

Sydney Metro: Central Station – Combined Service Route

Addendum – Archaeological Method
Statement for Historical and
Aboriginal Archaeology

Fire Booster, Eddy Ave

Report to Laing O'Rourke

June 2020



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EXECUTIVE SUMMARY

The Sydney Metro City & Southwest - Chatswood to Sydenham project involves the construction of a new metro rail line between Chatswood and Sydenham. New metro stations will be provided along the line. Sydney Metro City & Southwest Chatswood to Sydenham was approved as Critical State Significant Infrastructure (CSSI) (SSI15_7400). As part of the project, new underground platforms will be constructed at Central Station along with other modifications to upgrade sections of the station to metro standard and associated works within the Sydney Yard.

A modification report for Central Walk (Mod 2 – Central Walk – Sydney Metro City & Southwest – Chatswood to Sydenham) 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 of a combined services route (CSR).

This Addendum Archaeological Method Statement (AMS) outlines the archaeological methodology to manage potential construction impacts to both Aboriginal and historical archaeology for a fire booster assembly in the Eddy Avenue Forecourt to be constructed as part of the CSR works. This Addendum AMS is required under E17 of the CSSI Minister's Conditions of Approval.

The Eddy Avenue Forecourt is located outside of the Archaeological Management Zones (AMZ) defined in the Sydney Metro City & Southwest - Chatswood to Sydenham Archaeological Assessment and Research Design (AARD). This Addendum AMS has been written in accordance with the requirements of AMZ 2 which is directly adjacent to the Eddy Avenue Forecourt. Mitigation for this AMZ includes the preparation of Work Stage Specific AMS and monitoring/test/salvage excavation if required.

Overview of findings

It was found that:

-)] The study area comprises of fill material overlying the truncated natural landform
-)] There is low potential within the study area for significant historical archaeological remains however this includes the potential for human skeletal remains relating to the former Devonshire Street Cemetery which are determined to be of State Significance. There is a moderate potential that remains of the third Central Station may also be present and would be of local significance if intact
-)] There is low archaeological potential within the study area for Aboriginal objects to occur which if found are assessed to be of moderate to high significance

Recommendation

It is recommended that:

-)] Archaeological monitoring should be implemented during these works
-)] Where archaeological monitoring is no longer required, the Sydney Metro Unexpected Heritage Finds Procedure should be implemented

- J This Addendum AMS should be provided to the Heritage NSW in accordance with CSSI Condition E17
- J This Addendum AMS should be provided to the Registered Aboriginal Parties (RAPs).

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1.0 INTRODUCTION

1.1 Conditions of Approval

The Sydney Metro City & Southwest - Chatswood to Sydenham project involves the construction of a new metro rail line between Chatswood and Sydenham. New metro stations will be provided along the line. Sydney Metro City & Southwest Chatswood to Sydenham was approved as Critical State Significant Infrastructure (CSSI) (SSI15_7400). As part of the project, new underground platforms will be constructed at Central Station along with other modifications to upgrade sections of the station to metro standard and associated works within the Sydney Yard.

A modification report for Central Walk (Mod 2 – Central Walk – Sydney Metro City & Southwest – Chatswood to Sydenham) 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 of a combined services route (CSR).

This Addendum Archaeological Method Statement (AMS) outlines the archaeological methodology to manage potential construction impacts to both Aboriginal and historical archaeology for a fire booster assembly in the Eddy Avenue Forecourt to be constructed as part of the CSR works. This Addendum AMS is required under E17 of the CSSI Minister's Conditions of Approval.

(Amended) Condition of Approval E17 for the CSSI states that:

The Archaeological Assessment Research Design Report (AARD) in the documents listed in A1 must be implemented. Final Archaeological Method Statements must be prepared in consultation with the Heritage Council of NSW (or its delegate) before commencement of archaeological excavation works.

This Addendum AMS satisfies condition E17 in relation to these works and is in accordance with the AARD

Condition of Approval E23 for the CSSI states that:

The Proponent must take all reasonable steps so as not to harm, modify or otherwise impact any Aboriginal object associated with the CSSI except as authorised by this approval.

This Addendum AMS provides measures to identify and manage Aboriginal objects and archaeological deposits during construction with provisions for avoidance if possible.

Condition of Approval E24 for the CSSI states that:

Before excavation, the Proponent must implement the Aboriginal Cultural Heritage Assessment prepared for the CSSI and included in the PIR. Excavation and/or salvage must be undertaken by a qualified archaeologist in consultation with the Registered Aboriginal Parties for the CSSI.

This Addendum AMS satisfies condition E24 in relation to the proposed works and is in accordance with the Aboriginal Cultural Heritage Assessment Report (ACHAR).

The Eddy Avenue Forecourt is located outside of the Archaeological Management Zones (AMZ) defined in the Sydney Metro City & Southwest - Chatswood to Sydenham Archaeological Assessment and Research Design (AARD). This Addendum AMS has been written in accordance with the requirements of AMZ 2 which is directly adjacent to the Eddy Avenue Forecourt. Mitigation for this AMZ includes the preparation of Work Stage Specific AMS and monitoring/test/salvage excavation if required.

1.2 Site Location

The CSR footprint is located within Central Station, which is located within the City of Sydney Local Government Area (LGA) and in the Parish of Lawrence.

The works addressed in this report are located in the Eddy Avenue Forecourt of Central Station (Figure 2).

1.3 Heritage Listing

Central Railway Station is listed on the State Heritage Register (SHR) (SHR Item No. 01255), Railcorp Section 170 Heritage and Conservation Register (SHI No. 4801296), and Sydney Local Environmental Plan (LEP) 2012 (LEP Item No. I824) as an item of state significance.

1.4 Aboriginal consultation

Consultation is ongoing as part of this project. The following Registered Aboriginal Parties (RAPs) are part of the Sydney Metro City & Southwest Project.

-] Aboriginal Archaeology Service INC
-] Bilinga Cultural Heritage Technical Services
-] Darug Aboriginal Cultural Heritage Assessments
-] Darug Land Observations PTY LTD
-] Duncan Suey and Associates
-] Gandangara Local Aboriginal Land Council
-] Gundungurra Tribal Technical Services
-] Gunyuu Cultural Heritage Technical Services
-] Kamilaroi-Yankuntjatjara Working Group
-] Metropolitan Local Aboriginal Land Council
-] Mungungra Cultural Heritage Technical Services
-] Murri Bidgee Mullangari Aboriginal Corporation
-] Murrumbul Cultural Heritage Technical Services
-] Tocomwall
-] Wingikara Cultural Heritage Technical Services
-] Woronora Plateau Gundangarra Elders Council

1.5 Limitations to this report

The report assesses both Aboriginal and non-Aboriginal archaeological impacts. As only a preliminary design has been proposed the whole of the Eddy Avenue Forecourt has been assessed allowing for some variation in the location of the works.

1.6 Authors

This report has been prepared by Dr Iain Stuart (Primary Excavation Director – Historical Archaeology) and Julia McLachlan (Project Manager – Senior Archaeologist). Final input and review was conducted by Sandra Wallace (Managing Director).

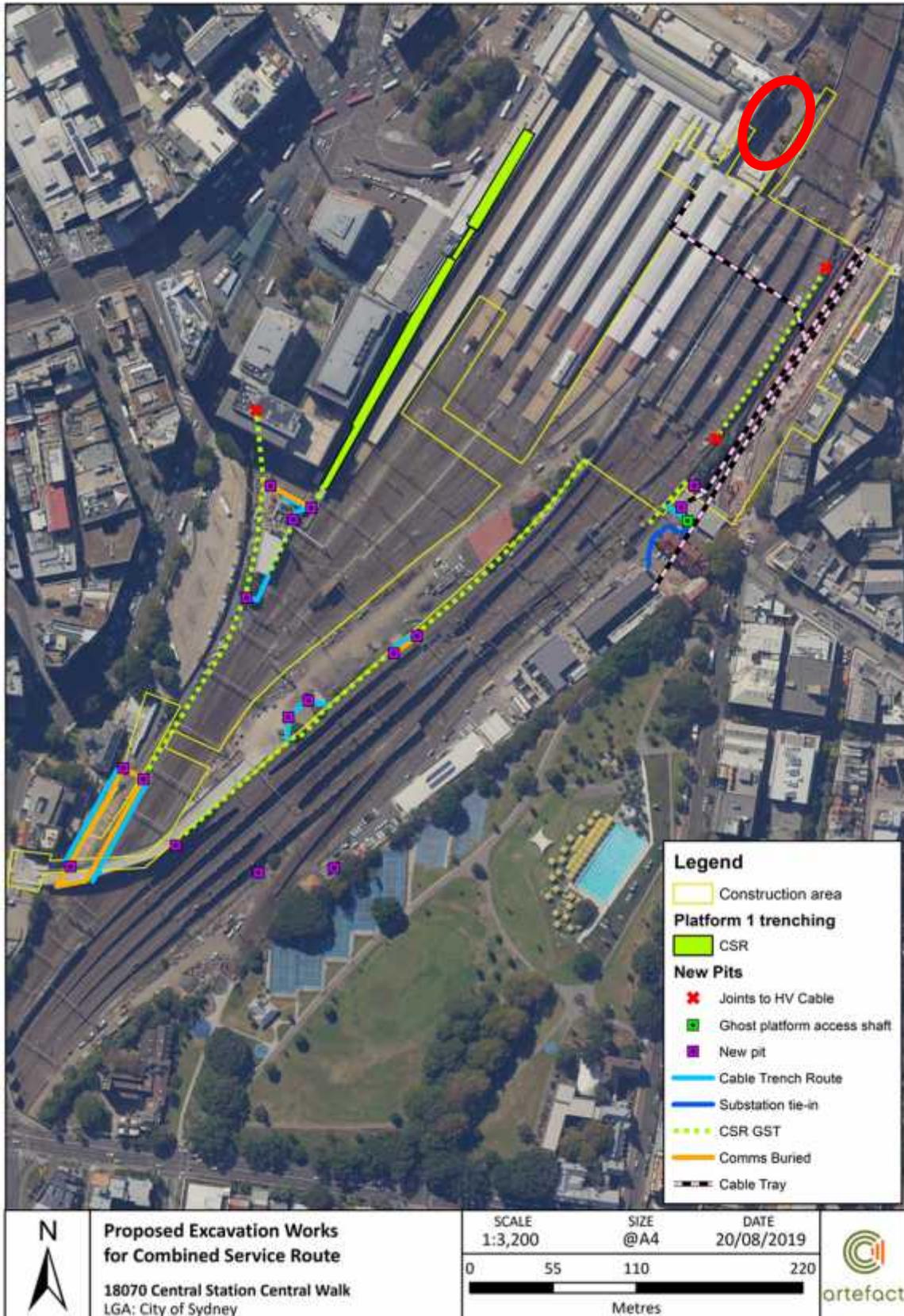


Figure 1: Indicative location of new fire booster assembly (circled in red) and existing CSR project boundary (Source: Artefact Heritage CSR AMS)

2.0 PROPOSED WORKS

2.1 Introduction

The proposed works include installation of a new booster assembly in the Eddy Avenue Forecourt, an underground pipe to run to an existing pump room and installation of high level piping at ceiling level of the East Deck colonnade. The new booster assembly is to be installed as part of the enabling works for the fire protection system required at the station. It is understood that that the new assembly must be located in proximity to the existing facility in the Eddy Avenue Forecourt. Its location must also facilitate fire brigade access requirements for AS2419.1 booster assembly. The indicative location of the proposed works is shown in Figure 2.



Figure 2: Indicative location of the proposed (shown in red and blue) Booster and underground pipes, Eddy Avenue Forecourt (Source: Laing O'Rourke)

2.2 Description of Proposed Works

A trench of approximately 2m by 16 m will be excavated for the underground pipe. The underground pipe will tie in with the new booster assembly. The indicative dimensions of the new booster assembly are 4m x 1.2m x 2m.¹ The new booster assembly may be installed partially below the ground surface however for the most part it will be above ground level. Overall, the depth of impact below the current ground surface will be approximately 1m at the location of the new booster assembly and the underground pipe. A summary of the proposed ground penetrating works and depth of impact is shown in Table 1.

¹ The documentation provided is Installation of New Booster Assembly & High Level Piping, PowerPoint presentation prepared by Laing O'Rourke, April 2020.

Table 1: Proposed works

Works	Dimensions	Depth of impact
New Booster Assembly	4m x 2m x 1.2m	Approximately 1m
New underground pipe	2m x 16m	Approximately 1m



Figure 3: Indicative location of new booster assembly

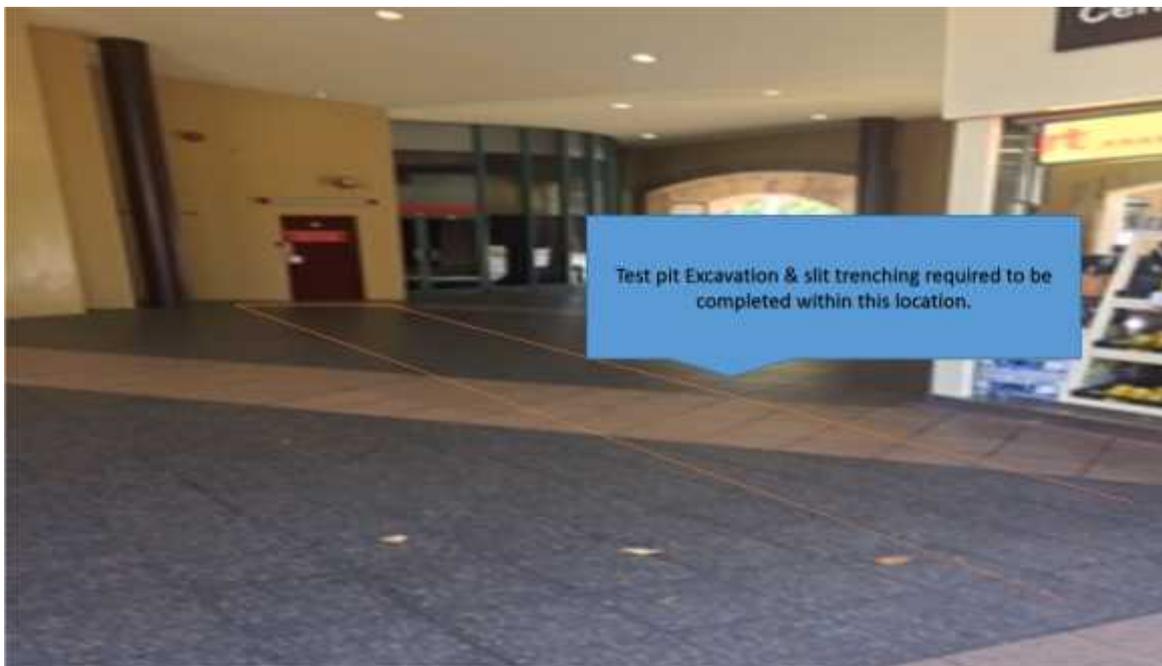


Figure 4: Indicative location of new underground pipe

3.0 HISTORICAL CONTEXT

3.1 Introduction

This section briefly discusses the history of the Eddy Avenue Forecourt with the aim of outlining what archaeological remains may be present. This is a brief discussion and fuller historical details can be found in the CSR AMS.

3.2 Site Specific Historical Context

The site was part of an undulating sand dune network mapped as the Botany Sands. Aboriginal people used the area as indicated by the presence of Aboriginal objects found during the CSMW archaeological investigations within Sydney Yard.²

The Devonshire Street Cemetery was established on the site from 1819, with the official opening in 1820. From 1919 until after 1867 when the cemetery was officially closed, the Eddy Avenue Forecourt was within the north west corner of the Anglican Cemetery. This part of the cemetery was likely to have been relatively free of burials as by 1881 the Anglican Caretakers Cottage and the South Sydney Morgue were constructed within what is now the Eddy Avenue Forecourt (Figure 5).

The Devonshire Street Cemetery was established on a prominent sand ridge the crest of which became the south-western boundary of the Anglican cemetery. The ground fell on a moderate slope to the north east to the cemetery boundary along Garden Road.

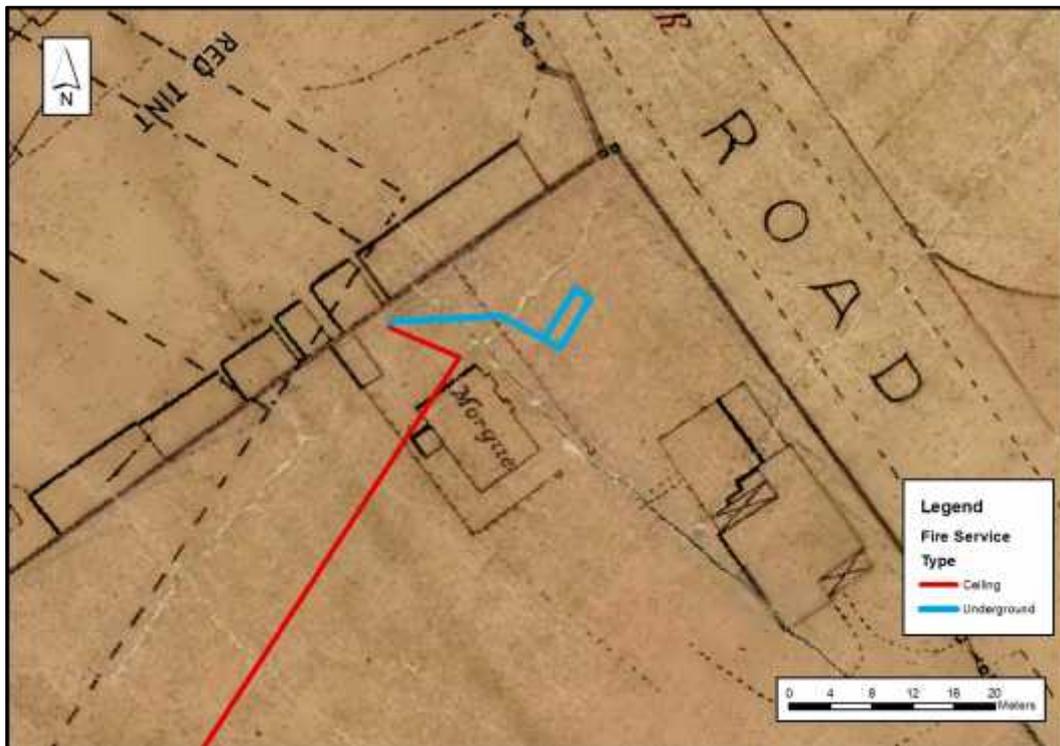


Figure 5: Indicative location of the works overlain on the 1901 resumption plan (MS 2166-3000)

² Artefact Heritage. 2020. *Preliminary Excavation Director Report: Central Station Main Works*. Report to Laing O'Rourke, p7-13.

In 1901 the land was resumed by the government for the construction of Central Station (see Figure 6). The burials in the cemetery were exhumed in 1901 and the sand ridge was removed to create level surfaces for construction of the railway and station to occur. This wholesale clearing of the cemetery included removal of the Anglican Caretakers Cottage and the South Sydney Morgue and the adjacent Belmore Mounted Police Barracks.

The extent of excavation for removal of the cemetery and associated buildings in the study area is poorly documented. There are no plans available that show extents of levelling or filling and no available plans have levels. There are a number of photos from Mrs Josephine Ethyl Foster's collection documenting the grave markers prior to the exhumation and documenting the construction works following the exhumation³ along with the later station construction process.⁴ It is clear from several images that the sand ridge was truncated and further excavated to create the foundations and basements of Central Station.



Figure 6: Excavation of the sand ridge for the new station and construction of Eddy Avenue

The area immediately along the (new) Eddy Avenue boundary seems to have been less excavated. This raises the possibility that some burials may remain just as was found for the Congregational section along Devonshire Street where there was less excavation for construction. However, as the study area was used for construction of the Anglican Caretakers Cottage and the South Sydney Morgue in the 1880s it seems unlikely burials were located in this area as construction on top of known burials would be seen as desecration. It is concluded that it is possible but unlikely that burials remained in the study area after construction of the Sydney Morgue.

The construction work for the Third Central Station created a flat grassed area bordered by Elizabeth Street on its south-eastern side and Eddy Avenue on its north eastern side. There was a brick retaining wall separating this area from the main station building. The area between the station and the retaining wall was a ramped access to the country platforms. The grassed area was to be used for a tram turning loop however this never seems to have been constructed. This arrangement can be partly seen in two photos taken by J.J.C. Bradfield in 1915 and 1916 as part of preliminary reconnaissance for the City Railway. The City Railway and the electrification project were headed by Bradfield.

The construction of the City Railway in 1922 involved the construction of an elevated embankment to take the tracks to a bridge over Eddy Avenue and a viaduct along Elizabeth Street.

³ Foster, Josephine Ethyl. File 01: Church of England Section, Book One, 1901, Devonshire Street (Sand Hills) Cemetery, Sydney Self Published, 1901.

⁴ Photos 388-399 Box 14: Royal Australian Historical Society: Photonegatives, Ca. 1900-1925, 1900. State Library of NSW <https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110318771>

Between 1922 and 1926, the new station took shape adjacent to the Country platforms. Bradfield's design was for four double platforms (16 & 17, 18 & 19, 20 & 21, and 22 & 23) built to the east of the original 1906 platforms and named 'Central'. The new platforms resulted in the demolition of the existing platforms 16 to 19, the horse loading platform, several sidings and a goods shed.



Figure 7: Construction of the City Railway looking at the study area (Source: Bradfield 1923)

A new entrance to the electric railway platforms in the Neo-classical architectural style was built on Elizabeth Street and a ramped entrance constructed from Eddy Avenue. A booking office, station master's office and public toilets were built on the north side of the new northern concourse and there were food outlets on the new ramp providing an entrance from Eddy Avenue.⁵

The ramped area was 10m wider than the previous one and on a shallower grade as the original reached platform level but the new ramp reached the entrance that is below the platform. This implies that the ramp area was excavated and regraded.

Photos over the years show the ramped area in a similar form as in the mid-1920s (see Figure 8). In the mid-1980s the area was landscaped paved in brick with sandstone planter beds in an attempt to modernise the area.⁶ It is not clear how long these features remained. There was a Central Station Redevelopment Project (aka "Central 2000") underway in 1995 that resulted in the installation of escalators and lifts as well as new colonnades and it may have been that the ramp area was

⁵

⁶ Construction can be seen in an aerial image dated 2/08/1986

reconfigured at that time. An aerial image from 2002 shows that the current configuration of split levels was *in situ* at that time.

It is likely that both works had shallow subsurface impacts to the area through excavation to install street furniture and then to regrade the ramp.



Figure 8: Eddy Avenue Forecourt c1940 (Source: City of Sydney Archives)



Figure 9: Eddy Avenue Forecourt c1980 (Source: City of Sydney Archives)

4.0 PREVIOUS INVESTIGATIONS

4.1 Summary of Previous Investigations in the Study Area

4.1.1 Archaeological Monitoring of Works at Central Railway Station Sydney, 1995.

In 1995 HLA-Envirosciences monitored the installation of two escalators adjacent to the forecourt and a drain along the colonnade. The monitoring identified some remains relating to the current Central Station, some areas of fill and underlying basal clay and shale. The report concluded that:

most of the pits were dug directly into clay and rock, with no trace of the original ground surface being visible, it appears that the top of the site was cut off and levelled prior to the construction of the station, effectively removing all traces of the Police buildings and graves. As discussed earlier, this is consistent with the findings of geotechnical investigations in the area and also the geological and historical background of this site⁷

Geotechnical borehole investigations conducted by Public Works Geotechnical Assessments as part of this study showed that the area in the Eddy Avenue Forecourt comprised of fill material between 1-1.5m depth overlaying a natural profile. It should be noted that fill in the context of geotechnical investigations does not definitely exclude the potential for archaeological material to be present.

4.1.2 Central Station Management Plan, 2013.

The Central Station Conservation Management Plan (CMP) places the Eddy Avenue Forecourt within Precinct 5: The Central Electric Precinct. The precinct is associated with Bradfield's electrification of the suburban lines. The CMP describes the Eddy Avenue Forecourt as a ramped forecourt that was built below the ground level of the 1906 Terminus Building and was part of the area that was excavated for the construction of Central Electric Station in 1926. As such, the CMP concludes that there is nil archaeological potential within the Eddy Avenue Forecourt.

4.1.3 CBD & South East Light Rail, c2017-2018

As part of the archaeological work for the CBD & South East Light Rail project, the area in Eddy Avenue adjacent to the Eddy Avenue Forecourt was monitored by Artefact Heritage as Light Rail Fee Zone 13. Although the final report is yet to be prepared a review of the monitoring records indicates that the area in the vicinity of the Eddy Avenue Forecourt was rubble fill and construction material for Eddy Avenue itself.

4.1.4 Sydney Metro: Chatswood to Sydenham: Central Station Main Works, 2019.

In February 2019, Artefact Heritage monitored NDD investigations that were conducted at the access road in the Eddy Avenue Forecourt. The access road is located to the east of the shop fronts approximately 15-20m south east from the new proposed booster assembly. The two NDD pits were approximately 550x550mm in diameter. Both pits were consistent in the underlying stratigraphy which included a layer of fill directly beneath the asphalt surface. The fill in pit 1 consisted of rubble including fragments of sandstone and three basalt cobbles (not *in situ*) to a depth 700mm. The NDD

⁷ Everitt, Claire, and Iain Malcolm Stuart. Archaeological Monitoring of Works at Central Railway Station Sydney. Report by HLA Envirosciences Pty Ltd for Central Railway Station Redevelopment Project, State Projects (1995), p 8.

investigations were terminated at 700mm and therefore the natural profile was not encountered in this location. Pit 2 also consisted of rubble fill however no cobbles were identified within the fill matrix. Natural shale was encountered at approximately 1.6 m depth in pit 2. The transition from the rubble fill to natural shale was abrupt indicating that the area had been truncated and infilled.

In addition to this, the archaeological program as part of the CSMW project within Sydney Yard identified a stratified layer relating to the resumption of the Devonshire Street Cemetery. This is known as the redeposited sands and was approximately 230m south west of the Eddy Avenue Forecourt. The redeposited sands are a secondary deposit associated with historic fills. While generally, artefacts found within these contexts have a diminished capacity to inform on the research potential, there is potential for the presence of human remains and Aboriginal artefacts to be present within this stratigraphic unit.

4.2 Predicted Archaeological Resource on Eddy Avenue Forecourt

Research into the land use and sequence of occupation of the Eddy Avenue Forecourt indicate that although the area was at one time the site of the South Sydney Morgue the morgue was demolished in 1901 and the area was then constructed over for Central Station and later for the City Railway. The current forecourt was established by 1923 and was extensively altered in the 1980s and 1990s.

The archaeological investigations undertaken adjacent to the forecourt has revealed only fill deposits associated with the construction works post-1901 and there is no evidence of *in situ* burials or the Botany Sands present.

The prediction is that there are unlikely to be remains from the pre-1901 occupation and use of the land however historic fills associated with these pre-1901 deposits may be present.

5.0 ARCHAEOLOGICAL POTENTIAL & SIGNIFICANCE

Archaeological potential can be subdivided into the following categories (Table 2), based on the likely occurrence of archaeological material.

Table 2: Archaeological potential categories

Category	Criterion
High Potential	Areas with known archaeological remains
Moderate Potential	Areas that may have archaeological remains based on other lines of evidence such as maps or documents
Low Potential	Areas that are likely to have minimal archaeological remains based on analysis of known or likely disturbance
No Potential	Areas where it is known that archaeological remains will not occur.

5.1 Archaeological Potential for Historical Archaeology

Archaeological potential is defined by the NSW Heritage Office Archaeological Assessment Guidelines as ‘the degree of physical evidence present on an archaeological site’. This section draws on the above analysis to consider archaeological potential of the study area.

Historical research and results of archaeological investigations nearby have shown that the Eddy Avenue Forecourt has been largely truncated and deposited with fill following the construction of the Third Central Station and subsequent works. The Eddy Avenue Forecourt is therefore considered to have moderate archaeological potential for archaeology relating to the Third Central Station and low archaeological potential relating to the Devonshire Street Cemetery. Any archaeological remains are likely to be within a secondary historic fill deposit however the potential is still considered to be low.

5.2 Archaeological Significance for Historical Archaeology

The following summary of historical archaeological significance has been adapted from the AARD and the CSR AMS. The results from the early works monitoring for CSMW and archaeological excavation have also informed the assessment of the level of significance of potential archaeological remains within the study area.

5.2.1 Devonshire Street Cemetery

The Devonshire Street Cemetery was the second formal burial ground established in the colony in 1820 and continued in use until the 1860s. Despite the cemetery’s exhumation and levelling in 1901 and 1902, as well as the lack of evidence that human remains have been located or recovered since the cemetery was exhumed, it is possible that some remnants of human remains, coffin furniture or headstones may be present, although most likely to be fragmentary and in redeposited fill.

Archival records can supply some information on the identities of the people who were buried at the cemetery, however this record may not be complete. Pauper’s graves and lacunae within the

historical record may mean that some interments are incompletely documented. The division of the burials into separate congregational areas may have material distinctions between the burial evidence of the graves. Forensic, osteological and isotopic analysis of skeletal remains can yield information about the health and diet of the interred, information which is not available from other sources. Burial ornamentation such as tombstones and tomb structures provide valuable symbolic evidence of funerary practices and attitudes towards death. These types of symbolic values are understood for wealthier burials from historic records, however the large number of poor or historically unmentioned people in the early colony are not as clearly understood from archival records. Burials from the period of the early colony at around 1820, particularly during the convict period (before 1840), and up to 1865 when the cemetery closed, are rare and highly valuable archaeological resources.

Legible *in situ* archaeological remains associated with the Devonshire Street Cemetery would be State significant under Criteria A, D, E and F.

5.2.2 Earlier phases of third (current) Central Railway Station

Archaeological remains associated with buried infrastructural elements of the third railway station, are examples of the frequent upgrading of the technology and the continual alteration of the railway station. Former rail lines and building footings associated with post-1901 construction are unlikely to meet the threshold of local heritage significance.

Intact structures of the original platform surfaces for the third Central Station would meet the threshold of local significance (Criteria A and C).

5.2.3 Archaeological Research Potential

“Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its ‘relics’”⁸ Archaeological potential identifies whether archaeological remains might be present on the site – Archaeological research potential assesses whether if archaeological remains are found they are significant. This is a critical part of any archaeological assessment as archaeological management is based on significance rather than simply the presence of archaeological things.

However, the key elements of assessing archaeological research potential would be the following questions:

What ability does the archaeological evidence at a place or landscape (or potentially at a place or landscape) have to provide information about the past?

How could this be done using archaeological methods (both excavation and post-excavation analysis)?

How important is that information in the context of historical research into the past?

Given that the archaeological potential of the Eddy Avenue Forecourt is low it is difficult to see how any of these research questions could be addressed by the potential archaeological remains. Any archaeological remains are likely to be within a secondary historic fill deposit and therefore decontextualised. The archaeological research potential for archaeological remains in secondary deposits is somewhat diminished however they are still considered significant and may offer limited research potential. Therefore, the archaeological research potential is considered to be low because

⁸ Heritage Branch, Department of Planning. Assessing Significance for Historical Archaeological Sites and ‘Relics’. (New South Wales Heritage Branch of the Department of Planning, 2009, p11.

the predicted remains lack the ability to add to the knowledge of the past compared with archaeological material found in primary contexts.

5.2.4 Summary of historical archaeological significance

The following section outlines the potential archaeological remains for each site code within the study area and archaeological significance and has been divided by phase. It has been adapted from the AARD⁹ and further refined through detailed historical research.

Table 3: Summary of significance of potential archaeological remains

Date	Archaeological resource	Potential	Significance
1820 - 1865	Devonshire Street Cemetery	Low	State
1900 - present	Third Central Station	Moderate	Local if intact

5.3 Archaeological Potential for Aboriginal Archaeology

Aboriginal sites may be associated with the Botany Sands landform or redeposited fills. Geotechnical information and archaeological investigations in the area have shown that the original landform associated with the Botany Sands is unlikely to be present in the location of the study area however the presence of redeposited fills that may contain Aboriginal objects cannot be excluded.

Based on the historical research and results of archaeological testing nearby, the Aboriginal archaeological potential within Eddy Avenue Forecourt would be low. Any Aboriginal objects are likely to be within a secondary historic fill deposit.

5.4 Archaeological Significance for Aboriginal Archaeology

The assessment of Aboriginal archaeological significance has been adapted from the ACHAR and the Central Walk Aboriginal AMS. The results from the early works monitoring for CSMW and archaeological excavation have also informed the assessment of the level of significance of potential archaeological remains within the study area.

Any Aboriginal objects and sites that may be identified within study area, including within redeposited fills, would be considered to be of moderate to high archaeological significance as a result of their rarity. Aboriginal objects and sites are also likely to have cultural significance.

5.5 Summary of Archaeological Potential and Significance

It is predicted that there is a low potential for Aboriginal objects and for archaeological remains from the Devonshire Street Cemetery to occur within the Eddy Avenue forecourt. There is a moderate potential for remains related to the construction of the Third Railway station to occur within the Eddy Avenue forecourt.

The archaeological research potential of all predicted archaeological remains is assessed as being low due to the likelihood that the remains would occur in disturbed contexts.

⁹ Artefact 2016a

Although there is a low potential for human remains, archaeological remains of the third station and Aboriginal artefacts are likely to occur within the Eddy Avenue forecourt:

-)] Human remains associated with the former Devonshire Street Cemetery would be considered to be of State significance.
-)] Intact structures of the original platform surfaces for the third Central Station would meet the threshold of local significance
-)] Aboriginal objects would be considered to be of moderate to moderate-high archaeological significance as a result of their rarity. Aboriginal objects and sites are also likely to have cultural significance.

6.0 ARCHAEOLOGICAL MANGAMENT

6.1 Introduction

Archaeological management methodologies have been previously outlined in the following documents.

For historical archaeology:

- J Sydney Metro City & Southwest Chatswood to Sydenham: Historical Archaeological Assessment & Research Design, Artefact Heritage 2016.
- J Sydney Metro: Central Station – Combine Service Route: Archaeological Method Statement, Artefact Heritage 2019.

For Aboriginal archaeology:

- J Sydney Metro City & Southwest Chatswood to Sydenham: Aboriginal Cultural Heritage Assessment Report, Artefact Heritage 2016
- J Sydney Metro Central Station: Aboriginal Archaeological Method Statement, Artefact Heritage 2019

Where specific management strategies have not been specified in this document, these documents should be referred to for the archaeological management strategies (where required) including excavation (if required) and recording methodologies, sieving strategy, post-excavation procedures, and reporting.

6.2 Site Specific Archaeological Management

The assessment of archaeological potential and significance provided in this Addendum AMS is based on the AARD and the ACHAR prepared for the CSSI approval. Where necessary these assessments have been amended to account for additional information obtained during the preparation of the Addendum AMS as well as the results of archaeological excavation and archaeological monitoring work as part of the CSM Station Box and CSR components of the project. The recommended archaeological management approach is outlined in the following table:

Table 4: Archaeological resource management

Date	Archaeological resource	Potential	Significance	Management
1820 - 1865	Devonshire Street Cemetery	Low	High (State)	Monitoring/salvage
1900 - present	Third Central Station	Low	Little- moderate (Local/no significance)	Monitoring/Unexpected finds
Pre-contact/ contact	Aboriginal Objects	Low	Moderate-high	Monitoring/Unexpected finds

Eddy Avenue Forecourt is considered to have low archaeological potential for State Significant archaeology relating to the Devonshire Street Cemetery and low potential for Aboriginal artefacts of moderate to high significance. This is largely a result of the truncation of the original landform in this area and the subsequent construction of Central Station and the electrification of the suburban rail network. However, given that the proposed works are within the former Devonshire Street Cemetery footprint and there is a known presence of historic fills containing human remains and Aboriginal artefacts within the Central Station area, it is recommended that the area should be archaeologically monitored during the works.

Where redeposited materials are identified during the archaeological monitoring to contain human skeletal remains and/or Aboriginal artefacts, the material will require sieving. The material would be retrieved through archaeological excavation and the material hand sieved using a 3mm mesh sieve in accordance with the CSR AMS and Aboriginal Central Walk AMS.

During the monitoring works where the Excavation Director assesses that no further skeletal or other significant archaeological material is likely to be found, the Excavation Director would determine that works are undertaken under the unexpected finds procedure. In this instance, the Sydney Metro Unexpected Heritage Finds Procedure should be followed.¹⁰ The unexpected finds procedure would also apply to the identification of intact sand deposits or redeposited sand contexts during excavation works.

6.3 Identification of Skeletal Remains

Discovery of suspected human remains would be managed under the Sydney Metro Exhumation Management Plan. All suspected bone must be treated as potential human skeletal remains and work around them must stop while they are protected and investigated by the project archaeologist. In conjunction with the Sydney Metro Exhumation Management Plan, assessment of the site/object and subsequent management of the site will be carried out in accordance with the AARD and CSR AMS.

6.4 Identification of Aboriginal Objects

Following the identification of Aboriginal objects, works will cease in the immediate area and the area secured and investigated by the project archaeologist. In accordance with condition E23 of the Minister's Condition of Approval, avoidance would be considered. Assessment of the site/object and subsequent management of the site will be carried out in accordance with the AHCAR and Aboriginal Central Walk AMS.

6.5 Heritage induction

Archaeological heritage will be included in the general project induction for all personnel in consultation with the Excavation Director. At a minimum, this would include an overview of the project and employee obligations related to unexpected finds, archaeological management and the role of the archaeological team. Toolbox meetings will also be undertaken as and when required; covering specific environmental issues and heritage control measures as identified in the Cultural Heritage Management Plan (CHMP). Personnel directly involved in implementing heritage control measures on site will be given specific training in the various measures to be implemented. Records of all training are to be filed in accordance with the project filing system.

¹⁰ Sydney Metro Authority 2019. *Sydney Metro Unexpected Heritage Finds Procedure*

6.6 Contractor responsibilities

The contractor would set up site and then operate under the direction of the archaeologists during archaeological investigation. This would include but not be limited to:

- J Provide a heritage site induction to contractors in consultation with the Excavation Director
- J Demolish existing buildings (retaining in-ground foundations and ground slab) on the site and remove rubble and spoil material from site
- J Set out and secure the work area for the construction and archaeological team
- J Provide machine plant to assist the removal of fill where required under the supervision of the archaeological team
- J Provide shoring, if required
- J Provide pressurised water and a sieving area, if required.
- J Stop work when directed by the Excavation Director and only recommence work when given clearance to do so by the Excavation Director.

6.7 Clearance

A written clearance confirmation would be provided by the Primary Excavation Director to Laing O'Rourke once archaeological management has been completed in an area. Construction would continue under the Sydney Metro Unexpected Heritage Finds Procedure.¹¹

¹¹ Transport for NSW 2017. *Sydney Metro Unexpected Heritage Finds Procedure*

7.0 REFERENCES

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