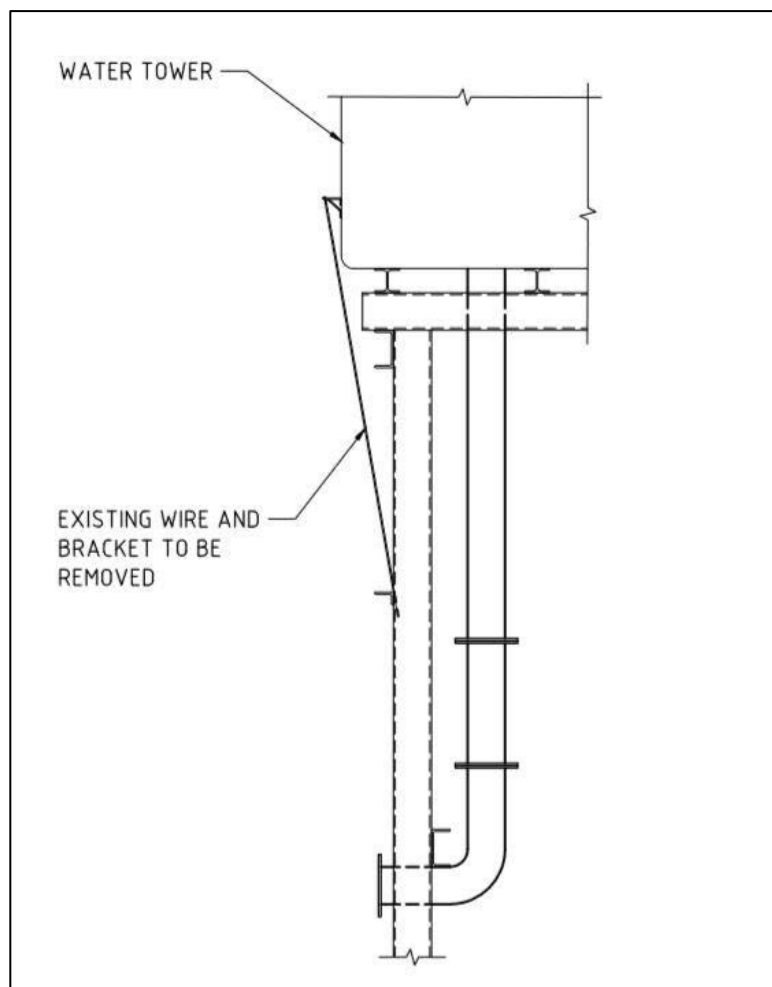
The clearance investigation indicates that the support frame and the water tank meet the required track clearances by more than 200 millimetres (mm). There is a pipe extending from the frame

towards the track that terminates 3.1 metres (m) above ground level which has had the connecting pipe sections removed. This pipe also meets the required track clearances.

However, there is one wire and bracket attached to the eastern (rail) side of the tank that is within the required clearance zone. This wire extends from the centre of the track side of the tank towards the southern side of the tank (see **Figure 1-2** and **Figure 1-3**). The wire and bracket need to be removed for the proposed works to proceed.

This report examines the likely impact to heritage values caused by the potential modification of the Milvale Railway Water Tank to achieve required horizontal clearance.

**Figure 1-2: Diagram of the wire to be removed.**



**Figure 1-3: Close up image of the wire (arrows) and bracket (circle) proposed for removal.**



### **1.3 HERITAGE STATUS**

The Milvale Railway Water Tank is listed on Schedule 5 of the Young Local Environmental Plan (LEP) 2010 as the “Railway Water Tanks, Milvale” (I41) as an item of local heritage significance. The information from the listing as obtained from the State Heritage Inventory is attached as **Appendix 2** to this report.

This report has not aimed to reassess the heritage significance of the tank. OzArk accepts the previous assessment of this heritage asset and acknowledges the local significance of the Milvale Railway Water Tank. The current report is focussed on assessing potential impacts to the previously assessed values.

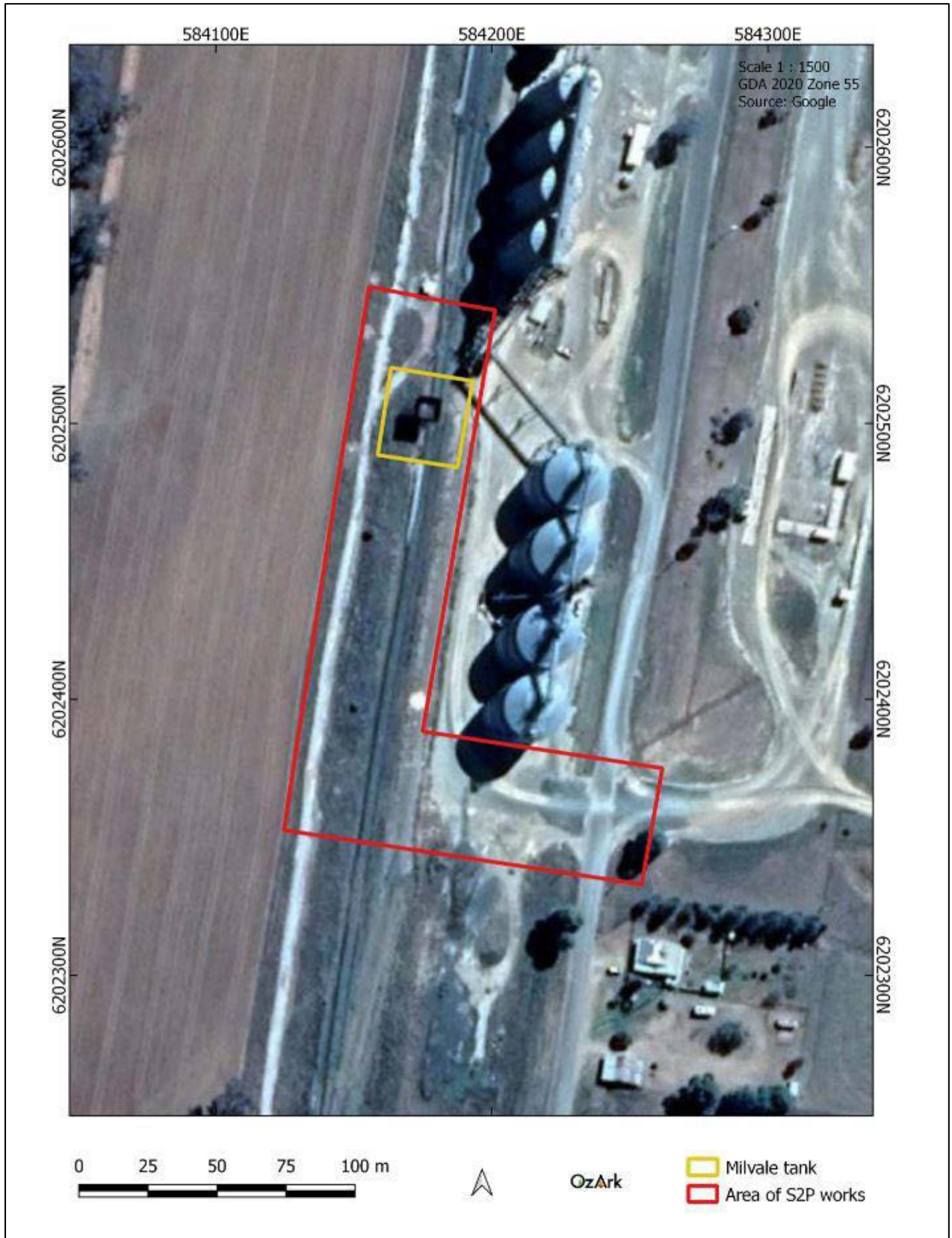
### **1.4 PROPOSAL LOCATION**

The Milvale Railway Water Tank is in south-western NSW at Milvale, NSW within Lot 4012 DP1205151 (**Figure 1-4**). Milvale is located 476 kilometres (km) from Sydney along the Parkes to Stockinbingal line. The tank is adjacent to the Milvale grain silos.

### **1.5 ASSESSMENT APPROACH**

This assessment applies the Heritage Office and Department of Urban Affairs & Planning 1996, (revised 2002) *Statements of Heritage Impact* in the completion of this assessment, which has included a site visit.

Figure 1-4: Aerial showing the Milvale Railway Water Tank.



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## **2 HISTORIC HERITAGE IMPACT ASSESSMENT**

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### **2.1 BACKGROUND**

Please see **Section 1.4** for a description of the study area. **Section 3.2** details the observations of the study area taken during the visual inspection.

#### **2.1.1 Heritage listing**

The Milvale Railway Water Tank is listed on Schedule 5 of the Young Local Environmental Plan (LEP) 2010 as the “Railway Water Tanks, Milvale” (I41) as an item of local heritage significance.

### **2.2 BRIEF HISTORY OF THE AREA**

Initial development in the region came at the motivation of developing pasture stock in the area. As agriculture gained more prominence, transport routes were established. The construction of the Stockinbingal–Caragabal line through Milvale began between 1915 and 1917 (Heritage NSW 2011). A siding was constructed approximately 23 km north of Stockinbingal and originally called the Oakvale siding. This later became Milvale. In 1916 an application for the establishment of a post office was made. As the district evolved, a village was developed around the railway station. The growth of wheat production in the region led to further expansion. A school was eventually established in 1918 and large wheat silos were constructed in 1922. St Brendan’s Catholic Church and school were also developed in 1922 (Heritage NSW 2011).

### **2.3 BRIEF HISTORY OF THE MILVALE RAILWAY WATER TANK**

The Milvale railway station opened on 14 August 1916 and closed on 4 May 1975 due to a lack of use. According to Heritage NSW, construction of the water tank began in 1925 as there were no watering facilities at Stockinbingal. The Milvale railway water tank was developed as part of a system for providing water to steam locomotives during the early 1900s (Heritage NSW 2011). It is one of three 20,000 gallon tanks along the railway line, the other two being located at Quandialla and Wirrinya. The Quandialla water tank is nearly identical to the Milvale water tank, while the water tank at Wirrinya was constructed with different support beam structures. The water tank at Milvale is an elevated tank on a stand with various attachments. These attachments are for the purposes of inspecting the inside of the tank and for taking water from the tank to place inside the on-board tanks in steam locomotives. Most of the attachments have previously been removed.

## 2.4 RELEVANT LEGISLATION

### 2.4.1 Commonwealth legislation

#### 2.4.1.1 *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*

The EPBC Act, administered by the Commonwealth Department of the Environment and Energy, provides a framework to protect nationally significant flora, fauna, ecological communities and heritage places. The EPBC Act establishes both a National Heritage List and Commonwealth Heritage List of protected places. These lists may include Aboriginal cultural sites or sites in which Aboriginal people have interests. The assessment and permitting processes of the EPBC Act are triggered when a proposed activity or development could potentially have an impact on one of the matters of national environment significance listed by the Act. Ministerial approval is required under the EPBC Act for proposals involving significant impacts to national/commonwealth heritage places.

### 2.4.2 State legislation

#### 2.4.2.1 *Environmental Planning and Assessment Act 1979 (EP&A Act)*

The EP&A Act establishes requirements relating to land use and planning. This Act, amended by the *Environmental Planning and Assessment Amendment Act 2017*, establishes requirements relating to land use and planning. The framework governing environmental and heritage assessment in NSW is contained within the following parts of the EP&A Act:

- Part 5: Environmental impact assessment on any heritage items which may be impacted by activities undertaken by a state government authority or a local government acting as a self-determining authority

Within this section the proposal is controlled under:

- Division 5.1: Environmental Impact Assessment on any heritage items which may be impacted by activities undertaken by a state government authority or a local government acting as a self-determining authority (except for State Significant Infrastructure) under clause 14 of SEPP (Infrastructure) 2007.

#### 2.4.2.2 *Heritage Act 1977 (Heritage Act)*

The Heritage Act establishes the Heritage Council of NSW. The Heritage Council's role is to advise the government on the protection of heritage assets, make listing recommendations to the Minister in relation to the State Heritage Register (SHR), and determination of proposals that involve modification to heritage items or places listed on the SHR. Ordinarily, proposals involving the modification of a listed heritage item will require approval under Part 4 of the Heritage Act.

Automatic protection is afforded to 'relics', defined as 'any deposit or material evidence relating to the settlement of the area that comprised New South Wales, not being Aboriginal settlement, and which holds state or local significance' (note: formerly the Heritage Act protected any 'relic'

that was more than 50 years old. The age criterion has since been dropped from the Act and relics are protected according to their heritage significance assessment by a qualified archaeologist rather than purely based on their age). Excavation of land on which it is known or where there is reasonable cause to suspect that 'relics' will be exposed, moved, destroyed, discovered or damaged is prohibited unless authorised by an excavation permit issued under Section 140 Heritage Act

### **2.4.3 Local legislation**

The Young LEP 2010 establishes requirements relating to the conservation of heritage items. The provisions listed in Section 5.10 of the LEP specify that development consent is required for the demolition, disturbance, or alteration of a heritage site.

The only cases in which consent is not required is in the event that the applicant has notified the Council of the proposed development and the Council has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

- a) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area
- b) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site, or heritage conservation area.

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

It is also specified that the consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

### **2.4.4 State Environmental Planning Policy (Infrastructure) 2007**

State Environmental Planning Policy (SEPP) (Infrastructure) 2007 provides that certain types of development are permissible without development consent. Clause 79 of SEPP (Infrastructure) 2007 provides for development on any land for 'the purpose of a railway or rail infrastructure to be carried out by or on behalf of a public authority without consent'. The project can be assessed under Part 5 of the EP&A Act via the completion and determination of a Review of Environmental Factors (REF). A development consent from the council is not required.

Clause 14, in Part 2 of the SEPP (Infrastructure) 2007 contains provisions for public authorities to consult with local councils if the development is likely to affect the heritage significance of a local item. There is a requirement for an assessment of impact to be prepared, provided to the local council with 21 days for review, and consideration given to responses.

#### 2.4.5 Applicability to the proposal

The proposal will be assessed under Part 5.1 of the EP&A Act and SEPP (Infrastructure) 2007 applies. This means that Hilltops Council is not required to give development consent, although this assessment report shall be provided for their consideration under clause 14 of SEPP (Infrastructure) 2007.

Archaeological features and deposits are protected under Section 139 of the Heritage Act. If it is anticipated that a relic will be discovered, exposed, moved, damaged, or destroyed during an activity, an application must be made to the Heritage Council for an excavation permit under Section 140 of the Heritage Act.

Any significant heritage objects are afforded protection under the Heritage Act.

It is noted there are no Commonwealth or National heritage listed places within the study area, and as such, the heritage provisions of the EPBC Act do not apply.

## 2.5 LOCAL CONTEXT

### 2.5.1 Desktop database searches conducted

A desktop search was conducted on the following databases to identify any potential previously recorded heritage within the works area. The results of this search are summarised in **Table 2-1**. Database searches included the Heritage Council of NSW administered SHR and State Heritage Inventory (SHI), the Australian Heritage Database and the Young LEP.

**Table 2-1: Historic heritage: desktop-database search results.**

Name of Database Searched	Date of Search	Type of Search	Comment
National and Commonwealth Heritage Listings	8 March 2021	Hilltops Council LGA	No places listed are located within the study area
State Heritage Listings	8 March 2021	Hilltops Council LGA	No places listed are located within the study area
Young LEP 2010	8 March 2021	Young LEP 2010	Milvale Railway Water Tank listed under number I41. Four items located within Milvale are listed on the Young LEP, item I41 is the only item in the study area.

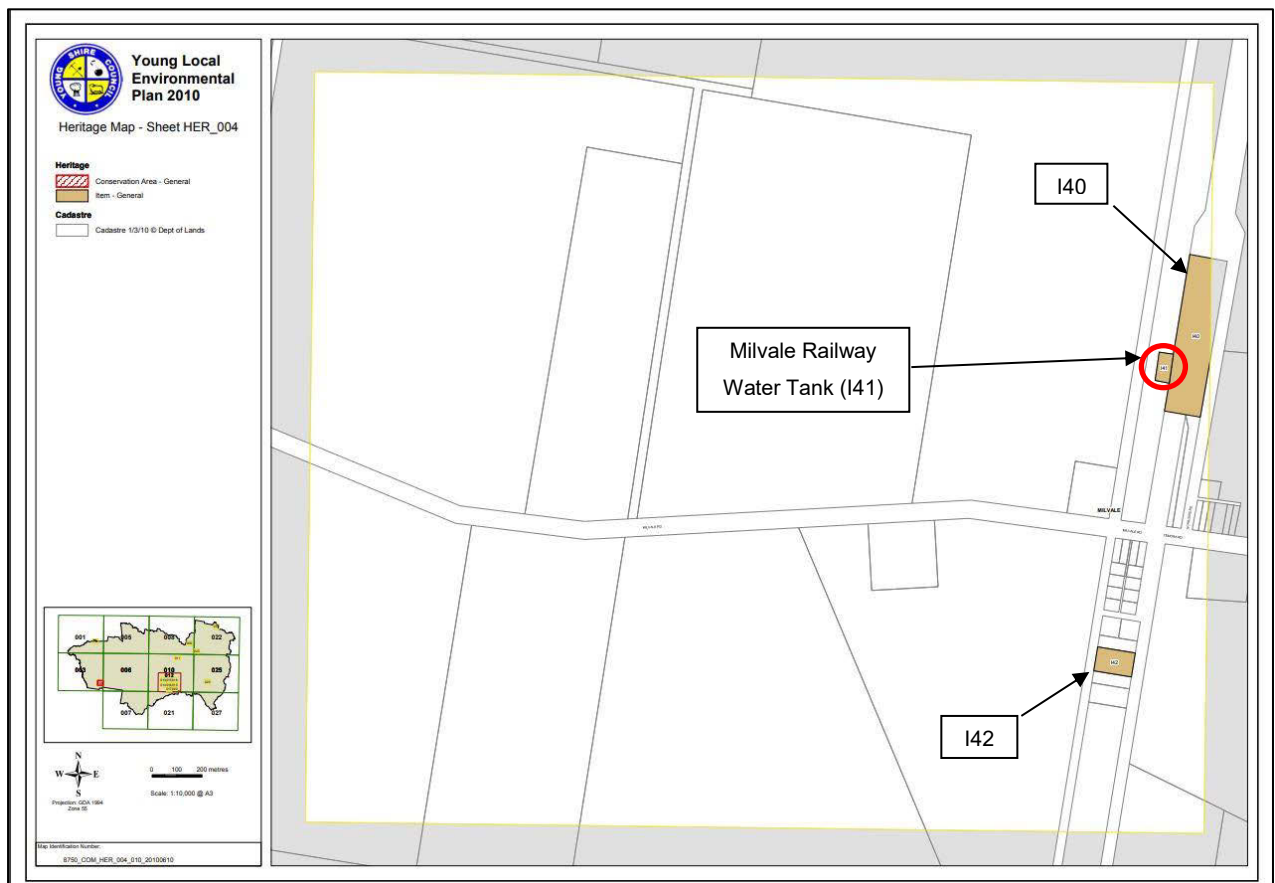
A search of the Heritage Council of NSW administered heritage databases and the Young LEP 2010 revealed the Milvale Railway Water Tank (I41) to be the only listed site in study area (**Figure 2-1**). Milvale Railway Water Tank is not listed on an agency's S170 Heritage and Conservation Register. The location mapped for the Milvale Railway Water Tanks on the Young LEP heritage



mapping appears to be incorrect, mapping it approximately 130 m northwest of its actual location. Using aerial imagery, the likely location of the tank was determined and this was confirmed during the site visit.

Three other locally listed sites were listed in the Milvale area; Milvale SO41 Grain Elevator (I40); St Brendan's Catholic Church (I42); and the War Memorial Church of St James, Hampstead (I43). The nearest heritage listed item to the study area, located to the north directly adjacent, is the Milvale SO41 Grain Elevator (I40), located approximately 35 m north. St Brendan's Catholic Church (I42) is located approximately 750 m south of the study area. **Figure 2-2** shows the actual location of locally registered heritage sites near the study area.

**Figure 2-1: Young LEP map showing the location of the Milvale Railway Water Tank in relation to other listed heritage items.**



Note: This figure is derived directly from the LEP spatial mapping service. However, the actual location of the grain elevator (I140) and the Milvale Water Tanks (I141) is located slightly south of the location shown here.

Figure 2-2: Locally listed sites at Milvale.



Note: the LEP polygon is inaccurate in relation to the grain elevator (I40) and the Milvale Water Tank (I41) and should be located further south as is clear in this aerial.

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## 3 RESULTS OF HISTORIC HERITAGE ASSESSMENT

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### 3.1 SURVEY METHODOLOGY

Standard archaeological field survey and recording methods were employed in this study to ground truth existing level of disturbance, photograph the current condition of the Milvale Railway Water Tank, and to assess whether any other items of historic heritage exist or are likely to exist within the study area.

### 3.2 ASSESSMENT RESULTS

#### 3.2.1 Description of the Milvale Railway Water Tank



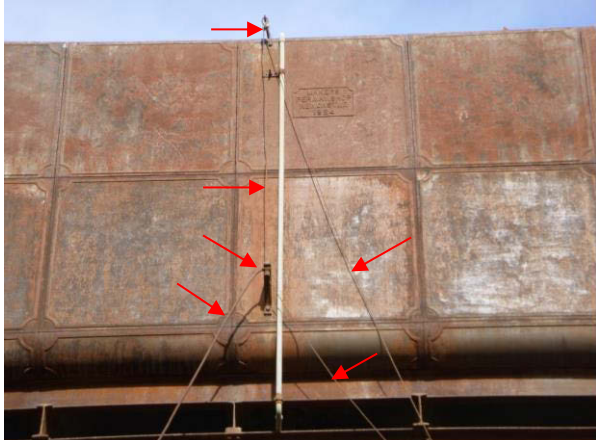



The Milvale Railway Water Tank is located approximately 20 km north of Stockinbingal. The water tank is an identifiable feature of the railway infrastructure developed at Milvale and typical of early twentieth century railway infrastructure. The tank is located immediately adjacent to the railway track in a position visible to the public from Milvale Road. The tank is a box shaped structure of welded square steel plates (12 per side). It is set on a braced steel frame consisting of four legs with steel cross bracing. A small ladder allows access to the top of the structure while water is obtained from a central pipe below the structure. The tank is fabricated from the iron panels that were cast as standard components to facilitate in-situ fabrication of tanks. A maker's mark that reads "Per Way Shop Newcastle 1924" is present on one side, indicating the year the panels were cast (**Figure 3-1**). The water tank is representative of the 20th century railway infrastructure that contributed to the development of Milvale in its present form. Grain silos are located to the north of the tank, adjacent to the rail corridor, and are still in use.

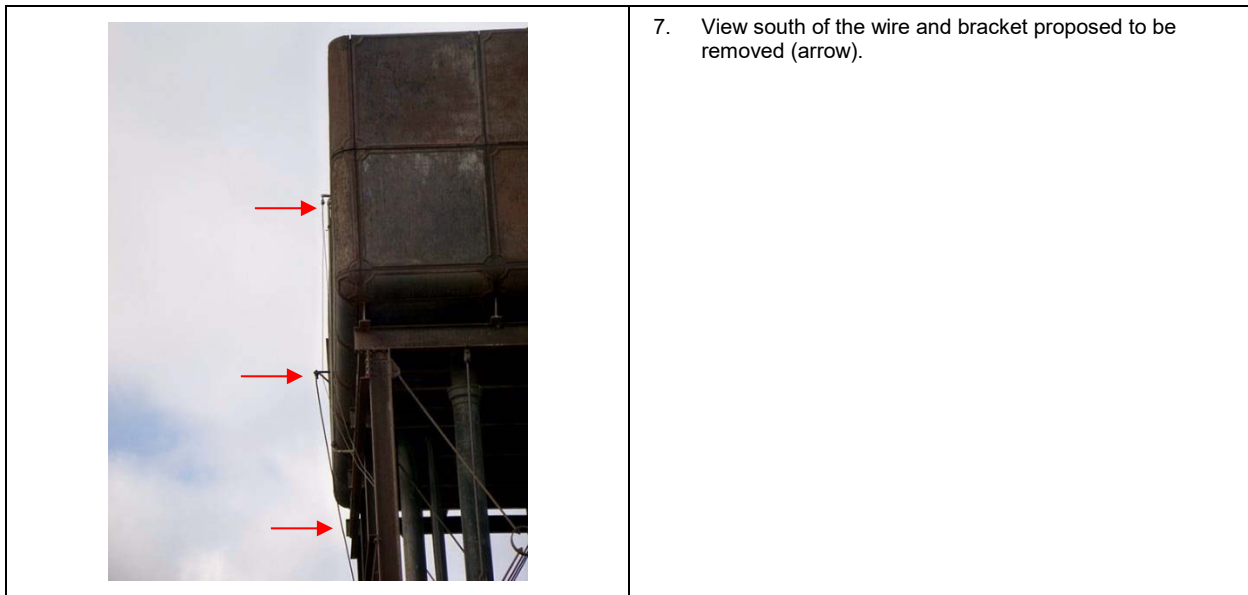
There is a standpipe located approximately 20 m to the north of the water tank. There are no impacts proposed to the standpipe.

#### 3.2.2 Current condition of the tank

During the current assessment, the overall physical condition of the tank and stand were assessed as fair to good, although this refers to its physical appearance, not its structural integrity. The tank is quite rusted; however, it is sturdy and intact. **Figure 3-1** shows images of the tank taken during the visual inspection. Some attachments to the tank which served the purpose of upkeep and functionality, such as pipe attachments, have been previously removed.

**Figure 3-1: Images of the tank taken during the visual inspection.**

	
<p>1. North view of tank showing its location in relation to the silos.</p>	<p>2. View of the water tank facing west.</p>
	
<p>3. View of the maker's mark (see photo 6) and wire with bracket on the eastern (rail) side of the tank. The elements proposed for removal are indicated by arrows.</p>	<p>4. View of a maker's mark and ladder on the northern side of the tank. All visible elements in this photo will remain in place.</p>
	 <p>6. Detail of maker's mark.</p>
<p>5. View of the wire and bracket proposed to be removed (arrow). The tank and the support structure will not be modified.</p>	



### 3.2.3 Assessment conclusion

Based on the previous assessment of heritage significance, as well as the visual inspection undertaken for this report, the contributory value of individual elements to the overall significance of the tank have been assessed.

The water tank has local heritage value and is listed on the Young LEP 2010. The water tank dates from after 1925 as part of the development of steam trains along the line and is in a fair-good condition and the tank appears structurally sound (from a visual inspection). The wiring and bracket that are proposed for removal are assessed as having low contributory value to the overall significance and interpretability of the water tank. Similar features, such as pipe attachments, have been previously removed from the tank.

### 3.3 STATEMENT OF HERITAGE SIGNIFICANCE

The Milvale Railway Water Tank is an item of local heritage significance and is one of three water tanks along the line. The following is a summary taken from the LEP listing of the Milvale Railway Water Tank:

*“The Milvale railway water tank is part of a system developed for providing water to steam locomotives in the early 20th century. It is also one of the few identifiable features of the railway infrastructure developed at Milvale in this period. It has local historical and technical/research significance, local representativeness and a high level integrity.”*

### 3.4 LIKELY IMPACTS TO HISTORIC HERITAGE FROM THE PROPOSAL

Works are required at the Milvale Railway Water Tank to achieve the required horizontal clearance. While the tank itself is at an acceptable distance from the track, a wire and bracket require removal so that safe horizontal clearance is achieved. This wire extends from the centre

of the track side of the tank towards the southern side of the tank (see **Figure 3-1**, photo 3, 5 and 7). There are no other impacts proposed to Milvale water tank.

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## 4 STATEMENT OF HERITAGE IMPACT

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The NSW Heritage Office (2002) guidelines for the production of a SOHI were developed to help people who wish to carry out work that could impact on a heritage item. The guidelines pose a series of questions that comprise the minimum information required to address proposals that have a minor impact, including partial demolition. Only questions relevant to the current project impacts have been discussed here.

### Is the demolition essential for the heritage item to function?

- The water tank is no longer a functioning piece of infrastructure. However, modification to the water tank through removal of the wire and bracket is essential for the continued use of the railway track, as the trains proposed to run on the line as part of Inland Rail require a 200 mm horizontal clearance that is currently unavailable. Removal of the wire and bracket will allow the water tank to remain as an extant heritage item along the rail line.

### Are particular features of the item affected by the demolition?

- While the wiring and bracket to be removed are original fabric, most of the original heritage fabric will remain intact through the preservation of the tank. The wiring and bracket are very minor elements and their absence will not diminish the technical or aesthetic values associated with the item.

### Is the resolution to partially demolish sympathetic to the heritage significance of the item?

- Modification of the tank through removal of the wire and bracket is sympathetic to the heritage significance of the item because most of the original fabric and the overall aesthetics of the tank design will remain intact. If the wiring and bracket could not be removed, then the fate of the water tank as a whole may be jeopardised.

## 4.1 CONCLUSIONS

Modification of the tank through removal of the wire and bracket to achieve horizontal clearance would allow the primary features of the tank to remain intact, preserving most original fabric and aesthetic value.

The fabric proposed for removal is minor and would not be noticed by the layperson. Other good examples of the Milvale Tank, such as at Quandialla, remain intact to allow for the continued interpretation of this aspect of early twentieth century railways.

As the modification presents a sympathetic course of action, this SOHI supports the proposal to modify the Milvale Railway Water Tank through removal of the wire and bracket. An archival photographic record is considered sufficient mitigation against the loss of heritage value.

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## 5 MANAGEMENT RECOMMENDATIONS

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The proposed works will result in minor impact to the Milvale Railway Water Tank. It has been concluded that the proposed modification is sympathetic to the heritage values of the tank.

The heritage impacts associated with the proposal will be appropriately mitigated should the following recommendations be followed:

- 1) OzArk recommends that the client proceed with modification of the Milvale Railway Water Tank through removal of the wire and bracket on the eastern (rail) side of the tank in order to achieve horizontal clearance.
- 2) The brackets attached to the tank should be removed in such a way so as not to damage the tank. Cutting the brackets and leaving the original attachment in place would be a preferable heritage outcome.
- 3) As the modification of the Milvale Railway Water Tank will result in some of loss heritage value, archival photographic recording of the tank should be carried out to partially mitigate of that loss. A record of this recording should be deposited with Hilltops Council and so that a copy of the record is maintained.
- 4) As per Clause 14 of the SEPP (Infrastructure) 2007, written notification (including a copy of this report and a scope of works) of the Australian Rail and Track Corporation's intent to modify the Milvale Railway Water Tank should be sent to the Hilltops Council for review within 21 days of any works associated with the modification of the tank.
- 5) To avoid the potential for harm to listed historic items, only the wire and bracket discussed in this report should be removed. All other elements associated with the tank, adjacent buildings, and other elements of railway infrastructure at the Milvale siding should not be modified or harmed.
- 6) In the event that unexpected historic heritage items are uncovered during work at the Milvale Railway Water Tank, an Unanticipated Finds Protocol (**Appendix 1**) should be followed.



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## REFERENCES

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APPENDIX

G

Horizontal Clearances

# Statement of Heritage Impact—Milvale Railway Water Tank

**Appendix 1** Historic heritage:  
Unanticipated find protocol

STOCKINBINGAL TO PARKES REVIEW OF ENVIRONMENTAL FACTORS



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## APPENDIX 1: HISTORIC HERITAGE: UNANTICIPATED FINDS PROTOCOL

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A historic artefact is anything which is the result of past activity not related to the Aboriginal occupation of the area. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

Heritage significance of historic items is assessed by suitably qualified specialists who place the item or site in context and determine its role in aiding the community's understanding of the local area, or their wider role in being an exemplar of state or even national historic themes.

The following protocol should be followed if previously unrecorded or unanticipated historic objects are encountered:

1. All ground surface disturbance in the area of the finds should cease immediately, then:
  - a) The discoverer of the find(s) will notify machinery operators in the immediate vicinity of the find(s) so that work can be halted
  - b) The site supervisor will be informed of the find(s).
2. If finds are suspected to be human skeletal remains, then NSW Police must be contacted as a matter of priority.
3. If there is substantial doubt regarding the historic significance for the finds, then gain a qualified opinion from an archaeologist as soon as possible. This can circumvent proceeding further along the protocol for items which turn out not to be significant. If a quick opinion cannot be gained, or the identification is that the item is likely to be significant, then proceed to the next step.
4. Notify the Heritage NSW as soon as practical on (02) 9873 8500 (heritagemailbox@environment.nsw.gov.au) providing any details of the historic find and its location.
5. If in the view of the heritage specialist or the Heritage NSW that the finds appear not to be significant, work may recommence without further investigation. Keep a copy of all correspondence for future reference.
6. If in the view of the heritage specialist or the Heritage NSW that the finds appear to be significant, facilitate the recording and assessment of the finds by a suitably qualified heritage specialist. Such a study should include the development of appropriate management strategies.
7. If the find(s) are determined to be significant historic items (i.e. of local or state significance), any re-commencement of ground surface disturbance may only resume following compliance with any legal requirements and gaining written approval from the Heritage NSW.

APPENDIX

G

Horizontal Clearances

# Statement of Heritage Impact—Milvale Railway Water Tank

**Appendix 2** State heritage inventory sheet

STOCKINBINGAL TO PARKES REVIEW OF ENVIRONMENTAL FACTORS



## APPENDIX 2: STATE HERITAGE INVENTORY SHEET

# Milvale Railway Water Tank

## Item details

**Name of item:**

Milvale Railway Water Tank

**Type of item:**

Built

**Group/Collection:**

Transport - Rail

**Category:**

Railway Water Tower/ Tank

**Location:**

Lat: S 34° 18.911' Long: E 147° 54.894'

**Primary address:**

Stockinbingal-Parkes Railway Off Temora Road, Milvale, NSW 2594

**Local govt. area:**

Hilltops

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Stockinbingal-Parkes Railway Off Temora Road	Milvale	Hilltops			Primary Address

## Statement of significance:

The Milvale railway water tank is part of a system developed for providing water to steam locomotives in the early 20th century. It is also one of the few identifiable features of the railway infrastructure developed at Milvale in this period. It has local historical and technical/research significance, local representativeness and a high level integrity.

**Date significance updated:** 15 Jun 11

*Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the Department of Premier and Cabinet [copyright](#) and [disclaimer](#).*

## Description

**Designer/Maker:**

Design Office, NSW Department of Railways

**Builder/Maker:**

Perway Shop Newcastle

**Construction years:**

1925-

**Physical description:**

The Milvale railway water tank is a standard NSW Department of Railways cast iron water tank typical of those installed in the early 20th century. It consists of a cast iron water tank set on a braced steel frame. The tank and stand appear to be complete.

The tank is fabricated from cast iron panels. These panels were cast as standard components to facilitate in-situ fabrication of tanks of various sizes and configurations. A makers plate on the southern tank indicates that the panels for this tank were cast at the Perway Shop, Newcastle in 1925. As installed the tank had a 20,000 gallon capacity.

**Physical condition and/or**
**Archaeological potential:**

The water tank and stand appear to be generally sound and appears functional.

The water tank site is considered to have little archaeological potential.

**Date condition updated:** 02 Oct 08

**Current use:**

Locomotive watering tank

**Former use:**

Locomotive watering tank

## History

**Historical notes:**

The construction of the Stockinbingal-Caragabal railway line was undertaken between 1915 and 1917. A railway siding was constructed at a place known as Oakvale siding, approximately 14½ miles north of Stockinbingal. In 1916 application was made for the establishment of a post office at Oakvale siding. The Postal Department suggested that the location be named Milroy and the Lands Department suggested Yanterilla. The name Milvale was eventually agreed to. (Bayley 1977:143)

With changes in land use in the district and closer settlement a village developed around the railway station with a school being established in 1918 and large wheat silos constructed in 1922.

## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Railways-

## Assessment of significance

### SHR Criteria a)

[Historical significance]

The Milvale railway water tank is one of the few identifiable features of the railway infrastructure developed at Milvale in the early 20th century. It has local historical significance as an element of the development of the village and district.

### SHR Criteria b)

[Associative significance]

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### SHR Criteria c)

[Aesthetic significance]

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### SHR Criteria d)

[Social significance]

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### SHR Criteria e)

[Research potential]

The Milvale railway water tank is part of a system developed for providing water to steam locomotives in the early 20th century. It has some local technical/research significance in this regard.

### SHR Criteria f)

[Rarity]

-

### SHR Criteria g)

[Representativeness]

The water tank is representative of the 20th century railway infrastructure that contributed to the development of Milvale in its present form.

### Integrity/Intactness:

The Milvale railway water tank has a high level of integrity.

### Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Young Local Environmental Plan 2010	141	02 Aug 10		
Heritage study					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Young Shire Community Based Heritage Study	2008		Ray Christison	Ray Christison	Yes

## References, internet links & images

Type	Author	Year	Title	Internet Links
Written	Bayley, W. A.	1977	Rich Earth: History of Young New South Wales	

Note: internet links may be to web pages, documents or images.

