



Memo—Final Archaeological Management for Combined Services Route – Gibbons Street trenches and Pits

Project: Sydney Metro City & Southwest Chatswood to Sydenham – Central Station – Central Walk and Combined Service Route	Date: 6 December 2019
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Introduction

An Archaeological Method Statement (AMS) outlining the archaeological methodology to manage construction impacts to potentially significant non-Aboriginal archaeological remains within the footprint of the Combined Services Route (CSR) was prepared by Artefact Heritage in September 2019¹. Additionally, an Aboriginal AMS outlining the archaeological methodology to manage construction impacts to potentially significant Aboriginal archaeological remains within the construction footprint of the Central Station – Central Walk site including the CSR was prepared by Artefact Heritage in September 2019.² The AMS', were a requirement of the Minister's Conditions of Approval for the Sydney Metro City & Southwest Chatswood to Sydenham project (Critical State Significant Infrastructure (CSSI) approval SSI15_7400).

On 22 March 2017, the Premier of NSW and the Minister for Transport and Infrastructure announced Central Walk as the first step in revitalising Central Station. A modification report for Central Walk was lodged with the Department of Planning and Environment and publicly exhibited from 21 June 2017 to 2 August 2017. The modification was approved under Section 115ZI of the EP&A Act on the 21 December 2017. Section 6.6.1 of the Central Walk Modification Report (SSI Mod 2) detailed how potential impacts to Central Station would be reduced via the construction a combined services route (CSR). The existing services routes at Central Station are contained within the underground service and pedestrian tunnels beneath the existing platforms (refer to Chapter 7 of the Environmental Impact Statement (EIS) for further details). In order to avoid damage to the existing services and to provide uninterrupted access for the construction of the Metro platforms, the services must be relocated into a combined service route around Central Station (Figure 1).

In accordance with the CSR non-Aboriginal AMS, the areas identified as having moderate to high potential for remains associated with the first and second phases of Central Station would be archaeologically tested to mitigate potential impacts from the CSR. If the planned testing does not provide enough information to inform a refined assessment of archaeological potential for the remainder of the works, additional testing may be required prior to bulk excavation commencing. This would be confirmed by the Primary Excavation Director once the results of the testing program are known.

¹ Artefact Heritage September 2019. *Archaeological Method Statement: Sydney Metro Central Station – Combined Service Route*. Report to Laing O'Rourke

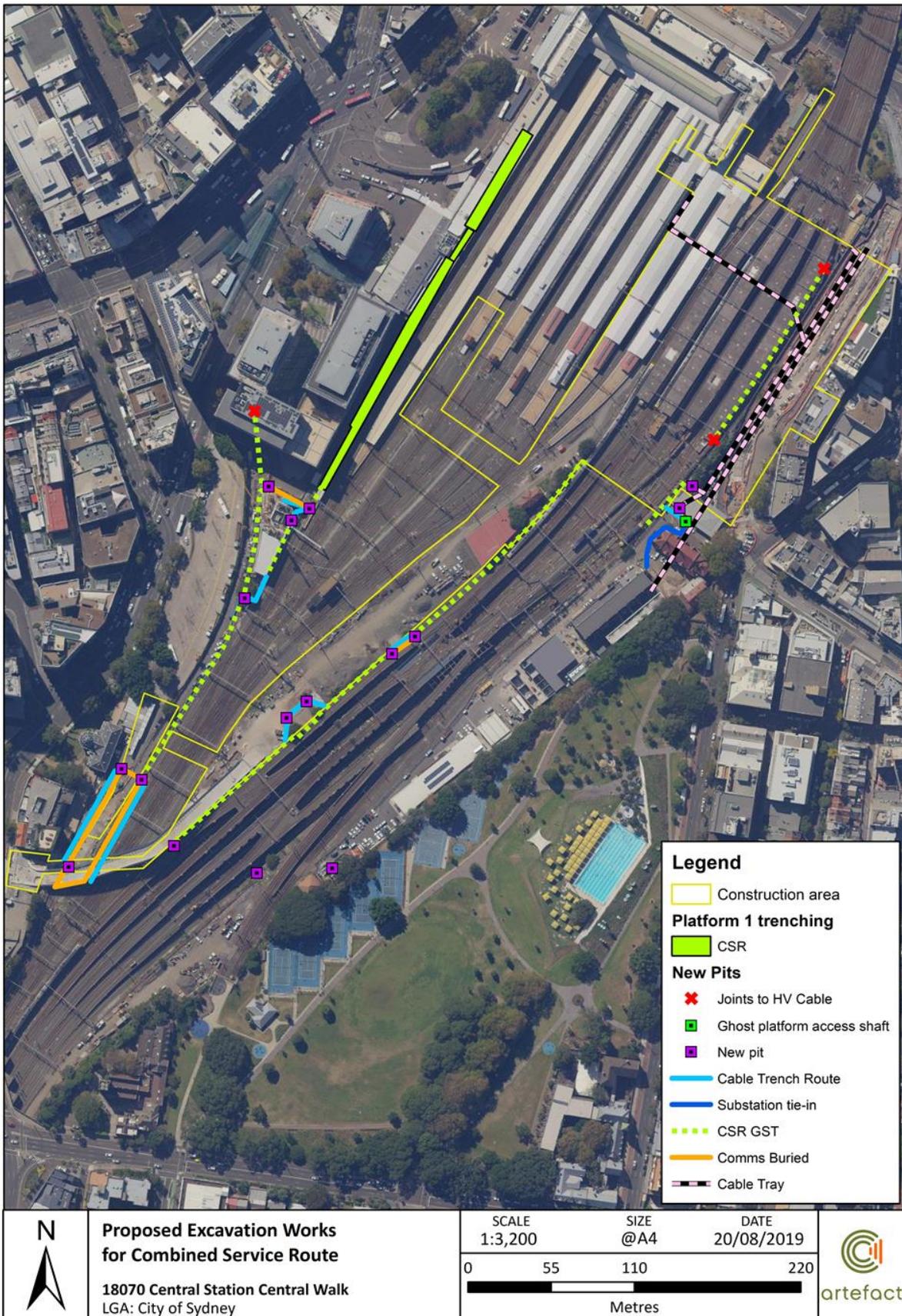
² Artefact Heritage September 2019. *Aboriginal Archaeological Method Statement: Sydney Metro Central Station – Central Walk*. Report to Laing O'Rourke

If significant archaeological remains of these items are identified, the test excavation would move to a program of salvage excavation within areas to be impacted by the proposed works. Where possible, significant archaeological remains identified by test excavation would be avoided by design changes and conserved. These test excavations are required to confirm the extent and integrity of potential archaeological remains.

In accordance with the Aboriginal AMS, archaeological management would be in response to the discovery of Aboriginal objects. If Aboriginal artefacts are found a staged excavation program would be implemented.

This memo provides advice regarding the required archaeological management following the clarification of the proposed works at Gibbons Street.

Figure 1: Location of the CSR (CSR AMS, Artefact Heritage 2019)



Previous Non-Aboriginal Investigations – Sydney Yard

Sydney Yard Access Bridge (SYAB)

Artefact Heritage were engaged by Laing O'Rourke to archaeologically manage construction activities for the SYAB, which is part of the Sydney Metro City & Southwest – Chatswood to Sydenham project. The construction of SYAB involved excavations within Sydney Yard in AMZ CS 4. Monitoring works in November 2017 uncovered brick remains of a former structure, likely associated with the 'Railway Shop' which was part of the 'second station' development phase of Central Railway Station. The remains were recorded with only a minor portion removed (one course of bricks) and assessed as being of local significance. Access pits to drains and footings of stanchions associated with the third phase of construction of Central Station in the twentieth century were investigated, recorded, and removed. These were assessed as not meeting the threshold for local significance.³

Central Station Main Works

On 31 January 2019, during archaeological monitoring of service investigation works, a brick wall was identified to the south of the construction site storage sheds. This wall was interpreted as being associated with the Locomotive Workshop (Second Station Expansion). A program of targeted test excavation was undertaken prior to the planned excavations for the stormwater drainage and feeder route. A program of targeted test excavations was also undertaken in the likely location of the First and Second Station Expansion turntables. The excavation identified well preserved subsurface elements of both the Locomotive Workshop and the Turntable.

Non-Aboriginal Archaeological Potential – Gibbons Street

The area known to the CSM project as Gibbons Street was originally used as the permanent way facilities which were constructed on a flat area created by cutting back the side of the ridge to create space within Sydney Yard. It is not clear when this occurred though. The cut and a series of buildings nearby to the Gibbons Street site appear on the 1857 Chippendale map but are not drawn on the 1864 Trigonometric Survey map.

Sheedy in his 1988 *Conservation Plan for Sydney Yards* describes the general history of the areas follows:

A photograph showing the site of this building in 1870 indicates that it had not been erected prior to that date. At that time there were at least four building in the immediate vicinity, but all of these were timber structures of which there are no standing remains. – These appear to be the Eastern-most workshops which were shown on the composite plan for the Sydney Terminal in 1855.

By 1884 all of these timber structures had been demolished and the area completely redeveloped with new railway lines and buildings, including Offices, a Carpenter's Shop and Blacksmith's Shop. The location and outline of one of the un-named buildings shown on this plan corresponds with that of the two-storey brick building now known as the Training and Safety Offices. This evidence

³ Artefact Heritage December 2017. *Memo – Archaeological monitoring summary report*; Artefact Heritage September 2018 *Sydney Yard Access Bridge Construction Project Excavation Directors Report*

suggests that the building was erected as part of the major 1870s 'brick and mortar' phase of development within the Sydney Yards.

Another plan, provisionally dated 1886-8, describes the same building as the District Engineers Office. The two-storey addition on the Northern side of the building does not appear to have been erected by that time, but it is clearly shown in a photograph dated October 1890. This addition was still standing in 1981 but has since been demolished.

Various photographs of the Redfern Terminal taken in the late Nineteenth Century show the main building and addition in the background. In 1911, it was still being described as the District Engineers Office, but at some stage during the next five years its title was changed to the 'Divisional Engineers Office'. Its appearance in 1925 is clearly shown in Fig. 7.⁴

Sheedy's description shows minor discrepancies in the function of these buildings, but it is evident that the buildings and workshop initially related to the maintenance of the permanent way – that is the tracks and infrastructure relating to the running of the railway. Elsewhere in Sydney Yard there was the railway workshops which was constructing, maintaining and repairing the rolling stock that ran on the track. This is why some buildings in this area such as the carpenters and boilermakers building appear to be duplicates of others elsewhere in Sydney Yard. They have similar functions but are fabricating different things.

The permanent way workshops seem to have been moved c1920's presumably because of the construction of the City Railway in the mid 1920's. Buildings from the Permanent way depot located adjacent to Prince Alfred Park were out of the way and were repurposed for training.

Construction of the Airport Link Railway in 1995 resulted in the destruction of almost all of the remnant buildings.

A review of historical maps and aerial photographs shows that the location of the proposed work is located in an area that has been occupied by railway tracks since at least the 1870s. Therefore, it is concluded that it is unlikely that buried structural remains would be located. Remains of earlier track may be located but it seems unlikely that track would remain in situ as the Railways did recycle much of their track.

It is therefore concluded that the proposed work area at Gibbons Street is of low archaeological potential.

Previous Aboriginal Investigations – Station Box

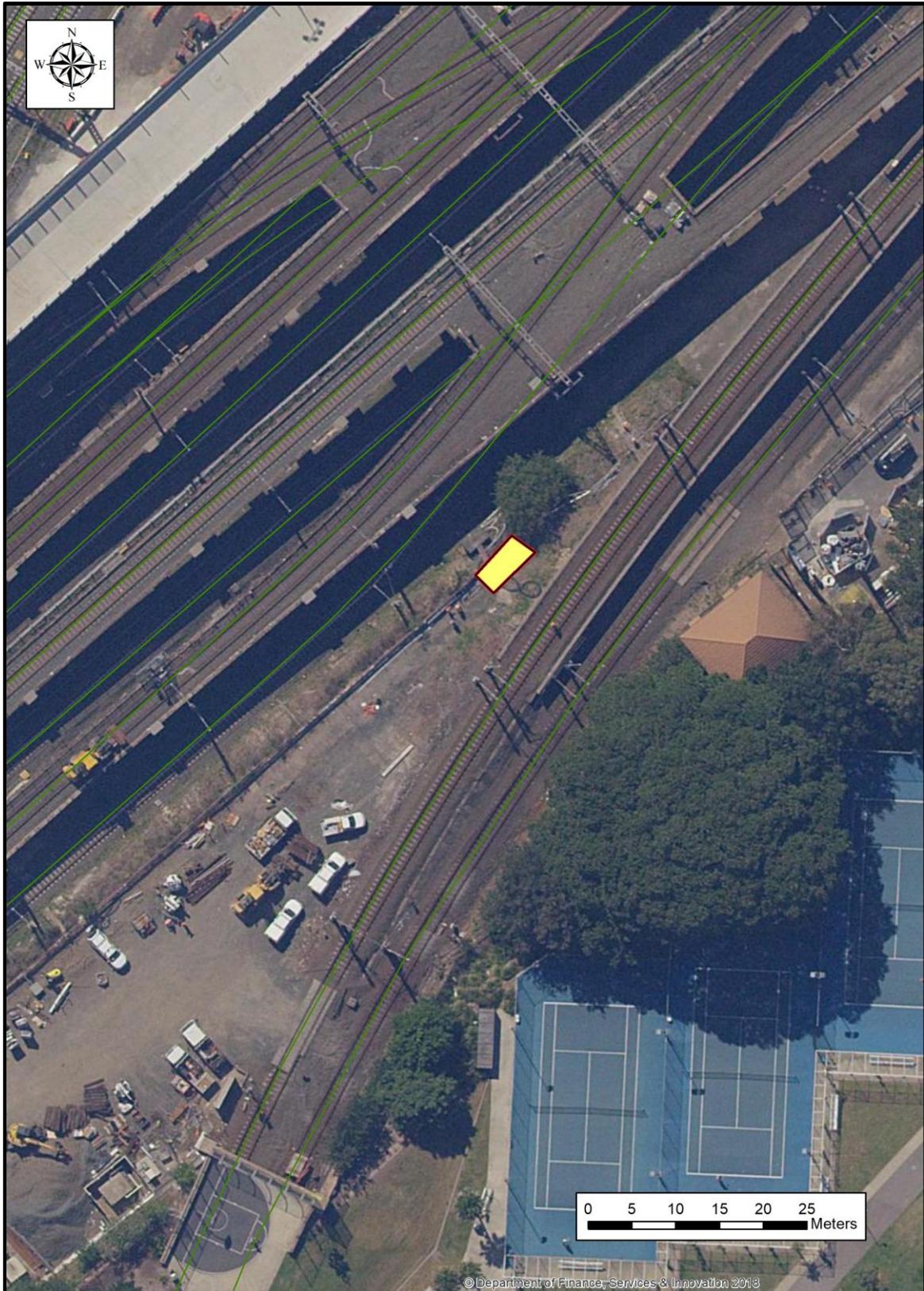
Aboriginal archaeological testing and salvage was completed in two sections of the station box (stage 1 and stage 2 testing areas) to the north and south of the Devonshire Street tunnel. Six Aboriginal artefacts have been identified with an additional two potential Aboriginal artefacts needing further analysis. Two artefacts were located within the buried intact landscape in the Stage 1 area which had been assessed as having archaeological potential. This buried landscape was considered likely to be archaeologically and culturally significant.

⁴ David Sheedy Pty. Ltd. 'A Conservation Plan for Sydney Central Railway Yard'. Report for the State Rail Authority, 1988, p63.

Aboriginal Archaeological Potential

As outlined in the Aboriginal AMS, archaeological potential varies across the Central Walk and CSR footprint. Previous archaeological investigations revealed a high potential for significant intact Quaternary sand layer to be present beneath overlaying layers of fill between Platforms 4, 5, 14 and 15, of which, Aboriginal sites may be associated. However, across the majority of the site there is low – moderate potential for Aboriginal objects to occur in sub-surface contexts where natural soil contexts remain. These areas are likely to be localised.

Figure 2: Location of the Gibbons Street area



Archaeological Management

Combined Services Route

The CSR in Sydney Yards is within in an area of moderate to high potential to contain archaeological remains associated with the first and second phases of Central Station. Therefore, a program of archaeological testing is required for these works. These works have been assessed under the CSR AMS.

The archaeological management for the CSR is outlined in the CSR AMS. The program consists of archaeological testing and salvage (if necessary). The process of archaeological testing would involve the manual excavation of defined areas once overburden has been removed by machine. The vertical extent of the testing program would be determined by the depth of impact, or by the presence of intact natural deposits. Manual excavation would be undertaken using hand tools, by a qualified archaeological team. The archaeological remains would be cleaned by hand, investigated (excavated) and recorded in detail by the archaeological team. In urban archaeological sites careful machine excavation may also be employed to assist the detailed archaeological excavation process.

Construction works would not proceed until the salvage excavation is completed and the Primary Excavation Director has provided clearance. If state significant items are found, the exposed section would be recorded with the option of leaving it intact if the design can be changed to avoid impact.

Should hazardous materials or contaminants be identified during archaeological excavation, ground excavation would cease until appropriate controls or remediation is conducted by Laing O'Rourke.

If the planned testing does not provide enough information to inform a refined assessment of archaeological potential for the remainder of the works, additional testing may be required prior to bulk excavation commencing. This would be confirmed by the Primary Excavation Director once the results of the testing program are known.

If Aboriginal objects are located, further testing focussed on Aboriginal archaeology would be required which would also require input from historical archaeologists to manage excavation of post-contact archaeological layers. The historical archaeological management would continue in accordance with the CSR AMS.

Works at Gibbons Street

The proposed works are the construction of three communications pits (1400x1400mm external dimension and will be 1200mm deep) The route in between the pits will be buried in a 600mm wide 1200mm deep trench and the route from into / out of the pits connected by above ground cables in a cable tray supported on posts. The area is not expected to have structural remains or much else of heritage significance and it is considered to be of low archaeological potential.

The impact of the proposed works at Gibbons Street is therefore likely to be minimal.

Recommendations

It is proposed that the works at Gibbons Street be subject to a program of archaeological monitoring with the potential to move to full salvage work if in the unlikely event that any significant archaeological remains are located.

If significant archaeological remains are identified during the monitoring program, the heritage management procedures in the following documents should be followed:

- *Archaeological Method Statement: Sydney Metro Central Station – Combined Service Route* (Artefact Heritage, September 2019)
- *Aboriginal Archaeological Method Statement: Sydney Metro Central Station – Central Walk.* (Artefact Heritage, September 2019)