Construction Heritage Management Plan (CHMP)

TAP04 Redfern Station Upgrade – New Southern Concourse

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Reviewed by			
Name	Organisation	Role	Date
Kimberley Purkiss	Novo Rail	Environmental Manager	Sept 2021
Larry Melnick	Novo Rail	Environmental and Sustainability Manager	Aug 2021
Jerome Cargnino	Novo Rail	Senior Project Manager	Aug 2021
Marijan Harris	Novo Rail	Senior Project Engineer	Dec 2020
Tania Harper	Novo Rail	Community & Stakeholder Mgr	Dec 2020

Approved by				
Name	Organisation	Role	Date	Signature
Jerome Cargnino	Novo Rail	Senior Project Manager	20 October 2021	

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Glossary, acronyms and abbreviations

Terms	Description
Aboriginal object	The same meaning as in the *National Parks and Wildlife Act 1974* (NSW).
ACHMP	Aboriginal Cultural Heritage Management Plan
AHD	Australian Heritage Database
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System
AMS	Archaeological Method Statement
Archaeological Potential	Potential of a site to contain archaeological remains. This potential is assessed by identifying former land uses and associated features through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.
CCOS	Council of City of Sydney
CEMP	Construction Environmental Management Plan: The CEMP details how the performance outcomes, commitments and mitigation measures specified in the EIS and RTS will be implemented and achieved during construction.
CHAR	Aboriginal Cultural Heritage Assessment Report
CHL	Commonwealth Heritage List
CoA	Conditions of Approval
CHMP	Construction Heritage Management Plan – A Sub Plan of the CEMP for the Project
CMP	*Conservation Management Plan, Redfern Station*, Curio Projects, 9 July 2020.
CSSI	Critical State Significance Infrastructure
DPIE	New South Wales Department of Planning, Industry and Environment. *Note: Office of Environment and Heritage was abolished on the 01/07/19 and merged into the newly-formed department, i.e. DPIE*
E&SM	Environment and Sustainability Manager (Novo Rail)
EIS	Environmental Impact Statement
EMS	Laing O'Rourke's Environmental Management System, supported by key elements from TfNSW's EMS. Henceforth Laing O'Rourke's/TfNSW's EMS will be referred to as Novo Rail's EMS.
EPA	NSW Environment Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
ER	Nominated Environmental Representative as nominated by the Proponent, i.e. TfNSW and approved by the Planning Secretary (Applicable under the EIS Planning pathway)
ERAP	Environmental Risk Action Plan (Issue-specific Plans for mitigating risk under the Project)
EWMP	Environmental Works Management Plan
Feasible	A work practice or abatement measure is feasible if it is capable of being put into practice or of being engineered and is practical to build given Project constraints such as safety and maintenance requirements.
HARD	Historical Archaeology Research Design
Heritage Item	A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the *Heritage Act 1977* (NSW), a state agency heritage and conservation register under section 170 of the *Heritage Act 1977* (NSW), a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth), and an "Aboriginal object" or "Aboriginal place" as defined in section 5 of the *National Parks and Wildlife Act 1974* (NSW).
HIA	Heritage Impact Assessment (also known as a SoHI, Statement of Heritage Impact)
HIS	Heritage Interpretation Strategy

Terms	Description
HIP	Heritage Interpretation Plan
ICOMOS	International Council on Monuments and Sites
ISCA	Infrastructure Sustainability Council of Australia
LEP	Local Environment Plan
Minister, the	NSW Minister for Planning and Public Spaces
NHL	National Heritage List
Novo Rail	Novo Rail (the Contractor) is the appointed contractor undertaking the design and construction of the Project under an Alliance contract. The contractual framework involves a unified partnership between the Alliance parties, John Holland, Laing O'Rourke, Aurecon and TfNSW. Novo Rail is responsible for the environmental management of the Project. This includes responsibility for environmental compliance by any subcontractors engaged. Novo Rail has adopted the Laing O'Rourke Environmental Management System, supported by key elements from the TfNSW Environmental Management System to fulfill its environmental obligations.
Heritage NSW	Heritage NSW exist within the Community Engagement Division of the NSW Department of Premier and Cabinet. (Formerly OEH, Office of Environment and Heritage)
PAD	Potential Archaeological Deposit
PER	Project Environmental Representative (Novo Rail)
Proponent	A person or body proposing to carry out an activity under Division 5.1 of the EP&A Act - in this instance, Transport for New South Wales.
Project, the	Redfern Station Upgrade – New Southern Concourse
RAPs	Registered Aboriginal Parties
REMMS	Revised Environmental Mitigation Measures
Research Potential	An item has potential to yield information that will contribute to an understanding of the NSWs (or the local area's) cultural or natural history. It is possible for an area to be of high archaeological potential but low research potential.
RTS	Response to Submissions. The Proponent's response to issues raised in submissions received in relation to the application for approval for the SSI under the EP&A Act.
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
SSI	State Significant Infrastructure (recognised project type under the Project's EIS pathway)
SWMS	Safe Work Method Statement
TAP	Transport Access Program
The Burra Charter	The Australia ICOMOS Charter for Places of Cultural Significance (Adopted 31 October 2013)
TfNSW	Transport for NSW
Track possession	Track possession is the term used by railway building/maintenance contractors to indicate that they have taken possession of the track (usually a block of track) for a specified period, so that no trains operate for a specified time. This is necessary to ensure the safety of workers and rail users.
Unexpected heritage find	An object or place that is discovered during the carrying out of the SSI and which may be a heritage item but was not identified in the Project Application, EIS or Response to Submissions or suspected to be present. An unexpected heritage find does not include human remains.
Work	Any physical work for the purpose of the SSI including but not limited to construction, low impact work, utility works and site establishment but not including operational maintenance works.

1 Introduction

1.1 Purpose and Application

This Construction Heritage Management Plan (CHMP) is a Sub Plan of the Construction Environmental Management Plan (CEMP) for the Redfern Station Upgrade – New South Concourse project, (the Project).

Effective heritage management is key to the overall success of the Project. This CHMP has been prepared to ensure the careful management of excavation, demolition and building work so that the heritage aspects of the site and surrounding environment are appropriately protected during construction. Heritage management and the mitigation of potential heritage impacts of the Project are also addressed. The CHMP provides an overarching heritage management framework for the project and provides detailed information related to the management of built heritage at Redfern Station.

The following documents should be referred to for management of archaeology and Aboriginal heritage at the Redfern Station:

- Heritage Archaeological Research Design
- Aboriginal Cultural Heritage Management Plan

This CHMP describes how Novo Rail and its sub-contractors will ensure all risks associated with heritage are considered and managed effectively during the detailed design and construction of the Project. This CHMP has been prepared to support, and should be read in conjunction with, the Redfern Station Construction Environmental Management Plan (CEMP) and sub-plans.

This CHMP addresses the relevant heritage requirements of the Project Approval (EIS, Response to Submissions Report and Minister's Conditions of Approval (CoA)) and all applicable guidelines and standards specific to heritage management during the Project construction works.

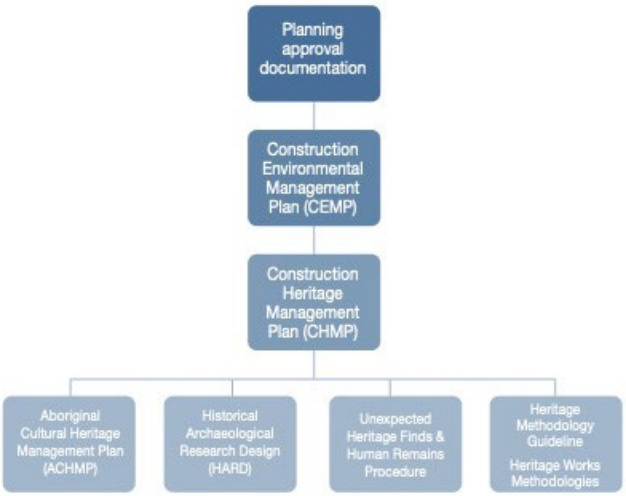


Figure 1-1 Relationship between CHMP and other heritage management Sub Plans and Procedures.

1.2 Background and Scope

1.2.1 Redfern Station Upgrade – New South Concourse Project Overview

The Project involves the upgrade of Redfern Station through construction of a new pedestrian concourse at the southern end of the station platforms, providing both lift and stair access to Platforms 1-10. The new pedestrian concourse will provide a new connection across the railway corridor, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh and the Project includes associated interchange upgrades to Little Eveleigh Street, Marian Street, and parts of Cornwallis Street and Rosehill Street.

The key features of the Project include:

- a six metre wide concourse between Little Eveleigh Street and Marian Street
- new stair and lift access from the concourse to Platforms 1 to 10
- an upgraded station entrance at Marian Street including station services and customer amenities
- a new station entrance at Little Eveleigh Street including station services and customer amenities
- formalisation of a shared zone on Little Eveleigh Street, including:
  - safety improvements to vehicle, cyclist and pedestrian interactions
  - improvements to streetscape such as landscaping, lighting, drainage and pavements
  - relocation of approximately 20 parking spaces (including 18 resident/restricted parking spaces, one accessible parking space and one car share scheme parking space)
  - utility adjustments.
- upgrade of Marian Street/Cornwallis Street/Rosehill Street area
  - extension of existing shared zone including part of Rosehill Street
  - safety improvements to vehicle, cyclist and pedestrian interactions including footpath widening
  - improvements to streetscape such as lighting, drainage, landscaping and pavements as well as utility adjustments
  - changes to street parking arrangements including removal of approximately 16 parking spaces (including relocation of one car share scheme parking space).
- operation of the Project

Other components of the Project include:

- relocation of the shuttle bus zone from Little Eveleigh Street to Lawson Street
- kiss and ride on Lawson Street, and associated footpath upgrade
- kiss and ride on Gibbons Street, and associated footpath upgrade
- footpath widening on Ivy Street
- relocation of a building on Platform 1 to accommodate the concourse
- repurposing, relocations and alterations to platform building features and other platform features, including privacy walls, doors, screens and roofing, platform seats and electrical equipment
- addition of platform canopies

- platform resurfacing on all platforms and associated drainage alterations
- installation of station operational components and infrastructure including:
  - wayfinding and signage
  - tactile ground surface indicators (TGSI)
  - rubbish bins
  - CCTV
  - passenger information system (e.g. passenger information display, public address and hearing loops)
  - emergency equipment (e.g. for fire and life safety).
- service relocations and upgrades including:
  - relocation of overhead wiring structures
  - installation of a new rail signal between Platforms 1 and 2.
- The Project includes heritage interpretation and public art.

The objectives of the Project include:

- improve customer experience and accessibility
- reduce platform clearance times
- improve customer circulation and relieve congestion within Redfern Station
- cater for the forecast customer growth (greater than 15%) for Redfern Station up to 2036
- provide durable, sustainable and enduring infrastructure
- provide improved connectivity for pedestrians and the community to current and future key destinations
- support interfacing and upcoming works in the precinct
- minimise disruption to customers, staff and neighbours throughout planning and construction of the Project.

1.2.2 Environmental Planning Approval

The Project has been assessed by the Department of Planning, Industry and Environment under Section 5.19 of the *Environmental Planning & Assessment Act* 1979 (EP&A Act) as State Significant Infrastructure (SSI). The Project, its impacts, consultation and mitigation measures were outlined in the following documents:

- State Significant Infrastructure Application SSI 10041
- *Redfern Station Upgrade – New Southern Concourse Environmental Impact Statement* (Transport for NSW, May 2020).

- *Redfern Station Upgrade – New Southern Concourse Response to Submissions* (Transport for NSW, September 2020).

The expected timeframe for the determination of the EIS is December 2020 at which time it is envisaged that the construction works for the Project may commence, subject to the Minister's Conditions of Approval.

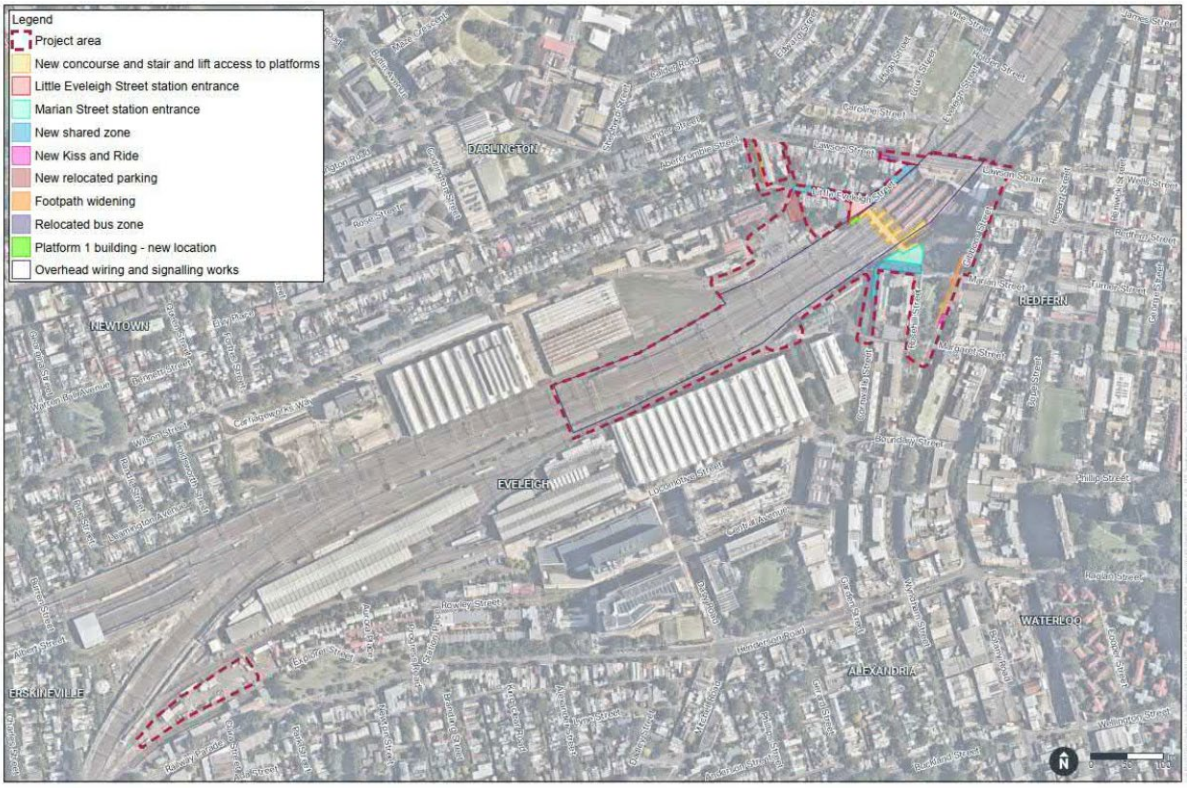


Figure 1-2 Redfern Station Upgrade – New Southern Concourse project area and overview of key features

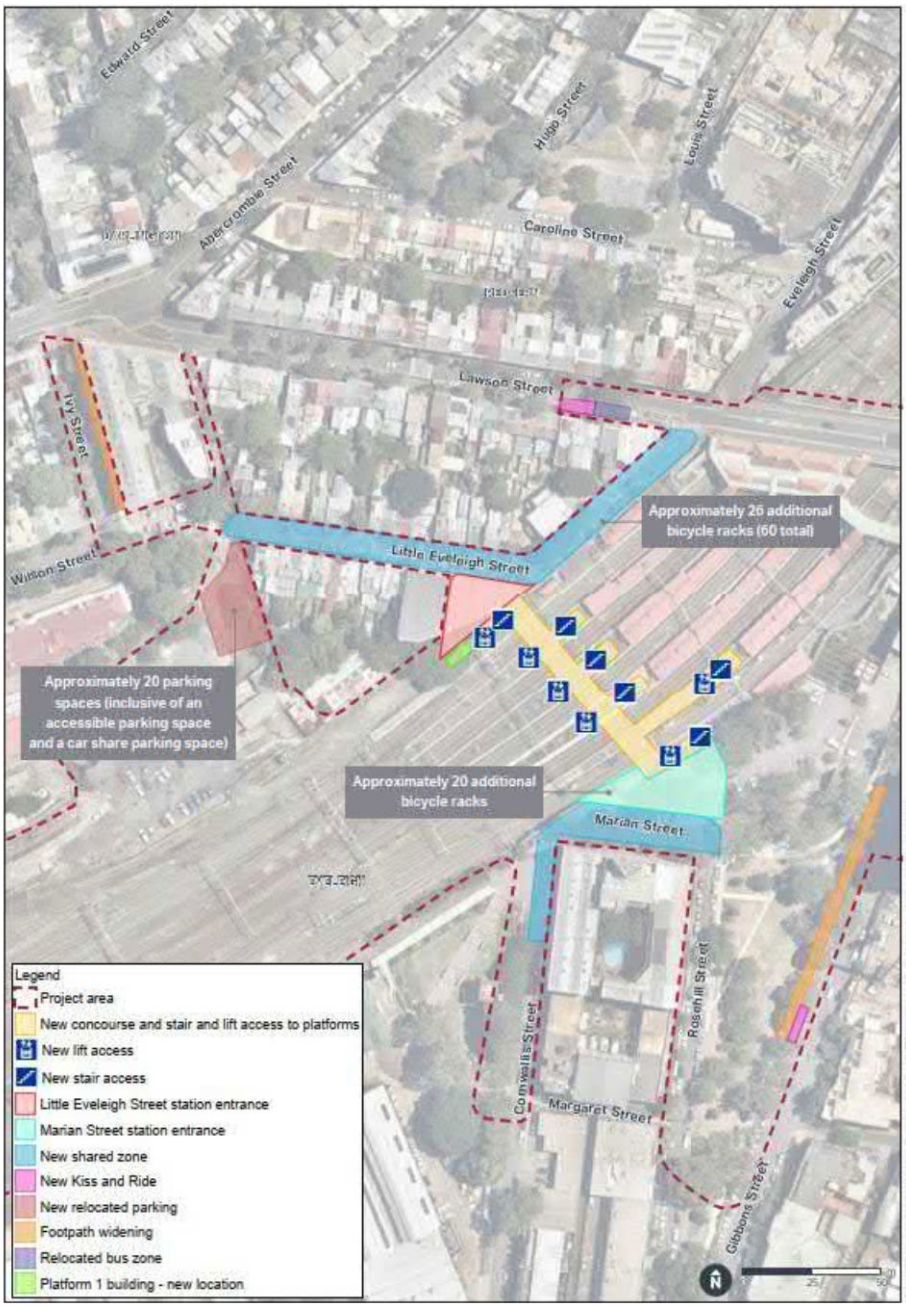


Figure 1-3 Redfern Station Upgrade – New Southern Concourse key features of the project

1.2.3 Project Specific Environmental Management System

The Redfern Station Upgrade – New Southern Concourse CEMP is the primary Environmental Management System (EMS) document for the delivery of the proposed works. This CHMP is one of a suite of aspect specific Sub-plans that have been prepared to support the CEMP.

1.3 Objectives and Targets

This CHMP provides the basis for the management of heritage issues and aims to minimise the risk of impacts during construction. The Construction Environmental Management Framework for the Project identified the following Heritage Management Performance Outcomes:

- Heritage items are protected and sensitively managed during the construction of the Project
- Heritage fabric is conserved. Where conservation is not possible, heritage fabric is salvaged and reused on the project where possible
- Heritage interpretation is undertaken that communicates the heritage value of the site to visitors
- A historical record of areas modified by the Project is maintained for future reference through archival recording
- Potential archaeology within the Project area is protected or appropriately managed
- Heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained
- No impacts to Aboriginal sites, objects and places identified in the assessment during construction
- Movable heritage items are identified, conserved and protected during construction
- If an unexpected find is encountered during construction, relevant procedures under TfNSW's Unexpected Heritage Finds Guideline are followed.

The objectives for heritage management contained in ERAP 02: Heritage (Indigenous and non-Indigenous) are:

- To comply with contractual and legislative requirements and ensure that existing and undiscovered heritage and archaeological items are protected from construction activities

The set targets with measurable KPIs and supporting measurement tools, assist in achieving the overarching objective. These are summarised in Table 1-1.

Table 1-1 Redfern Station Upgrade – New Southern Concourse Heritage Objectives, Targets, Measurement Tools and Key Performance Indicators

Objective	Target	Measurement Tool	Key Performance Indicators (KPIs)
To comply with contractual and legislative requirements and ensure that existing and undiscovered heritage and archaeological items are protected from construction activities	No disturbance or damage to existing known heritage sites or items beyond the approved scope.	Visual monitoring weekly of any existing items. Completion of the Environmental and Sustainability Inspection Report. INX InSystem – logged as an incident if damage occurs.	Zero (0) instances of disturbance or damage to existing known heritage sites or items.
	Unknown or undocumented heritage sites are not knowingly destroyed, defaced or damaged.	INX InSystem – logged as an incident if damage occurs.	Zero (0) incidents occurring to unknown or unexpected finds of heritage.
	Identify and protect any new artefacts, heritage sites or relics before any harm can take place and for consideration of incorporation into site features.	New artefacts are communicated and reported to the TfNSW heritage representative – records of communications are kept. Photographs of heritage items and evidence of delineation are retained.	100% of all new artefacts or heritage sites are protected.

1.4 Stakeholder Consultation

1.4.1 CHMP Consultation

CoA C6 requires that the CHMP be prepared in consultation with the relevant government agencies.

The key stakeholders who have been consulted in relation to this Construction Heritage Management Sub-plan include:

- NSW Heritage Council
- Heritage NSW
- City of Sydney Council.

The approved CHMP must be made publicly available before commencement of construction in accordance with CoA C5 and published on the project website as per CoA B10.

1.4.2 Registered Aboriginal Parties (RAPs)

Consultation with Local Aboriginal Land Councils and other relevant Aboriginal stakeholders was undertaken during concept design as part of the EIS for the Project and also during preparation of the Aboriginal Cultural Heritage Management Plan (ACHMP) in accordance with Heritage NSW's guidelines - *Aboriginal cultural heritage consultation requirements for proponents*, 2010. Aboriginal community consultation has been guided by Heritage NSW's '*Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation'*, using the '*Aboriginal cultural heritage consultation requirements for proponents*' as best practice.

Key Aboriginal stakeholders consulted to date include:

- Metropolitan Local Aboriginal Land Council
- TAFE Eora
- National Centre of Indigenous Excellence (NCIE)
- Indigenous Chamber of Commerce

Refer to ACHMP Consultation Plan for further information. (TAP04-PLN-EN-0007)

1.4.3 Consultation during construction

A Community Liaison Management Plan (CLMP, TAP04-PLN-CC-0001) has been developed by Novo Rail for engagement during the construction of the Project in accordance with Defining Engagement Terms (DPIE, 2020). This plan is a working document which will be updated periodically to reflect any changes in the community or environment and will log feedback received from the local community, Registered Aboriginal Parties (RAPs) as well as ongoing consultation undertaken with City of Sydney Council, Heritage NSW and the NSW Heritage Council.

2 Legislative and Other Requirements

Table 2.1 below details the legislation and planning instruments considered during development of this Plan.

Table 2-1 Redfern Station Upgrade – New Southern Concourse Legislation and Planning Instruments

Legislation	Description	Relevance to this CHMP
Environmental Planning & Assessment Act 1979 (EP&A Act)	The Environmental Planning and Assessment Act 1979 (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits.	The Approval Conditions and obligations under the EP&A Act are incorporated into this CHMP.
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	The Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act) is the Australian Government's central piece of environmental legislation. The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places—defined in the EPBC Act as matters of national environmental significance. This involves the protection from actions that are deemed likely to have an impact on a Matter of National Environmental Significance (MNES) including sites listed as World Heritage Items.	Not relevant as no NHL, CHL or WHL items on the site or in close proximity.
National Parks and Wildlife Act 1974	The relevance of this Act is firstly in respect to the protection and preservation of aboriginal artefacts. Discovery of material on site suspected as being of aboriginal origin must be reported and protected pending assessment and direction by the Client's Representative. Secondly it is an offence under Part 8A of this Act to pick or harm threatened species.	Refer to *Aboriginal Cultural Heritage Management Plan*. No threatened species have been identified within the Project boundary.
Heritage Act 1977	The NSW Heritage Act 1977 (Heritage Act) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.	Redfern Railway Station Group is listed on the State Heritage Register and the site is located adjacent to the Eveleigh Railway Workshops and Chief Mechanical Engineers Office which are also listed as items of State heritage significance.
Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cwth)	This Act provides for the preservation and protection from injury or desecration to areas and objects of particular significance to Aboriginal Areas. Areas and objects can be protected by Ministerial Declaration and it is then and offence to contravene such a declaration.	No areas or objects within the works site have been identified as being subject to such a declaration and this Act is of little relevance to the project.

2.1 Guidelines

Additional guidelines and standards relating to the management of cultural heritage include:

- Code of Practice for the archaeological investigation of Aboriginal objects in NSW (OEH 2010)
- Aboriginal cultural heritage consultation requirements for proponents 2010 (OEH 2010)
- Due Diligence Code of practice for protection of Aboriginal objects in NSW (OEH 2010)
- Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW
- Guide to Aboriginal Heritage Impact Permit processes and decision making
- Assessing Heritage Significance (NSW Heritage Office 2001)
- Levels of Heritage Significance (NSW Heritage Office 2008)
- Assessing Significance for Historical Archaeological Sites and Relics (NSW Heritage Branch, Department of Planning 2009)
- Investigating Heritage Significance (NSW Heritage Office 2001)
- How to Prepare Archival Recording of Heritage Items (Heritage Branch 1998).
- Photographic Recording of Heritage Items Using Film or Digital Capture (Heritage Branch 2006).
- The Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013 (Burra Charter).

Refer to the *Aboriginal Cultural Heritage Management Plan* and *Historical Archaeological Research Design* for further relevant guidelines.

2.2 Project Compliance Requirements

The Compliance Matrix, contained in Appendix A of this Sub-plan, includes details of the relevant approval and contractual requirements and identifies where they have been addressed in this plan, including:

- Minister's Conditions of Approval (CoA) – this plan forms a Sub-plan to the overarching CEMP as required by these Conditions;
- REMMs from the Environmental Impact Statement (EIS) including Construction Environmental Management Framework (CEMF)/Submissions Report/Project Modification and submissions to the modification report.
- Performance Outcomes outlined in the Construction Environmental Management Framework (CEMF)

This CHMP must be approved by the ER before commencement of construction or where the construction is staged, before the commencement of that stage in accordance with CoA C4. This CHMP must be implemented for the duration of construction.

2.3 Infrastructure Sustainability Council of Australia

The Project will pursue a rating under the ISCA Rating Scheme V1.2. This plan relates to several of the IS credits listed below:

2.3.1 Her-1 Heritage assessment and management

Aim

To reward the development of baseline assessment of heritage and predictions against which improvements can be measured.

Benchmarks

- Community heritage values have been identified through consultation and integrated into studies.
- Measures to minimise adverse impacts to heritage during construction and operation have been identified and implemented.
- Heritage values beyond those listed in government registers have been identified, considered and addressed.
- Heritage has been interpreted to promote local heritage values.
- Opportunities have been identified and implemented to enhance heritage values.

Heritage aspects relevant to this credit must be managed, reviewed or audited by a suitably qualified professional. A suitably qualified professional is someone who has a formal cultural heritage qualification and minimum of five years' experience.

2.3.2 Her-2 Monitoring of heritage

Aim

To reward monitoring of impacts on heritage.

Benchmarks

- Monitoring of heritage is undertaken at appropriate intervals during construction.
- Monitoring and modelling demonstrates maintenance of heritage values.
- Monitoring and modelling demonstrates enhancements to heritage values.

Heritage aspects relevant to this credit must be managed, reviewed or audited by a suitably qualified professional. A suitably qualified professional is someone who has a formal cultural heritage qualification and minimum of five years' experience.

2.4 Environmental Risk Action Plans

Significant environmental issues will be managed in accordance with the Environmental Risk Action Plans contained in the CEMP. Control measures documented in the Environmental Risk Action Plans are guided by the requirements of the Environmental Primary Standards and project specific conditions and mitigation measures. The highest level of control shall apply where there is any inconsistency. Heritage (Indigenous and Non-Indigenous) is designated a Moderate-High aggregate risk level and objectives, targets, controls, responsibilities, timeframes, monitoring and reporting requirements are outlined in ERAP11.

3 Existing Environment

The existing environment and heritage context of the Redfern Station Upgrade – New Southern Concourse project site has been assessed in the following background reports prepared to support the Environmental Impact Assessment (EIS) for the project:

- Redfern Station Upgrade – New Southern Concourse – Technical Report 5 – Non-Aboriginal Heritage by Aecom, May 2020. (Aecom5)
- Redfern Station Upgrade – New Southern Concourse – Technical Report 6 – Aboriginal Heritage by Aecom, May 2020. (Aecom6)

Additional heritage management plans related to Aboriginal cultural heritage and archaeology have been prepared for the station to inform this management plan:

- Redfern Station Upgrade – New Southern Concourse – Historical Archaeology Research Design, Archaeo*logical* Management and Consulting Group (AMAC), October 2020. (HARD)-TAP04-PLN-EN-0008
- Redfern Station Upgrade – New Southern Concourse – Aboriginal Cultural Heritage Management Plan by Archaeo*logical* Management and Consulting Group (AMAC) & Streat Archaeological Services, October 2020. (ACHMP) TAP04-PLN-EN-0007

Additional reports which have been prepared for the station which have been referenced to inform this management plan include:

- Conservation Management Plan, Redfern Station by Curio Projects, July 2020. (Curio)
- Redfern Station Heritage Assessment by Paul Davies, April 2007. (Davies)
- NSW Heritage Platforms Conservation Management Strategy, Australian Museum Consulting, May 2015.

The Redfern Station Conservation Management Plan (CMP) was not complete at the time of lodgement of the EIS. This document should, however, be used to guide decision making during construction.

3.1 Aboriginal Heritage

Refer to the *Aboriginal Cultural Heritage Management Plan* (ACHMP-TAP04-PLN-EN-007) for the complete assessment and management measures relating to Aboriginal Heritage.

In summary, the Aboriginal Heritage report included in the EIS prepared by Aecom concluded that no known Aboriginal sites or objects would be subject to direct or indirect impacts as a result of the Project. A single Aboriginal site, 'Wynyard St Midden' (AHIMS ID #45-6-2597) is currently recorded as lying within the Gibbons Street Reserve. The 2020 assessment determined that this site is likely invalid. Further investigation and consultation with MLALC will be required to amend the status of the site on the AHIMS register.

It is not anticipated that any operational activities would result in ongoing or additional impacts, however unexpected finds should be managed in accordance with procedures outlined in the Aboriginal Cultural Heritage Management Plan, prepared by AMAC and Streat Archaeological Services in October 2020.

The ACHMP outlines an archaeological management and response methodology for test and salvage excavation. The ACHMP also addressed the relationship between this methodology and non-Aboriginal archaeological management.

3.2 Non-Aboriginal Heritage

3.2.1 Historic Context

An overview of the historic context of the site is provided in Redfern Station Upgrade – New Southern Concourse – Technical Report 5 – Non-Aboriginal Heritage and Technical Report 6 – Aboriginal Heritage by Aecom, May 2020. (AECOM5&6)

The Conservation Management Plan prepared by Curio Projects in July 2020 contains more detailed historical information related to the built environment.

3.2.2 Areas of Non-Aboriginal Archaeological Potential

Refer to the Historical Archaeological Research Design (HARD–TAP04-PLN-EN-008) for the complete assessment and management measures relating to Non-Aboriginal Archaeology. The Historical Archaeological Research Design sets out the methodology for archaeological excavation and investigation and will guide all archaeological work for the Redfern Station Upgrade.

An assessment for archaeological potential was made by AECOM in May 2020 and Novo Rail in November 2020 and the findings are summarised in the HARD report. The areas identified for archaeological potential are assessed for their High, Moderate, Low or Nil potential. The Marion Street Concourse to the south-east of the site has been identified as having a High archaeological

potential and monitoring for salvage excavation is recommended in accordance with the archaeological methodology.

3.2.3 Heritage Listings

The Project is located within the curtilage of the Redfern Railway Station Group, which is listed on both the State Heritage Register (#01234) and RailCorp Section 170 Heritage and Conservation Register (#4801095). A carpark is proposed within the Eveleigh Railway Workshops (SHR#01140) site boundary adjacent to the Eveleigh Chief Mechanical Engineers Office (SHR#01139). Works for the project will also directly affect Little Eveleigh Street and the warehouse building located at 125-127 Little Eveleigh Street, which is considered contributory to the Darlington Heritage Conservation Area (C19). Shared zone upgrades extend to the junction of Ivy Street which is located in the Golden Grove Heritage Conservation Area (C18).

It is proposed to utilise an open space within the Eveleigh Railway Workshops site as a temporary compound for the duration of construction. The proposed temporary facility will be located on the Fan of Tracks, adjacent to the railway corridor, and the Paint Shop Extension.

Heritage items and their registered listings are shown in Table 3-1:

Table 3-1 Heritage Listed Items in and near the Project Area

Item	Listings	Significance
Redfern Station	Redfern Railway Station group - State Heritage Register (SHR #01234); Redfern Railway Station Group - Railcorp Heritage and Conservation Register (S170) #4801095; Redfern station booking office building -Sydney Environmental Planning Policy (SEPP) (Major Development) 2005 Redfern-Waterloo Authority Sites; Booking Office, Redfern Station Sydney Regional Environmental Plan (REP) No 26 - City West Schedule 4. Redfern Station is also listed on the non-statutory heritage register of the National Trust of Australia (NSW).	State
Eveleigh Railway Workshops	Eveleigh Railway Workshops - State Heritage Register (SHR# 01140) Eveleigh Railway Workshops Precinct - Railcorp Heritage and Conservation Register - S170 # 4801102; Eveleigh Railway Workshops Precinct - UrbanGrowth Development Corporation S170 #4745500	State
Eveleigh Railway Workshops Machinery	Eveleigh Railway Workshops Machinery - State Heritage Register (SHR#01141)	State
Chief Mechanical Engineer's Office	Chief Mechanical Engineer's Office and Movable Relics - State Heritage Register (SHR# 01139)	State

Item	Listings	Significance
	Chief Mechanical Engineer's Office (RailCorp) S170 # 4801126	
Former McMurtrie, Kellermann & Co factory including interiors	Sydney LEP Schedule 5 - I2245	Local
Golden Grove Heritage Conservation Area	Sydney LEP Schedule 5 - C18	Local
Darlington Heritage Conservation Area	Sydney LEP Schedule 5 - C19	Local

The warehouse building located at 125-127 Little Eveleigh Street is considered Contributory to the Darlington Heritage Conservation Area.

3.2.4 Redfern Railway Station Group

The Redfern Railway Station Group is a significant heritage item associated with the growth and development of Redfern as a place, as well as being an important element and transportation hub associated with the NSW Railways.

The significance of the Redfern Railway Station Group is summarised in the SHR Listing (#01234) as follows:

> *Redfern Railway Station Group is significant at a state level as a major suburban station which played an important role in the development of the surrounding residential and industrial suburbs. The overhead booking office is a rare remaining example of the Queen Anne style of railway architecture and along with the 1884 station building on Platform 1 remain as some of the last examples of these types of structures to survive in the metropolitan area. The booking office retains its overall form and much original detail.*
>
> *The platform buildings on platforms 2-10 are consistent in design and represent the largest group of such buildings in the system at one site, reflecting the location's importance as a junction for commuters and for its access to the adjacent Eveleigh workshops. The addition of platforms and their associated platform buildings, including the Eastern Suburbs Railway, represent the importance of the Station as a commuter hub and reflect the expansion of Redfern Station and the Sydney network generally though*
>
> *the later nineteenth and into the twentieth century. Structures such as the air vents or chimneys connected to the underground engine dive, on Platform 1, are indicators of the adjacent industrial uses of the Eveleigh Yards and are unusual features on a suburban station.*
>
> *The early station buildings and structures indicate the high quality of buildings provided during the mid-Victorian period of railway construction and the former importance of Redfern as an industrial and*

residential area in the development of the Sydney suburbs. The pair of newel posts is an example of colonial cast-iron work and represents the end of the era of ornamentation brought about by Railway Commissioner Eddy.

The Project will impact a number of significant elements of Redfern Station including potential archaeological remains, retaining walls, platforms and canopies as outlined in AECOM5 and the HARD. The Project also involves the relocation of the Platform 1 Office building.

In addition to impacts associated with the approved works, a range of significant items and elements that are to be retained on the site are in close proximity to the works and will require protection. This includes platforms and canopies to be retained, platform buildings and the overhead booking office at Redfern Station along with Elston's Sidings and the Telecommunication Equipment Building which form part of the Eveleigh Railway Workshops site.

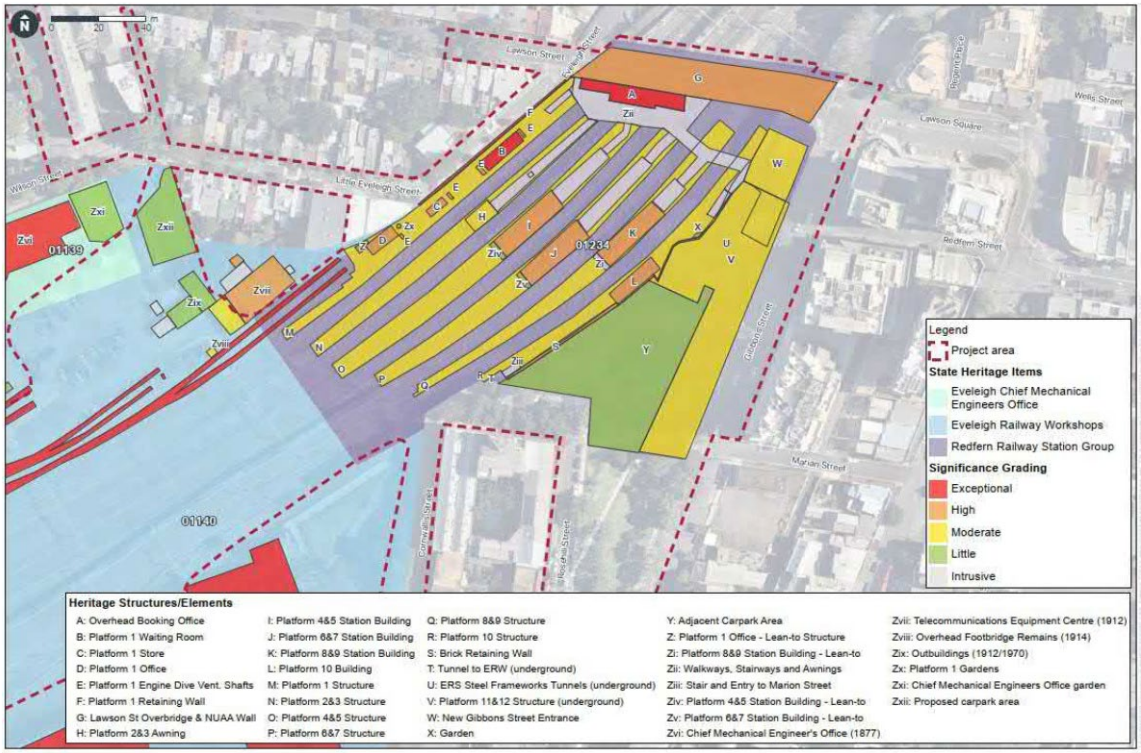


Figure 3-1 Heritage Structures/elements (Technical Report 5, Non Aboriginal Heritage, EIS, Redfern Station Upgrade, New Southern Concourse [May 2020]

3.2.5 Eveleigh Railway Workshops

The proposed works are located to the north of the Eveleigh Railway Workshops which are listed on the State Heritage Register as SHR#01140. The statement of significance contained in the listing is as follows:

> *The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late-19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network.*

The proposed car park and landscaping works would have an impact on any archaeological remains that may be present relating to the early phase of sheds associated with the Eveleigh railway workshops. This archaeological potential would relate to the first railway sheds constructed at Eveleigh in 1881, however, has been assessed as low due to the construction of the c.1900 railway sheds on the site. These later sheds are likely to have levelled the surrounding area prior to their construction.

The new concourse, platform canopies, stairs and lifts will have a minor impact on the setting of the Eveleigh Railway Workshops.

3.2.6 Chief Mechanical Engineer's Office

Carparking and landscaping is proposed adjacent to the Chief Mechanical Engineer's Office which is listed on the State Heritage Register as SHR #01139. The statement of significance contained in the listing is as follows:

> *The building is a very fine late Victorian railways office on a scale above all other such structures in the State. The building reflects the importance of the railway engineers in the development of the State and its closeness to the Eveleigh workshops (mainly under the control of the Mechanical Branch) indicates the confidence in railway construction. The building is in a style not often seen in Sydney and is a rare survivor. More often this form of building is in evidence in the country where the pressure of development is less. It is an important element in the town and streetscape of Wilson St, Redfern, particularly its close proximity to the railway workshops.*

The Project includes the construction of a car park adjacent to the heritage boundary of the Chief Mechanical Engineer' Office. Whilst there are no direct impacts on this heritage item, indirect impacts are foreseen on the setting.

3.2.7 Darlington Heritage Conservation Area (C19)

Little Eveleigh Street is located within the Darlington Heritage Conservation Area under the provisions of Sydney LEP 2012 and graded A.

The statement of significance for the Darlington Heritage Conservation Area is as follows:

Darlington Heritage Conservation Area is historically significant as a representative area of mid19th century residential subdivision and mid to late-19th century working class housing. It illustrates the principal characteristics of a working-class district of the period 1860-1890. The area demonstrates the impact of the Eveleigh Railway Workshops on the development of the surrounding area. The establishment of the Railway Workshops introduced a unique and powerful influence which stimulated development, particularly housing to meet the requirements of employees of the Workshops. The Conservation Area illustrates the impact of the railway line, Cleveland Street and the topography of the area on the street pattern, which is dominated by narrow twisting streets with changing views ending in T-intersections and long bent through streets. The area's basically residential character is intact and consists of rows of terraces hugging the curving streets. There is a complementary mix of light industrial buildings, largely sympathetic in scale and alignment to the terraces. The residential buildings are low scale and austere in their presentation, occupying narrow deep allotments. The form, layout and location of the buildings demonstrate the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney and express the social conditions and environment of that time. The area is significant as a relic of mid to late-19th century urban development and illustrates the principal characteristics of a working-class district in this period. The Darlington Conservation Area lies within the lands of the Gadigal (Cadigal) people, part of the Dharug Nation. The area within the Darlington Conservation Area referred to as The Block is significant as one of the bases for Koori people in Sydney; it was one of the first pieces of land in urban Australia owned by indigenous people when it was purchased for indigenous housing in 1973. The Block has provided indigenous Australians moving to Sydney the opportunity to remain living in a community environment with extended family, living together, providing a support network. The sense of community is partially maintained by the time residents spend in the public spaces of the verandahs and Eveleigh Street. The layout of the houses and the street facilitates this community atmosphere. The media attention and visibility of The Block has helped in the national acknowledgement that it is a significant place. The Block is important to all Australians as a symbol of the ability of indigenous Australians to maintain their community identity in an urban situation. The struggle to gain ownership and control of The Block by the indigenous community was part of the movement by indigenous people during the 1970s towards self-determination. The Block is also significant for its association with many famous indigenous people who have been residents or associated with The Block including Shirley Smith (Mum Shirl) and Kevin Gilbert.

The warehouse building located at 125-127 Little Eveleigh Street is considered Contributory to the Darlington Heritage Conservation Area. The Project includes adaptive reuse of this building located as a new station entrance.

The statement of significance developed for the building by AECOM reads as follows:

125-127 Little Eveleigh Street was constructed c.1930 and exemplifies characteristics of Federation and Interwar warehouse architecture. Although the building does not originate from the key historical period associated with the Darlington Heritage Conservation Area (1860 1890) or the early factories and warehouses that developed in Sydney (1788-1850s), it provides a reminder of the light industries that occupied the area stimulated by developments at Redfern Station and the Eveleigh Railway Workshops. The building contributes to the streetscape of Little Eveleigh Street, as a prominent corner building, built to the railway alignment. It is sympathetic to the street, and conveys the historical industrial use associated with the conservation area as well as the working-class district. The building also buffers the

residential area from the rail corridor. The heritage significance is communicated by the façades of the building as well as its partially intact interior. The external fabric of the building also contributes to the streetscape by its patina (eroded painted signage and banded painted brickwork). The primary views of the building can be appreciated from the railway platform and yards. Secondary views are appreciated from the corner of Little Eveleigh Street and Lawson Street. Views to the building from the intersection of Little Eveleigh Street and Ivy Lane are obscured.

The Project involves conversion of Little Eveleigh Street to a shared zone for pedestrians, vehicles and cyclists and changes to the soft and hard landscaping to accommodate new parking for bikes, kiss and ride spaces and required utilities.

3.2.8 Golden Grove Heritage Conservation Area

Ivy Street is located within the Golden Grove Heritage Conservation Area and graded A.

The statement of significance for the Golden Grove Heritage Conservation Area reads as follows:

The Golden Grove Estate has historic significance as the earliest grant in the area and as a representative area of late-19th century residential subdivision and late-19th century housing. The area developed largely within the period 1880 - 1890, illustrating the influence of the Eveleigh Railway Workshops on the surrounding area. The terraces and streetscapes are substantially intact and have aesthetic value for their harmony and consistency and in their ability to represent working class and middle-class housing and community in the late Victorian period.

The former McMurtrie, Kellerman & Co factory building, at 181 Lawson Street, is located within close proximity to the site and is identified as a Heritage Item of local significance (LEP I2245).

The Project includes widening the Ivy Street east footpath.

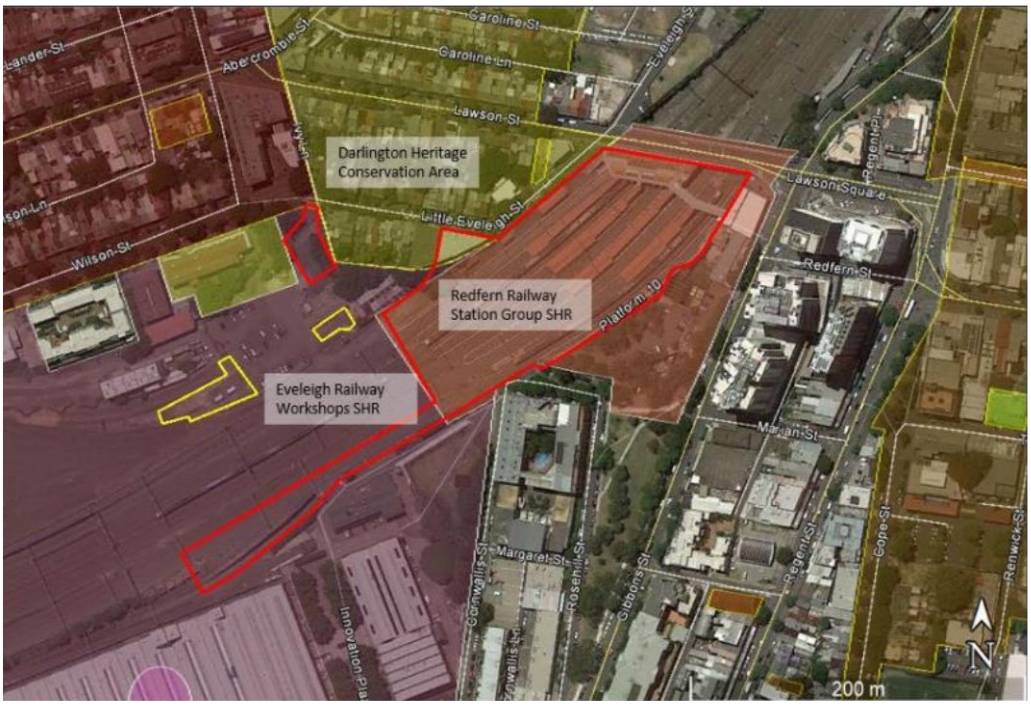


Figure 3-2 'Redfern Railway Station Group' SHR: 01234 on the S170 Register (4801095) and Eveleigh Railway Workshops (SHR 01104; S.170 listing: 4801102) overview map.

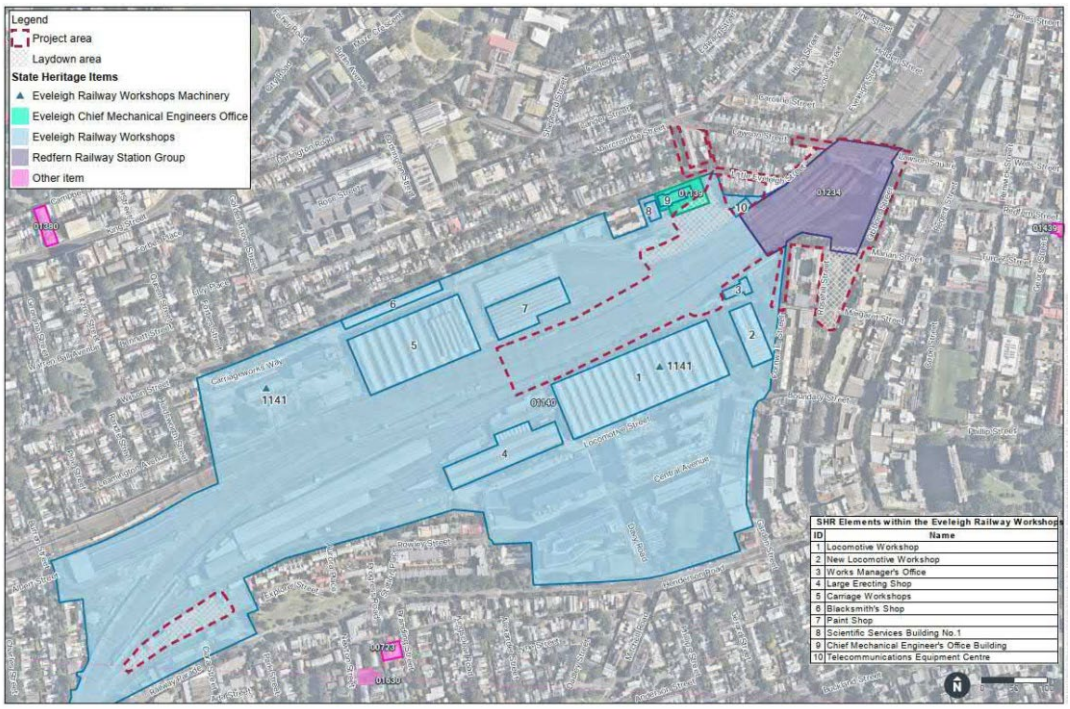


Figure 3-3 SHR items with associated curtilages in relation to Project area (Source: AECOM, Technical Report 5: Non-Aboriginal Heritage).

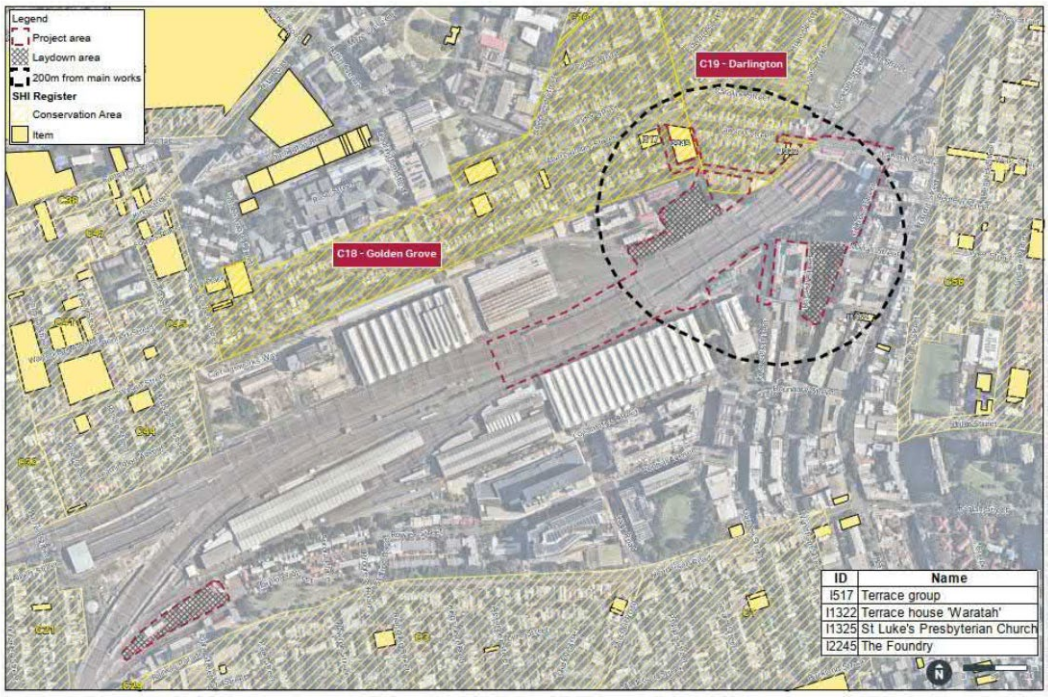


Figure 3-4 LEP heritage items in relation to Project area (Source: AECOM, Technical Report 5: Non-Aboriginal Heritage).

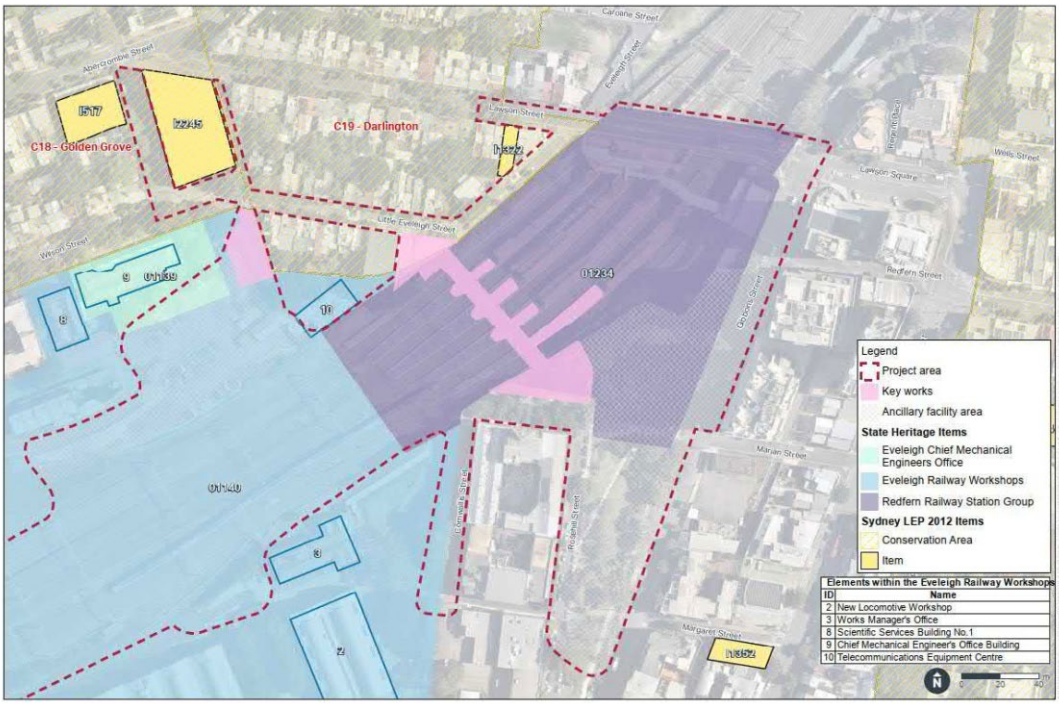


Figure 3-5 Detail area of items in proximity to key works (Source: AECOM, Technical Report 5: Non-Aboriginal Heritage).

4 Construction Risk Assessment

Impacts directly related to the construction of the Project are described in Table 4-1 and in the general breakdown of the key project stages outlined in the CEMP. Management measures to address these identified risks are also included.

4.1 Aboriginal Cultural Heritage

Refer to the *Aboriginal Cultural Heritage Management Plan* (ACHMP-TAP04-PLN-EN-007) for the complete assessment and management measures relating to Aboriginal Heritage.

4.2 Non-Aboriginal Archaeology

Refer to the *Historical Archaeological Research Design* (HARD-TAP04-PLN-EN-008) for the complete assessment and management measures relating to non-Aboriginal archaeology.

4.3 Built Heritage

Table 4-1 Built Heritage – Aspects, Impacts and Risks

Activity	Aspect/s	Impact
Pre-Construction Commencement Works		
Site establishment and enabling works	Pedestrian control, installation of hoarding, fencing and other temporary works including installation of site offices with services connections and temporary access ways.	Temporary visual impacts to Redfern Railway Station Group and parts of Eveleigh Railway Workshops. Potential vibration impacts to retained significant fabric. Potential direct impacts from placement of temporary site offices over railway lines and other heritage infrastructure within the Eveleigh Railway Workshops site. Potential direct impacts associated with providing services to site offices.
Site establishment and enabling works	Undertrack crossing pipes for concrete supply.	Temporary visual impacts to Redfern Railway Station Group and parts of Eveleigh Railway Workshops. Potential vibration impacts to retained significant fabric.
Piling works	Excavation, vibration, piling	Temporary visual impacts to Redfern Railway Station Group and parts of Eveleigh Railway Workshops.

Activity	Aspect/s	Impact
		Potential vibration impacts to retained significant fabric.
Main Works, Installation and Construction Works		
General including HAZMAT, 125-127 Little Eveleigh Street demolition works and carpark – Little Eveleigh Street	Demolition, excavation, vibration, cutting and filling and construction of buildings.	Removal of contributory fabric to warehouse building at 125-127 Little Eveleigh Street. Potential vibration impacts to retained contributory fabric. Relocation of items of movable/industrial heritage. Visual impacts to 125-127 Little Eveleigh Street. Visual impacts to Redfern Railway Station Group and streetscape, with consideration for adjacent heritage items.
OHW	Platform excavation works. Installation of new OHW.	Potential vibration impacts to retained significant fabric. Visual impacts to Redfern Railway Station Group.
Relocation of platform 1 heritage building structure to facilitate platform 1 stair/lift access	Excavation, vibration, cutting and filling and construction of buildings.	Potential vibration impacts to retained significant fabric. Potential damage to the building during relocation. Visual impacts to Redfern Railway Station Group.
Pedestrian footbridge, lifts and stairs and concourse landings	Excavation, vibration, cutting and filling and construction of buildings.	Potential vibration impacts to retained significant fabric. Visual impacts to Redfern Railway Station Group and Eveleigh Railway Workshops.
Electrical HV Route works and construction of Lift 6 and SSER building	Excavation, vibration, removal of sections of retaining wall and construction of buildings.	Temporary visual impacts to Redfern Railway Station Group and Eveleigh Railway Workshops. Removal of sections of brickwork which has been assessed as being of minor-moderate adverse impact. Potential vibration impacts to retained significant fabric.
Platform services relocation	Excavation, vibration, cutting and filling.	Temporary visual impacts to Redfern Railway Station Group and Eveleigh Railway Workshops.

Activity	Aspect/s	Impact
		Potential vibration impacts to retained significant fabric.
Other platform activities including demolition of privacy screens at ends of platform buildings Platforms 4 to 9, relocation of seats and resurfacing works.	Demolition, excavation, vibration, cutting and filling.	Potential vibration impacts to retained significant fabric. Visual impacts to Redfern Railway Station Group and Eveleigh Railway Workshops.
Shared zones and ancillary road works including provision of services	Excavation, vibration, cutting and filling and construction of roadway and carpark.	Potential vibration impacts to retained significant fabric. Visual impacts to streetscape.
Inspection, testing and commissioning works		
Commissioning	Inspection, testing and commissioning of plant and equipment.	No impacts anticipated.
Restoration of site and demobilisation		
Landscaping works including fencing and planting	Excavation, cutting and filling. Landscaping.	Potential vibration impacts to retained significant fabric. Visual impacts to Redfern Railway Station Group, Eveleigh Railway Workshops and Chief Mechanical Engineer's Office.
Restoration of Site (where required)	Vibration, cutting and filling.	Potential vibration impacts to retained significant fabric.
Demobilisation	Removal of erosion and sediment controls and other applicable pollution controls	Positive visual impacts to Redfern Railway Station Group, Eveleigh Railway Workshops and Chief Mechanical Engineer's Office.

5 Management Measures

This section describes the overall approach and principles associated with managing and mitigating Aboriginal and non-Aboriginal cultural heritage risks during construction. The management measures are based on the mitigation measures compiled from the relevant requirements of the Project Approval (EIS, RTS and CoA) along with the requirements and standards of Novo Rail.

The actions that Novo Rail undertakes to fulfil the consent conditions are summarised in Table 5-1. These actions are categorised into:

- Monitoring
- Management and
- Incident Response

The following sections discuss management measures as required under the Conditions of Approval, Revised Environmental Mitigation Measures (REMMs) and other relevant Novo Rail documents which are referenced in text.

5.1 Aboriginal Archaeology Management

Refer to the *Aboriginal Cultural Heritage Management Plan* (ACHMP-TAP04-PLN-EN-007) for the management measures relating to Aboriginal Heritage.

5.2 Non-Aboriginal Archaeology Management

Refer to the *Historical Archaeological Research Design* (HARD-TAP04-PLN-EN-008) for the management measures relating to non-Aboriginal archaeology which has been prepared in accordance with CoA D9.

5.3 Unexpected Finds and Human Remains Procedure

Refer to the *Unexpected Finds and Human Remains Procedure* (TAP04-PLN-EN-014) for the management measures relating to non-Aboriginal archaeology which has been prepared in accordance with CoA D11.

5.4 Built Heritage Management

5.4.1 General

The management of built heritage at Redfern Station will in the first instance be guided by the requirements of the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter), 2013, which provides a best practice standard for managing places of cultural heritage. In conjunction with this, the assessments and policies of the Redfern Station CMP (July 2020) will be followed, including for preparation of Heritage Impact Assessments as required.

5.4.2 Heritage Specialists

Work at Redfern Station will be carried out by Specialist Tradesmen in accordance with NAH3, with the oversight of heritage specialists in accordance with NAH2. Tonkin Zulaikha Greer are the nominated Heritage Architects for the Project and will manage the built heritage requirements of the CoA and this CHMP, drawing on the advice of other heritage specialists as required. They will provide heritage advice on management and mitigation strategies to the project team throughout the course of the work, both within the Redfern Railway Station site, and also to adjacent areas that have the potential to be affected by the work.

Detailed site investigations will be undertaken in relevant areas affected by the Project Works and heritage advice will be provided to address specific actions and elements, including demolition/deconstruction, junctures and edges and interfaces with heritage fabric to be retained.

Heritage advice will be prepared in accordance with the contractor's program for works as shown below:

- The contractor's program will be developed to identify when impacts within the approved scope will occur.
- The contractor will notify the Heritage Architect when works proposed involve historic fabric which requires the input of Specialist Tradespeople in accordance with NAH3.
- The contractor will notify the Heritage Architect within an adequate timeframe prior to programmed impacts to enable preparation of Heritage Advice.
- The Heritage Architect will prepare Heritage Advice for review by Novo Rail, TfNSW and other authorities as required.
- Heritage Advice will be issued to the contractor prior to works proceeding.
- Relevant witness points will be established to monitor implementation of recommendations that will be identified in the Heritage Advice.

The Heritage Architect will be involved with coordination of relevant stakeholders, including via attendance at regular meetings to contribute to the detailed resolution of matters relating to significant heritage fabric. Part of this process will be attendance at meetings, comprising various stakeholders, to review and comment on heritage components of the design and construction at monthly intervals. Such coordination meetings will provide a forum for identifying current heritage issues that will be required to guide works.

5.4.3 Design Requirements

The Heritage Architect will provide input into the development of the detailed design of:

- the relocated Platform 1 Office Building (NAH1),
- adaptive reuse of the warehouse located at 125-127 Little Eveleigh Street (NAH8),
- design of the carpark adjacent to the CME Building (NAH9) and
- placement of overhead wiring structures (NAH12).

This input will include:

- considering and advising TfNSW on heritage matters relating to the detailed design of the project
- attendance at design meetings (weekly, fortnightly, or as required) and meetings with the regulator
- review of design submissions at each gateway and providing input into the detailed design (including for key features such as the concourse, canopies and lifts)

5.4.4 Consultation

In addition to the consultation related to the preparation of the CHMP outlined in Condition C6, the heritage architect will be involved in consultation with the City of Sydney regarding the detailed design of 125-127 Little Eveleigh Street and the streetscape works in accordance with NAH16.

Consultation with Heritage NSW will also be undertaken as part of the detailed design development of the Project.

5.4.5 Photographic Archival Recording

In accordance with CoA D2, an Archival Recording of all heritage-listed items that will be affected by Work will be prepared in accordance with *How to Prepare Archival Recordings of Heritage Items (NSW Heritage, 1998)* and *Photographic Recording of Heritage items Using Film or Digital Capture (NSW Heritage, 2006)*. The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works. Archival recording must include but not be limited to:

- identified significant views;
- Platform 1 Office Building and surrounding area;
- Platform 4/5, 6/7 and 8/9 buildings;
- retaining walls on Platform 1 and 10;
- examples of various platform facings;
- 125-127 Little Eveleigh Street; and
- Little Eveleigh Street streetscape.

The Archival Recordings will be included in the Archival Recording and Salvage Report required to be submitted for information to the relevant authorities in accordance with CoA D3 and NAH4.

5.4.6 Dilapidation Surveys

Novo Rail will undertake dilapidation surveys of areas adjacent to the works prior to commencement of construction and upon completion of making good all affected areas in accordance with NAH5 and NAH6. The results of the surveys must be documented in a Building Condition Survey Report for each area surveyed. Copies of these reports must be provided to the owners of the buildings surveyed prior to the commencement of construction. These areas include, but are not limited to:

- The Chief Mechanical Engineers Office Building driveway, garden and existing trees
- Elston's Sidings
- Platform 1 building
- Platform 1 & 10 retaining walls
- Telecommunications Equipment Centre building and pathway
- 129 Little Eveleigh Street
- Platform buildings
- Platform 1 ventilation shafts.

5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts

In accordance with NAH5, Heritage items will be protected from adjacent construction works by:

- Prioritising protection of heritage elements and adjacent structures as part of the early works
- Undertaking dilapidations surveys, including the area adjacent to the Chief Mechanical Engineers Office building driveway prior to carrying out the works associated with the new car park and upon completion making good all affected areas.
- Compiling a schedule of salvageable heritage fabric and a reuse plan, approved by the heritage architect prior to commencing the works in each area.
- Undertaking Heritage Inductions with all on-site staff and contractors. The induction will clearly describe the heritage constraints of the site.
- Monitoring impacts from noise and vibration. If maximum vibration levels have exceeded or are predicted to exceed those set as standard, consider alternative construction methods to minimise damage to heritage elements.

Prior to relocating the Platform 1 Office Building a relocation methodology will be prepared by Novo Rail in consultation with the Heritage Specialist Structural Engineer and the Heritage Architect and provided to Heritage NSW for their review. The mitigation measures outlined in NAH6 will be incorporated into this methodology, including boarding up the windows and doors in a

reversible manner or use of another agreed measures to minimise heritage impacts to the building during its relocation.

The Platform 4/5, 6/7 and 8/9 Buildings will be protected during construction in accordance with NAH7.
All items and elements not approved for impacts under the SSI must be protected. This protection applies to incidental direct impacts and extends to items beyond the SHR curtilage that are in the vicinity of works and have the potential to be affected by it and includes existing landscape elements and trees in the vicinity of the Eveleigh Chief Mechanical Engineer's Office, Elston's Sidings and the building fabric of the McMurtrie, Kellerman & Co factory at 181 Lawson Street (NAH11). At a minimum all structure and fabric to be retained in the vicinity of works would be physically protected by appropriate wrapping, hoarding and/or barriers and would be made known to contactors in their induction. The nominated heritage specialist will provide advice on protection methodologies with consideration for mitigating and minimising impact on the retained significant fabric.

Any accidental damage caused to heritage items/fabric must be reported immediately. If any additional damage is identified as part of the Dilapidation Survey it should be made good in accordance with specialist advice from the Heritage Architect.

5.4.8 Salvage of Significant Fabric

A Salvage Schedule and Removal, Storage and Reuse Report is being prepared by the Heritage Architect. The plan identifies heritage fabric to be salvaged and the location for its reuse. A removal and storage methodology is included in this report for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed and reused or modified and reused and approved by the Heritage Architect and Structural Engineer in accordance with CoA D4.
The Salvage Schedule and Removal, Storage and Reuse Report is a live document, and is updated throughout the Project and is provided to HNSW, on request.

Significant elements of note, as advised and identified by the Heritage Architect in the Salvage Schedule and Removal, Storage and Reuse Report, (that is elements that are to be removed, salvaged and stored, and beneficially reused on the Project), are subject to individual Heritage Works Methodologies. These individual Heritage Works Methodologies will be submitted under Condition D4 to Heritage Council of NSW at least five (5) business days prior to the commencement of any work which may impact significant heritage fabric. These Heritage Works Methodologies will be added as final into the 'live' Salvage Schedule and Removal, Storage and Reuse Report (Attachment C – current at the at the date of current revision).

All items salvaged for reuse will be safely transported, catalogued and stored with appropriate protection.

Salvaged fabric not specifically nominated for reuse will be considered for use in heritage interpretation installations. The final repository for the storage of salvaged material not intended for reuse will be negotiated as part of the preparation of the Plan. There may be opportunities to reuse surplus salvaged fabric in other railway stations.

It is noted that, impacts to heritage fabric approved under the SSI approval, that is to be stored for future repair and maintenance of heritage fabric, along with other interrelated heritage scope, does not constitute reuse for the purposes of Condition D4, during the life cycle of this Project. These impacts are managed through the Heritage Works Methodology process (refer to Section 5.4.18). Beyond completion of this Project stored heritage fabric changes responsibility to proponent, TfNSW.

If additional impacts are proposed outside the area surveyed for the salvage schedule, advice should be sought from the heritage specialist on the necessity to salvage additional items in consultation with TfNSW subsequent to further heritage impact assessment and subject to relevant approvals.

5.4.9 Items of Moveable Heritage

Inspection of the following areas will be undertaken to identify movable heritage items:

- Platform 1 Office Building
- Platforms 4-9 buildings
- 125-127 Little Eveleigh Street.

If movable heritage items are found:

- Tag and record items in accordance with the approved methodology outlined in 5.4.8 above.
- Storage of moveable heritage should be coordinated with TfNSW, Sydney Trains and the Eveleigh Railway Workshop Collection.

5.4.10 Management of Vibration Impacts

Indirect impacts, including vibration impacts, to elements not approved for impact under the SSI must be avoided. Protecting heritage items from adjacent construction works is proposed by prioritising protection of heritage elements as part of the early works monitoring impacts from noise and vibration. If maximum vibration levels have exceeded or are predicted to exceed those set as standard, alternative construction methods will be considered to minimise damage to heritage elements.

A detailed construction Noise and Vibration Management Plan (TAP04-PLN-EN-0005) has been prepared for the project. Where potential vibration impacts are identified via testing by the specialist consultants, vibration monitoring would be undertaken in accordance with the plan to minimise impacts.

In relation to heritage fabric, the nominated heritage specialist will provide advice on methods and locations for installing vibration monitoring equipment. Avoidance of indirect impacts will be dealt with in the project's heritage induction.

5.4.11 Demolition and Deconstruction

Five days prior to carrying out demolition works in each specific area, a demolition methodology will be prepared by Novo Rail in consultation with the Heritage Specialist Structural Engineer and Heritage Architect which aims to minimise impacts to adjacent heritage items. The demolition methodology will:

- outline methodology of conducting demolition and deconstruction activities consistent with the principles of the Burra Charter;
- ensure that demolition and deconstruction works do not result in irreversible damage to adjacent fabric to be retained and;
- ensure retention, preservation and conservation of nominated removed elements and materials for salvage and storage for future reinstatement or reuse.

The methodology will be approved by the Structural Engineer prior to carrying out the works.

5.4.12 Adaptive Reuse

The warehouse building at 125-127 Little Eveleigh Street is proposed to be adaptively reused as a new station entry. The warehouse character of the building will be retained by implementing the mitigation measures outlined in NAH8 including retaining and conserving original building elements, retaining remnant painted signs, ensuring new openings reference the original fenestration pattern, designing new entry canopies to be of a slim profile and utilising a sympathetic colour palette for new elements including the colorbond roof. Anti-graffiti paint is to be avoided.

The Heritage Specialist will also consider options for adaptive reuse of the Platform 1 Office Building and work with Novo Rail, Heritage NSW and the local community to ensure heritage impacts are minimised in accordance with NAH1.

5.4.13 Conservation Works

A scope of conservation and repair work, based on best practice conservation techniques, traditional materials and appropriate cleaning methodologies, will be developed for implementation by the Heritage Architect in accordance with NAH6, NAH7 and NAH8. Heritage NSW will be consulted regarding conservation and repair works.

Heritage elements to be repaired and conserved include:

- Platform 1 Office Building
- Southern ends of platform buildings 4/5, 6/7 and 8/9
- Retaining walls on Platforms 1 & 10
- 125-127 Little Eveleigh Street
- Elston's Sidings

Original fabric will be protected, retained and conserved. Where new fabric is required it will be incorporated in accordance with the principles of the Burra Charter.

5.4.14 Landscape works

The aesthetic impacts associated with the insertion of the proposed carpark adjacent to the Chief Mechanical Engineers driveway will be mitigated though the detailed design of landscaping treatments and landscape elements. The CME curtilage will be protected by implementing the mitigation measures outlined in NAH9 and NAH10. A landscape architect with heritage expertise will be engaged to assist in the development of the landscape plan in this area in accordance with NAH1. Refer also to Urban Design and Public Domain Plan currently being prepared in accordance with CoA D36.

5.4.15 Heritage Interpretation

An updated Heritage Interpretation Strategy will be prepared in accordance with CoA D5 to provide the strategic direction for heritage interpretation across the SSI site and to inform the Heritage Interpretation Plan required by Condition D7 and the Urban Design and Public Domain Plan required by Condition D35.

The Strategy:

- has regard to the precinct's historic significance (particularly its social, intangible and industrial heritage values);
- recognises the spiritual, intangible and cultural values of the site to Aboriginal people and addresses the full story of the place (i.e. landscape through the eyes of Indigenous inhabitants);
- consider the site's relationship to the broader vicinity including the Eveleigh Railway Workshops and Central Railway Station; and
  has regard to the interpretation strategy that has been developed for the Eveleigh Railways Workshop site; and
- is in accordance with the Conservation Management Plan for the site and relevant Heritage NSW guidelines.

The Heritage Interpretation Strategy will be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, the MLALC, Aboriginal Stakeholders and the City of Sydney Council in accordance with CoA D6 and submitted to the Planning Secretary for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by CoA D35.

A Heritage Interpretation Plan will be prepared in accordance with CoA D7, consistent with the Heritage Interpretation Strategy, which identifies how interpretation will be integrated into the broader design of the SSI (where relevant) including design elements (form and fabric), landscaping and cultural design principles. The Plan must identify how interpretive themes and heritage values will be implemented and provide a timeframe for their installation during construction. The Plan must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, MLALC and the City of Sydney Council and submitted to the Planning Secretary and Heritage NSW for information prior to the construction of

permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35.

The heritage values of the place will be communicated in accordance with the requirements of NAH15, and include:

- implementing the heritage interpretation strategy for the Project
- considering guidelines provided in Sydney Trains Heritage Interpretation Guidelines, and the City of Sydney council signage policies
- undertaking further community consultation as part of the Heritage Interpretation Strategy
- developing a Signage Plan to ensure that the design is contemporary, of high design quality, and reflects traditional patterns
- interpreting the current position of the Platform 1 Office Building after the building is relocated
- interpreting the association of Redfern Station with the Aboriginal community of Redfern
- interpreting the historic gardens on platforms at Redfern Station
- interpreting the story of the former footbridge (1914-1996) at the proposed car park entry.

5.4.16 Archival Recording and Salvage Report

An Archival Recording and Salvage Report will be prepared and submitted to the Planning Secretary, the Heritage Council of NSW and Heritage NSW and the City of Sydney for information no later than 12 months after the completion of the work in accordance with CoA D3. The Report will include details of archival recordings, historical research and archaeological excavations in accordance with CoA D2.

5.4.17 SHR Listing Update

The SHR, SHI, s170 listing description for Redfern Railway Station Group and Eveleigh Railway Workshops would be updated to reflect the upgrades from the Project, following completion of works in accordance with NAH17. This will be done in consultation with all relevant stakeholders including Heritage NSW under the authority of the Heritage Council of NSW.

5.4.18 Heritage Works Methodologies

Heritage Works Methodologies are to be prepared as part of approved works, that is under the EIS or subsequent Consistency Assessments, that have potential impact upon fabric of heritage significance which is recognised as moderate, high and exceptional grading or as advised by the Heritage Architect. A Heritage Works Methodology is required to be provided to the Heritage Architect for their approval a minimum of five (5) business days prior to commencement of works. Heritage Works Methodologies are provided to TfNSW for information. The Heritage Architect may consult TfNSW and NovoRail in certain instances to determine if further consultation of

methodologies to Heritage NSW (HNSW) is required based on the significance of the fabric and the impacts of the proposed works.

Heritage Works Methodologies under the Project are also to be prepared in meeting applicable CoAs; Revised Environmental Mitigation Measures (REMMs) and Revised Performance Outcomes (RPO) as per the Response to Submissions Report under the Project's Planning Approval.

Each Heritage Works Methodology is prepared by the project engineering team in conjunction with the Environmental and Sustainability team and with input from external consultants as required. The methodologies once in a final draft state are provided to the Project Heritage Architect for further review and approval.

Preparing and implementing a suitable Heritage Works Methodology importantly provides for guidance and controls in mitigating and minimising impacts to significant heritage fabric and forms an important part of the due diligence process.

Further information as part of implementation requirements for Heritage Works Methodologies can found under Heritage Methodology Guideline TAP04-PLN-EN-020. (Attachment D)

5.5 Management Action and Responsibility

This Section describes the overall approach and principles associated with managing and mitigating heritage risks during the Project Construction. The management measures are based on the mitigation measures compiled from the relevant requirements of the Project Approval (EIS, Submissions Report and Minister's Conditions of Approval (CoA)) as well as the requirements and standards of Novo Rail.

The actions that Novo Rail undertakes to fulfil the consent conditions are summarised in Table 5-1. These actions have been categorised into:

- Monitoring
- Management; and
- Incident Response.

Refer to the *Aboriginal Cultural Heritage Management Plan* (ACHMP-TAP04-PLN-EN-007) for the management actions and responsibilities relating to Aboriginal Heritage.

Refer to the *Historical Archaeological Research Design* (HARD-TAP04-PLN-EN-008) for the management actions and responsibilities relating to non-Aboriginal archaeology.

Table 5-1 Construction, Management Action and Responsibilities – Built Heritage

Action	Trigger/Timing	Responsibility	Description of Action
Monitoring			

Action	Trigger/Timing	Responsibility	Description of Action
The Environment Manager will undertake weekly inspections and monitoring of construction activities to ensure compliance with the requirements of the CoA and this plan.	Weekly during construction	Environmental Manager	Undertake weekly inspections and monitoring of construction activities to ensure compliance with the requirements of CoAs and this plan. Report back to the Heritage Architect with any issues that require their attention.
Daily inspections of controls will be undertaken by Supervisors during works.	Daily during Construction	Site Supervisors	Complete daily inspections of the controls during works.
Vibration Monitoring	Construction	Environmental Manager	Vibration monitoring will be undertaken in accordance with the Construction Noise and Vibration Management sub-plan.
Management			
General	Pre-construction and construction	Co-ordinated by Novo Rail and TfNSW	All Project designs, heritage issues arising during design development and throughout the construction period will be raised for discussion at monthly Heritage Working Group meetings attended by relevant authorities and stakeholders.
Design Requirements	Pre-construction and construction	Environmental Manager Heritage Specialist	The design will be reviewed by an appropriately qualified Heritage Architect in conjunction with TfNSW as it is further refined. Detailed design will consider the requirements of the Redfern Station CMP. Should the impact to any historic heritage item or element change during detailed design, further assessment of impacts will be undertaken. Consult with Heritage NSW during the development of the design through the TfNSW Design Review Panel.
Landscape works	Pre-construction	Environmental Manager Landscape Architect	The design of the landscape will be developed by the landscape architect in accordance with NAH1 and NAH9 in consultation with the Heritage Architect.
Archival recording	Prior to works commencing, during construction and at project completion	Heritage specialist where not completed by Novo Rail	A photographic archival recording will be prepared by the heritage specialists in accordance with CoA D2 and NAH4. This will be included in the Archival Recording and Salvage Report nominated in D3 which will be submitted within one year of completion of construction.
Heritage Interpretation	Pre-construction and during construction	Heritage specialist	A Heritage Interpretation Strategy has been prepared for TfNSW and Novo Rail for the Project. This will be updated in accordance with CoA D5 and D6. Further

Action	Trigger/Timing	Responsibility	Description of Action
			consultation with key stakeholders will be undertaken during the finalisation of this strategy and the preparation of the Heritage Interpretation Plan in accordance with CoA D7.
Heritage Inductions	Pre-construction and ongoing during construction	Environmental Manager	Contractors will be given awareness training on Aboriginal and non-Aboriginal historic heritage prior to commencement of their work on site. A heritage induction handout will be prepared by the heritage specialist and archaeologists. All site personnel shall undergo such site-specific induction training, which will include environmental awareness training in addition to heritage management training. Toolbox meetings will also be undertaken as and when required; covering specific environmental issues and heritage control measures as identified in this CHMP. Personnel directly involved in implementing heritage control measures on site will be given specific training in the various measures to be implemented.
Management of indirect impacts to elements of Redfern Station or adjoining properties	Pre-construction and construction	Environmental Manager	Indirect impacts to significant elements of Redfern Station or neighbouring properties would be avoided where not approved by the project. An exclusion zone would be set up to protect elements within the curtilage of Redfern Station and adjoining properties from incidental damage. Hoarding, fencing and other temporary protective measures will be installed for fabric to be retained adjacent to or in the vicinity of works. Protective measures will remain in place until completion of work. Dilapidation surveys will be carried out prior to commencement of construction. Monitor vibration impacts as required.
Salvage of significant fabric	Pre-construction and construction	Environmental Manager Heritage Architect	Salvage and recycling of significant heritage elements and fabric will be undertaken in accordance with the approved removal and storage methodology (CoA D4). The Salvage Schedule will be updated as works progress in consultation with TfNSW and Sydney Trains Heritage and will include consultation with the Heritage NSW for state significant items as relevant. Periodic site inspections will be undertaken by the Heritage Architect to review the progress of salvage and recycling works. Where specified in the salvage register items would be delivered to the TfNSW storage facility.
Movable heritage	Pre-construction and Construction	Environmental Manager Heritage Architect	Movable heritage items will be carefully removed, catalogued and stored in a secure place nominated by Novo Rail.

Action	Trigger/Timing	Responsibility	Description of Action
Demolition methodology	Pre-construction and construction	Environmental Manager Heritage Architect Structural Engineer	A demolition methodology will be developed by Novo Rail in consultation with the Heritage Architect and Structural Engineer to minimise heritage impacts.
Adaptive reuse	Pre-construction and construction	Design Architects and Heritage Architect	The Heritage Architect will review drawings prepared by the Design Architects and provide heritage advice.
Relocation	Pre-construction and construction	Heritage Architect Structural Engineer	The Heritage Specialist Structural Engineer and Heritage Architect will review the methodology prepared by Novo Rail for the relocation of the Platform 1 Office Building and provide advice to minimise heritage impacts. The Structural Engineer will approve this methodology prior to the works being carried out.
Repair and conservation works	Pre-construction and construction	Environmental Manager Design Architects Heritage Architect Heritage Specialist Structural Engineer	Prior to the commencement of construction, detailed drawings will be prepared of all buildings, structures, fabric and spaces that are to be retained and methods for their protection and recommendations for their conservation provided. Retention and conservation of significant fabric would be undertaken in accordance with the drawings prepared by Design Inc in consultation with the Heritage Architect and Heritage Specialist Structural Engineer. Hoarding, fencing and other temporary protective measures will be installed for fabric to be retained adjacent to or in the vicinity of works as informed by action schedules. Protective measures will remain in place until completion of work.
Notification and consultation records	Construction	Environmental Manager	All notification and consultation records will be kept by Novo Rail and its relevant consultants on the project's document management system.
SHR listing update	Construction	Environmental Manager Heritage Specialist	Prior to completion of the Project, an updated Redfern Station listing nomination form will be prepared in consultation with all relevant stakeholders (including the Heritage Division under the authority of the Heritage Council of NSW).
Archival Recording and Salvage Report	One year post completion	Environmental Manager Heritage Specialist	An Archival Recording and Salvage Report will be prepared in accordance with CoA D2 and D3 and submitted to the relevant authorities within one year of completion of the Project.
Incident Response			
Unexpected finds procedure	During construction	Environmental Manager	If unexpected finds are located during works the Unexpected Finds and Human Remains Procedure should be followed. Further archaeological work or recording may be recommended.

5.6 Heritage Awareness Training – Heritage Inductions

All relevant personnel and contractors involved in the Project will be provided with training on heritage considerations including legislative requirements and the recommendations contained in the supporting heritage documentation (AECOM5 &6, Curio CMP) in the form of a Heritage Induction which will include the following as relevant:

- information on the heritage significance of Redfern Station and its listing on the SHR;
- relevant principles for undertaking works at and SHR listed site;
- information on protection and salvage of significant elements and requirements in regard to process for retention and storage;
- information on the Aboriginal archaeological and cultural heritage values of the Project;
- outline the location and type of archaeological sites within the Project and give instructions not to disturb these sites;
- provide clear information about statutory obligations for heritage in accordance with the NSW National Parks and Wildlife Act 1974 (NP&W Act). It is important to note that failure to report a discovery and those responsible for the damage or destruction occasioned by unauthorised removal or alteration to a site or to archaeological material may be prosecuted under the NP&W Act (as amended).
- how to identify stone artefacts and other Aboriginal heritage sites;
- Implementation of the Unexpected Finds & Human Remains Procedure when previously unknown heritage and archaeological items are uncovered;
- stop works and reporting protocols for discovery of previously unknown heritage and archaeological items;
- all personnel involved with ground disturbing activities are made aware of their obligations to avoid any impacts to non-Aboriginal heritage under the Heritage Act 1977:
    - this will include information on historic heritage sites and 'relics' and information about statutory obligations under the NSW Heritage Act 1977; and
    - this will also include information on the potential for human skeletal remains and the requirements of the Novo Rail Unexpected Finds & Human Remains Procedure;
    - provision of information relating to the nature of works and potential impacts prior to the start of a new activity;
    - information about appropriate storage of materials, for example within designated laydown zones and only brought in when ready to install.

All training and tool box meetings will be recorded by Novo Rail. All project documentation, including environmental compliance and training records, will be kept as objective evidence of compliance with environmental requirements.

Refer also to the *Aboriginal Cultural Heritage Management Plan* (ACHMP-TAP04-PLN-EN-007) and the *Historical Archaeological Research Design* (HARD-TAP04-PLN-EN-008) for the heritage induction requirements.

6 Roles and Responsibilities

All personnel working on the site are responsible for ensuring that heritage items are protected. Relevant roles and responsibilities associated with this CHMP are outlined in Table 6-1.

It is important to note that failure to report a discovery and those responsible for the damage or destruction occasioned by unauthorised removal or alteration to a site or to archaeological material may be prosecuted under the NPW Act (as amended) or the Heritage Act.

Table 6-1 Roles and Responsibilities

Roles	Responsibilities
Project Director	Ensure that sufficient resources are allocated for the implementation of this CHMP. Ensure that the CEMP covers the management and mitigation measures presented in this CHMP. Ensure that the outcomes of the visual checks/ compliance construction monitoring/ incident reporting are systematically evaluated as part of ongoing management of construction activities. Ensure audits of construction site records/ monitoring records/ incident reports are undertaken with findings are shared with relevant site personnel and corrective actions are implemented. Authorise all monitoring reports and any revisions to this CHMP.
Environment Manager	Oversee the overall implementation of this CHMP. Ensure all relevant personnel have and understand the most up-to-date copy of this CHMP. Ensure that any required actions arising from the detection of unexpected heritage items or if works are required outside of the approved development footprint are reported to the relevant personnel for further action and ensure that the actions are effectively implemented. Ensure all monitoring reporting requirements are met and maintained on site.
Construction supervisors Subcontractors	Understand and implement mitigation protocols as required in the CHMP and any other required measures during construction. Undertake relevant training to implement the requirements of this CHMP. All personnel are responsible for ensuring that heritage items are protected. All site personnel to undertake toolbox talks in relation to the reporting process for unexpected finds. Informing the Environmental Manager of any heritage issues as they arise.
Environmental Representative (ER)	The role and responsibilities of the ER will be consistent with DPIE's Environmental Representative Protocol (DPIE, 2018) and the Conditions of Approval (A25-A30). The ER will review and approve this CHMP, minor updates to the plan and monitor ongoing compliance for the duration of the Works until the commencement of operation, in accordance with CoA A29.
Excavation Directors	The Excavation Director must be suitably qualified to comply with the Heritage Council of NSW's Criteria for Assessment of Excavation Directors (July 2011)

Roles	Responsibilities
	and oversee and advise on matters associated with historic archaeology and advise the DPIE and Heritage NSW. The Excavation Director must be present to oversee excavation and advise on archaeological issues. The Excavation Director has the authority to advise on the duration and extent of oversight required as informed by the provisions of the approved Excavation Methodology. **Aboriginal Archaeology Excavation Director** Benjamin Streat Director of Aboriginal Archaeology, Streat Archaeological Services Pty Ltd Ph:(02) 9568 6093, Fax:(02) 9568 6093, Mob: 0405 455 869, Email: benjaminstreat@archaeological.com.au **Non Aboriginal Archaeology Excavation Directors** Business Hours: 8:30am to 5:30pm Monday to Friday Jaki Baloh Senior Archaeologist, Archaeo*logical* Management and Consulting Group (AMAC) Ph: (02) 9568 6093, Email: jakibaloh@archaeological.com.au Out of Business Hours: From 5:30pm to 8:30am Monday to Friday and all weekend Martin Carney Director, Archaeo*logical* Management and Consulting Group (AMAC) Ph: 0411 727 395, Email: martincarney@archaeological.com.au
Heritage Architect	The Heritage Architect will be responsible for providing advice and guidance to manage and minimise potential impacts to any built heritage values through a variety of means, prepare heritage impact assessment reports for built heritage and to undertake required archival recording of the heritage items in accordance with the approval and relevant documents. The nominated Heritage Architects are: **Tonkin Zulaikha Greer Architects** Julie Mackenzie Director Heritage & Adaptive Reuse Ph: 02 9215 4900, Mob: 0413 996 627, Email: julie@tzg.com.au John Taliva'a Heritage Architect Ph: 02 9215 4900, Mob: 0420 428 186, Email: johnt@tzg.com.au Photographic Archival Recording

Roles	Responsibilities
	Hyperion Kylie Christian Director Ph: 0418 218 151, Email: kylie@hyperiondesign.com
Heritage Specialist Structural Engineer	The Heritage Specialist Structural Engineer will be responsible for providing structural advice and guidance to manage and minimise potential impacts to any built heritage values. **Shreeji Consultants** Hari Gohil Director Ph: 0407 948 970, Email: hari@shreejiconsultant.com Sumeer Gohil Director Email: Sumeer@shreejiconsultant.com

7 Monitoring, Auditing and Reporting

Monitoring, auditing and reporting will be undertaken in accordance with the CEMP, as well as additional requirements listed below.

The Environment Manager will undertake weekly inspections and monitoring of construction activities to ensure compliance with the requirements of the CoA and this CHMP.

The Weekly Environmental Inspection Checklist will be used to maintain compliance and effectiveness of controls.

Items that require action related to the management of heritage will be documented on the site environmental inspection. Items that require specific and detailed action will be recorded on the Project's Corrective Action Register. The Heritage Architect will provide advice on appropriate actions and methodology. The Site Construction Manager will be responsible for providing appropriate resources in terms of labour, plant and equipment to enable the items to be rectified in the nominated timeframes.

Daily inspections of controls will be made by Supervisors and maintenance will be undertaken during active site works.

Internal audits and inspections for the Project will be carried out during construction by Novo Rail in accordance with the CEMP. The Heritage Architect will attend meetings and carry out site inspections which will be documented throughout the course of the project.

8 Review and Improvement

Continuous improvement of this plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement. These ongoing evaluations would be conducted by Novo Rail.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance.
- Determine the cause or causes of non-conformances and deficiencies.
- Develop and implement a plan of corrective and preventative action to address any nonconformances and deficiencies.
- Verify the effectiveness of the corrective and preventative actions.
- Document any changes in procedures resulting from process improvement.
- Make comparisons with objectives.

Any revisions to the CHMP will be in accordance with the process outlined in Section 3.1 of the CEMP. A copy of the updated plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

9 Enquiries, Complaints and Incident Management

Environmental incidents and complaints are to be investigated, documented, actioned and closed out as per the details provided in the Community Consultation Strategy and Section 19 of the CEMP, including those related to Aboriginal and non-Aboriginal cultural heritage.

Appendix A – Redfern Station Upgrade – New Southern Concourse Project - CHMP Compliance Matrix

The Project was assessed by the Department of Planning, Industry and Environment under Section 5.19 of the *Environmental Planning & Assessment Act* 1979 (EP&A Act) as State Significant Infrastructure (SSI). The Project, its impacts, consultation and mitigation measures were outlined in the following documents:

- State Significant Infrastructure Application SSI 10041
- *Redfern Station Upgrade – New Southern Concourse, Environmental Impact Statement* (Transport for NSW, May 2020).
- *Redfern Station Upgrade – New Southern Concourse Response to Submissions* (Transport for NSW, September 2020).

The Minister for Planning and Public Spaces granted Approval for the project on 10 December 2020 and the Novo Rail scope of works is subject to the Minister's Conditions of Approval. A Heritage Sub Plan is required as part of the Construction Environmental Management Plan (CEMP) under CoA C6(e). The heritage conditions of approval are outlined in CoA D1-D8. The following matrix outlines these conditions and provides the relevant CHMP reference.

Additionally, the matrix outlines the heritage requirements of the Construction Environmental Management Framework (CEMF) contained in the EIS and the Revised Environmental Mitigation Measures (REMMS) and provides the relevant CHMP reference.

A.1 Minister's Conditions of Approval (CoA)

Ministers Conditions of Approval		
CoA #	**Requirement**	**CHMP Reference**
Part A - Administrative Conditions		
A1	The Proponent must carry out the SSI in accordance with the conditions of this approval and generally in accordance with the description of the SSI in: (a) Redfern Station Upgrade – New Southern Concourse Environmental Impact Statement (Transport for NSW, May 2020); and (b) Redfern Station Upgrade – New Southern Concourse Response to Submissions (Transport for NSW, September 2020). (c) Redfern Station Upgrade – New Southern Concourse Construction Environmental Management Framework (Transport for NSW, October 2020).	1.2.2 Environmental Planning Approval 2.2 Project Compliance Requirements
A2	The SSI must be carried out generally in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	1.2.2 Environmental Planning Approval 2.2 Project Compliance Requirements
A5	Where a document / plan / program must be submitted to the Planning Secretary or ER and the terms of this approval require it to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted with the document / plan/ program. The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	1.2.2 Environmental Planning Approval 2.2 Project Compliance Requirements

Ministers Conditions of Approval		
Part C - Construction Environmental Management		
Construction Environmental Management Plan		
C4	The CEMP must be submitted to the ER for approval before the commencement of construction or where the construction is staged, before the commencement of that stage. Construction must not commence until the ER has approved the CEMP and all CEMP Sub-plans. The CEMP and all CEMP Sub-plans must be implemented for the duration of construction.	2.2 Project Compliance Requirements
C5	The approved CEMP and CEMP Sub-plans must be made publicly available before the commencement of construction.	1.4.1 CHMP Consultation
C6	The following **CEMP Sub-plans** must be prepared in consultation with the relevant government agencies identified for each **CEMP Sub-plan:** (e) Heritage Heritage Council of NSW, Heritage NSW and City of Sydney Council	1.4.1 CHMP Consultation
C7	The **CEMP Sub-plans** must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1 will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed.	1.2.2 Environmental Planning Approval, Appendix A.3 Environmental Performance Outcomes. 5.4 Built Heritage Management 1.2.2 Environmental Planning Approval 5.4 Built Heritage Management Also refer HARD, ACHMP and Unexpected Finds and Human Remains Procedure. Figure 1-1 CHMP.
CoA #	**Requirement**	**CHMP Reference**
Part D - Key Issues Conditions		

Ministers Conditions of Approval		
Heritage		
D2	An **Archival Recording and Salvage Report** must be undertaken of all heritage-listed items that will be affected by Work. The archival recording must be prepared in accordance with *How to Prepare Archival Recordings of Heritage Items* (NSW Heritage, 1998) and *Photographic Recording of Heritage items Using Film or Digital Capture* (NSW Heritage, 2006). The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works.	5.4.5 Photographic Archival Recording
CoA #	**Requirement**	**CHMP Reference**
D3	The **Archival Recording and Salvage Report** must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and City of Sydney Council for information no later than 12 months after the completion of the work referred to in Condition D2.	5.4.5 Photographic Archival Recording 5.4.16 Archival Recording and Salvage Report
D4	The Proponent must prepare a **removal and storage methodology** for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed or modified and reused. The methodology must be documented and a copy of the methodology must be provided to the Heritage Council of NSW at least five (5) business days prior to the commencement of any Work which may impact significant heritage fabric. Any significant heritage fabric that is proposed to be removed or modified must be recorded, tagged and securely stored on site for future use in accordance with the removal and storage methodology.	5.4.8 Salvage of Significant Fabric 5.4.9 Items of Movable Heritage
D5	The Proponent must prepare an updated **Heritage Interpretation Strategy** to provide the strategic direction for heritage interpretation across the SSI site and to inform the Heritage Interpretation Plan required by Condition D7 and the Urban Design and Public Domain Plan required by Condition D35. The Strategy must: (a) have regard to the precinct's historic significance (particularly its social, intangible and industrial heritage values); (b) recognise the spiritual, intangible and cultural values of the site to Aboriginal people and address the full story of the place (i.e. landscape through the eyes of Indigenous inhabitants); (c) consider the site's relationship to the broader vicinity including the Eveleigh Railway Workshops and Central Railway Station; (d) have regard to the interpretation strategy that has been developed for the Eveleigh Railways Workshop site; and (e) be prepared in accordance with the Conservation	5.4.15 Heritage Interpretation

Ministers Conditions of Approval		
	Management Plan for the site and relevant Heritage NSW guidelines.	
D6	The **Heritage Interpretation Strategy** must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, the MLALC, Aboriginal Stakeholders and the City of Sydney Council and submitted to the Planning Secretary for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35.	5.4.15 Heritage Interpretation
CoA #	**Requirement**	**CHMP Reference**
D7	A **Heritage Interpretation Plan** must be prepared, consistent with the Heritage Interpretation Strategy, which identifies how interpretation will be integrated into the broader design of the SSI (where relevant) including design elements (form and fabric), landscaping and cultural design principles. The Plan must identify how interpretive themes and heritage values will be implemented and provide a timeframe for their installation during construction. The Plan must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, MLALC and the City of Sydney Council and submitted to the Planning Secretary and Heritage NSW for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35.	5.4.15 Heritage Interpretation
D8	Prior to undertaking any works that have the potential to impact on historical archaeology, the Proponent must engage a suitably qualified archaeologist whose experience complies with the NSW Heritage Council's Criteria for Assessment of Excavation Directors (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historical archaeology (i.e. non-Aboriginal), and to prepare a Historical Archaeological Research Design and Excavation Methodology.	HARD – TAP04-PLN-EN-008
D9	The Historical Archaeological Research Design and Excavation Methodology must be developed in consultation with the Heritage Council of NSW. The methodology must be prepared prior to undertaking any Work in areas identified as "low" or "high" archaeological potential" in the documents listed in Condition A1 and must be implemented when working in areas of archaeological potential.	HARD – TAP04-PLN-EN-008
D10	Where excavation works are required in the vicinity of potential archaeological sites, the Excavation Director must be present to	HARD – TAP04-PLN-EN-008

Ministers Conditions of Approval		
	advise on archaeological issues and oversee excavation works. The Excavation Director must be given the authority to advise on the duration and extent of oversight required during archaeological excavations.	
CoA #	**Requirement**	**CHMP Reference**
D11	An **Unexpected Heritage Finds and Human Remains Procedure** must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.	5.3 Unexpected Finds and Human Remains Procedure
D12	The **Unexpected Heritage Finds and Human Remains Procedure** must be prepared by a suitably qualified and experienced archaeologist or heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information at least five (5) business days before the commencement of Work. The Procedure must be included in the Heritage Management Sub-Plan required by Condition C6. Where the commencement of Work precedes the commencement of construction, the requirement to include the Procedure in the Heritage Management Sub-Plan only applies from the commencement of construction.	5.3 Unexpected Finds and Human Remains Procedure
D13	The **Unexpected Heritage Finds and Human Remains Procedure,** as submitted to the Planning Secretary, must be implemented for the duration of Work. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.	5.3 Unexpected Finds and Human Remains Procedure

A.2 Revised Environmental Management and Mitigation Measures (REMMs)

The following mitigation measures have been updated to reflect the Response to Submissions Report dated September 2020.

#	Revised Environmental Management and Mitigation Measures	CHMP Reference
Non-Aboriginal Heritage		
Construction		
NAH1	Detailed design of the Project would consider the following Heritage opportunities: • Adaptation of Platform 1 Office Building including: • Finding temporary use as soon as practicable • Finding a permanent use for the building in consultation with the community • Moving the building two metres north of the platform to ensure that access to the building for future use can be maintained. • Developing a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office.	5.4.2 Heritage specialists 5.4.3 Design Requirements 5.4.4 Consultation 5.4.12 Adaptive Reuse
	Further design refinement in consultation with a heritage architect of the concourse, platform canopies, stairs and lifts including: • reviewing opportunities to increase the transparency of the concourse by: - maintaining perforations in aluminium panels to be large as possible noting the limitations imposed by the ASA standard ESB 003. The proposed perforations are 25mmx25 mm. The intent is for the perforations to increase gradually to form large openings in succession from the lower portion to the roof of the concourse. Each horizontal section would be assessed for compliance to achieve the maximum opening size i.e. greater than 25mmx25 mm. Where compliance cannot be achieved, dispensation and/or alternative solutions would be exhausted - installing roof canopies only where necessary and detailing these to be of a slim profile - incorporating clear glazing on the concourse as much as possible; including the proposed framed views across the rail corridors. The size of these clear glazed elements would be as large as possible - incorporating clear glazed elements into the proposed lifts and ensuring the required structures for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency.	5.4.2 Heritage specialists 5.4.3 Design Requirements 5.4.4 Consultation 5.4.18 Heritage Works Methodologies
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**
	• Reducing the bulk and scale of the proposed concourse: - detailed design would aim for steel framing and supports to be as slim as possible. - The height of the concourse would be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height.	5.4.2 Heritage specialists 5.4.3 Design Requirements 5.4.4 Consultation

	• assessing perforated aluminium panels for reflectivity to ensure that glare is reduced • ensuring that a separation between heritage fabric and new elements is retained such as the incorporation of retaining glazing or voids at junction of concourse and 125-127 Little Eveleigh Street • avoiding inserting advertising on the concourse that would reduce the transparency and disrupt views • ensuring that materiality of new elements at the Marian Street entry is in keeping with the public domain design • ensuring that the design incorporating the independent TfNSW DRP comments is presented to the TfNSW DRP for further review and comment during detailed design.	
NAH2	A **heritage architect** would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications.	5.2 Heritage Specialists 5.4.18 Heritage Works Methodologies
NAH3	A **specialist tradesperson,** well versed in working with heritage fabric, would be engaged during the construction stage of the Project.	5.4.2 Heritage Specialists
NAH4	A historical record of areas modified would be prepared for future reference. **Archival recording** would be completed prior to the commencement of construction and at completion of construction. The following elements would be included: • Identified significant views • Platform 1 Office Building and surrounding area • Platform 4/5, 6/7 and 8/9 buildings • Retaining walls on Platform 1 and 10 • Examples of various platform facings • 125-127 Little Eveleigh Street warehouse building • Little Eveleigh Street streetscape.	5.4.5 Photographic Archival Recording 5.4.16 Archival Recording and Salvage Report
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**
NAH5	A **Heritage Management Sub-Plan** would be included in the CEMP. This would include the following measures: • Protecting heritage items from adjacent construction works by: - prioritising protection of heritage elements as part of the early works - monitoring impacts from noise and vibration. If maximum vibration levels have exceeded or are predicted to exceed those set as	5.4.6 Dilapidation Surveys 5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts 5.4.8 Salvage of significant fabric

	standard, consider alternative construction methods to minimise damage to heritage elements • Undertaking a dilapidation survey of the area adjacent to the Chief Mechanical Engineers Office Building driveway prior to carrying out the works associated with the new car park and upon completion making good all affected areas • Compiling a program of salvageable heritage fabric and a reuse plan, approved by the heritage architect prior to commencing works. • Avoiding potential damage to heritage items from negligence during construction by implementing heritage induction to all on-site staff and contractors. The induction would clearly describe the heritage constraints of the site.	5.4.10 Management of vibration impacts 5.4.18 Heritage Works Methodologies
NAH6	The heritage elements of the **Platform 1 Office Building** would be conserved and protected by: • undertaking a dilapidation survey • prior to relocating, securing the windows and doors and boarding up prior to relocating, using a reversible methodology • undertaking investigative work to avoid disturbance of fabric • maintaining the same alignment when relocating the Building • Protecting and conserving Elston's Sidings during the works • avoiding installing a concrete finished floor • ensuring that relocation works are closely supervised by the heritage architect and specialist tradesperson • ensuring the following steps are undertaken during or post building relocation, if damage to the building is sustained: - the nominated Project architect would be contacted immediately - all damage to elements would be recorded - a heritage architect and specialist tradesperson would supervise and undertake required repairs - Conserving and retaining the existing path from Platform 1 to the Telecommunications Equipment Centre.	5.4.2 Heritage Specialist 5.4.4 Consultation 5.4.5 Photographic Archival Recording 5.4.6 Dilapidation Surveys 5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts 5.4.8 Salvage of significant fabric 5.4.10 Management of vibration impacts 5.4.13 Conservation Works 5.4.18 Heritage Works Methodologies A separate relocation methodology will be developed that addresses all of these items.
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**
NAH7	The heritage elements on **Platform 4/5, 6/7 and 8/9 buildings** would be conserved and protected by: • Using traditional repair and conservation methods for detailing proposed works • Ensuring the demolition of the extension to the Platform 8/9 building would not damage the surrounding fabric	5.4.6 Dilapidation Surveys 5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts 5.4.13 Conservation Works

	• Retaining original features of the building and their conservation and restoration if feasible • Incorporating new sympathetic fabric in accordance with the guidelines of the Burra Charter.	5.4.18 Heritage Works Methodologies Detailed drawings and specifications will be prepared which include these measures.
NAH8	The warehouse character of **125-127 Little Eveleigh Street** would be retained by: • retaining external building elements: Masonry walls, parapet line of the roof, timber framed windows and doors, patina of the brickwork (including remnant painted signs) • internal building elements: Original timber columns, original exposed timber framing to floors and ceilings (subject to detailed structural review) • designing new entry canopies to be a slim profile, sympathetic to the colours and material of the existing building • modifying the external openings, where appropriate, to make reference to the existing fenestration pattern of the building - undertaking conservation works and repair works to the exterior of the building - designing the new Colorbond roof to be sympathetic to the existing colour palette of the building - avoiding anti-graffiti paint to the exterior of the brickwork.	5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts 5.4.12 Adaptive Reuse 5.4.13 Conservation Works 5.4.18 Heritage Works Methodologies Detailed drawings and specifications will be prepared which include these measures.
NAH9	The aesthetic impacts associated with the insertion of the proposed **car park** through **landscaping treatments** would be reduced by: • undertaking a holistic approach when selecting materials and finishes in areas that are located within or adjacent to the Eveleigh Railway Workshops including boundary fencing, planning layouts, signage, materials, and plantings • updating the Urban Design and Public Domain Plan prior to finalisation of detailed design that incorporates a coherent presentation and linkage with the Eveleigh Railway Workshops. • retaining and protecting existing trees • introducing minimal soft landscaping to retain the existing industrial character of the rail yard.	5.4.3 Design Requirements 5.4.14 Landscape Works 5.4.18 Heritage Works Methodologies Detailed drawings and specifications will be prepared which include these measures. Refer also Urban Design and Public Domain Plan which is currently being prepared.
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**
NAH10	The existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office would be protected by:	5.4.7 Retention and Protection of Significant

	• retaining and protecting the **existing trees** • protecting and retaining the existing garden within the heritage boundary of the building.	Fabric & Management of Incidental Impacts 5.4.14 Landscape Works 5.4.18 Heritage Works Methodologies
NAH11	The building fabric of the **McMurtrie, Kellerman & Co factory** at 181 Lawson Street would be protected during construction in particular in areas adjacent to basement windows.	5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts 5.4.18 Heritage Works Methodologies
NAH12	New infrastructure such as **OHW** would be designed as simple clean structures with consolidated service runs to reduce the cluttered look of existing infrastructure at the station.	5.4.3 Design Requirements
NAH13	Inspection of the following areas would be undertaken to identify **movable heritage items**: • Platform 1 Office Building • Platforms 4-9 buildings • 125-127 Little Eveleigh Street. If movable heritage items are found: • Tag and record items • Storage of moveable heritage should be coordinated with the Eveleigh Railway Workshop Collection.	5.4.9 Items of Movable Heritage
NAH14	The **potential archaeology** on site would be protected and managed by undertaking the following: • archaeological test excavation and salvage on the northern side of Marian Street, proposed car park off Little Eveleigh Street and area of relocation of the Platform 1 Office Building, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines • archaeological monitoring would be undertaken for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the HARD • archaeological monitoring would be undertaken for any excavation works along Marian Street, Rosehill Street and Cornwallis Street to record remains of earlier road surfaces. Once recorded, these road surfaces can be removed. The archaeological monitoring methodology would be included in the HARD • stop-work procedures would be implanted should unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines.	HARD Section 2.0 & Section 3.0 HARD Section 3.2
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**

Redfern Station Upgrade – New Southern Concourse – Response to Submissions Report		
NAH15	The heritage value of the Project would be communicated by: • implementing the heritage interpretation strategy for the Project • considering guidelines provided in Sydney Trains Heritage Interpretation Guidelines, and the City of Sydney council signage policies • undertaking further community consultation as part of the Heritage Interpretation Strategy • developing a Signage Plan to ensure that the design is contemporary, of high design quality, and reflects traditional patterns Interpreting the current position of the Platform 1 Office Building after the building is relocated • Interpreting the association of Redfern Station with the Aboriginal community of Redfern • interpreting the historic gardens on platforms at Redfern Station • Interpreting the story of the former footbridge (1914-1996) at the proposed car park entry.	5.4.15 Heritage Interpretation
NAH16	**City of Sydney Council** would be **consulted** with regard to refining detailed design in the following areas: • 125-127 Little Eveleigh Street • Streetscape works.	5.4.4 Consultation
Operation		
NAH17	The **SHR, SHI, s170 listing description** for Redfern Railway Station Group and Eveleigh Railway Workshops would be **updated** to reflect the upgrades from the Project, following completion of works.	5.4.17 SHR Heritage Listing

Note: The following project specific environmental performance outcomes are identical to those in the Redfern Station Upgrade – New Southern Concourse, Response to Submissions Report dated September 2020.

Redfern Station Upgrade - New Southern Concourse – Response to Submissions Report		
#	**Revised Environmental Management and Mitigation Measures**	**CHMP Reference**
Aboriginal Heritage		
Construction		
Ab1	Consultation with MLALC and DPC would be undertaken in relation to the status of the Wynyard St Midden' (AHIMS ID #45-6-2597) to amend the status of the site on the AHIMS register.	ACHMP
Ab2	A Heritage Management Sub-Plan for construction of the Project would include the following mitigation measures: • all relevant contractors and TfNSW personnel would be made aware of the nature and location of the previously identified areas of Potential Archaeological Deposits (PADs) located immediately adjacent to the Project area and avoid impact to these areas. Contractors and TfNSW personnel would also be made aware of TfNSW's legal responsibilities under the *National Parks and Wildlife Act 1974* (NPW Act) and the *Heritage Act* 1977and the need to avoid impacts to sites (including heritage interpretation and relevant information in the site induction). • in the unlikely event that a site or objects (as defined by the NPW Act) are identified during the Project, the procedure outlined in TfNSW's Unexpected Heritage Finds Guideline (Transport for NSW, 2019) would be followed. Works would immediately cease at the location and the find should be immediately reported to appropriate TfNSW personnel, and the regulator in accordance with legislation. No work would commence in the vicinity of the find until any required approvals have been issued by the regulator.	ACHMP

A.3 Environmental Performance Outcomes

Relevant Environmental Performance Outcomes from the Construction Environment Management Framework are listed below. This includes reference to required outcomes, the timing of when the commitment applies relevant documents or sections of the environmental assessment influencing the outcome and implementation.

Environmental Performance Outcome	Document Reference
Heritage items are sensitively protected and managed during the construction of the Project	5.4.7 Retention and Protection of Significant Fabric & Management of Incidental Impacts
Movable heritage items are identified, conserved and protected during construction	5.4.9 Items of Movable Heritage
Heritage fabric is conserved through the reuse of salvageable heritage fabric where possible	5.4.8 Salvage of significant fabric
A historical record of areas modified by the Project is maintained for future reference through archival recording	5.4.5 Photographic Archival Recording 5.4.16 Archival Recording and Salvage Report
Heritage interpretation is undertaken that communicates the heritage value of the site to visitors	5.4.15 Heritage Interpretation
Potential archaeology within the Project area is protected or appropriately managed	5.1 Aboriginal Archaeology Management ACHMP-TAP04-PLN-EN-007 5.2 Non-Aboriginal Archaeology Management HARD-TAP04-PLN-EN-008
Heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained	5.4.17 SHR Heritage Listing
No impacts to Aboriginal sites, objects and places identified in the assessment during construction	5.1 Aboriginal Archaeology Management ACHMP-TAP04-PLN-EN-007

Appendix B – Draft Salvage Schedule_Removal Storage Reuse Report

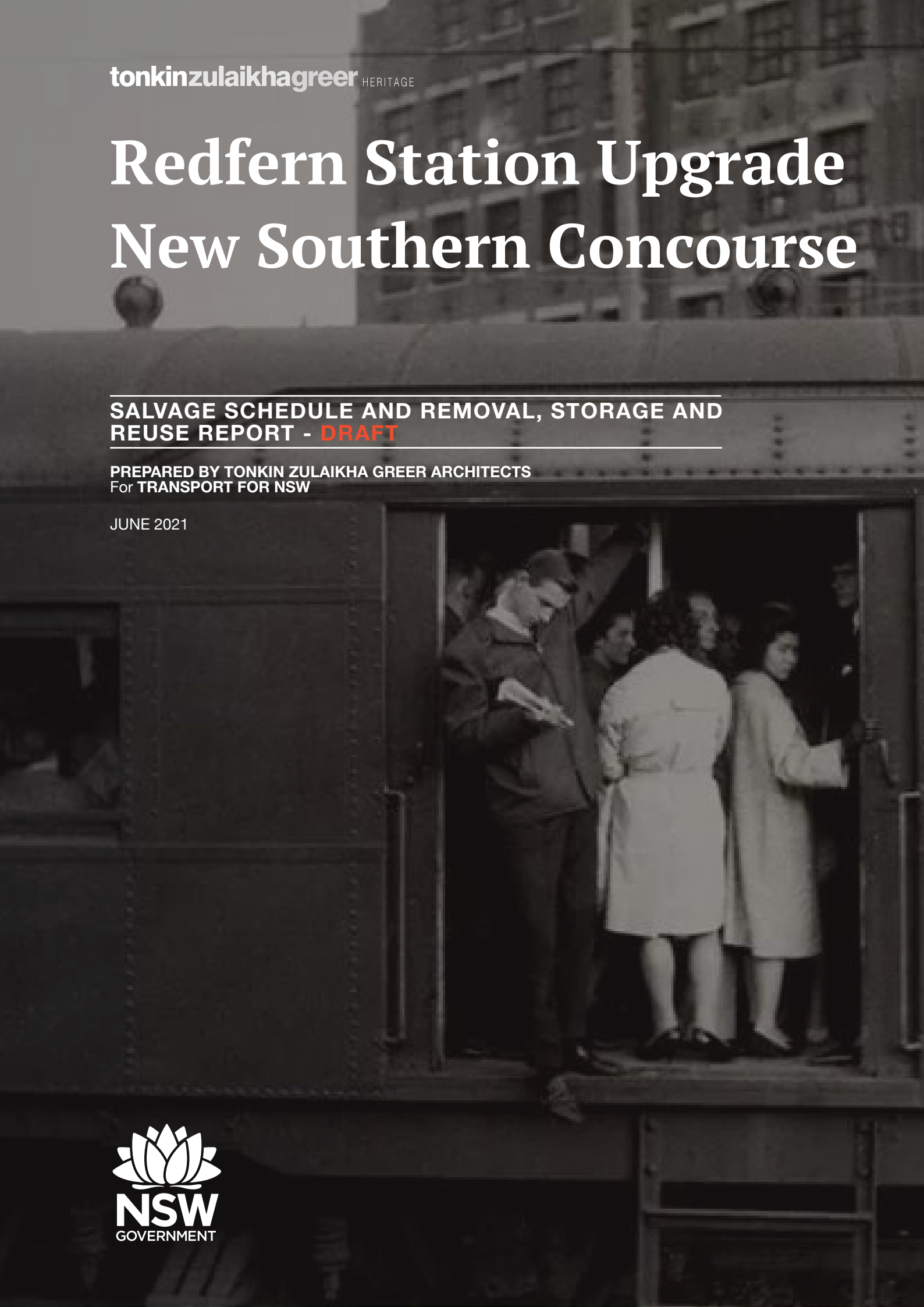
tonkinzulaikhagreer HERITAGE

Redfern Station Upgrade
New Southern Concourse

SALVAGE SCHEDULE AND REMOVAL, STORAGE AND REUSE REPORT - DRAFT

PREPARED BY TONKIN ZULAIKHA GREER ARCHITECTS
For **TRANSPORT FOR NSW**

JUNE 2021



NSW GOVERNMENT

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1.0 Introduction

This Salvage and Movable Heritage Schedule has been prepared for the Redfern Station Upgrade - New Southern Concourse Project in accordance with the SSD Conditions of Approval and the Conservation Management Plan prepared by Curio Projects in July 2020.

1.0.1 SSD Conditions of Approval

This report has been prepared in accordance with the requirements of the Conditions of Approval which state:

#	CONDITION OF APPROVAL	COMMENTS
D.2	*An Archival Recording and Salvage Report must be undertaken of all heritage-listed items that will be affected by Work. The archival recording must be prepared in accordance with How to Prepare Archival Recordings of Heritage Items (NSW Heritage, 1998) and Photographic Recording of Heritage items Using Film or Digital Capture (NSW Heritage, 2006). The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works.*	This Salvage and Movable Heritage Schedule will form part of the Archival Recording and Salvage Report required to be prepared in accordance with this Condition of Approval.
D.3	*The Archival Recording and Salvage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and City of Sydney Council for information no later than 12 months after the completion of the work referred to in Condition*	The Archival Recording and Salvage Report will be submitted no later than 12 months after the completion of the work.
D.4	*The Proponent must prepare a removal and storage methodology for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed or modified and reused. The methodology must be documented and a copy of the methodology must be provided to the Heritage Council of NSW at least five (5) business days prior to the commencement of any Work which may impact significant heritage fabric. Any significant heritage fabric that is proposed to be removed or modified must be recorded, tagged and securely stored on site for future use in accordance with the removal and storage methodology.*	This Salvage and Movable Heritage Schedule includes a procedure for recording, removal and storage of significant movable heritage items in accordance with this Condition of Approval.

1.0.2 S170 Register

With regard to Movable Heritage Items, the S170 Register Listing notes the following:

MOVEABLE ITEMS

Early, framed wall-mounted electric clock in SM office.

Large set of multiple timber rollover indicator boards on concourse, one single and large row, all the metal covers.

These items are also noted in the Conservation Management Plan for Redfern Station.

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1.0.3 Redfern Station Conservation Management Plan

Section 3.8 of the Redfern Station Conservation Management Plan prepared by Curio Projects in July 2020 contains the following information related to Moveable Heritage:

Redfern Station is listed on the s170 for containing movable heritage. The RailCorp moveable heritage collection is managed by Transport Heritage NSW, which are the items referred to in the SHR listing. These objects are usually kept off-site and are not usually returned to site. The Moveable Heritage Collection for is now managed Transport Heritage NSW and comprises many thousands of rail-related moveable heritage items from across the NSW State Transport system. The Sydney Trains moveable heritage collection is significant for:

- *.. its ability to contribute to the narrative of the development of the railways in NSW since its beginnings in the 1850s to the present. The objects in the collection are able to demonstrate a variety of phases of historical development and demonstrate a broad range of important railway historical themes. The Collection shows the evolution of technology, styles and design across a broad range of railway related activities and is able to demonstrate the many stages of technological advancement made in the railways for over 150 years. The Collection has high social significance, particularly for the current and former employees of the various government railway organisations since 1855, as well as to broader sections of the community and rail preservation groups, through its ability to capture historical links to previous eras of rail travel. The Collection's significance is enhanced by particular items that are valuable for their association with important railway identities and events, their research potential, or as rare or unique items. The collection is also the largest and most diverse of its kind in NSW, if not Australia. (SHR 04 Feb 2010).*

Sydney Trains Moveable Heritage Collection is responsible for the management of the moveable objects remaining on-site, these include items such as indicator boards, guard booths and other items of historical significance.

The site inspection of Redfern Station undertaken by Curio Projects for this CMP identified the following moveable heritage items within the curtilage of the site:

- *A small collection of timber-framed Timetable Boards, located on the concourse level adjacent to the lift (Figure 1 and Figure 1); and,*
- *two Guard Booths located inside the site office in the Mezzanine Level (Figure 3 and Figure 4).*

It is possible that additional moveable heritage items may be present with the site curtilage that were not identified during this site visit.

Current Condition

Both the Timetable Boards and Guard Booths are in fair to good condition. Notably, the timber-framed Timetable Boards on the concourse are currently protected with metal covers.

The Redfern Station Conservation Management Plan prepared by Curio Projects in July 2020 contains the following policy related to Moveable Heritage:

#		COMMENTS
Policy 12 - MOVEABLE HERITAGE	*Background: Several moveable heritage items have been identified within the site curtilage, which requires protection and conservation.*	Noted.
12.1	*Sydney Trains Moveable Heritage Guidelines (2019) should be adhered to for the management of any potential or identified moveable heritage located within Redfern Station*	The Sydney Trains Heritage Guidelines (2019) form the basis for the procedure contained in this report.
12.2	*All moveable items pertaining to Redfern Station should be identified, assessed and registered on a site-specific moveable heritage schedule including the location of where the items are moved. This schedule should be held at a centralised location-potentially within the proposed future heritage centre/museum facilities proposed for development on Platform 1*	This Salvage and Movable Heritage Schedule is prepared in accordance with this policy and will be forwarded to TfNSW upon completion.
12.3	*Identified moveable heritage items within the site curtilage, including the timber-framed timetable boards and two ticket booths, should be retained and conserved.*	These items are outside of the project boundary.
12.4	*Use of moveable heritage items such as the timber-framed timetable boards and ticket booth within future interpretative displays at Redfern Station should be considered*	The use of movable heritage items will be considered within the interpretation strategy for the project.

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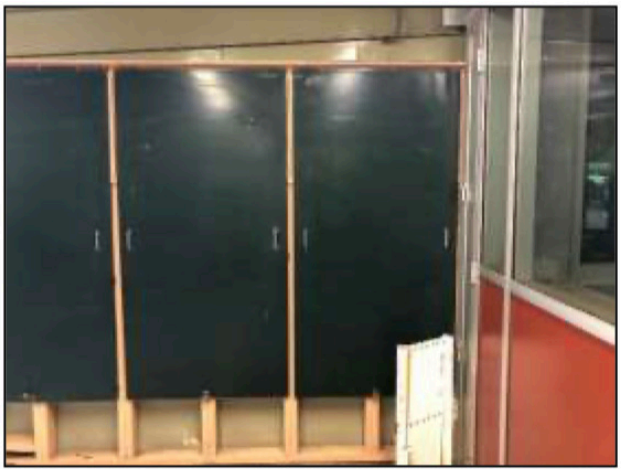


Figure 1: TImber framed timetable boards located adjacent to lift at concourse level.

Source: Curio Projects, Redfern Station Conservation Management Plan, 2020, p.117.

Figure 2: Timber framed timetable boards located behind the lift at the concourse level.

Source: Curio Projects, Redfern Station Conservation Management Plan, 2020, p.117.

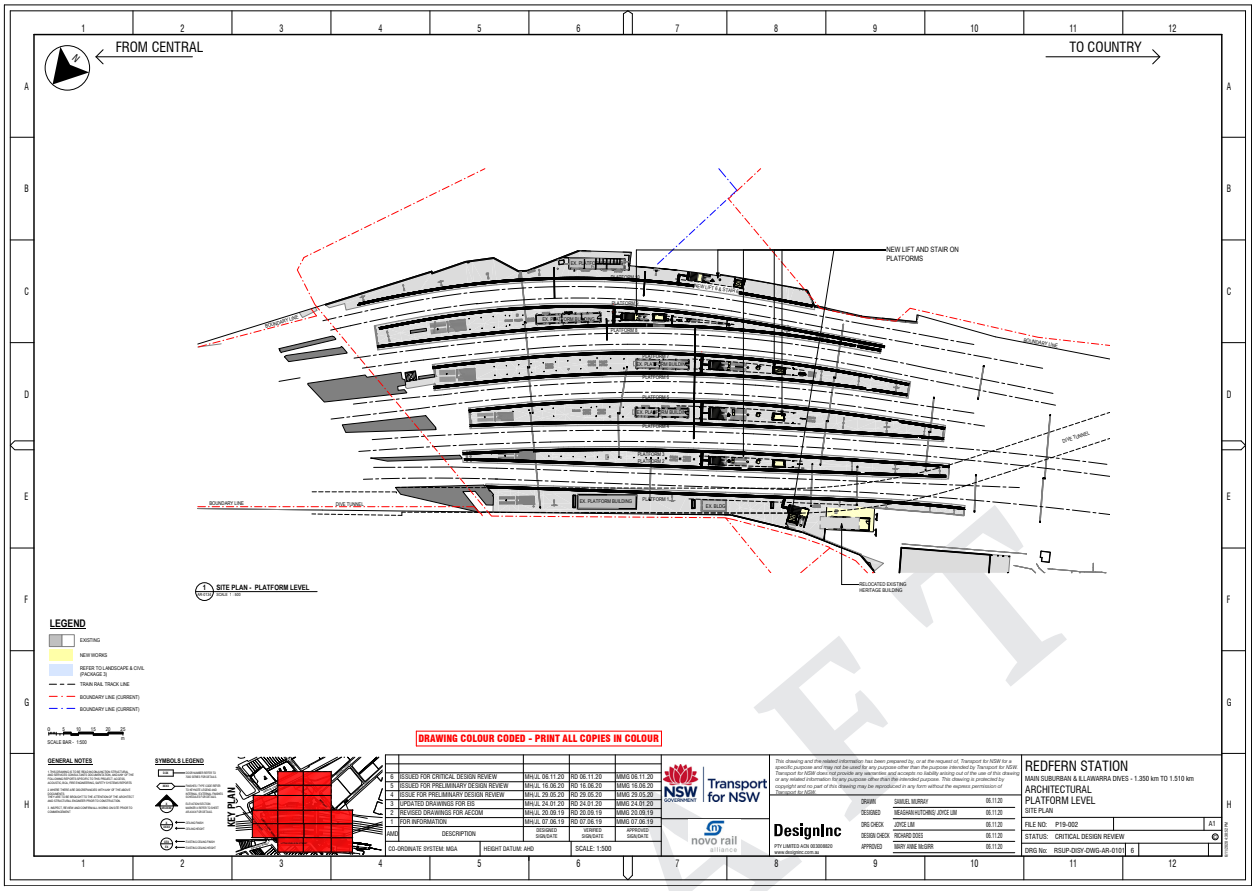
Figure 3: Guard Booth located in the mezzanine level.

Source: Curio Projects, Redfern Station Conservation Management Plan, 2020, p.117.

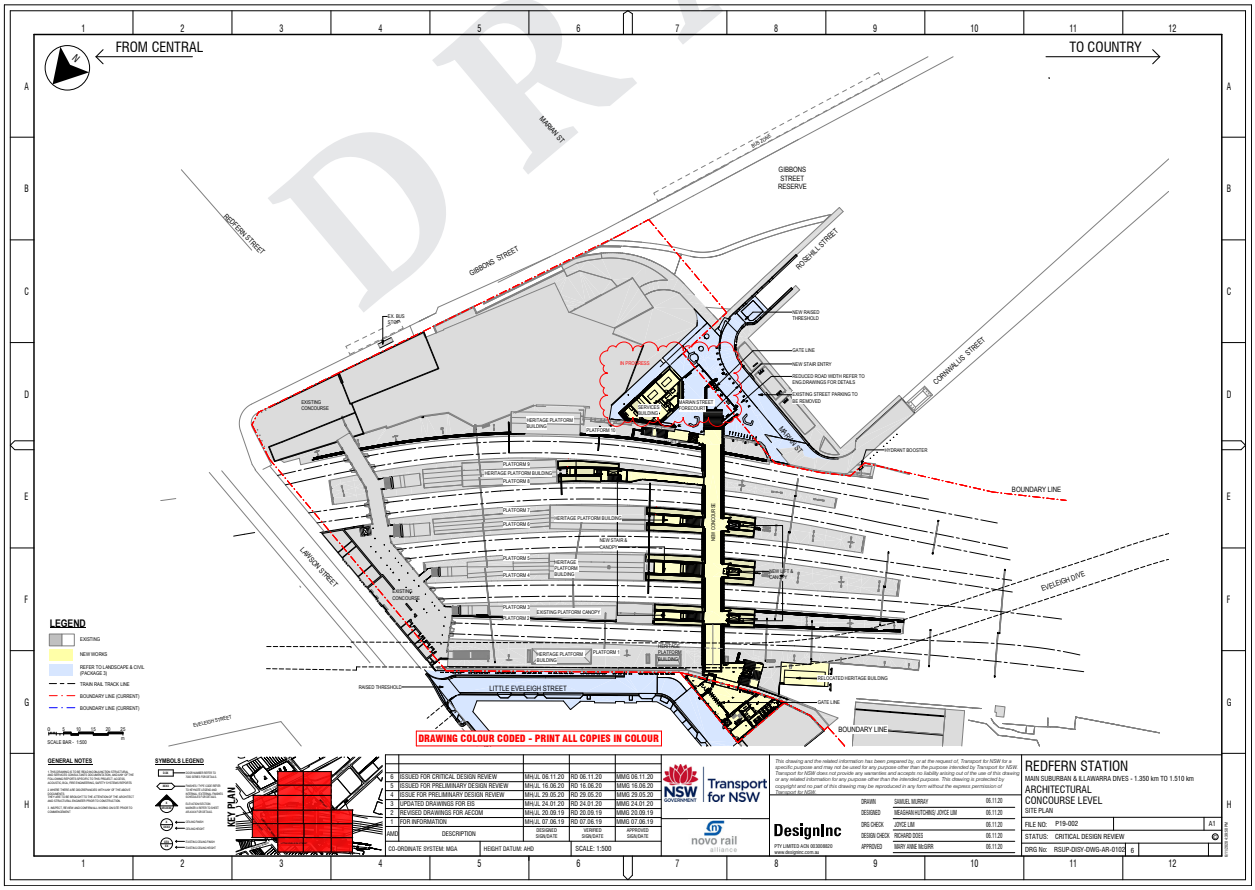
Figure 4: Guard Booth located in the mezzanine level.

Source: Curio Projects, Redfern Station Conservation Management Plan, 2020, p.117.

1.1 Redfern Station



Platform Level Plan



Concourse Level Plan

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Note: Areas are named in accordance with the Conservation Management Plan 2020 convention.

RSG004 - BUILDING - WAITING ROOM (PLATFORM 1)				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG004 001				

RSG005 - BUILDING - STORE (PLATFORM 1)				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG005 001				

RSG006 - RETAINING WALL (PLATFORM 1)				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG006 001				

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RSG007 - BUILDING – OFFICE (PLATFORM 1)				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG007 001	Electrical equipment		The CMP identifies no related moveable heritage items in the Platform 1 Office Building.	TBC

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RSG008 - ENGINE DIVE VENTILATION SHAFTS (PLATFORM 1)				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG008 001				

RSG009 - PLATFORM BUILDING 2/3				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG009 001				

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RSG0010 - PLATFORM BUILDING 4/5				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG010 001				

RSG0011 - PLATFORM BUILDING 6/7				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG011 001				

RSG0012 - PLATFORM BUILDING 8/9				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG012 001				

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RSG013 - PLATFORM BUILDING 10				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG013 001				

RSG014 - RETAINING WALL				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG014 001				

RSG015 - BRICK AND CONCRETE TUNNEL - PLATFORM 10 BUILDING				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG015 001				

D - A I T

RSG016 - CONCRETE STAIRWAYS AND METAL AWNINGS - MARIAN STREET ENTRANCE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG016 001				

RSG019 - GIBBONS STREET CAR PARK				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG019 001				

RSG021 - PLATFORM 1 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG021 001				

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RSG022 - PLATFORM 2/3 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG022 001				

RSG023 - PLATFORM 4/5 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG023 001				

RSG024 - PLATFORM 6/7 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG024 001				

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RSG025 - PLATFORM 8/9 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG025 001				

RSG026 - PLATFORM 10 STRUCTURE				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG026 001				

RSG027 - PLATFORM 1 GARDEN				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG027 001				

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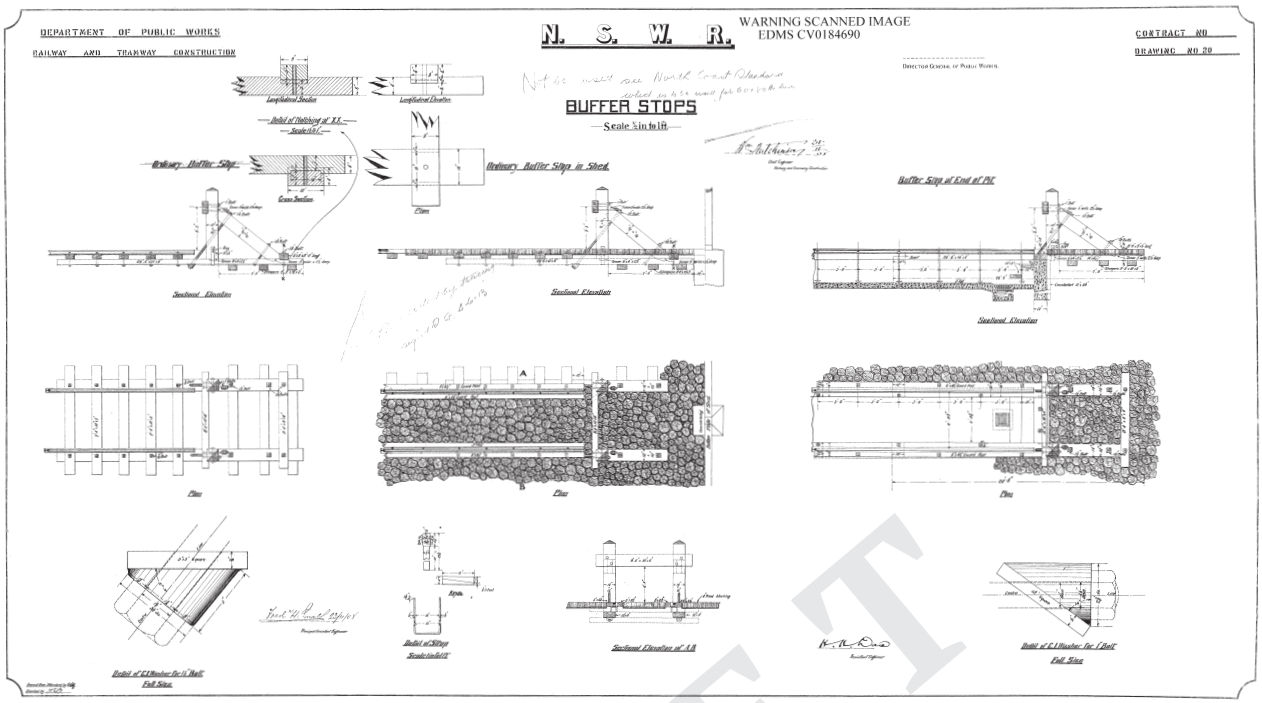
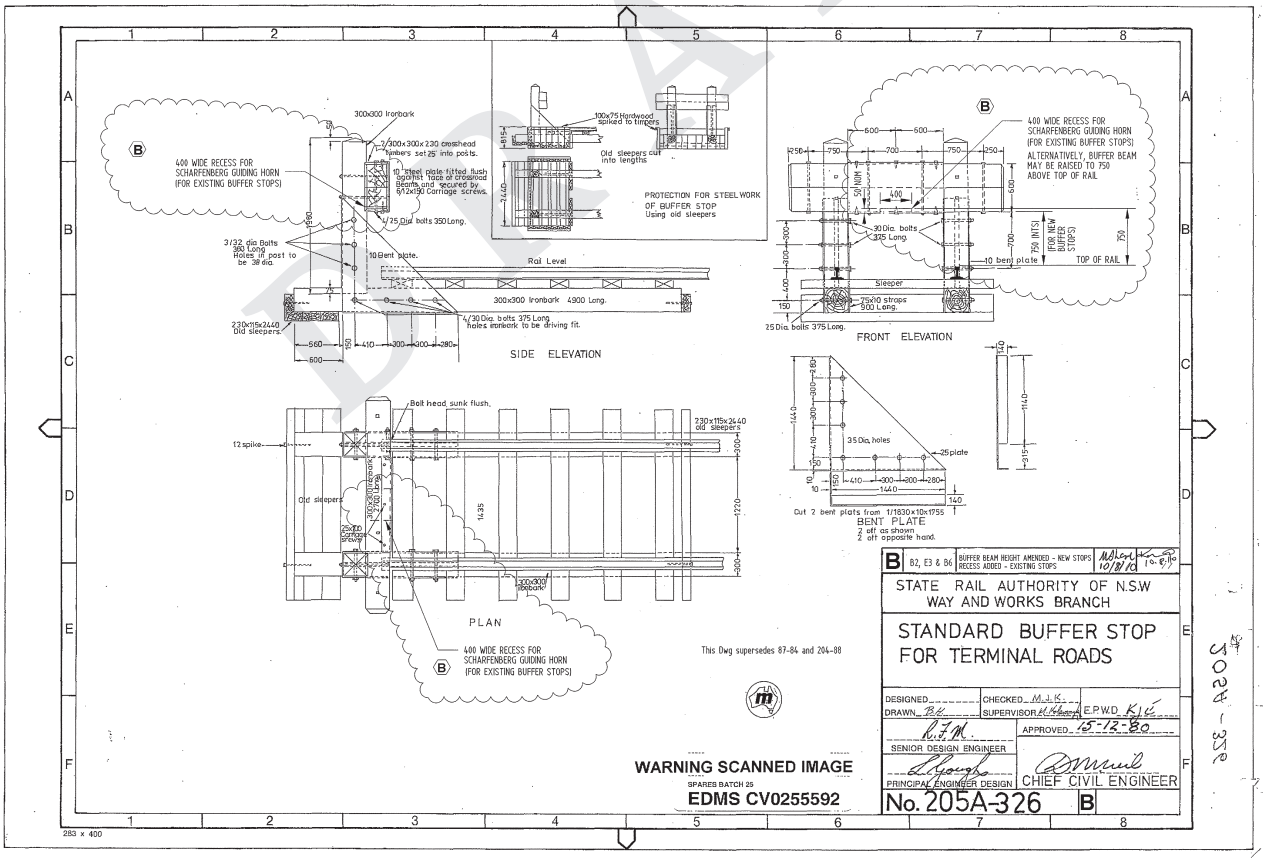
RSG028 - PLATFORM 10 GARDEN				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG028 001				

RSG029 - PLATFORM 1 RAIL SIDINGS - ELSTON'S SIDINGS				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU RSG029 001	Rail Track Head Shunt	 	Exceptional Exceptional	Salvage Salvage steel rods, repair and reuse steel bent plate (TBC).



Buffer Stops c.1908



Standard Buffer Stop for Terminal Roads, 1980

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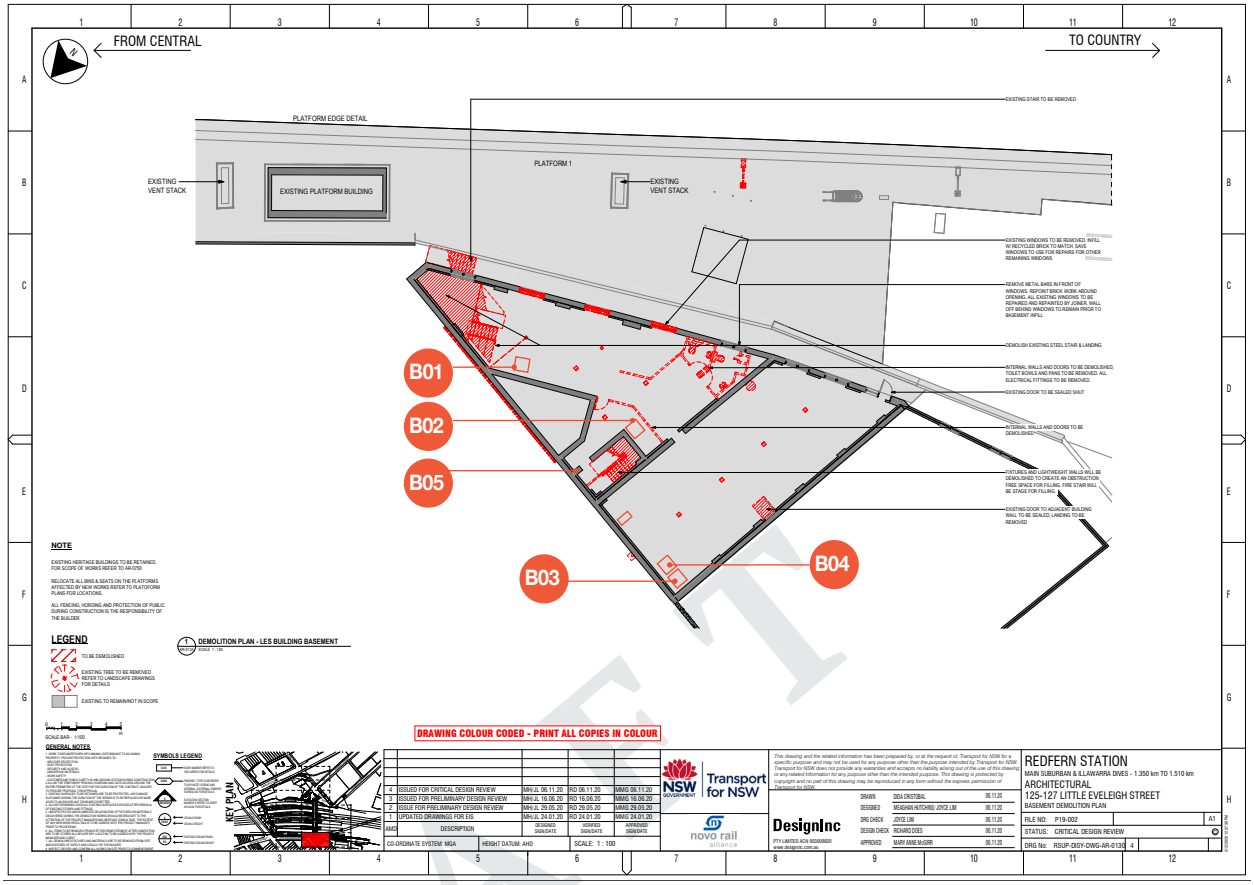
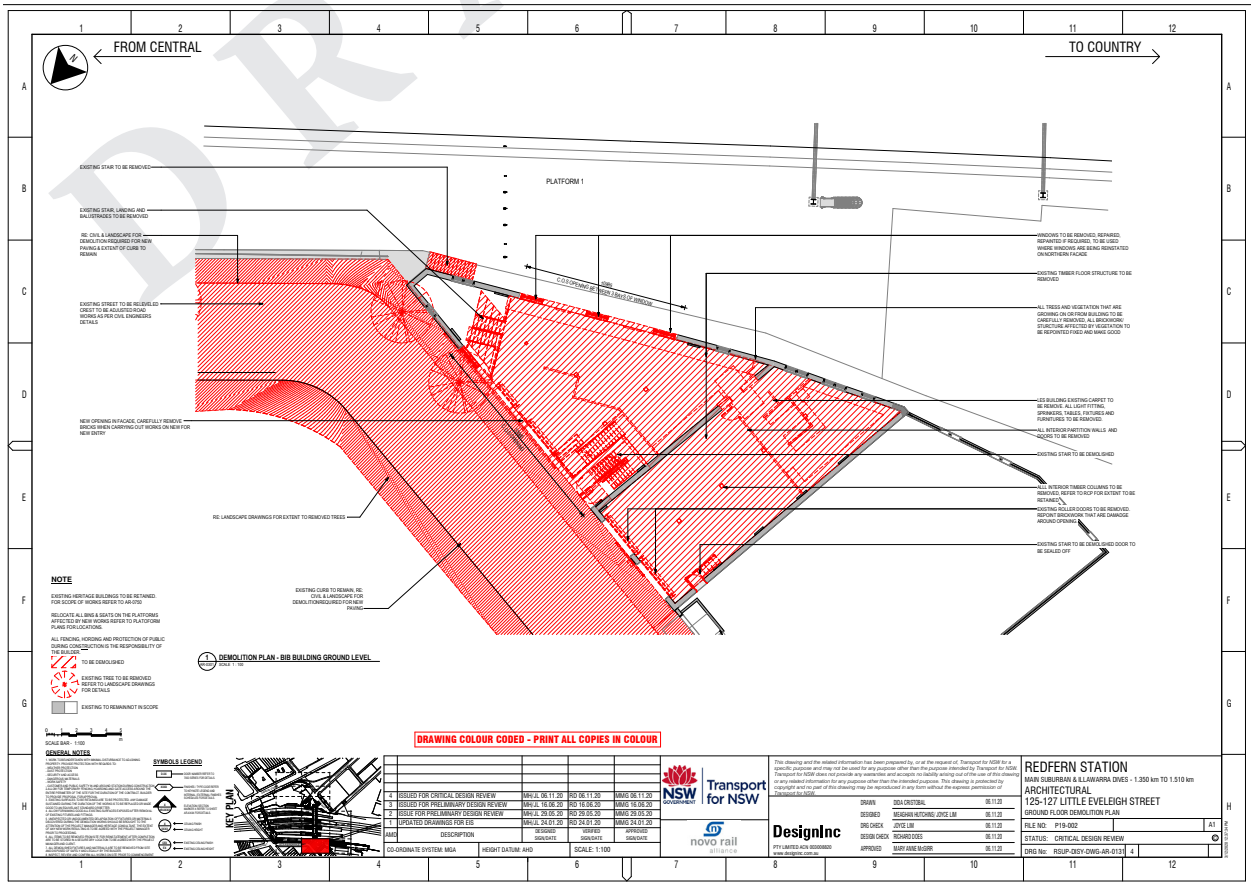
1.2 125-127 Little Eveleigh Street - RSU-LES



Basement Plan



Ground Floor Plan

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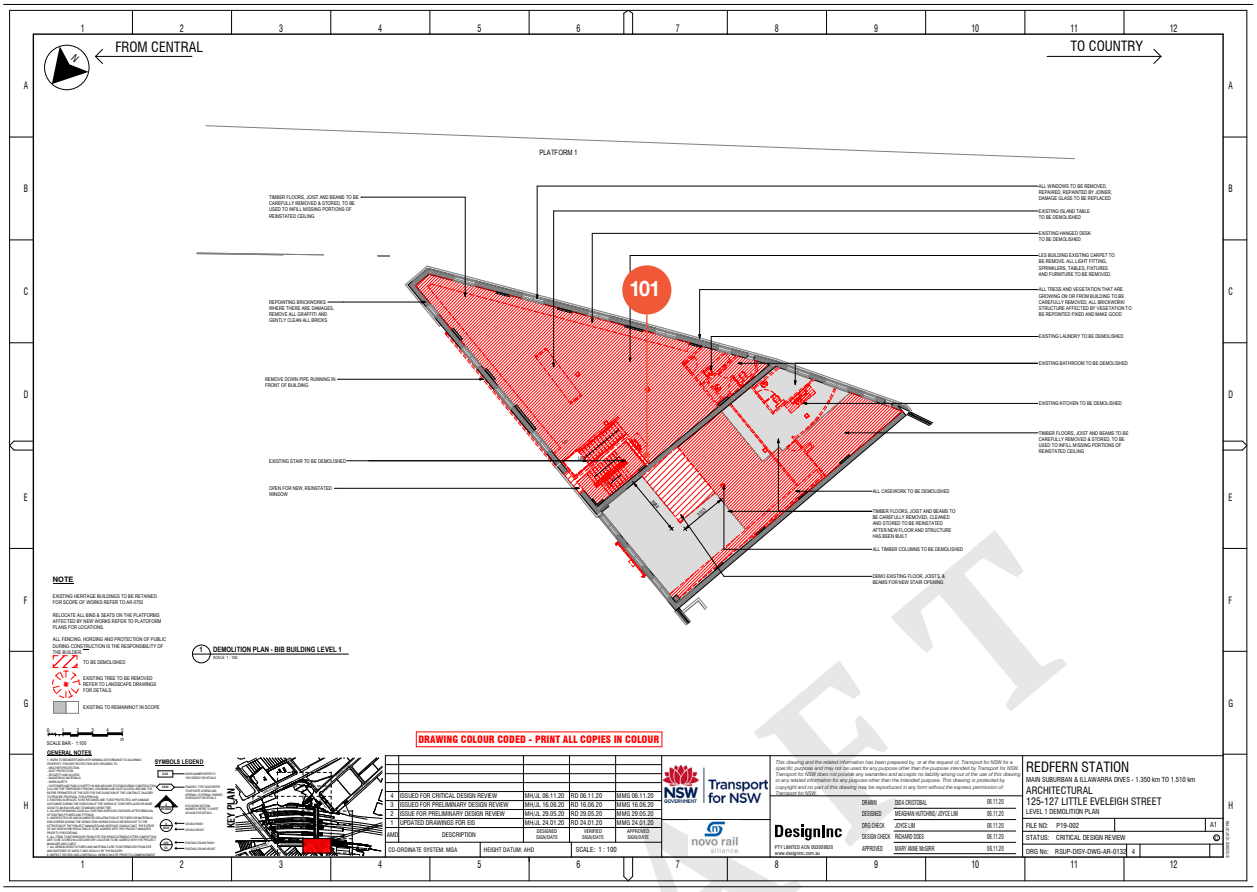
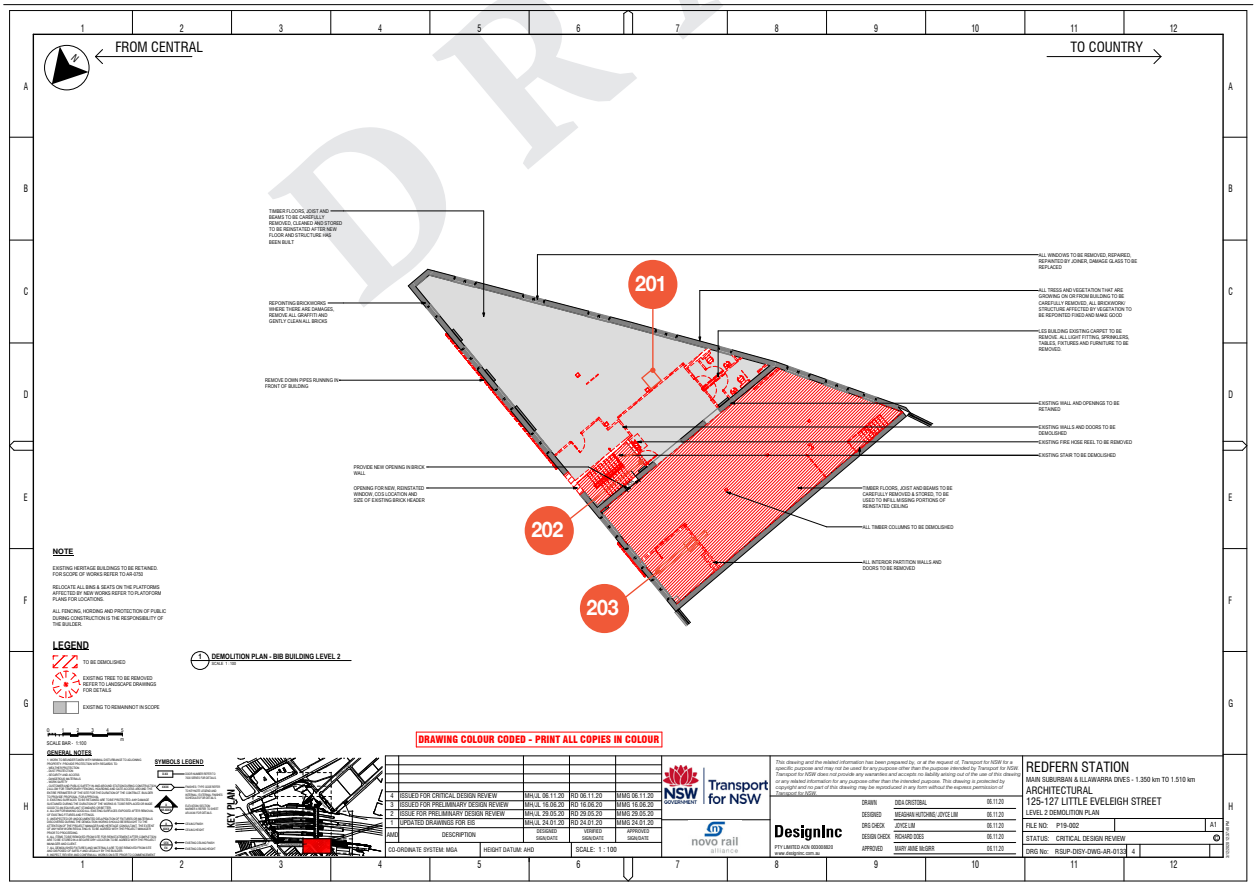


Level 1 Plan



Level 2 Plan

DRAFT

125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B01	SAFE Victoria Safe Company 465w x 910h x 610d 'Grays Online' sticker The Victoria Safe Company Pty Ltd commenced operations in September 1884 and later became known as Safecorp Group Ltd. May have been associated with use of the building by a jeweller.	 	Little	Recycle

125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B02	SAFE 665w x 1470h x 645d 'Grays Online' sticker May have been associated with use of the building by a jeweller.		Little	Recycle

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125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B03	SAFE CHUBB 750wx1520hx680d 'Grays Online' sticker Chubb Corporation began in 1882 in New York. It was aquired in 2016 by ACE Limited. Chubb began manufacturing in Australia in the early 1900's. May have been associated with use of the building by a jeweller.		Little	Recycle

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125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B04	SAFE Victoria Safe Company 760wx1080hx630d 'Grays Online' sticker The Victoria Safe Company Pty Ltd commenced operations in September 1884 and later became known as Safecorp Group Ltd. May have been associated with use of the building by a jeweller.	 	Little	Recycle

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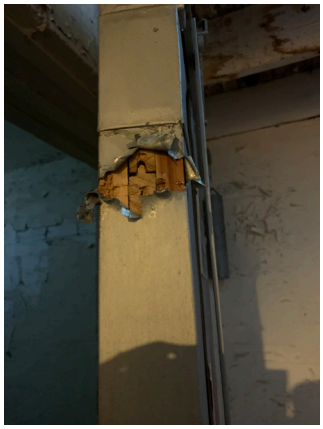
125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B05	HINGED FIRE DOOR Metal clad hinged fire door with counter weights 1035w x 2120h x 70d Previously maintained by Arnlew Fire Doors Ph: 0418 28 1928 0246 25 7702 	 	Moderate Probably date from 1950s fire upgrade.	Salvage and store for possible reuse within the project.

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125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES B06	TIMBER FLOOR HATCH		Moderate	Retain insitu
			125-127 LES - GROUND	
RSU LES G01	No items of movable heritage identified.			
			125-127 LES - LEVEL 1	
RSU LES 101	SLIDING FIRE DOOR Opening 900w x 2040h Leaf 965w x 2140/2210h x 70d Metal clad sliding fire door with counter weights Previously maintained by Arnlew Fire Doors 		Moderate Probably date from 1950s fire upgrade.	Salvage
RSU LES 102	TIMBER FLOORING		Moderate	Salvage and store for possible reuse within the project.

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125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES 201	SAFE 780w x 1050h X 800d CHUBB	 	Little May have been associated with use of the building by a jeweller.	Recycle

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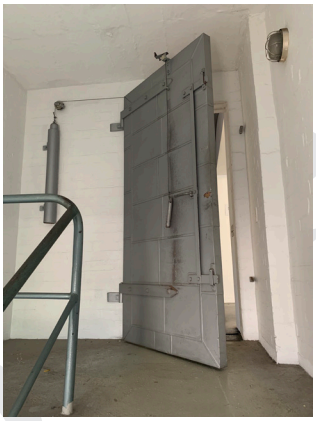
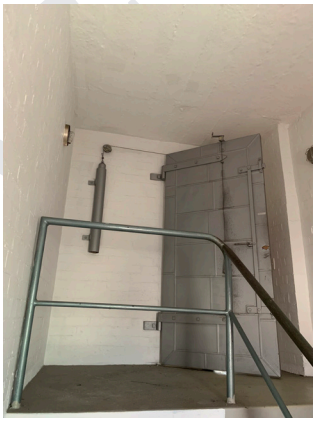
125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES 202	HINGED FIRE DOOR 1045w X 2200h X 70d Metal clad hinged fire door with counter weights Previously maintained by Arnlew Fire Doors Ph: 0418 28 1928 0246 25 7702 	   	Moderate Probably date from 1950s fire upgrade.	Salvage and store for possible reuse within the project.

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125-127 LITTLE EVELEIGH STREET				
#	ITEM DESCRIPTION	IMAGES	SIGNIFICANCE	ACTION
RSU LES 203	HOIST/WINCH Beam 2300 x 200 Hoist 900 long x 600 wide x 650h Steel marked Kembla	 	Moderate	Salvage and store for reuse within the project.

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1.3 Novo Rail Movable Heritage Registration Procedure

This procedure is based on the requirements outlined in the Sydney Trains Movable Heritage Registration Procedure, January 2019.

1. Purpose

The NSW Heritage Act 1977 requires State Agencies to identify and care for all their heritage assets with due diligence and best practice principles, this includes movable objects as well as fixed assets and buildings. This procedure describes the process and requirements for identifying, assessing and registering movable heritage objects managed by Novo Rail.

The purpose of this procedure is to identify the current location of movable heritage objects, assess and understand their significance, capture known information about them, and register this information in a comprehensive database managed by the Novo Rail Heritage Team. The database is an accumulative total of all known movable heritage objects managed by Novo Rail which have been identified, assessed and registered.

Potential movable heritage includes historic machinery, operational equipment no longer in use, loose equipment and parts, historic objects in storage, furniture, clocks, building materials/fabric, artworks, signs, certain paper archives and some photographic material.

2. Responsibility

All Novo Rail staff is responsible for the identification and safeguarding of potential movable heritage objects during the course of their work.

Heritage practitioners are responsible for assessing significance of an object; documenting and tagging objects (where appropriate).

Novo Rail Heritage Team is responsible for providing advice, endorsing significance assessments and outlining movable heritage management principles for the business.

3. Identification and Registration

3.1 Identification by a Heritage Practitioner

The primary method for identifying movable heritage is through on-site identification by a heritage practitioner.

This task requires the following equipment:

- The Novo Rail *Movable Heritage Significance Assessment Checklist* (located at the end of this procedure)
- The Novo Rail *Salvage and Movable Heritage Schedule*
- A unique site registration code
- Movable Heritage identification stickers
- Digital camera / iPhone
- Supplies of metal and paper tags
- Ballpoint pens and Textas.
- If visiting a heritage listed place, a print out of an early site plan (if available) can assist with accurate identification and recording of specific room locations on the schedule.

3.1.2 Pre-Registration

Aunique registration number must be assigned to each item and labels printed out for object tagging.

Assign a unique registration number

Each item to be salvaged or movable heritage object must be assigned an individual registration number based on the following coding system:

Redfern Station Buildings

- RSU - CMPID# + 3 digit number eg RSU-G028-001

125-127 Little Eveleigh Street

- RSU - LES + LEVEL + 2 digit number eg RSU-LES-B01

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Print out labels

Using the Heritage Stickers numbered template, fill in the station name and unique code throughout the template. Print on yellow labels (Avery 35947).

> **HERITAGE ITEM** - DO NOT REMOVE/RELOCATE
>
> RSU - AREA CODE - NUMBER
>
> Contact: julie@tzg.com.au

3.1.3 Significance Assessment

The Sydney Trains Significance Assessment Guide is to be used as a guide by a heritage practitioner during on-site identification and registration (Appendix A).

3.1.4 On-site registration of objects

Step 1: Record on the site specific Movable Heritage Schedule

The Salvage and Movable Heritage Schedule is used to record objects on site that have been assessed as significant. Each object or collection of objects should be assigned a registration number and line item.

Step 2: Produce a Statement of Significance for each object/line item

Succinctly explain why this object is significant and how it is related to the railways. This should be an overall summary of the conclusions of the significance assessment.

Step 3: Tag the object

After each object is described on the list, write the object description on the tag/label with the corresponding registration number.

The Novo Rail heritage team use three types of tags:

- Metal tags and plastic ties – use for large objects and outdoor locations.
- Paper tags and string or plastic ties – use for large objects at indoor locations
- Stickers – use for small objects, indoor locations, and where not able to attach a tag.

Attach tags/stickers to the heritage object in prominent locations where they can be readily seen and will not wear off or detach easily.

Attach more than one tag or sticker, if necessary.

When tagging, avoid attaching stickers to surfaces where they may not readily adhere, such as fabric or dusty objects, or where they may damage the underlying surface.

Sometimes tagging of an object will not be possible. In these cases, ensure all other steps (1-7) are followed.

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Step 4: Photograph each object

Photograph each object including the tags and stickers. Try to ensure the registration number is clearly visible in each photo.

- Take 1x full shot of the object with tag/sticker,
- 1x up-close shot of the object with clearly visible tag/sticker details
- Some detail shots, if necessary.

When saving these photographs, ensure they are named according to each unique registration number and provided to the Novo Rail Heritage Team for filing. Images should be saved as full colour, high quality JPG and between 4000 and 6000 pixels on the longest side.

Step 5: Arrange secure on-site storage

Ensure that all movable heritage objects are stored in a secure location to ensure their long-term preservation and security. Ensure relevant staff is made aware of the movable heritage objects at their site and their safe storage requirements. If possible ensure all movable objects are stored together (if the objects are not still being used) at the Novo Rail site office. Make note of the specific location on the schedule.

Step 6: Explore the opportunity to display any objects

Ensure that any potential opportunities for display of these objects are discussed with the site contact, particularly for those objects assessed as integral to conveying the significance of the site. Make note of any potential opportunities on the schedule.

Step 7: Submit Schedule for review and endorsement by Novo Rail Heritage Team.

Add a representative small sized image to each line item on the schedule for ease in object identification. Submit the schedule and the file of individual images to Novo Rail Heritage Team for review and endorsement.

3.2 Identification by Operational Staff

Novo Rail staff may discover potential movable objects during construction. In this case, staff is encouraged to contact the Novorail heritage team with a photograph and description of the object and its location.

The heritage specialist will arrange a follow up site visit to conduct a significance assessment and provide the following advice for the identified object/s:

If the object does meet the criteria for significance assessment consult with the Sydney Trains Heritage Team to either:

- Retain on site (either on display or in storage),
- Acquire into the State Movable Heritage Collection managed by TfNSW, or
- Relocate/acquire into the Sydney Trains movable heritage collection.

If the object **does not** meet the criteria for significance assessment:

- Continue to use the object, or
- Dispose of the object.

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4. Information Management and Communication

To be completed by the Sydney Trains Heritage Team

Upon completion of the project any items of movable heritage that remain will be transferred to Sydney Trains. Their process of recording is included below:

Record on Master Movable Heritage database

Ensure all line items are transcribed into the electronic Master Movable Heritage Database. Include all collected information in the appropriate fields. Images are not included in the Master database due to size restrictions.

Update and Track

The Sydney Trains heritage team is the manager of the movable heritage database and is responsible for its ongoing maintenance and relevance.

The Sydney Trains heritage team will maintain and update the electronic master database each time an object is relocated, altered or repaired and when additional information becomes available (upon notification staff or project teams). The site specific schedule saved in each individual location will remain as a backup of original audit/information.

New information must be added without deleting existing information with a recorded date of the entry. This ensures the database will become an accumulative history of known information about the object.

File photographs

Save photographs in the relevant location's movable folder. Ensure each image is named according to the corresponding unique registration number (e.g. RSU-LES001).

Communicate Movable Heritage information to relevant staff

A pdf copy of the site specific movable heritage schedule with images should be emailed to the allocated site contact (usually station manager) to be kept as a record on site and to promote the importance of the movable heritage objects at their location. Sample text for the accompanying email:

Heritage Listings

Under Section 170 of the NSW Heritage Act 1977, State Government agencies must maintain a register of heritage objects and care for them with due diligence. This includes movable objects as well as fixed assets and buildings. All staff is responsible for protecting heritage assets within their workplaces.

The Sydney Trains listing for this site can be accessed here: ***<insert S170 RailCorp listing link here>***

Movable Heritage

Movable heritage often derives significance from its relationship to a region, building or site. Removing objects from a place can diminish or damage the significance of the objects and the place, as well as the story it can tell. Therefore, the broad policy of Sydney Trains is to retain these objects in situ i.e. within their historical context. A schedule of identified movable heritage objects has been created for this station. These schedules assist in the ongoing management of these heritage objects and ensure their protection during any future works undertaken at the station.

Responsibility

The station staff are responsible for these objects as they generally interact with the objects on a daily/weekly basis. However, the heritage team will assist in protecting these heritage objects from damage, theft, unauthorised relocation or disposal.

Any Questions?

If you have any concerns about any heritage matters at your station, contact the heritage team for advice.

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5. Movable heritage in the S170 Register

Movable heritage objects form part of the S170 Registration requirements for all Government agencies. The S170 Register however is not to be used for registration of all objects of movable heritage at a site, and only key objects of significance or those key objects visible to the public should be entered into the S170 Register to minimize duplication of information. The following standard wording is to be used when cross-referencing objects in the S170 Register.

Movable Heritage

NSW Railway heritage-listed sites contain significant collections of stored movable railway heritage, including furniture, signs, operational objects, ex-booking office and ticketing objects, paper records, clocks, memorabilia, indicator boards and artwork. Individually, these objects are important components of the history of each site. Together, they form a large and diverse collection of movable objects across the NSW rail network. Novo Rail maintains a database of movable heritage. For up-to-date information on all movable heritage objects at this site, contact the Novo Rail heritage team.

Key objects at this station include:

X <example a>

X <example b>

X <example c etc.>

Note: All objects that are identified during the audit as currently 'fixed' with the potential to become movable will not be added to a movable heritage schedule. They will, however, be identified explicitly as site features in the associated physical descriptions of the S170 register. These objects will be added to the movable register only when they are no longer fixed and are deemed to have met the criteria for significance.

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1.4 Appendix A: Sydney Trains Movable Heritage Significance Assessment Guide

Purpose: To assist in assessing an object for heritage significance.

Guidance: This assessment must be completed by a heritage practitioner.

1. PRIMARY CRITERION	CRITERIA HOW DOES THIS OBJECT MEET NSW HERITAGE ASSESSMENT AND SIGNIFICANCE 2.0 CRITERIA?	
	a. Is it important in the course, or pattern, of NSW's railway history (or the railway history of a local area)?	
	b. Does it have a strong or special association with the life or works of a person, or group of persons, of importance in NSW's railway history (or the railway history of a local area)?	
	c. Is it important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW railways (or the local area)?	
	d. Does it have strong or special association with a particular rail community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons?	
	e. Does it have potential to yield information that will contribute to an understanding of NSW's railway history (or the railway history of a local area)?	
	f. Does it possess uncommon, rare or endangered aspects of NSW's railway history (or the railway history of a local area)?	
	g. Is it important in demonstrating the principal characteristics of a class of NSW railway places (or a class of a local area's railway places)?	
	h. Is it important in the course, or pattern, of NSW's cultural or natural history (or the cultural of natural history of a local area)?	

2. SECONDARY CRITERION	CRITERIA HOW DOES THIS OBJECT RELATE TO THE NSW RAILWAY THEMATIC HISTORY	
	a. Does the object provide information that presents a notable contribution to an understanding of the history and development of New South Wales and/or the railway?	
	b. Does it illustrate an important stage in the development of Sydney or the regional development of the State of New South Wales through the expansion and evolution of the rail network?	
	c. Does it represent technical development or the changing role of railway transportation and technology?	
	d. Does it represent aspects of customary railway practices and/or industrial history?	
	e. Was it associated with some significant event or person of importance to the history of the railway?	
	f. Is it of importance to a particular community or cultural group in New South Wales and/or the railway for social or cultural reasons?	

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3. RELATIVE VALUE	CONSIDERATION RELEVANT VALUES TO EXISTING MOVABLE HERITAGE COLLECTIONS/HERITAGE LISTED STATEMENT OF SIGNIFICANCE.	
	Repetition: Are there numerous existing examples of this object in the collection?	
	Rarity: Is it the last remaining example of a class of objects?	
	Context: Does this object have a contextual grouping?	
	Precinct: Will this object enhance an existing precinct collection or assist in interpreting a precinct's listed statement of significance?	
	Existing Collection: Does this object enhance an existing collection?	

4. RELATIVE VALUE	PURPOSE HOW CAN THIS OBJECT BE USED? IS IT STILL IN USE?	
	Still in use? Is the object still used?	
	Display / Interpretation Can this object be displayed or interpreted? I.e. in a heritage listed site, in an exhibition etc.	
	Reference / Research Is this object useful for future research/ reference?	
	Duplicate / Spare Is this a source of parts for more significant or more intact object/s? Could it be used as a prop?	

5. ONGOING MANAGEMENT	CONSIDERATION WHAT ARE SOME OF THE ONGOING MANAGEMENT IMPLICATIONS FOR SYDNEY TRAINS IF THIS OBJECT IS RETAINED?	
	Management	
	Condition i.e. ongoing conservation required?	
	Operational i.e. ongoing maintenance?	
	Storage/Access	
	Security	

RECOMMENDED ACTION I.E. DISPLAY IN SITU, STORE, CONSERVE, ACCESSION TO STATE COLLECTION ETC.
*Please refer to Sydney Trains Movable Heritage Guidelines for guidance around suitable objects for the THNSW State Collection and the ST Movable Heritage Collection. For case studies or detailed examples please see R. Russell & K. Winkworth. Significance 2.0: a guide to assessing the significance of collections. Collections Council of Australia, 2010.

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Archaeological & Heritage Management Solutions, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, September 2015.

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http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx

SHR

State Heritage Register Listing #01139, Eveleigh Chief Mechanical Engineer's Office and Movable Relics

State Heritage Register Listing #01140, Eveleigh Railway Workshops

State Heritage Register Listing #0114, Eveleigh Railway Workshops Machinery

State Heritage Register Listing #01234, Redfern Railway Station Group

City of Sydney Council

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Australian Heritage Commission

Australian Heritage Commission, 2001, *Australian Historic Themes Framework*

Register of the National Estate

http://www.environment.gov.au/cgi-bin/ahdb/search.pl

Eveleigh Railway Workshops

Chief Mechanical Engineer's Office

The Block Redfern

Other Publications

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TfNSW, Redfern Station Upgrade - Stage 1 Options Report, August 2018.

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AGENCY TRANSPORT FOR NSW
ADDRESS Level 1 Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2066
PHONE +61 02 9422 5410
EMAIL Tanya.Coates@transport.nsw.gov.au

tonkinzulaikhagreer HERITAGE

ADDRESS 117 Reservoir Street Surry Hills NSW 2010
PHONE +61 2 9215 4900
EMAIL julie@tzg.com.au
ABN 4600 2722 349
www.tzg.com.au

Appendix C – Heritage Works Methodology Guideline

Heritage Methodology Guideline

TAP04 Redfern Station Upgrade

Document Information	
Document Number	TAP04-PLN-EN-020
Issue Date	19/02/21
Revision Number	0.3
Status	Final
Custodian	Environmental & Sustainability Manager
Approver	Senior Project Manager

Asite Document Reference	Asite Document Title
TAP04-PLN-EN-020	Heritage Works Methodology

Revision Control			
Rev No:	Change from previous	Date	Comment
0.1	Document Creation	18/02/21	First issue
0.2	Refer to comments	10/03/21	Heritage significance assessment pathway, section 1.2; 1.7 and 1.9 PART B Heritage Works Methodology Template and Appendix E – Endorsement letter
0.3	Appendix C Sections 1.7-1.8	18/08/21	Updated Excavation methodology map and clarity with the HWM preparation and assessment process

Prepared by			
Name	Organisation	Role	Date
Larry Melnick	Novo Rail	Environmental and Sustainability Manager	19/08/21

Reviewed by			
Name	Organisation	Role	Date
John Taliva'a	TZG	Heritage Specialist	19/08/21

Approved by				
Name	Organisation	Role	Date	Signature
Jerome Cargnino	Novo Rail	Senior Project Manager	19/08/21	
Julie Mackenzie	TZG	Heritage Architect	19/08/21	

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1 PART A – Heritage Methodology Guideline

1.1 Project overview

The Project involves the upgrade of Redfern Station through the construction of a new concourse at the southern end of the station platforms, providing both lift and stair access to Platforms 1 to 10. The new concourse would extend between Marian Street and Little Eveleigh Street and include associated interchange upgrades of Little Eveleigh Street, Marian Street, and parts of Cornwallis Street and Rosehill Street.

The Project forms part of the Transport Access Program (TAP). The TAP has the objective of providing a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Redfern Railway Station Group is identified as a State significant heritage item and is recognised as a major suburban station which played an important role in the development of the surrounding residential and industrial suburbs. Other State Heritage Curtilages may also applicable under this document, based on the location of works being carried out.

• Redfern Railway Station Group, which is listed on the SHR (#01234) and RailCorp Section 170 Heritage and Conservation Register (#4801095)
• Eveleigh Railway Workshops, which is listed on the SHR (#01140) and RailCorp Section 170 Heritage and Conservation Register (#4801102)
• Eveleigh Chief Mechanical Engineers Office and moveable relics, which is listed on the SHR (#01139) and RailCorp Section 170 Heritage and Conservation Register (#4801126)

All Project components described are subject to further design. Changes may be made during the ongoing design development and community consultation processes.

The key features of the Project are expected to include:

a six metre wide concourse between Little Eveleigh Street and Marian Street
new stair and lift access from the concourse to Platforms 1 to 10
an upgraded station entrance at Marian Street including station services and customer amenities
a new station entrance at Little Eveleigh Street including station services and customer amenities
formalisation of a shared zone on Little Eveleigh Street, including: -safety improvements to vehicle, cyclist and pedestrian interactions -improvements to streetscape such as landscaping, lighting, drainage and pavements -relocation of approximately 20 parking spaces (including 18 resident/restricted parking spaces, one accessible parking space and one car share scheme parking space) -utility adjustments.
upgrade of Marian Street/Cornwallis Street/Rosehill Street area -extension of existing shared zone including part of Rosehill Street

-safety improvements to vehicle, cyclist and pedestrian interactions including footpath widening -improvements to streetscape such as lighting, drainage, landscaping and pavements as well as utility adjustments -changes to street parking arrangements including removal of approximately 16 parking spaces (including relocation of one car share scheme parking space).
operation of the Project
Other components of the Project include: relocation of the shuttle bus zone from Little Eveleigh Street to Lawson Street kiss and ride on Lawson Street, and associated footpath upgrade - kiss and ride on Gibbons Street, and associated footpath upgrade - footpath widening on Ivy Street - relocation of a building on Platform 1 to accommodate the concourse - repurposing, relocations and alterations to platform building features and other platform features, including privacy walls, doors, screens and roofing, platform seats and electrical equipment - addition of platform canopies - platform resurfacing on all platforms and associated drainage alterations - installation of station operational components and infrastructure including: wayfinding and signage tactile ground surface indicators (TGSI) rubbish bins CCTV passenger information system (e.g. passenger information display, public address and hearing loops) emergency equipment (e.g. for fire and life safety).
service relocations and upgrades including: - relocation of overhead wiring structures - installation of a new rail signal between Platforms 1 and 2.

1.2 Purpose

This heritage methodology guideline document and as described under PART 1 has been prepared to assist the Project in the preparation of heritage works methodologies for various types of work activities under the Project.

PART 2 of this document includes a Heritage Works Methodology template which is required to be prepared by the Project Team prior to works involving, or adjacent to, built fabric of heritage significance under the Project's planning approval including CoA D4, in instances where heritage fabric may be impacted upon. The Heritage Works Methodology is required to be reviewed by a suitably qualified heritage representative.

NAH2	*A heritage architect would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications.*

Where the proposed works may result in impacting heritage fabric of significance which is recognised as moderate, high and exceptional grading, a Heritage Works Methodology for the required works is required to be provided to the Heritage Architect for their approval prior to commencement. The Heritage Architect may consult TfNSW in certain instances to determine if further escalation of methodologies to Heritage NSW (HNSW) is required based on the significance of the fabric and the impacts of the proposed works.

Heritage Works Methodologies under the Project are also to be prepared in meeting applicable Revised Environmental Mitigation Measures (REMMs) and Revised Performance Outcomes (RPO) as per the Return to Submissions under the Project's Planning Approval. Specific requirements associated with CoAs; REMMs and RPOs are listed under PART 1 of this document and PART 2, which exists in the form of a template, addresses how each of these are addressed in line with the applicable Heritage Works Methodology.

A Heritage Works Methodology is also required in line with the Project's Construction Heritage Management Plan, TAP04-PLN-EN-0012. These methodologies are required to be submitted to the Heritage Architect for approval minimum five (5) business days prior to commencement of the works. Note, works requiring Heritage NSW approval require a longer approval time.

Preparing and implementing a suitable Heritage Works Methodology importantly provides for guidance and controls in mitigating and minimising impacts to significant heritage fabric and forms an important part of the due diligence process under the Environmental Planning & Assessment Act 1979 which the planning approval exists under and also the Heritage Act 1977 and the Protection of the Environment Operations Act 1997.

1.3 Scope

Heritage Works Methodologies applies to project activities described under the Project Planning Approval and any subsequent approvals that are granted. The Heritage Methodology is to be implemented where Novo Rail has the ability to control or influence heritage fabric with due consideration to the asset life cycle and stakeholder relationships.

Works being undertaken are also applicable to Design, Construction; Inspection, Testing and Commissioning Works; Restoration of Site and Demobilisation prior to Asset Handover. Activities in regards to heritage conservation and restoration needs, where applicable, may be applied at each of these asset life-cycle stages or as part of post construction.

Works under the project are bound by the project's footprint as illustrated below:

Above: Approved project footprint
Source: : TfNSW; Redfern Station, New Southern Concourse EIS (May 2020)

1.4 Minister's Conditions of Approval

The CoAs, REMMs and RPOs relevant to this document are listed in the Table below.

Please consult the Novo Rail Environmental and Sustainability Team for further assistance in regards to applicable CoAs, REMMs and RPOs and how each item is to be addressed for your Heritage Works Methodology.

Further detailed information can also be accessed through the Project's Construction Heritage Management Plan, TAP04-PLN-EN-0012. As the proposed works will potentially impact on the heritage fabric and result in change, there is a need therefore to salvage heritage items prior to works being undertaken and for heritage items to be recorded, archived in order to facilitate historical interpretation through strategy and management plan documents as a result of this change. Applicable requirements that may be triggered in regards to works to be undertaken are highlighted in blue.

Infrastructure Approval SSI-10041 (approval date 10/12/20), Conditions of Approval	
CoA No:	**Description/requirement**
D2	An Archival Recording and Salvage Report must be undertaken of all heritage-listed items that will be affected by Work. The archival recording must be prepared in accordance with How to Prepare Archival Recordings of Heritage Items (NSW Heritage, 1998) and Photographic Recording of Heritage items Using Film or Digital Capture (NSW Heritage, 2006). The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works.
D3	The Archival Recording and Salvage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and City of Sydney Council for information no later than 12 months after the completion of the work referred to in Condition D2.
D4	The Proponent must prepare a removal and storage methodology for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed or modified and reused. The methodology must be documented and a copy of the methodology must be provided to the Heritage Council of NSW at least five (5) business days prior to the commencement of any Work which may impact significant heritage

Infrastructure Approval SSI-10041 (approval date 10/12/20), Conditions of Approval	
	fabric. Any significant heritage fabric that is proposed to be removed or modified must be recorded, tagged and securely stored on site for future use in accordance with the removal and storage methodology.
D5	The Proponent must prepare an updated Heritage Interpretation Strategy to provide the strategic direction for heritage interpretation across the SSI site and to inform the Heritage Interpretation Plan required by Condition D7 and the Urban Design and Public Domain Plan required by Condition D35. The Strategy must:
D6	The Heritage Interpretation Strategy must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, the MLALC, Aboriginal Stakeholders and the City of Sydney Council and submitted to the Planning Secretary for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35.
D7	A Heritage Interpretation Plan must be prepared, consistent with the Heritage Interpretation Strategy, which identifies how interpretation will be integrated into the broader design of the SSI (where relevant) including design elements (form and fabric), landscaping and cultural design principles. The Plan must identify how interpretive themes and heritage values will be implemented and provide a timeframe for their installation during construction. The Plan must be prepared in consultation with the Heritage Council of NSW, the Aboriginal Cultural Heritage Advisory Committee, Heritage NSW, MLALC and the City of Sydney Council and submitted to the Planning Secretary and Heritage NSW for information prior to the construction of permanent built works that are the subject of the Urban Design and Public Domain Plan required by Condition D35.
D8	Prior to undertaking any works that have the potential to impact on historical archaeology, the Proponent must engage a suitably qualified archaeologist whose experience complies with the NSW Heritage Council's Criteria for Assessment of Excavation Directors (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historical archaeology (i.e. non-Aboriginal), and to prepare a Historical Archaeological Research Design and Excavation Methodology.
D9	The Historical Archaeological Research Design and Excavation Methodology must be developed in consultation with the Heritage Council of NSW. The methodology must be prepared prior to undertaking any Work in areas identified as "low" or "high" archaeological potential" in the documents listed in Condition A1 and must be implemented when working in areas of archaeological potential.
D10	Where excavation works are required in the vicinity of potential archaeological sites, the Excavation Director must be present to advise on archaeological issues and oversee excavation works. The Excavation Director must be given the authority to advise on the duration and extent of oversight required during archaeological excavations

Infrastructure Approval SSI-10041 (approval date 10/12/20), Conditions of Approval	
D11	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW or Heritage NSW.
D12	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced archaeologist or heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information at least five (5) business days before the commencement of Work.
D13	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work.

Each of the mitigation measures below may apply to the works being proposed. It is important to review mitigation measures below for inclusion in your Heritage Works Methodology document and to consult with the Project's Environment and Sustainability team and Heritage Specialists where needed.

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
NAH1	Detailed design of the Project would consider the following Heritage opportunities: • adaptation of Platform 1 Office Building including: • finding temporary use as soon as practicable • finding a permanent use for the building in consultation with the community • moving the building two metres north of the platform to ensure that access to the building for future use can be maintained • developing a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office. Further design refinement in consultation with a heritage architect of the concourse, platform canopies, stairs and lifts including: • reviewing opportunities to increase the transparency of the concourse by: - maintaining perforations in aluminium panels to be large as possible noting the limitations imposed by the ASA standard ESB 003. The proposed perforations are 25 x 25 mm. The intent is for the perforations to increase gradually to form large openings in succession from the lower portion to the roof of the concourse. Each horizontal section would be assessed for compliance to achieve the maximum opening size i.e. greater than 25 mm x 25 mm. Where compliance cannot be achieved, dispensation and/or alternative solutions should would be exhausted. - installing roof canopies only where necessary and detailing these to be of a slim profile. - incorporating clear glazing on the concourse as much as possible; including the proposed framed views across the rail corridors. The size of these clear glazed elements would be as large as possible - incorporating clear glazed elements into the proposed lifts and ensuring the required structures for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency.

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
	• reducing the bulk and scale of the proposed concourse: - detailed design would aim for steel framing and supports to be as slim as possible - the height of the concourse would be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height. • assessing perforated aluminium panels for reflectivity to ensure that glare is reduced • ensuring that a separation between heritage fabric and new elements is retained such as the incorporation of glazing or voids at the junction of the concourse and 125-127 Little Eveleigh Street • avoiding inserting advertising on the concourse that would reduce the transparency and disrupt views • ensuring that materiality of new elements at the Marian Street entry is in keeping with the public domain design • ensuring that the design incorporating the independent TfNSW DRP comments is presented to the TfNSW DRP for further review and comment during detailed design.
NAH2	A heritage architect would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications
NAH3	A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.
NAH4	A historical record of areas modified would be prepared for future reference. Archival recording would be completed prior to the commencement of construction and at completion of construction. The following elements would be included: • identified significant views • Platform 1 Office Building and surrounding area • Platform 4/5, 6/7 and 8/9 buildings • retaining walls on Platform 1 and 10 • examples of various platform facings • 125-127 Little Eveleigh Street • Little Eveleigh Street streetscape

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
NAH5	A Heritage Management Sub-Plan would be included in the CEMP. This would include the following measures: • protecting heritage items from adjacent construction works by: - prioritising protection of heritage elements as part of the early works - monitoring impacts from noise and vibration. If maximum vibration levels are exceeded, or are predicted to exceed applicable standards, consider alternative construction methods to minimise damage to heritage elements • undertaking a dilapidation survey of the area adjacent to the Chief Mechanical Engineers Office Building driveway prior to carrying out the works associated with the new car park and upon completion making good all affected areas • compiling a program of salvageable heritage fabric and a material reuse plan, approved by the heritage architect prior to commencing works • avoiding potential damage to heritage items from negligence during construction by implementing a heritage induction to all on-site staff and contractors. The induction would clearly describe the heritage constraints of the site.
NAH6	The heritage elements of the Platform 1 Office Building would be conserved and protected by: • undertaking a dilapidation survey • prior to relocating, securing the windows and door and boarding up prior to relocating, using a reversible methodology • undertaking investigative work to avoid disturbance of fabric • maintaining the same alignment when relocating the Building • protecting and conserving Elston's Siding during the works • avoiding installing a concrete finished floor to the Building • ensuring that relocation works are closely supervised by the heritage architect and specialist tradesperson • ensuring the following steps are undertaken during or post building relocation, if damage to the building is sustained: - the nominated Project architect would be contacted immediately - all damage to elements would be recorded - a heritage architect and specialist tradesperson would supervise and undertake required repairs - conserving and retaining the existing path from Platform 1 to the Telecommunications Equipment Centre

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
NAH7	The heritage elements on Platform 4/5, 6/7 and 8/9 buildings would be conserved and protected by: • using traditional repair and conservation methods for detailing proposed works • ensuring the demolition of the extension to the Platform 8/9 building would not damage the surrounding fabric • retaining original features of the building and their conservation and restoration if feasible • incorporating new sympathetic fabric in accordance with the guidelines of the Burra Charter
NAH8	The warehouse character of 125-127 Little Eveleigh Street would be retained by: • retaining external building elements: masonry walls, parapet line of the roof, fenestration, patina (including painted signs) of the brickwork (including remnant painted signs) • internal building elements: original timber columns, original exposed timber framing to floors and ceilings (subject to detailed structural review) • designing new entry canopies to be a slim profile, sympathetic to the colours and material of the existing building • modifying the external openings, where appropriate, to make reference to the existing fenestration pattern of the building • undertaking conservation works and repair works to the exterior of the building • designing the new Colorbond roof to be sympathetic to the existing colour palette of the building • avoiding anti-graffiti paint to the exterior of the brickwork.
NAH9	The aesthetic impacts associated with the insertion of the proposed car park through landscaping treatments would be reduced by: • undertaking a holistic approach when selecting materials and finishes in areas that are located within or adjacent to the Eveleigh Railway Workshops including boundary fencing, planning layouts, signage, materials, and plantings • updating the Urban Design and Public Domain Plan prior to finalisation of detailed design that incorporating a coherent presentation and linkage with the Eveleigh Railway Workshops. • retaining and protecting existing trees • introducing minimal soft landscaping to retain the existing industrial character of the rail yard.
NAH10	The existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office would be protected by: • retaining and protecting the existing trees • protecting and retaining the existing garden within the heritage boundary of the building.

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
NAH11	The building fabric of the McMurtrie, Kellerman & Co factory at 181 Lawson Street would be protected during construction in particular in areas adjacent to basement windows.
NAH12	New infrastructure such as OHW would be designed as simple clean structures with consolidated service runs to reduce the cluttered look of existing infrastructure at the station.
NAH13	Inspection of the following areas would be undertaken to identify movable heritage items: • Platform 1 Office Building • Platforms 4-9 buildings • 125-127 Little Eveleigh Street. If movable heritage items are found: • items would be tagged and recorded storage of moveable heritage would be coordinated with the Eveleigh Railway Workshop Collection.
NAH14	The potential archaeology on site would be protected and managed by undertaking the following: • archaeological test excavation and salvage on the northern side of Marian Street, proposed car park off Little Eveleigh Street and area of relocation of the Platform 1 Office Building, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines • archaeological monitoring for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the HARD • archaeological monitoring for any excavation works along Marian Street, Rosehill Street and Cornwallis Street to record remains of earlier road surfaces. Once recorded, these road surfaces can be removed. The archaeological monitoring methodology would be included in the HARD • implementing stop-work procedures if unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines.
NAH15	The heritage value of the Project would be communicated by: • implementing the Heritage Interpretation Strategy for the Project • considering guidelines provided in Sydney Trains Heritage Interpretation Guidelines, and the City of Sydney council signage policies • undertaking further community consultation as part of the Heritage Interpretation Strategy

Revised Environmental Mitigation Measures	
REMMs	**Description/requirement (applicable NAHs listed only)**
	• developing a Signage Plan to ensure that the design is contemporary, of high design quality, and reflects traditional patterns • interpreting the current position of the Platform 1 Office Building after the building is relocated • interpreting the association of Redfern Station with the Aboriginal community of Redfern • interpreting the historic gardens on the platforms at Redfern Station • interpreting the story of the former footbridge (1914-1996) at the proposed car park entry
NAH16	City of Sydney Council would be consulted with regard to refining detailed design in the following areas: • 125-127 Little Eveleigh Street • streetscape works

The below Performance Outcomes for managing heritage are target based. It is important that the mitigation measures being implemented for the works occur to successfully realise these heritage based targets.

Revised Performance Outcomes	
REMMs	**Description/requirement (applicable NAHs listed only)**
RPO32	The Project has considered the following heritage opportunities: - transparency of the concourse is maximised - the bulk and scale of the concourse is minimised - the reflectivity of proposed materials of the concourse is minimised - separation between heritage fabric and new elements is incorporated - bulk and scale of platform canopies are minimised - structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views are avoided.
RPO33	Heritage elements are protected as far as practicable including: - careful relocation of the Platform 1 Office Building and sensitive work to existing buildings on Platforms 4/5, 6/7 and 8/9 - the warehouse character of 125-127 Little Eveleigh Street is retained. - the industrial character of the Eveleigh Railway workshops is respected - the existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office is retained.
RPO34	A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.
RPO35	Materiality of new elements at the Marian Street entry is in keeping with the public domain design
RPO36	Movable heritage items are identified, conserved and protected during construction
RPO37	Heritage fabric is conserved through the reuse of salvageable heritage fabric where possible
RPO38	A historical record of areas modified by the Project is maintained for future reference through archival recording

Revised Performance Outcomes	
REMMs	**Description/requirement (applicable NAHs listed only)**
RPO39	Heritage interpretation is undertaken that communicates the heritage value of the site to visitors
RPO40	Potential archaeology within the Project area is protected or appropriately managed
RPO41	Heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained
RPO42	Avoidance of structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views.

1.5 Heritage Curtilages

The Heritage Methodology being prepared also needs to account for the location where the works are to be undertaken. This is to ensure that appropriate mitigation measures are in place as the applicable heritage curtilage location(s) may have specific unique features to consider and manage.
Refer to applicable heritage curtilage location(s) under ***Appendix B1 and B2*** that exist under the Project and make note in your methodology of the applicable curtilages.

1.6 Heritage Significance Grading

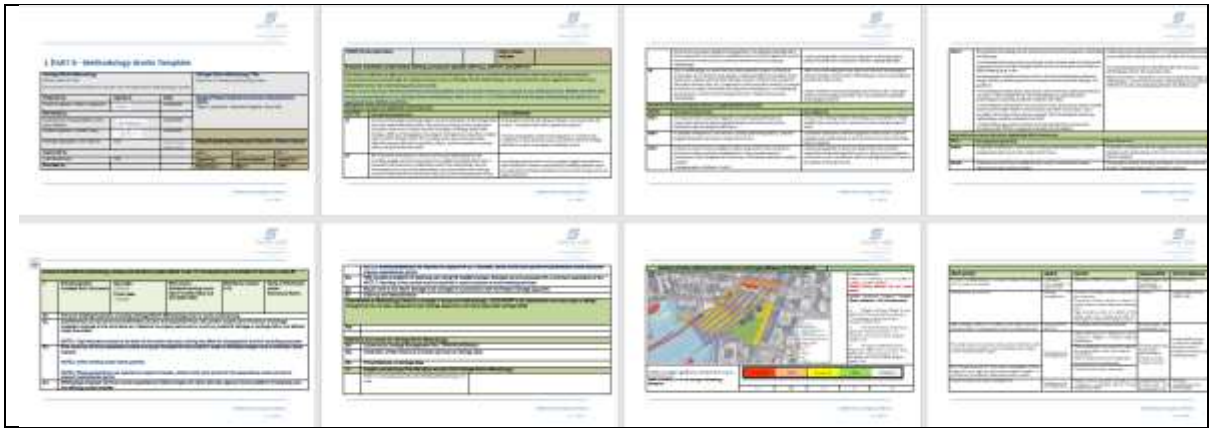
It is also important to recognise as part of your works under your methodology, the heritage that may be impacted upon and its grading significance which spans from “intrusive” with the lowest grading to “exceptional” with the highest grade. ***Refer to Appendix A – Heritage Significance Map.*** It is also important to identify the potential impact with works to be carried out of adjoining heritage fabric which may have a higher grading and require additional mitigation measures. In certain scenarios this may require a review not only by the Project’s Heritage Specialist but also by Heritage NSW. ***Refer to Appendix D which is a reference tool for guidance purposes of heritage elements and structure and their respective heritage significance grading.***

1.7 Preparation and assessment process

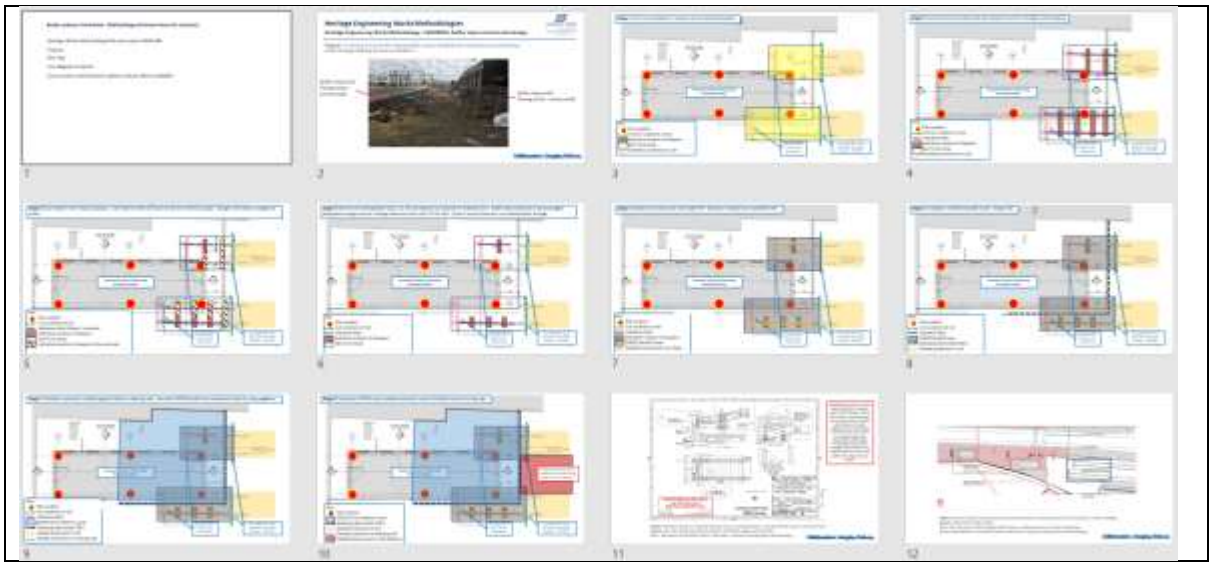
1.7.1 Preparation

There are several key pieces of information to gather when preparing a Heritage Works Methodology for your works. This includes information to be included in two methodology templates describe below:

Heritage Works Compliance Methodology template (word version) which addresses compliance requirements, purpose, scope of works, high level summary of works sequencing and measures to mitigate potential impact on heritage fabric.
IMPORTANT NOTE: It is essential that the information in these tables address the proposed works specifically. Care should be taken to remove any redundant details from previous methodologies not relevant to the current works. The document should be reviewed for accuracy and consistency of information prior to submission for approval.



Heritage Engineering Methodology template (powerpoint version) which provides for further technical details including sequencing, line diagrams, sketches, cross sections, elevations and other supporting documentation such as Sydney Trains Technical Notes, consultant's drawings, etc *(if applicable).*
IMPORTANT NOTE: This is a key package of information that *supports* the compliance methodology and must be clearly set out with accurate content. A review of the details presented in the package should be undertaken to ensure that the content is consistent across each slide *but also consistent with the information contained in the Heritage Works Compliance Methodology template*. It is essential that both documents are cross-checked and reviewed for accuracy and consistency of content prior to submission for approval. This will allow for greater efficiency when reviewing the methodologies for approval.



*Refer to **Part B** below for the methodology template.*

Content to be included within each of the methodology templates is summarised under ***Section 1.8*** below.

1.7.2 Assessment

A 5-10 working day timeframe is needed for the Heritage Specialist to review the methodology and where applicable, a longer duration up to 6-8 weeks for review by Heritage NSW. The Heritage Architect, in consultation with TfNSW, may determine if further review of the methodologies by HNSW is required when works impact fabric of greater significance.

The above review duration periods should be factored into your design, engineering and construction delivery for the works involved.

A flowchart is provided below in ***Section 1.9*** which summarises the heritage assessment process based on the nature of the works and the likely impact upon the heritage fabric.

An Endorsement letter is provided by the Heritage Specialist as part of the approval process. ***Refer to Appendix E***

1.8 Information capture for the methodology

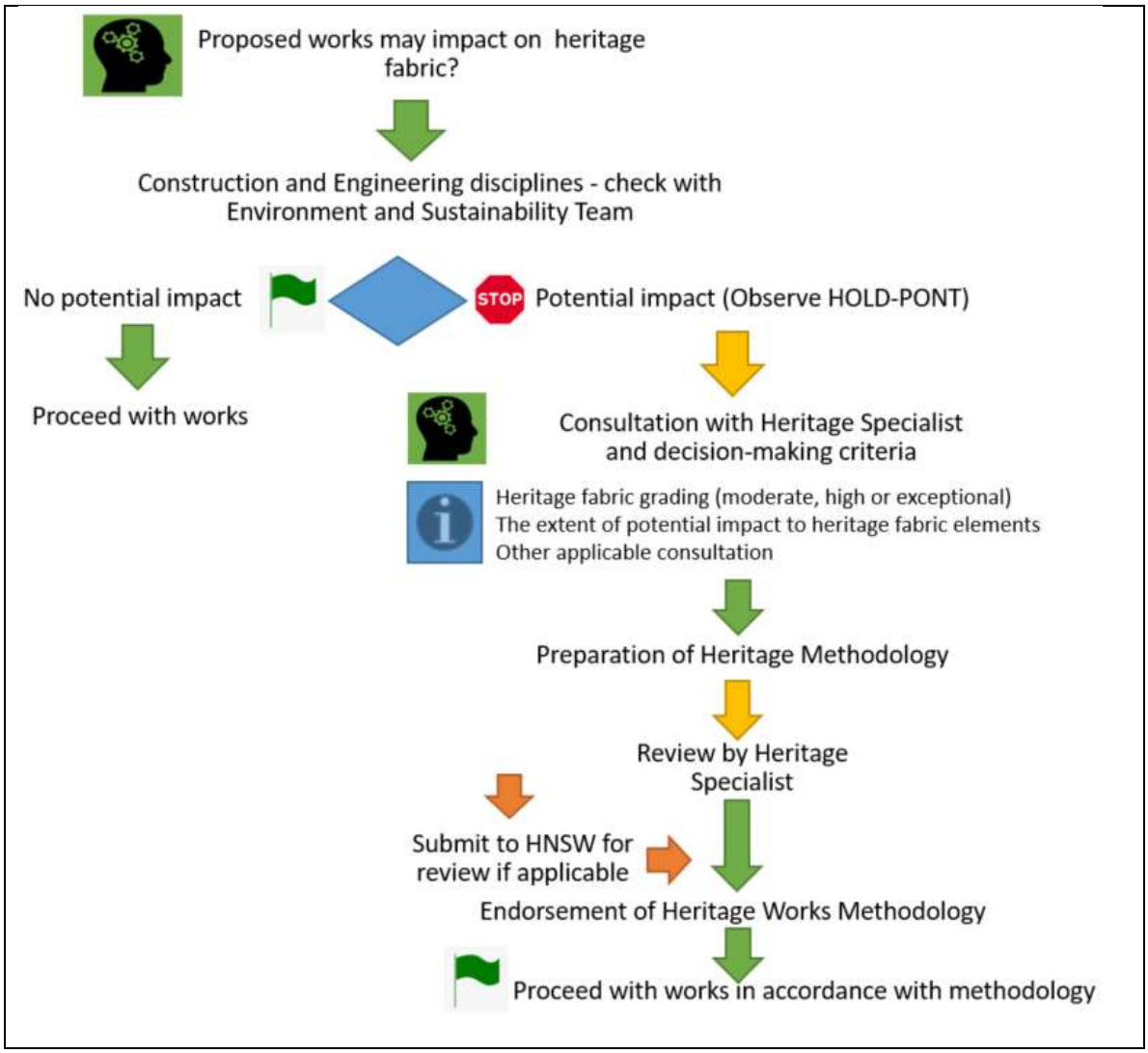
Ref	Information capture	Who*
Heritage Compliance Methodology template		
1	Cover page including authors, reviewers and approvers; Title of works; go-to Designer/Project Engineer/Construction Representative details and applicable work disciplines. **Important**: Signatures are required from each author prior to submission for approval to confirm that content has been reviewed by Novo Rail.	(D/PE/C Reps)
2	Purpose of the works	D/PE/C Reps)
3	Conditions of Approval, Revised Environmental Mitigation Measures and Revised Performance Outcomes	E & S
4	Location of work (This will assist with the applicable Local and State Heritage Curtilages and heritage fabric significance that may be impacted upon)	D/PE/C Reps)
5	Scope of works/Works methodology including - List of plant, working hours and workforce numbers; anticipated commencement and completion date; works temporary or permanent - Sequencing of work activities - Provision of photos to assist in adequate mitigation measures being incorporated as part of the Heritage Engineering Methodology.	D/PE/C Reps)
6	Refer to Section 4 and include any specific mitigation measures within the Heritage Methodology	D/PE/C Reps)
Heritage Engineering Methodology template		
-	Purpose and site map indicating the location of the proposed works	D/PE/C Reps)
-	Sequencing of work activities including photos, line diagrams, sketches, cross sections, elevations and other supporting documentation such as Sydney Trains Technical Notes, consultant's drawings, etc (if applicable).	D/PE/C Reps)

Reference*

Designer/Project Engineer/Construction Representative (D/PE/C Representatives)
Environmental and Sustainability (E&S Representatives)

1.9 Heritage management process

The below flowchart provides a summary of the heritage assessment process:



PART B - Methodology Template *(working example)*

<table>
<tr><td colspan="3">Heritage Compliance Works Methodology
TAP04-HWM-EN-005
Environment and Sustainability to allocate next Heritage Works Methodology number</td><td colspan="4">Heritage Works Methodology Title:
Platform 10 Earthing and Bonding Scope</td></tr>
<tr><td>Prepared by:</td><td>Signature</td><td>Date:</td><td colspan="4" rowspan="4">Designer/Project Engineer/Construction Representative details:
Callum Jorgensen, Graduate Engineer, Novo Rail</td></tr>
<tr><td>Project Engineer: Callum Jorgensen</td><td></td><td>23/02/2021</td></tr>
<tr><td colspan="2">Reviewed by:</td><td></td></tr>
<tr><td>Environment & Sustainability Team: Larry Melnick</td><td></td><td>23/02/2021</td></tr>
<tr><td>Project Engineer: Jennifer Feng</td><td></td><td>23/02/2021</td><td colspan="4" rowspan="2">Design/Engineering/Construction Discipline (Please indicate):</td></tr>
<tr><td>Heritage Specialist: John Taliva'a</td><td></td><td>3/03/2021</td></tr>
<tr><td colspan="2">Approved by:</td><td></td><td>Civil ☐</td><td>LV ☐</td><td>HV ☐</td></tr>
<tr><td>Julie MacKenzie</td><td></td><td>3/03/2021</td><td>Signalling ☐</td><td>Communications ☐</td><td>Hydraulics ☐</td></tr>
<tr><td>Provided to:</td><td></td><td></td><td>Mechanical ☐</td><td>E&B ☒</td><td>OHW ☐</td></tr>
<tr><td>HNSW (where applicable)</td><td></td><td>N/A</td><td>Other, please indicate</td><td colspan="2"></td></tr>
</table>

Purpose: Installation of permanent earthing connections between SW1+233, SW1+244 and SW1+271		
The below Conditions of Approval, Revised Environmental Mitigation Measures and Revised Performance Outcomes are the most common requirements to be met through the implementation of your Heritage Works Methodology. Key requirements, where applicable are also to be embedded within the methodology document itself. ***Please consult the Novo Rail Environmental and Sustainability Team for further assistance in regards to any additional CoAs, REMMs and RPOs that may be required based on your Heritage Works Methodology. Refer to Section 1.4 of TAP04-PLN-EN-020 Heritage Methodology Guideline for all applicable CoAs, REMMs and RPOs.***		
Conditions of Approval (applicable CoAs listed only)		
CoA No:	**Description/requirement:**	**How addressed:**
D2	An Archival Recording and Salvage Report must be undertaken of all heritage-listed items that will be affected by Work. The archival recording must be prepared in accordance with How to Prepare Archival Recordings of Heritage Items (NSW Heritage, 1998) and Photographic Recording of Heritage items Using Film or Digital Capture (NSW Heritage, 2006). The recordings must capture the potentially affected heritage listed items impacted by Works, and the immediate surrounds, before, during and after the works.	Photographic Archival Recording and Report was issued under the Project – December 2020 and is updated as required. Conduct photographic archival recording prior to, during and at completion of work activities and in consultation with the Heritage Specialist to assist in the upkeep of heritage records.
D4	The Proponent must prepare a removal and storage methodology for the recording, tagging, removal and storage of any significant heritage fabric that is proposed to be removed or modified and reused. The methodology must be documented and a copy of the methodology must be provided to the Heritage Council of NSW at least five (5) business days prior to the commencement of any Work which may impact significant heritage fabric. Any significant heritage fabric that is proposed to be removed or modified must be recorded, tagged and securely	Any heritage objects that are to be salvaged, tagged and stored at a secure location for further assessment by a heritage specialist and in line with the RSU Salvage Schedule and Removal and Storage and Reuse report (Feb 2021). Conduct photographic archival recording prior to heritage objects being re-located and in consultation with the Heritage Specialist.

	stored on site for future use in accordance with the removal and storage methodology.	
D8	Prior to undertaking any works that have the potential to impact on historical archaeology, the Proponent must engage a suitably qualified archaeologist whose experience complies with the NSW Heritage Council's Criteria for Assessment of Excavation Directors (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historical archaeology (i.e. non-Aboriginal), and to prepare a Historical Archaeological Research Design and Excavation Methodology.	Refer to the Archaeological map under the Historical Archaeological Research Design and Excavation Methodology to assess archaeological potential for these works. Consult with the Project Archaeologist prior if the works are located within an archaeological potential zone. And implement applicable archaeological controls.

Revised Environmental Mitigation Measures (applicable NAHs listed only)	
Description/requirement	**How addressed:**
A heritage architect would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications	A copy of this Heritage Works Methodology was submitted to Tonkin Zulaikha Greer Architects for review prior to the commencement of works.
A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.	A specialist tradesperson will be engaged for these works as per the heritage works methodology in the event that restoration of heritage fabric is required
A historical record of areas modified would be prepared for future reference. Archival recording would be completed prior to the commencement of construction and at completion of construction. The following elements would be included: • retaining walls on Platform 1 and 10	Conduct photographic archival recording of the work activities associated with the heritage fabric prior to, during and at completion of the works and in consultation with the Heritage Specialist to assist in the upkeep of heritage records.
The potential archaeology on site would be protected and managed by undertaking the following: • archaeological test excavation and salvage on the northern side of Marian Street, proposed car park off Little Eveleigh Street and area of relocation of the Platform 1 Office Building, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines • archaeological monitoring for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the HARD	Limited excavation below platform 10 is anticipated with the works to access OHW SW1+244 (City-end) and OHW SW1+273 (Country-end) No archaeological potential is identified under the Excavation Methodology Map for the proposed works. Where excavation is required for new work outside the heritage works methodology, re-asses the Excavation Methodology Map under the HARDEM to assess archaeological potential for altered works

• archaeological monitoring for any excavation works along Marian Street, Rosehill Street and Cornwallis Street to record remains of earlier road surfaces. Once recorded, these road surfaces can be removed. The archaeological monitoring methodology would be included in the HARD • implementing stop-work procedures if unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines.	

Revised Performance Outcomes (applicable RPOs listed only)	
Description/requirement	**How addressed:**
A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.	A specialist tradesperson will be engaged for these works as per the heritage works methodology in the event that restoration of heritage fabric is required
A historical record of areas modified by the Project is maintained for future reference through archival recording	RSU Salvage Schedule and Removal and Storage and Reuse report was issued under the Project – December 2020 and is updated as required. Conduct photographic archival recording prior to, during and at completion of work activities and in consultation with the Heritage Specialist to assist in the upkeep of heritage records.
Potential archaeology within the Project area is protected or appropriately managed	No excavation below natural ground is anticipated with the works. No archaeological potential is identified under the Excavation Methodology Map for the proposed works. Where excavation is required for new work outside the heritage works methodology, re-asses the Excavation Methodology Map under the HARDEM to assess archaeological potential for altered works.

Scope of works/Works methodology *(please provide below project details under (A) and sequencing of activities for the works under (B)*					
A	**Plant/equipment:** Cordless Drill, Hand tools	**Start date:** 2/03/2021 Finish date: 7/03/2021	**Work hours:** Standard working hours Mon-Fri (0700-1800) and Sat (0800-1800)	**Workforce number:** 6-10	**Temp or Permanent works:** Permanent Works
B1.	**Pre-work briefing/inductions including Heritage Works Methodology prior to works commencing.**				
B2.	**Establishment of work zone and mobilisation of plant and equipment from rail-corridor access point. Provision of heritage protection signage at the work-zone as a refresher to project personnel to avoid any potential damage to heritage fabric not defined under the scope.** **NOTE1: High resolution photos to be taken of the works area prior, during and after for photographic archival recording purposes.**				
B3.	**Pilot mark-ups of minor penetration points to support brackets for the conduit in order to facilitate straight runs to minimise visual impacts.** **NOTE2: Utilise existing holes where possible** **NOTE3: Where penetrations are required to support brackets, utilise mortar joint points for the penetrations where structural support requirements permit.**				
B4.	**M10 Ramset Chemset 101 Plus Anchor penetrations (100mm length and 12mm dia hole approx) into the platform 10 retaining wall and affixing conduit saddles** **NOTE4: Where penetrations are required to support the GST brackets, utilise mortar joint points for penetrations where structural support requirements permit.**				
B5.	**Affix conduit to platform 10 retaining wall using full saddle brackets. Brackets are to be spaced with a maximum separation of 2m.** **NOTE 5: Bending of the conduit may be required in some locations to avoid existing services.**				
B6.	**Repair work to any fabric damage to be managed in consultation with the Project Heritage Specialist.**				
B7	**Clean-up and demobilisation**				

Amendments to Methodology (Note any changes in scope and methodology). HOLD-POINT to be observed for any new scope or design change that has not been		
Ref	**N/A**	
Reference documents for Heritage Works Methodology		
001	**Construction Heritage Management Plan, TAP04-PLN-EN-0012**	
002	**Installation of New Electrical and Data Services at Heritage Sites**	
003	**Fixing Methods at Heritage Sites**	
1C	**Images and drawings (Provide below as part of the Heritage Engineering Works Methodology)**	
	Refer to accompanying powerpoint document	

Location of works (Mark-up work location on map/image reference for further details)	Denote Placemarker ICON on Map
	Location of works: Platform 10 retaining wall and platform building, Redfern Station *(Delete working example with new works details)* Indicate Applicable Heritage Curtilages ***(Refer to Section 1.5 of this document)*** ☒ Redfern Railway Station Group, SHR (#01234) and RailCorp Section 170 Heritage and Conservation Register (#4801095) ☐ Eveleigh Railway Workshops, SHR (#01140) and Section 170 Heritage and Conservation Register (#4801102) ☐ Eveleigh Chief Mechanical Engineers Office and moveable relics, SHR (#01139) and Section 170 Heritage and Conservation Register (#4801126

Indicate heritage significance of fabric that may be impacted upon: ***(Refer to Section 1.6 of the Heritage Methodology Guideline)***	Exceptional	High	Moderate	Little	Intrusive
	☐	☒	☐	☐	☐

Heritage Methodology Controls Matrix (HMCM)				
Work activity	***Hazard***	***Control***	***Responsibility***	***Control reference***
Pre-work briefing/inductions including Heritage Methodology prior to works commencing.	Inadequate communication of requirements	Attendance of RSU Project induction	Design/Engineering / Construction Representative	Project induction
Establishment of work zone.	Damage of heritage fabric	Provision of heritage protection signage at the work-zone. Placement of foam barriers or similar to protect platform edge coping and retaining wall. High resolution photos to be taken of the works area prior, during and after for photographic archival recording purposes.	As above	Heritage Methodology CEMP, ECM
High resolution photos to be taken of the works area prior, during and after for photographic archival recording purposes.	Non-compliance with CoA	Consultation with Heritage Specialist	Environmental and Sustainability Team	Heritage Methodology Construction Heritage Management Plan Heritage Archival Recording & Salvage Schedule and Removal, Storage and Reuse Report
Preparation of pilot screw entry mark-ups for penetration points to support saddle brackets in order to facilitate neat, straight runs to minimise visual impacts.	Loss of heritage fabric	Utilise existing holes in retaining wall where possible to mitigate or minimise required penetrations Where penetrations are required to support the conduit, utilise mortar joint points for penetrations. Refer to Data Services at Heritage Sites Fixing Methods at Heritage Sites	Design/Engineering / Construction Representative Project personnel Project personnel	

M10 ramset Chemset 101 plus anchor penetrations (100mm length and 12mm dia hole approx) into the face of platform 10 retaining wall and affixing conduit using saddle brackets.		Controlled works under supervision		
Works resulting in damage to heritage fabric	Unnecessary loss of heritage fabric	Repair work to any fabric damage to be managed in consultation with the Project Heritage Specialist.	Heritage Specialist Environmental and Sustainability Team	Technical specifications/notes/ methodologies
Final inspection		Review physically completed works against design and heritage methodology controls	Design/Project Engineer	Heritage Methodology
Final clean-up and demobilisation	Poor housekeeping/ visual aesthetics	Remove all materials and plant	Project personnel	CEMP, ECM

Heritage Engineering Methodology Template (Working example)

APPENDIX A – Heritage Significance Map

Above: Heritage significance – Redfern Station
Source: TfNSW; Redfern Station, New Southern Concourse, SoHI, EIS (May 2020)

APPENDIX B1 – Heritage Curtilages

APPENDIX B2 – Heritage Curtilages

Legend
- Project area
- Key works
- Ancillary facility area

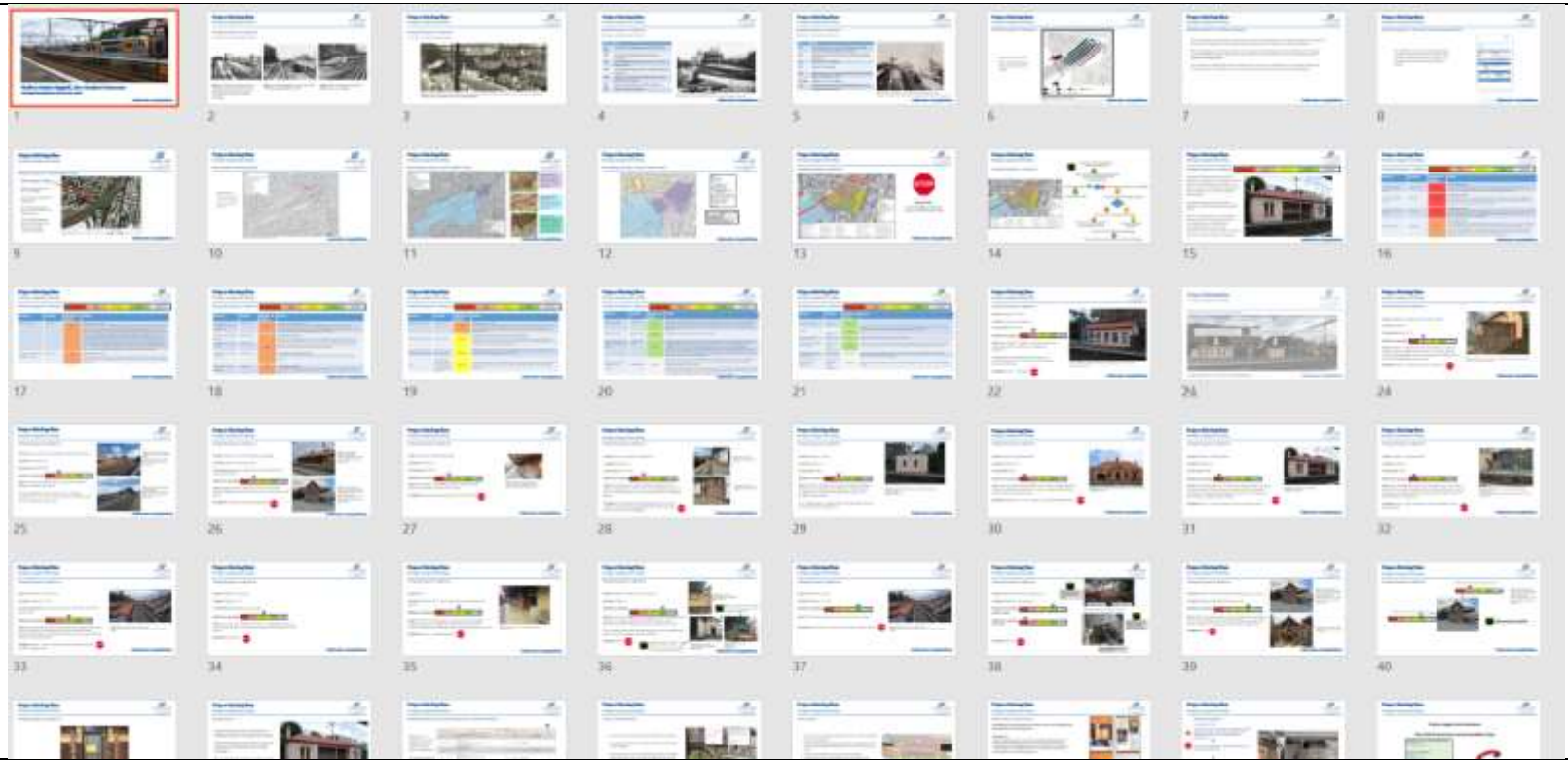
State Heritage Items
- Eveleigh Chief Mechanical Engineers Office
- Eveleigh Railway Workshops
- Redfern Railway Station Group

Sydney LEP 2012 Items
- Conservation Area
- Item

Elements within the Eveleigh Railway Workshops	
ID	Name
2	New Locomotive Workshop
3	Works Manager's Office
8	Scientific Services Building No.1
9	Chief Mechanical Engineer's Office Building
10	Telecommunications Equipment Centre

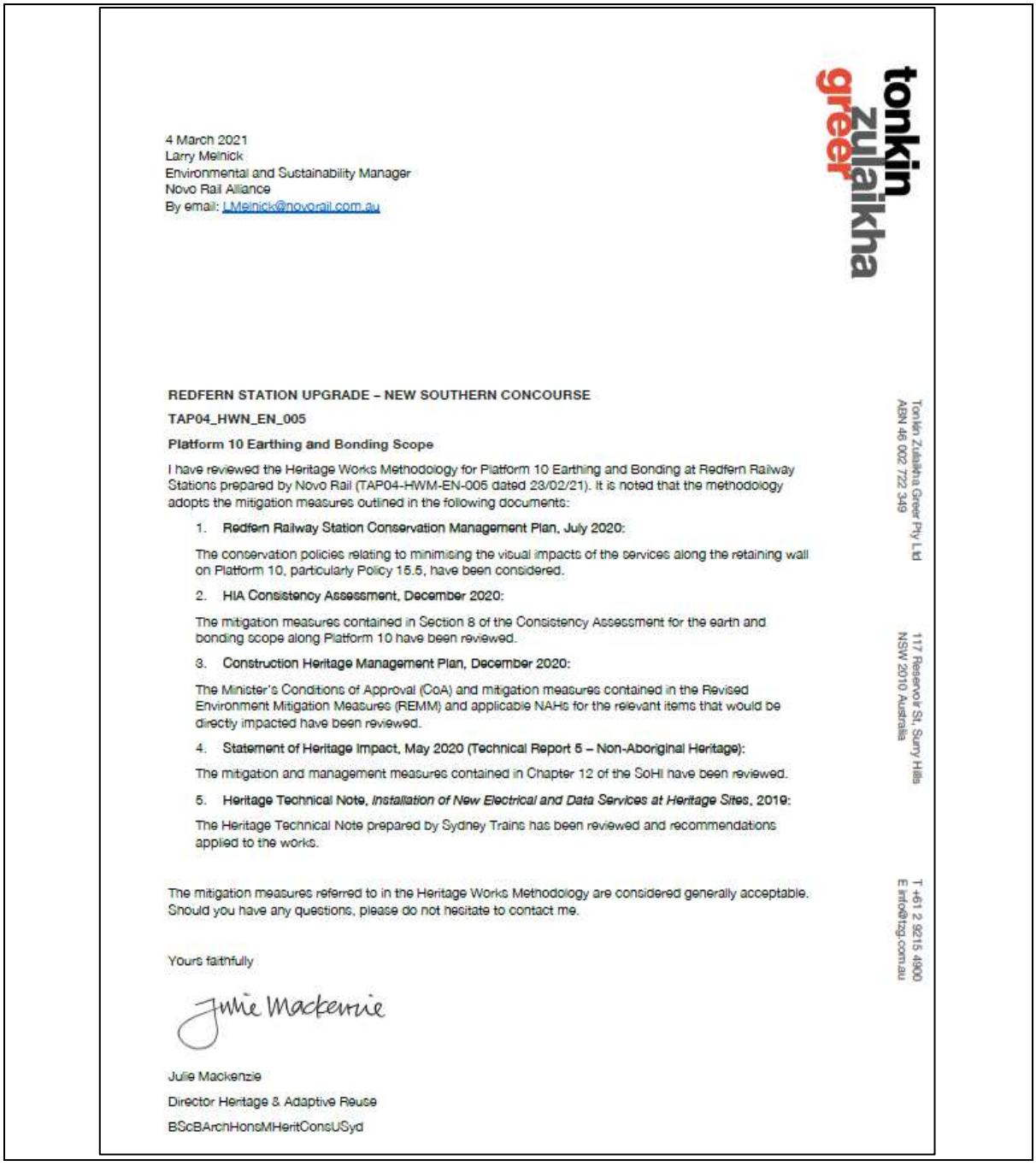
APPENDIX C – Excavation Methodology Map; source AMAC (July 2021)

APPENDIX D – Heritage information reference sheet



Note: N:\TAP04\02. Shared Drive\1400 Environment\1491 Training\Briefing Notes E-S\16-02-21 Heritage fabric

APPENDIX E – Endorsement letter *(working example)*



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4 March 2021
Larry Melnick
Environmental and Sustainability Manager
Novo Rail Alliance
By email: LMelnick@novorail.com.au

REDFERN STATION UPGRADE – NEW SOUTHERN CONCOURSE

TAP04_HWN_EN_005

Platform 10 Earthing and Bonding Scope

I have reviewed the Heritage Works Methodology for Platform 10 Earthing and Bonding at Redfern Railway Stations prepared by Novo Rail (TAP04-HWM-EN-005 dated 23/02/21). It is noted that the methodology adopts the mitigation measures outlined in the following documents:

1. **Redfern Railway Station Conservation Management Plan, July 2020:**

   The conservation policies relating to minimising the visual impacts of the services along the retaining wall on Platform 10, particularly Policy 15.5, have been considered.

2. **HIA Consistency Assessment, December 2020:**

   The mitigation measures contained in Section 8 of the Consistency Assessment for the earth and bonding scope along Platform 10 have been reviewed.

3. **Construction Heritage Management Plan, December 2020:**

   The Minister's Conditions of Approval (CoA) and mitigation measures contained in the Revised Environment Mitigation Measures (REMM) and applicable NAHs for the relevant items that would be directly impacted have been reviewed.

4. **Statement of Heritage Impact, May 2020 (Technical Report 5 – Non-Aboriginal Heritage):**

   The mitigation and management measures contained in Chapter 12 of the SoHI have been reviewed.

5. **Heritage Technical Note, *Installation of New Electrical and Data Services at Heritage Sites*, 2019:**

   The Heritage Technical Note prepared by Sydney Trains has been reviewed and recommendations applied to the works.

The mitigation measures referred to in the Heritage Works Methodology are considered generally acceptable. Should you have any questions, please do not hesitate to contact me.

Yours faithfully

Julie Mackenzie

Julie Mackenzie
Director Heritage & Adaptive Reuse
BScBArchHonsMHeritConsUSyd

Tonkin Zulaikha Greer Pty Ltd
ABN 46 002 722 349

117 Reservoir St, Surry Hills
NSW 2010 Australia

T +61 2 9215 4900
E info@tzg.com.au