

Heritage Management Sub-plan	
Doc No.: MR-EHVMT-EE-03	DRAFT: Rev C

**HERITAGE  
MANAGEMENT PLAN**

**Errant and Hostile Vehicle  
Mitigation Treatments for  
the Southwest Metro  
Project**

SMC-22-0722

**MR-EHVMT-EE-03**

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<b>AMENDMENTS</b>			
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<b>AUTHORISATION</b>			
Name	Position	Signature	Date
Justin Skinner	Project Manager		

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## 1 INTRODUCTION

### 1.1 Context and Scope of this Sub-plan

This Heritage Management Plan (HMP or Plan) forms part of the Construction Environmental Management Plan for Southwest Metro – Errant and Hostile Vehicle Mitigation Treatments for the Southwest Metro (the Project). The scope for the Project generally includes:

- Errant vehicle mitigation (EVM) treatments consisting of:
  - Eight (8) station overbridge barriers
  - Seven (7) non-station road-over-rail overbridge barriers; and
  - 67 non-bridge locations along the southwest corridor
- Hostile vehicle mitigation (HVM) treatments in the eight (8) station precincts
- Other works
- Road upgrades (kerbside ramps) across various locations
- Fencing, finishing works and other streetscaping elements across various locations
- Remediation works.

This HMP has been prepared to address the requirements of the Conditions of Approval (CoA), the Revised Environmental Mitigation Measures (REMM) and the Sydney Metro Construction Environmental Management Framework (CEMF).

This HMP describes how Martinus proposes to manage and protect Aboriginal and non-Aboriginal heritage during the construction of the Project. The HMP describes how Martinus will ensure risks associated with heritage management are considered and managed effectively during the construction of the Project. It has been prepared to support, and should be read in conjunction with the Sydney Metro CEMF as well as a number of Sydney Metro and Martinus' prepared heritage related plans and procedures.

### 1.2 Project Background

The Sydney Metro City and Southwest – Sydenham to Bankstown Environmental Impact Statement (EIS) (GHD/AECOM September 2017) assessed the impacts of construction and operation on non-Aboriginal heritage and Aboriginal heritage within Chapter 14 (Non-Aboriginal heritage) and Chapter 15 (Aboriginal heritage) respectively. The Sydney Metro City and Southwest – Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report (SPIR) (GHD/AECOM June 2018) was prepared in response to the submissions received during the EIS exhibition period. The SPIR revised the scope of the Sydenham to Bankstown Upgrade project, resulting in an overall reduction of potential heritage impacts during construction and the updated Non-Aboriginal Heritage Assessment was included in SPIR Appendix F.

Martinus, on behalf of Sydney Metro, engaged Artefact Heritage to provide desktop assessments and heritage advice relating to conducting site investigations for the design of the Project. The Heritage Impact Memo report assessed the significance of the heritage items in the Project area which is outlined in Table 1 below. These items and their associated heritage status are further outlined in Section 3.3. The non-Aboriginal archaeological potential of these sites is discussed in Section 3.4.

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**Table 1: Assessment of impacts to heritage items near work locations**

Heritage item	Relevant work locations	Impacts
<b>Inter-War Group Heritage Conservation Area—Hollands Avenue; Jocelyn Avenue and Woodbury Street</b>	Livingstone Rd Bridge	Physical: <b>Neutral</b> . Works would be located outside of the heritage item.
		Visual: <b>Neutral</b> . The works on Livingstone Road Bridge would only be visible from the very edge of the conservation area, and would not adversely affect the streetscape setting outside of the heritage curtilage. There would be no interruptions to the views to or from the overall conservation area
		Archaeological: <b>Nil</b>
<b>Turpentine - Ironbark Forest Understory</b>	CI-019 Wardell Rd Bridge	Physical: <b>Neutral</b> . The new rail barrier would be located in the same location as the existing fencing. The existing vegetation associated with the heritage item would not need to be removed to facilitate the installation. The vegetation also would not be impacted by the adjacent bridge works on Wardell Road
		Visual: <b>Negligible</b> . The new rail barrier would be installed within the curtilage of the heritage item, which would be taller than the existing fence in this location. However, the significant vegetation present would still be visible, and the installation of rail barriers in the same location of the existing fence would generally be visually consistent with the existing setting. Similarly, the throw screen, bollard, and footpath treatment works on Wardell Road Bride would not adversely effect the visual setting of the heritage item
		Archaeological: <b>Nil</b> . No potential archaeological remains have been identified in association with the heritage item
<b>Gladstone Hall, including interiors</b>	CI-027	Physical: <b>Neutral</b> . Works would be located outside of the heritage curtilage
		Visual: <b>Neutral</b> . The new rail barrier would not interrupt views towards the heritage item. There is an existing fence along the edge of the rail corridor, so the installation of rail barriers in the same location would be visually consistent with the existing setting
		Archaeological: <b>Nil</b>
<b>Duntroon Street Heritage Conservation Area</b>	Garnet St Bridge	Physical: <b>Neutral</b> . Works would be located outside of the heritage curtilage

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Heritage item	Relevant work locations	Impacts
		<p>Visual: <b>Neutral</b>. The works on Garnet Street Bridge would only be visible from the very edge of the conservation area, and would not adversely affect the streetscape setting outside of the heritage curtilage. There would be no interruptions to the views to or from the overall conservation area</p> <p>Archaeological: <b>Nil</b></p>
<b>Crinan Street Shops Heritage Conservation Area</b>	Dunroon St Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The works on Dunroon Street Bridge would only be visible from the very edge of the conservation area, and would not adversely affect the streetscape setting outside of the heritage curtilage. There would be no interruptions to the views to or from the overall conservation area</p> <p>Archaeological: <b>Nil</b></p>
<b>Floss Street Heritage Conservation Area</b>	Dunroon St Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The works on Dunroon Street Bridge would only be visible from the northern edge of the conservation area, and would not adversely affect the streetscape setting outside of the heritage curtilage. There would be no interruptions to the views to or from the overall conservation area</p> <p>Archaeological: <b>Nil</b></p>
<b>Inter war building - The Chambers</b>	Dunroon St Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The works on Dunroon Street Bridge would only be visible from the northern side of the heritage item. There would be no interruptions to the views to or from the heritage item, and would not adversely affect views between the surrounding conservation area and nearby station</p> <p>Archaeological: <b>Nil</b></p>
<b>Melford Street Heritage Conservation Area</b>	Melford St Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The works on Melford Street Bridge would only be visible from the southern edge of the conservation area, and would not adversely affect the streetscape setting outside of the heritage curtilage.</p>

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Heritage item	Relevant work locations	Impacts
		<p>There would be no interruptions to the views to or from the overall conservation area</p> <p>Archaeological: <b>Nil</b></p>
<b>Inter-War Hotel (former Hotel Canterbury)</b>	Canterbury Rd Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p>
		<p>Visual: <b>Neutral</b>. The works on Canterbury Road Bridge would only be visible from a small portion of the heritage item, and would not interrupt views to or from the heritage item</p>
		<p>Archaeological: <b>Nil</b></p>
<b>Federation Post Office Building (former Canterbury Post Office)</b>	Canterbury Rd Bridge	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p>
		<p>Visual: <b>Neutral</b>. The works on Canterbury Road Bridge would only be visible from a small portion of the heritage item, and would not interrupt views to or from the heritage item</p>
		<p>Archaeological: <b>Nil</b></p>
<b>Federation house</b>	CI-058	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p>
		<p>Visual: <b>Neutral</b>. The new rail barrier would not interrupt views towards the heritage item, and due to surrounding vegetation and buildings the barrier would only be visible from the northern edge of the heritage item. There is an existing fence along the edge of the rail corridor, so the installation of rail barriers in the same location would be visually consistent with the existing setting</p>
		<p>Archaeological: <b>Nil</b></p>
<b>Federation villa</b>	CI-060	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p>
		<p>Visual: <b>Neutral</b>. The new concrete barrier would not interrupt views towards the heritage item. There is an existing fence along the edge of the rail corridor, so the installation of concrete barriers in the same location would be visually consistent with the existing setting</p>
		<p>Archaeological: <b>Nil</b></p>
<b>Inter war commercial building - Station House</b>	CI-061	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p>

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Heritage item	Relevant work locations	Impacts
		<p>Visual: <b>Neutral</b>. The new concrete barrier would not interrupt views towards the heritage item. There is an existing fence along the edge of the rail corridor that is partially obscured by vegetation, so the installation of concrete barriers in the same location would be visually consistent with the existing setting</p> <p>Archaeological: <b>Nil</b></p>
<b>Campsie Station</b>	CI-075 and CI-077	<p>Physical: <b>Neutral</b>. A short section of new rail barrier would be installed within the western margin of the s170 curtilage of the station (outside of the LEP curtilage). The barrier would be limited to the rail corridor however and would not impact any significant fabric</p> <p>Visual: <b>Negligible</b>. The new rail barrier would be installed within the curtilage of the heritage item, and since it would start about 13m from the end of the platform it would be visible to the public. However, this would only affect a small part of the overall station group, and it would replace an existing fence in the same location. It would be consistent with overall setting of the station group, and as result the visual impact would be minimal</p> <p>Archaeological: <b>Nil</b>. Campsie Station was identified as being part of the Bankstown Line Catchment which was assessed in the AARD as generally having nil to low archaeological potential. Only localised ground disturbance would be required to install the rail barrier; therefore it is expected that there would be little to no impacts to significant archaeology</p>
<b>Federation House (former station master's cottage)</b>	Burwood Rd Bridge	<p>Physical: <b>Neutral</b>. Works would be outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The planned bollards and concrete barrier on Burwood Road Bridge would not interrupt views to and from the heritage item, with current views being partially obscured by existing vegetation. They would not interrupt the visual relationship between the former station master's cottage and Belmore Station on the other side of the road</p> <p>Archaeological: <b>Nil</b></p>
<b>Post-war bus shelter and public lavatories</b>	CI-086 Burwood Rd Bridge	<p>Physical: <b>Neutral</b>. Works at CI-086 would be located along the southern edge of the heritage curtilage about 13m south of the bus shelter and lavatory structures, while the Burwood Road Bridge works would be about 25m away from the structures</p>

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Heritage item	Relevant work locations	Impacts
		<p>Visual: <b>Negligible</b>. New fencing would be installed along the edge of the heritage item. However, existing fencing is already present along the edge of the rail corridor, therefore, the installation of new barriers in the same location would be consistent with the existing setting. Views to the significant structures would not be interrupted by the new barriers. Similarly the planned bollards and concrete barrier on Burwood Road Bridge would be in keeping with the existing setting, and views towards them from the bus shelter and public lavatories would be partially obscured by the station buildings</p> <p>Archaeological: <b>Nil</b>. No potential archaeological remains have been identified in association with the heritage item</p>
<b>Lakemba Pumping Station (WP0003)</b>	CI-121	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The new rail barrier would only be visible from the northern edge of the heritage item and would not interrupt views towards the heritage item. There are existing fences along the boundary of the heritage item and the station on the opposite side of the road, so the installation of rail barriers in the same location would be visually consistent with the existing setting</p> <p>Archaeological: <b>Nil</b></p>
<b>War memorial and street trees</b>	CI-135	<p>Physical: <b>Neutral</b>. Works would be located outside of the heritage curtilage</p> <p>Visual: <b>Neutral</b>. The new rail barrier would be fully obscured except along the northern edge of the heritage item and would not interrupt views towards the heritage item. There is an existing fence along the boundary of the rail corridor so the installation of rail barriers in the same location would be visually consistent with the existing setting</p> <p>Archaeological: <b>Neutral</b></p>
<b>S2B PAD01</b>	CI-085	<p>Archaeological: <b>Nil</b>. Installation of the rail barrier would require ground penetrations. However, the new rail barrier will adhere to the existing rail fence alignment and will not extend into the footprint of S2B PAD01. Therefore, potential subsurface Aboriginal objects associated with S2B PAD01 would not be impacted</p>

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Figure 1 Sydney Metro route map

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### 1.3 Objectives and Targets

The HMP provides the basis for the management of heritage issues and aims to minimise the risk of impact during the course of the development, and to mitigate any impact that cannot be avoided. Mitigation and management measures are outlined in Table 9.

The objectives and targets of heritage management and mitigation are outlined below:

- Minimise impacts on items or places of heritage value;
- Avoid accidental impacts on heritage items;
- Maximise worker’s awareness of Aboriginal and non-Aboriginal heritage;
- No disturbance or damage to known heritage sites or items, beyond that approved by the SSI Approval;
- Unknown or undocumented heritage items are not knowingly destroyed, defaced or damaged;
- Consult with Registered Aboriginal Parties and other identified stakeholders prior to impacts in areas which have been assessed to possess archaeological potential, and/or upon the discovery of unexpected Non-Aboriginal and Aboriginal objects or cultural features;
- Any historical relics found on site shall be kept safe for consideration for incorporation into interpretation within the public domain—within the proposed site fixtures as may be supported by the Interpretation Strategy and Plan; and
- No harm, destruction or defacement of human remains, including Aboriginal burials, will occur.

These objectives conform to Sydney Metro’s objectives as described in the CEMF.

### 1.4 Consultation

CoA C3(d) requires that the HMP be prepared in consultation with the relevant Councils and Department of Premier and Cabinet Heritage NSW (formerly Heritage Division) as delegate for the NSW Heritage Council. As such the following stakeholders have been consulted with in developing this HMP:

- Heritage NSW
- Inner West Council
- City of Canterbury Bankstown

A summary of the consultation is provided below within Table 2.

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**Table 2: Consultation carried out in the development of this Plan**

CoA	Agency Consultation	Requirements & Date Submitted	Key issues raised	Response	HMP Section Reference
C6	Department of Planning, Housing and Infrastructure (DPHI)				
C3(d)	Department of Premier and Cabinet Heritage NSW (formerly Heritage Council)				
C3(d)	Inner West Council	Requirement: Review and comment on this HMP Date submitted: 12/07/2024	Only an overview of works has been provided. Further information regarding the extent of the demolition, works, and exact locations of the works proposed would be required to fully assess the heritage impacts on Heritage Items and Heritage Conservation Areas within the Inner West Local Government Area.	The intention of the Heritage Management Plan is to outline how Martinus will manage heritage matters across the project. Heritage impacts were assessed as part of the SSI 8256 Environmental Impact Statement (EIS), with additional assessment carried out as design progresses to minimise impact and confirm the work is consistent with the approved project.  Martinus is currently drafting a Statement of Heritage Impact to compliment the Heritage Management Plan. As we approach finalised design for the project, the Statement of Heritage Impact will be completed accordingly. Once completed, Martinus are able to	N/A

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CoA	Agency Consultation	Requirements & Date Submitted	Key issues raised	Response	HMP Section Reference
				share the Statement of Heritage Impact with Inner West Council for information.	
			Amending the report to be in accordance with the guidelines for assessing heritage significance by the NSW Heritage Office is suggested, identifying (a) historic significance, (b) historical association, (c) aesthetic/creative/technical achievement, (d) social, cultural, and spiritual, (e) research potential, (f) rare, and (g) representative.	Martinus will look to incorporate elements of Assessing heritage significance - Guidelines for assessing places and objects against the Heritage Council of NSW criteria, within the Statement of Heritage Impact that is currently being prepared.	N/A
			It is unclear the intent of the Unexpected Heritage Item criteria, as the Heritage items are not considered to be 'unexpected' as they are listed in LEP schedules, on the State Heritage Inventory, or on agency Section 170 registers.	The intent of the Unexpected Heritage Item criteria is to be implemented within areas where there is a higher likelihood of potentially finding unknown items of heritage significance.	Section 5.1.3 Section 5.3.5
C3(d)	City of Canterbury Bankstown	Requirement: Review and comment on this HMP	No comment.  NOTE: The report should however be referred to Council's Aboriginal Liaison Officer for	CBC may distribute the HMP with CBC's Aboriginal Liaison Officer.	N/A

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CoA	Agency Consultation	Requirements & Date Submitted	Key issues raised	Response	HMP Section Reference
		Date submitted: 12/07/2024	review and comment (if not already done so) given there are Aboriginal management measures proposed.		

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REMM AH1 requires that Aboriginal stakeholder consultation be undertaken. Consultation with Registered Aboriginal Parties (RAP) was undertaken during concept design as part of the Sydney Metro Sydenham to Bankstown EIS and also during the preparation of the Aboriginal Cultural Heritage Assessment Report (ACHAR). No further RAP consultation is required under the CoA or REMM in the preparation of this HMP.

Note: RAPs will be required to be consulted with if Aboriginal objects were identified during excavations, this is however unlikely.

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## 2 LEGAL AND OTHER REQUIREMENTS

The HMP addresses applicable requirements within the following documents:

- The Sydney Metro *City and Southwest - Sydenham to Bankstown Upgrade Conditions of Approval SSI-8256*, determined 12 December 2018 and modified 22 October 2020;
- The Sydney Metro *City and Southwest - Sydenham to Bankstown Upgrade Environmental Impact Statement*, September 2017;
- The Sydney Metro *City and Southwest - Sydenham to Bankstown Upgrade Submissions and Preferred Infrastructure Report*, dated June 2018;
- The Sydney Metro *City and Southwest - Sydenham to Bankstown Upgrade Bankstown Station Modification Report* May 2020;
- The Sydney Metro *Sydenham to Bankstown Staging Report*;
- The Sydney Metro *Construction Environmental Management Framework v3.2*.

The Compliance Matrix in Section 2.2 provides a comprehensive list of compliance requirements, environmental documents and the contract documents.

Table 3 below details the legislation and planning instruments considered during development of this Plan.

**Table 3: Legislation and Planning Instruments**

Legislation	Description	Relevance to this HMP
<b>Environmental Planning and Assessment Act 1979</b>	This Act establishes a system of environmental planning and assessment of development proposals for the State.	The approval conditions and obligations are incorporated into this HMP.
<b>Environment Protection and Biodiversity Conservation (EPBC) Act 1999 (Cwth)</b>	<p>The main purpose of this Act is to provide for the protection of the environment especially those aspects that are of national environmental importance and to promote ecological sustainable development.</p> <p>Heritage places are listed on the National Heritage List (NHL) for their 'outstanding heritage value to the nation' and are owned by a variety of constituents, including government agencies, organisations or individuals. Only items owned or controlled by the Commonwealth that meet the threshold for national heritage listing under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) are listed on the Commonwealth Heritage List (CHL) and/or the World Heritage List (WHL) and afforded protection under the EPBC Act.</p>	Not relevant as no NHL, CHL or WHL items

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Legislation	Description	Relevance to this HMP
<b>National Parks and Wildlife Act 1974</b>	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 Sydney Metro.	No Aboriginal sites or areas of archaeological potential have been identified within the Project site. An Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974 is not required for works approved under Part 5.1 of the EP&A Act.
<b>Heritage Act 1977</b>	This Act provides for the preservation and conservation of heritage items such as building, works, relic, places of historic interest, scientific, cultural, social, archaeological, architectural, natural or aesthetic significance.  It is an offence under this Act to wilfully and knowingly damage or destroy items of heritage value.  Do not demolish, damage, move or develop around any place, building, work, relic, moveable object, precinct, or land that is the subject of an interim heritage order or listing on the State Heritage Register or heritage listing in a Local Environmental Plan without an approval from the Heritage NSW or local council.	Heritage Items are identified on the Project site and addressed as part of the CoA. An approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977 is not required for works approved under Part 5.1 of the EP&A Act.
<b>Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cwth)</b>	This Act provides for the preservation and protection from injury or desecration to areas and objects of particular significance to Aboriginals. Areas and objects can be protected by Ministerial Declaration and it is then an offence to contravene such a declaration.	No areas or objects within the Project have been identified as being subject to such a declaration and this Act is of little relevance to the Project.
<b>Coroners Act 2009</b>	This Act enables coroners to investigate certain kinds of deaths or suspected deaths in order to determine the identities of the deceased persons, the times and dates of their deaths and the manner and cause of their deaths.	This Act is relevant if Human Skeletal Remains are located within the Project area

A number of heritage reports were prepared during detailed design for the Sydenham to Bankstown Upgrade in order to address design related REMM. The findings and recommendations of these reports have been included in this HMP where relevant. It is noted in the compliance matrix where the design related REMM for the project have been fulfilled by these reports (refer to Appendix A).

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- *Sydney Metro City and Southwest Movable Heritage Strategy, October 2020;*
- *Sydney Metro City and Southwest Adaptive Reuse Strategy, October 2020;*
- *Sydney Metro City and Southwest Heritage Salvage Strategy, October 2020;*

## 2.1 Guidelines

Additional guidelines and standards to the management of 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 (OEH 2010);*
- *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).*

## 2.2 Conditions of Approval

The CoA and REMM relevant to the development of this HMP are listed in Appendix A. In accordance with CoA C4, the relevant requirements of the CEMF have also been included. Appendix A also provides a cross reference to demonstrate where the CoA or REMM is addressed in this HMP or other management documents.

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### 2.3 Roles and responsibilities

The roles and responsibilities of key personnel with respect to heritage management are as followed in Table 4. All personnel are responsible for ensuring that heritage items are protected.

**Table 4: Roles and responsibilities**

Roles	Responsibilities
Department of Planning, Industry and Environment	<ul style="list-style-type: none"> <li>• Approval of the Heritage Management Plan</li> <li>• Monitor compliance with the Heritage Management Plan</li> </ul>
Project Director (Project Leader)	<ul style="list-style-type: none"> <li>• Ensure that sufficient resources are allocated for the implementation of this HMP</li> <li>• Ensure that the CEMP covers the management and mitigation measures presented in this HMP</li> <li>• Ensure that the outcomes of the visual checks/ compliance construction monitoring/ incident reporting are systematically evaluated as part of ongoing management of construction activities</li> <li>• Ensure audits of construction site records/ monitoring records/ incident reports are undertaken and findings are shared with relevant site personnel and corrective actions are implemented</li> <li>• Authorise all monitoring reports and any revisions to this HMP</li> </ul>
Project Environmental Manager	<ul style="list-style-type: none"> <li>• Oversee the overall implementation of this HMP</li> <li>• Site Inductions</li> <li>• Ensure all relevant personnel have access to and understand the most up-to-date copy of this HMP</li> <li>• 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</li> <li>• Ensure all monitoring reporting requirements are met and maintained on site</li> </ul>
Construction supervisors Subcontractors	<ul style="list-style-type: none"> <li>• Understand and implement mitigation protocols as required in the HMP and any other required measures during construction</li> <li>• Undertake relevant training to implement the requirements of this HMP</li> <li>• All personnel are responsible for ensuring that heritage items are protected</li> <li>• All site personnel to undertake toolbox talks in relation to the reporting process for unexpected finds</li> <li>• Informing the Environmental Manager of any heritage issues as they arise</li> </ul>

Roles	Responsibilities
Independent Environment Representative	<ul style="list-style-type: none"> <li>• Receive and respond to communications from the Secretary in relation to the environmental performance of the Project;</li> <li>• Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;</li> <li>• Consider and inform the Planning Secretary on matters specified in the terms of this approval;</li> <li>• Consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;</li> <li>• Review documents identified in Conditions C1, C3 and C8 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: <ul style="list-style-type: none"> <li>(i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary), or</li> <li>(ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary for information or are not required to be submitted to the Secretary);</li> </ul> </li> <li>• Regularly monitor the implementation of the documents listed in Conditions C1, C3 and C8 to ensure implementation is being carried out in accordance with the document and the terms of this approval;</li> <li>• As may be requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A34 of this approval;</li> <li>• As may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;</li> <li>• Assess the impacts of minor ancillary facilities as required by Condition A19 of this approval;</li> <li>• Consider any minor amendments to be made to the documents listed in Conditions C1, C3 and C8 and any document that requires the approval of the Planning Secretary that comprise updating or are of an administrative or minor nature and are consistent with the terms of this approval and the documents listed in Conditions C1, C3 and C8 or other documents approved by the Planning Secretary and, if satisfied such amendment is</li> </ul>

Roles	Responsibilities
	<p>necessary, approve the amendment. This does not include any modifications to the terms of this approval; and</p> <ul style="list-style-type: none"> <li>• Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report detailing the ER's actions and decisions on matters for which the ER was responsible in the preceding month. The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI.</li> </ul>
Primary Excavation Director	<ul style="list-style-type: none"> <li>• The Primary Excavation Director must be suitably qualified and be someone who meets the Heritage Council of NSW's Criteria for Assessment of Excavation Directors (September 2019) to oversee and advise on matters associated with historic archaeology and advise the DPPI and Heritage NSW</li> <li>• The Excavation Director must be present to oversee excavation and advise on archaeological issues</li> <li>• The Excavation Director has the authority to advise on the duration and extent of oversight required as informed by the provisions of the approved AARD and Excavation Methodology</li> <li>• Martinus will nominate an Excavation Director who is able to manage State significant archaeology under the NSW Heritage Council Excavation Directors Criteria</li> <li>• The Primary Excavation Director will be engaged by Martinus</li> </ul>
Heritage Consultant	<ul style="list-style-type: none"> <li>• The Heritage consultant 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</li> <li>• The Heritage Consultant will be engaged by Martinus</li> </ul>
Forensic Anthropologist	<ul style="list-style-type: none"> <li>• The Forensic Anthropologist will respond to find of potential human remains in accordance with the Sydney Metro Exhumation Management Plan</li> <li>• The Forensic Anthropologist will be engaged by Martinus if required</li> </ul>
Conservation Architect	<ul style="list-style-type: none"> <li>• The Conservation Architect will provide advice and review work methodologies where direct impacts to significant fabric of heritage are proposed</li> <li>• The Conservation Architect will be engaged by Martinus</li> </ul>

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### 3 EXISTING ENVIRONMENT

#### 3.1 Context

The existing environment and heritage context of the Project has been assessed in the following background reports prepared to support the EIS and SPIR prepared for the Sydney Metro Sydenham to Bankstown upgrade project:

- Sydney Metro City and Southwest –Sydenham to Bankstown: Aboriginal Heritage Archaeological Assessment, prepared by Artefact Heritage (2017a);
- Sydney Metro City and Southwest – Sydenham to Bankstown: Non-Aboriginal Heritage Impact Assessment, prepared by Artefact Heritage (2017b);

Additional reports, which have been prepared for the project and have been used to support this Plan also include:

- Sydney Metro City and Southwest – Sydenham to Bankstown Historical Archaeological Assessment and Research Design (AARD), prepared by Artefact Heritage (2017c)
- Sydney Metro City and Southwest – Sydenham to Bankstown: Aboriginal Cultural Heritage Assessment Report (ACHAR), prepared by Artefact Heritage (2017d)
- Southwest Metro Errant and Hostile Vehicle Project Heritage Impact Memo for Site Investigations, March 2024.

These reports have been referenced to inform this Plan in regard to existing environment, heritage significance and archaeological potential.

#### 3.2 Aboriginal Heritage

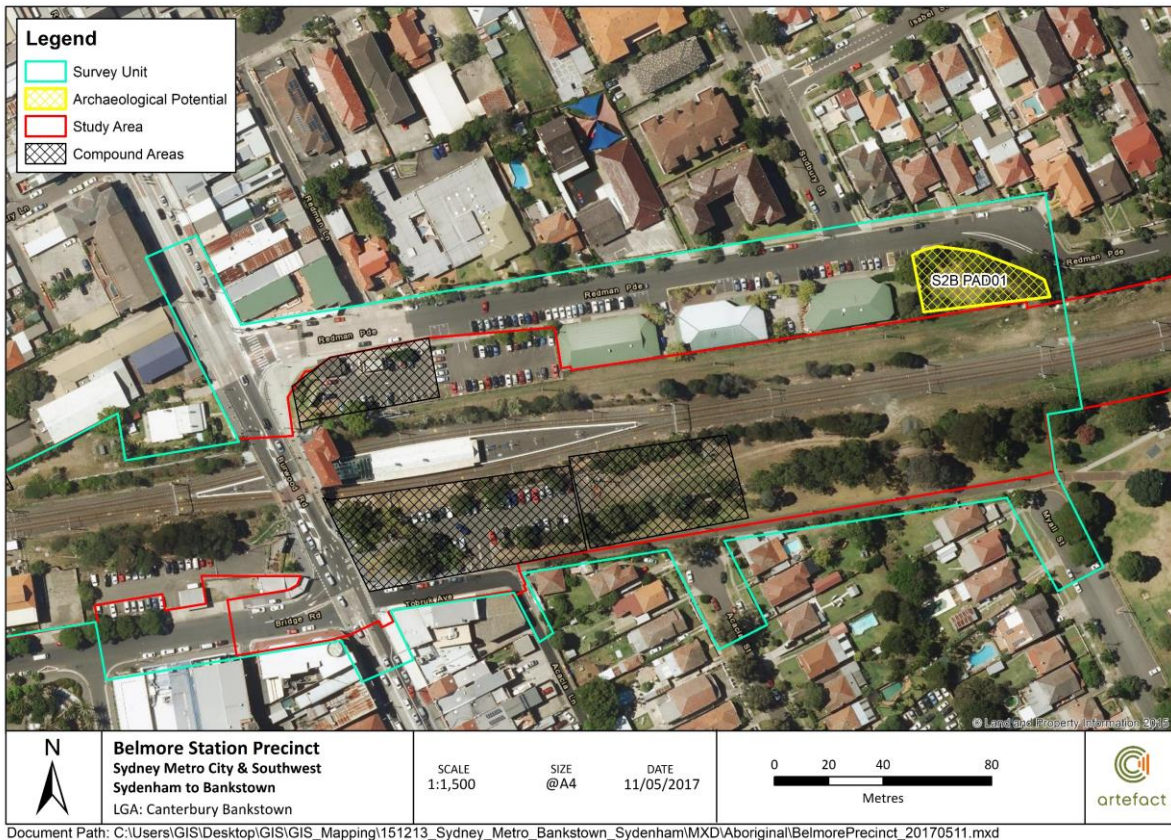
Artefact Heritage (2017a) undertook a heritage assessment of the Sydney Metro City and Southwest – Sydenham to Bankstown Project.

An ACHAR was also prepared in consultation with the RAPs (2017d). No previously registered Aboriginal sites were located within the Project area. Two areas of potential archaeological deposits (PAD) were identified during the site survey for the EIS study, near Belmore and Punchbowl stations (S2B PAD01 and S2B PAD02 respectively).

S2B PAD01 is located in a small park (Guide Park) near Belmore Station and is covered by dense grass and several trees. The analysis of aerial photography indicated that the area has remained an open space since at least 1943 and no major ground disturbance has occurred.

S2B PAD02 is an area of archaeological potential within Warren Reserve adjacent to Punchbowl Station. The analysis of aerial photography from 1943 and over the past 10 years indicated that there appears to have been little subsurface disturbance. Intact soils were observed in a cutting to the north of the station.

These PADs lie outside of the project area therefore operation of the project is not expected to result in impacts on Aboriginal heritage. There are no cumulative impacts on Aboriginal heritage predicted during construction or operation of the project.



**Figure 2 Location of S2B PAD01**

### 3.3 Built Heritage

The Project works will include the installation of anti-throw screens and concrete bollards within the southwest corridor, including intersections of 15 overbridges. These 15 overbridges and their associated heritage status are shown in Table 5 below.

**Table 5: Road/Rail Overbridges and Heritage Listings**

Numbers as shown in Figure 1	Item	Listings	Significance
1	Illawarra Road Overbridge / Marrickville Station	NSW State Heritage Register, S170 Register	State
2	Livingston Road Overbridge / Marrickville	None	None
3	Albermarle Street Overbridge / Marrickville	LEP Conservation Area	Local
4	Wardell Road Overbridge / Dulwich Hill Station	S170 Register, LEP Heritage Conservation Area	Local

5	Garnet Street Overbridge / Marrickville	None	None
6	Duntroon Street Overbridge / Hurlstone Park Station	S170 Register, LEP Heritage Conservation Area	Local
7	Melford Street Overbridge / Hurlstone Park	None	Local
8	Canterbury Road Overbridge / Canterbury Station	S170 Register, LEP Heritage Conservation Area	State
9	Loch Street Overbridge / Campsie	None	None
10	Burwood Road Overbridge / Belmore Station	NSW State Heritage Register, S170 Register	State
11	Moreton Street Overbridge / Lakemba	None	None
12	Haldon Road Overbridge / Lakemba Station	S170 Register	Local
13	King Georges Road Overbridge / Wiley Park Station	S170 Register	Local
14	Punchbowl Road Overbridge / Punchbowl Station	S170 Register	Local
15	Stacey Street Overbridge / Bankstown	None	None

**Figure 3: Metro development corridor with stars indicating the overbridges along the route (Source: Heritage Impact Memo 240053, Artefact 2024)**



### 3.4 Non-Aboriginal Archaeology

A summary of archaeological potential and significance for the 15 overbridges is provided below.

Numbers as shown in Figure 1	Item / Area	Non-Aboriginal Archaeological Potential
1	Illawarra Road Overbridge / Marrickville Station	Moderate to high
2	Livingstone Road Overbridge / Marrickville	Nil
3	Albermarle Street Overbridge / Marrickville	Nil
4	Wardell Road Overbridge / Dulwich Hill Station	Nil to low
5	Garnet Street Overbridge / Marrickville	Nil
6	Duntroon Street Overbridge / Hurlstone Park Station	Nil to low
7	Melford Street Overbridge / Hurlstone Park	Nil
8	Canterbury Road Overbridge / Canterbury Station	Moderate to high

9	Loch Street Overbridge / Campsie	Nil
10	Burwood Road Overbridge / Belmore Station	Low to moderate
11	Moreton Street Overbridge / Lakemba	Nil
12	Haldon Road Overbridge / Lakemba Station	Low to moderate
13	King Georges Road Overbridge / Wiley Park Station	Nil to low
14	Punchbowl Road Overbridge / Punchbowl Station	Nil to low
15	Stacey Street Overbridge / Bankstown	Nil

## 4 CONSTRUCTION RISK ASSESSMENT

Impacts of the Project are described in Table 6, Table 7 and Table 8. Management measures to address these identified risks are included in Section 5.

**Table 6: Aboriginal Heritage – Aspects, Impacts and Risks**

Activity	Aspect/s	Impact/s
Subsurface excavations into natural ground surface. The risk is low as no areas within the Project were found to have Aboriginal archaeological potential.	Excavation	Finding/disturbance to and/or destruction of unexpected burials, human remains or Aboriginal objects.

**Table 7: Built heritage – Aspects, Impacts and Risks**

Activity	Aspect/s	Impact/s
Station precinct works and landscaping	Demolition of some elements and construction	Visual impacts, impacts to fabric
Installation of anti-throw screens and concrete bollards	Installation and construction of anti-throw screens and concrete bollards	Visual impacts, impacts to fabric
Use of existing site compounds and laydown areas	Installation and operation	Temporary visual impacts to listed items
Temporary works	Pedestrian control and access, installation of hoarding, fencing, utilities relocation and other temporary works	Temporary visual impacts to listed items

**Table 8: Non-Aboriginal Archaeology– Aspects, Impacts and Risks**

Activity	Aspect/s	Impact/s
Construction and use of compound sites and laydown areas	N/A	N/A – as no ground-breaking activities to occur within compound sites or laydown areas.

Activity	Aspect/s	Impact/s
Station precinct works and landscaping	Excavation	Disturbance to and/or destruction of non-Aboriginal archaeological deposits of local significance
Temporary works and utilities relocation	Excavation	Disturbance to and/or destruction of non-Aboriginal archaeological deposits of local significance

## 5 MANAGEMENT MEASURES

### 5.1 CEMP Aboriginal Archaeological Management

#### 5.1.1 Aboriginal Cultural Heritage Assessment Report

An ACHAR was prepared by Artefact Heritage (2017d) as part of the Preferred Infrastructure Report (PIR) which forms part of the Approved Project as modified. Comprehensive Aboriginal consultation was undertaken as part of the preparation of the ACHAR, including an Aboriginal Focus Group (AFG) meeting. All RAPs who responded through consultation were in support of the proposed archaeological management methodology included in the ACHAR.

The ACHAR identified two areas of PAD that are outside the Project area, near Belmore and Punchbowl Stations. The ACHAR required that the rest of the Sydenham to Bankstown corridor will be managed under the Sydney Metro Unexpected Heritage Finds Procedure. The ACHAR will be implemented in accordance with REMM AH2 if unexpected Aboriginal objects were located within the project area.

#### 5.1.2 Human Remains

If suspected human remains or burial sites are identified, the Sydney Metro Exhumation Management Plan will be implemented in accordance with CoA E15, E16 and E17 and REMM NAH19. In accordance with CoA E17, the Sydney Metro Exhumation Management Plan will be implemented for the duration of the Project's Construction's activities.

The Sydney Metro Exhumation Management Plan has been prepared to satisfy the requirements of CoA E15.

Works will immediately cease in that area. The discoverer will immediately notify machinery operators so that no further disturbance of the remains will occur, as well as notify the foreman/site supervisor, Martinus, Forensic Anthropologist, Primary Excavation Director and Sydney Metro Environmental Representative. The Sydney Metro Exhumation Management Plan will be enacted. Preliminary notification to the NSW Police will be undertaken by the Sydney Metro Environmental Manager.

Once confirmation is received from the Forensic Anthropologist or Primary Excavation Director that the remains are of human origin, there are three possible statutory pathways to follow based on the assessment. Refer to the Sydney Metro Exhumation Management Plan.

No works to recommence until clearance is provided by Heritage NSW, and/or the NSW Police as per the documented in the Sydney Metro Exhumation Management Plan.

#### 5.1.3 Unexpected Finds

In accordance with CoA E15 and REMM NAH14, Sydney Metro has prepared the Sydney Metro Unexpected Heritage Finds Procedure (SM-18-00105232) (attached to Appendix D). In accordance with CoA E17, the Sydney Metro Unexpected Heritage Finds Procedure will be implemented for the duration of the Project's Construction's activities.

In accordance with REMM NAH18, following the discovery of new finds of Aboriginal objects – works will cease in the immediate area and the area secured. Assessment of the site/object and subsequent management of the site will be carried out in accordance with the Sydney Metro Unexpected Finds

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Procedure. The use of the Sydney Metro Unexpected Finds Procedure will satisfy the requirement in E15, E16 and E17 to include measures to manage an unexpected find in the HMP.

An archaeological find will be unexpected if it was not identified in the AARD or the AMS as a class or type of possible remain, or if it was identified as locally significant but was assessed, after identification, as being of State significance.

All new sites will be recorded on standard Aboriginal Heritage Information Management System (AHIMS) site cards and lodged with Heritage NSW.

#### 5.1.4 Clearance

A written clearance confirmation will be provided by the Project Archaeologist to Martinus once Aboriginal archaeological management has been completed in an area. This will be signed off by Sydney Metro before works recommence. Construction will continue under the Sydney Metro Unexpected Heritage Finds Procedure.

#### 5.1.5 Reporting

Upon completion of any unexpected finds reporting and the implementation of any required mitigation measures, post excavation reporting in accordance with the Heritage NSW, DPC Aboriginal requirements will be undertaken within two years of the completion of the Project’s archaeological works. The post-excavation report to be prepared by the Aboriginal Archaeologist in consultation with the RAPs. RAPs will review the draft report prior to finalisation.

### 5.2 Built Heritage Management

#### 5.2.1 Design Requirements

As outlined in Section 2, a number of heritage reports have been prepared for the Southwest Metro Project and the relevant mitigations therein have been incorporated into this Plan. These measures have been considered in the plan where appropriate and have been included in the management action checklist (refer to Table 9).

#### 5.2.2 Conservation/Heritage Architect

Work methodologies undertaken where heritage items will be directly impacted will be carried out with the oversight of a conservation/heritage architect in accordance with REMM NAH20.

The architect will be available to advise Martinus during construction and work with the skilled tradespeople, Heritage Consultant and heritage engineer to facilitate good heritage outcomes.

#### 5.2.3 Archival Photographic Recording

Archival photographic recording for the Sydenham to Bankstown upgrade has already been undertaken by Sydney Metro according to the methodologies of the following documents as specified in CoA E10 and E12 and REMM NAH13:

- NSW Heritage Council guideline “Photographic Recording of Heritage Items Using Film or Digital Capture” (2006); and

- NSW Heritage Office publication “How to Prepare Archival Records of Heritage Items” (1998).

As outlined in Section 2, archival recording requirements have been met during the Sydenham to Bankstown upgrade detailed design phase and are not applicable to this HMP.

#### 5.2.4 Heritage Interpretation

In accordance with CoA E13, Sydney Metro prepared the Sydney City and Southwest: Sydenham to Bankstown Line Heritage Interpretation Strategy, and issued this for information to DPHI on 3 June 2020. In accordance with CoA E14, individual Heritage Interpretation Plans have previously been prepared for each station precinct as part of the Sydney Metro Sydenham to Bankstown upgrade detailed design.

For the Southwest Metro Errant and Hostile Vehicle Project works, Artefact Heritage have prepared a Heritage Impact Memo report to provide desktop assessments and heritage advice relating to conducting site investigations for the design of the Project. This Heritage Impact Memo report draws from existing Southwest Metro SSI reporting for an assessment of significance for the heritage items.

#### 5.2.5 Adaptive Reuse

As outlined in Section 2, an Adaptive Reuse Strategy has previously been prepared for the Sydney Metro Sydenham to Bankstown Upgrade and will be considered during the project’s detailed design.

#### 5.2.6 Moveable Heritage

In accordance with REMM NAH7, Sydney Metro prepared the *City and Southwest Movable Heritage Strategy* after consultation with and seeking moveable heritage registers from Sydney Trains. No moveable heritage items listed in the Sydney Metro *City and Southwest Movable Heritage Strategy* will be impacted by the Project works.

#### 5.2.7 Significant Fabric Register

As outlined in Section 2, a significant fabric register has been prepared and was considered during detailed design. A salvage register was prepared based on identification of significant fabric and a number of elements have been required for salvage for the Project stations. This requirement has been met during the Sydenham to Bankstown upgrade detailed design phase and is not applicable to this HMP.

#### 5.2.8 Works Methodologies

In accordance with REMM NAH15, where work activities are likely to impact upon built heritage (as outlined in Table 7) Martinus will ensure methodologies for the removal of existing structures and construction of new structures will be developed and implemented during construction to minimise direct and indirect impacts to other elements within the curtilages of the heritage items, or to heritage items located in the vicinity of works. The methodology will be prepared by the nominated Heritage Consultant where required and provided to Martinus and Sydney Metro.

#### 5.2.9 Heritage Engineer

A Heritage Engineer will be consulted in regard to any significant structural issues (where required).

#### 5.2.10 Skilled Tradespeople

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In accordance with REMM NAH20, appropriately skilled tradespeople with experience working on heritage sites will be used for all works to conserve, protect or remove significant fabric. This includes works within the station buildings that involve the reuse, conservation or maintenance of significant fabric such as masonry, stonework, interiors and flooring. Martinus will notify Sydney Metro of the tradespeople nominated for the works. A heritage architect will be nominated for the Project in accordance with REMM NAH4, and this architect will be available to consult with the nominated tradesperson.

**5.2.11 Exclusion Zones**

Physical exclusion zones, including hoarding or screening will be provided where the Project works are to be undertaken in close proximity to significant elements/fabric that is not approved to be impacted. In accordance with NAH16 exclusion zones are to be applied to protect fabric during construction works carried out at:

- Marrickville Station
- Dulwich Hill Station
- South Dulwich Hill Conservation Area
- Canterbury Station
- Hurlstone Park Station
- Belmore Station
- Lakemba Station
- Wiley Park Station
- Punchbowl Station

Where works will be undertaken adjacent to a heritage item but not within the heritage curtilage, the exclusion zones will primarily be limited to identifying the nearby items on the respective environmental control map.

**5.2.12 Works On Significant Fabric**

HIAs were prepared by Artefact Heritage during the Sydenham to Bankstown Station Upgrade detailed design. The HIAs include detailed recommendations on management of significant fabric including station buildings, bridges, and platforms. These recommendations have been included in the management measures action checklist (refer to Table 9) where applicable to the Project and will be adhered to during Construction.

**5.2.13 Heritage Consultant Advice**

Martinus will nominate a suitably qualified Heritage Consultant to advise on works during construction in regard to removal, reinstatement and conservation of significant fabric. The Heritage Consultant may be required to provide advice, to monitoring heritage works and to reporting on the outcome of works. The Heritage Consultant would work with the Conservation Architect and utilise their specialist skills were needed.

**5.2.14 Landscape Plan**

Planting along the eastern boundary of the Canterbury Bowls Club (adjacent to the Sugarmill site) should be reinstated if trees are impacted for the site compound in accordance with NAH11. Martinus will prepare and implement the Landscape and Visual Management Sub-plan as a safeguard in correct proactive and reactive management should Construction activities result in impacts to the existing trees on the eastern edge of the site.

### 5.3 Non-Aboriginal Archaeological Management

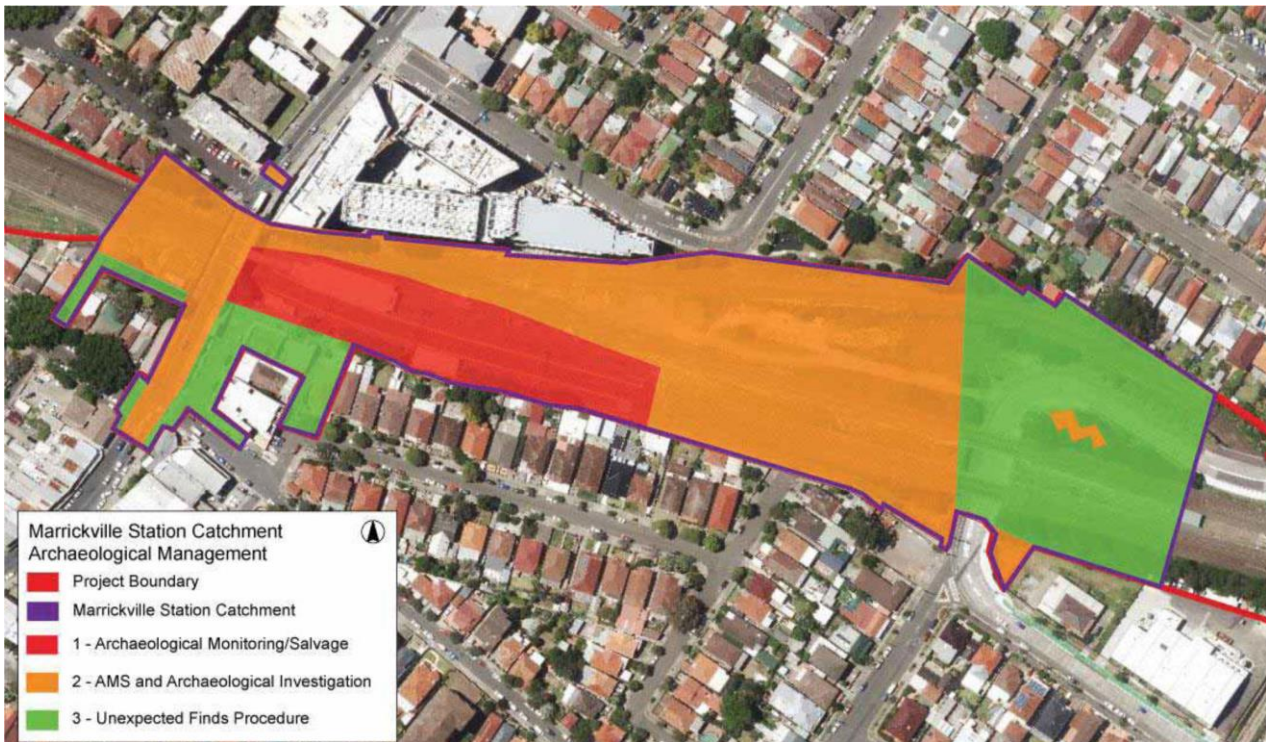
#### 5.3.1 Archaeological Zoning

The AARD divided the Project into archaeological management zones based on archaeological potential and construction impacts.

Archaeological management zone mapping depicted at Marrickville and Belmore (Figure 4 and Figure 5) is based on a ‘traffic light’ coding:

- Red (Zone 1): Direct impact to significant archaeology. Archaeological investigation required prior to any construction impacts (bulk excavation etc.);
- Amber (Zone 2): Potential impact to significant archaeology. Prepare Work Stage Specific Archaeological Method Statement (AMS) once construction methodology and impacts are known. Archaeological investigation is likely required; and
- Green (Zone 3): Unlikely to contain significant archaeology. Construction to proceed with Sydney Metro Unexpected Finds Procedure as nil-low potential for significant archaeological remains.

**Figure 4: Marrickville Station Catchment Archaeological Management Zones (Source:**



**Figure 5: Belmore Station Catchment Archaeological Management Zones**



### 5.3.2 Archaeological Management

Archaeological management will be undertaken in accordance with the works specific AMS documents and in accordance with the archaeological management zoning and AARD (refer to Figure 4 and Figure 5).

### 5.3.3 Archaeological Method Statement

An AMS will be prepared for the Project prior to sub-surface impacts within Red (Zone 1) and Amber (Zone 2) archaeological management zones as mapped in Figure 4 and Figure 5.

The AMS will include management for works within the defined areas of archaeological potential along the southwest corridor that will be impacted, as well as the procedure for managing unexpected archaeological finds. The AMS will include detail on archaeological potential and significance based on the AARD with additional information related to the subject site as required. It will include a methodology for archaeological management such as archaeological monitoring or test/salvage excavation in accordance with the AARD approved methodology. In accordance with REMM NAH12 the AMS will also include a methodology for analysis of heritage items, archaeological and artefact management strategies and a sieving strategy.

### 5.3.4 Excavation Directors

Before excavation of archaeological management sites, Martinus will nominate a suitably qualified Excavation Director (ED) who complies with the Heritage Council of NSW's *Criteria for Assessment of Excavation Directors* (September 2019) to oversee and advise on matters associated with historic archaeology and advise DPHI and Heritage NSW.

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Roles and responsibilities are discussed in Table 4.

### 5.3.5 Unexpected Finds

In accordance with CoA E15 and E16 and REMM NAH 14 and NAH18, unexpected non-Aboriginal archaeological finds will be managed under the Sydney Metro Unexpected Heritage Finds Procedure (see Appendix D). In accordance with CoA E17, the Sydney Metro Unexpected Heritage Finds Procedure will be implemented for the duration of the Project’s Construction’s activities.

An archaeological find will be unexpected if it was not identified in the AARD or the AMS as a class or type of possible remain, or if it was identified as locally significant but was assessed, after identification, as being of State significance.

The Sydney Metro Unexpected Heritage Finds Procedure complies with Section 146 of the Heritage Act 1977, Notification of discovery of relic:

*A person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must: (a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and (b) within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.*

Notification under s146 of the Heritage Act 1977 will only be required if the relic was unexpected.

### 5.3.6 Clearance

A written clearance confirmation will be provided by the Primary Excavation Director to Martinus once archaeological management has been completed in an area. This will be signed off by Sydney Metro before works recommence. Construction will continue under the Sydney Metro Unexpected Finds Procedure (refer to Appendix D).

### 5.3.7 Human Remains

If suspected human remains are identified, the Sydney Metro Exhumation Management Plan will be implemented in accordance with CoA E15, E16 and E17 and REMM NAH19. It is not expected that human remains will be found as no potential burials were identified during research for the EIS and SPIR. In accordance with CoA E17, the Sydney Metro Exhumation Management Plan will be implemented for the duration of the Project’s Construction’s activities.

Works will immediately cease in that area. The discoverer will immediately notify machinery operators so that no further disturbance of the remains will occur, as well as notify the foreman/site supervisor, Martinus, project archaeologist and Sydney Metro Environmental Representative. The Sydney Metro Exhumation Management Plan will be enacted. Preliminary notification to the NSW Police will be undertaken by the Sydney Metro Heritage Program Manager.

Once confirmation is received from the technical specialist that the remains are of human origin, there are three possible statutory pathways to follow based on the assessment. Refer to the Sydney Metro Exhumation Management Plan.

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No works to recommence until clearance is provided by Heritage NSW, DPC and/or the NSW Police as per the Sydney Metro Exhumation Management Plan.

### 5.3.8 Storage Of Archaeological Remains

Where possible artefact cleaning and preliminary cataloguing will occur on site, otherwise artefacts will be catalogued and stored off site at a location approved by Sydney Metro. Details on proposed sampling and analysis are provided in the AMS document in accordance with the AARD. The nominated Heritage Consultant would create the artefact catalogue under oversight of the Primary Excavation Director.

### 5.3.9 Analysis And Reporting

In accordance with CoA E11, the Historical Archaeological Excavation Report (as part of the Heritage Report) will be prepared for any heritage items of State significance that are discovered during the delivery of the Project. The Historical Archaeological Excavation Report will be prepared in accordance with the standard requirements of an Excavation permit issued by the Heritage Council, and include:

- An executive summary of the archaeological programme;
- Due credit to the client paying for the excavation, on the title page;
- An accurate site location and site plan (with scale and north arrow);
- Historical research, references and bibliography;
- Detailed information on the excavation, including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved;
- Nominated repository for the items;
- Detailed response to research questions (at minimum those stated in the approved Research Design);
- Conclusions from the archaeological programme. The information must include a reassessment of the site's heritage significance, statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the site and other comparable archaeological sites in the local area and any relevant recommendations for the future management of the site information and artefacts; and
- Details of how this information about this excavation has been publicly disseminated (for example provide details about Public Open Days and include copies of press releases, public brochures and/or information signs produced to explain the archaeological significance of the site).

In accordance with CoA E11 and E12, the Historical Archaeological Excavation Report will be prepared in consultation with Heritage NSW following the completion of the Sydenham to Bankstown Upgrade project works and submitted to the Planning Secretary, Heritage NSW for information within two years of completion of the Sydenham to Bankstown Upgrade project works.

## 5.4 Heritage Awareness Training and Induction

All relevant personnel and contractors involved in the Project will be advised of the relevant heritage considerations and legislative requirements and cultural awareness training will be undertaken for all, including those involved with ground disturbing activities, which will include the following as relevant:

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- Information on the heritage significance;
- Information on the Aboriginal archaeological and cultural heritage values of the Project;
- The location and type of archaeological sites within the Project and give instructions not to disturb these sites;
- 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; and
- Stop works and reporting protocols for discovery of previously unknown heritage and archaeological items.
- All relevant personnel and contractors involved in the Project will be advised of the relevant heritage considerations, legislative requirements and recommendations in the Non-Aboriginal Heritage Impact Assessment (Artefact Heritage 2012; 2015);

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;
- This will also include information on the potential for human skeletal remains and the requirements of the Sydney Metro Exhumation Management Procedure;
- Information relating to the nature of works and potential impacts via pre-starts at the start of activity; and
- Information about appropriate storage of materials, for example within designated laydown zones and only brought in when ready to install.

All training and toolbox meetings will be recorded by Martinus. All project documentation, including environmental compliance and training records, will be kept as objective evidence of compliance with environmental requirements.

Further details regarding staff induction and training are outlined in Section 3.5 of the CEMP.

## 5.5 Ongoing Notifications – Unexpected Finds

The following protocol will be followed with respect to ongoing notifications.

- For all unexpected heritage finds Martinus’ Environmental Manager shall notify the Environmental Representative and Sydney Metro Senior Heritage Advisor in accordance with the Sydney Metro Unexpected Finds Procedure;
- Notification under s146 will only be required if the relic was unexpected and will apply to relics of State significance;
- For unexpected Aboriginal archaeological finds, RAPs will be notified immediately;

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- Notification to the RAPs will occur within 1 week where changes to the Project are identified that may have implications for Aboriginal heritage management (such as changes in design);
- Feedback requested from the RAPs should be received within two weeks and no later than four weeks from the date correspondence is issued;
- The appropriate address and format for responses shall be provided as part of the request. Where no response is issued within this timeframe, a follow-up phone call will be made by Martinus' Environmental Manager (or project Heritage Specialist) to close out the outstanding request.

All notification and consultation records will be kept by Martinus and their relevant consultants.

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## 6 MANAGEMENT ACTION CHECKLIST

The management actions below are a quick reference to management required under the CoA, REMMS and recommendations of the HIAs prepared during detailed design.

**Table 9: Management Action Checklist**

Management Action	Timing	Responsibility	Description of Management	Location
<b>General actions</b>				
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	<ul style="list-style-type: none"> <li>Undertake weekly inspections and monitoring of construction activities to ensure compliance with the requirements of the CoAs and this plan.</li> </ul>	All stations
Daily inspections of controls will be undertaken by Supervisors during works.	Daily during construction	Site Supervisors	<ul style="list-style-type: none"> <li>Complete daily inspections of the controls during works.</li> </ul>	All stations
All relevant personnel and contractors involved in the design and construction of the Project must be advised of the relevant heritage considerations, legislative requirements and commitments.	Pre-construction	Environmental Manager Archaeologist	<ul style="list-style-type: none"> <li>Ensure all personnel involved in earthworks or any type of disturbance are appropriately trained / inducted and made aware of the cultural significance of the area, including site identification and materials likely to be uncovered.</li> <li>Personnel will be instructed to notify the Environmental Manager in the event they identify any object which they believe to be of archaeological or cultural origin.</li> </ul>	All stations
Where impacts are identified outside the Project area	During construction	Environmental Manager	<ul style="list-style-type: none"> <li>Non-compliance procedures outlined in the CEMP.</li> <li>Where practicable avoid additional impacts, or confirm appropriate mitigation measures.</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
			<ul style="list-style-type: none"> <li>Ensure that Consistency Assessments are undertaken for any new impact areas and approval sought from Sydney Metro, as outlined in the CEMP.</li> </ul> <p>Further consultation with RAPs will be required where a Consistency Assessment identifies additional impacts to Aboriginal heritage. The Consistency Assessment will outline appropriate mitigation measures.</p>	
Aboriginal stakeholder identification (RAP) and contact details in case of unexpected finds.	Pre-construction	Environmental Manager Archaeologist	<ul style="list-style-type: none"> <li>Identify RAPs (Appendix B).</li> <li>Contact RAPs in accordance with the Sydney Metro Unexpected Finds Procedure in the case of unexpected finds of an Aboriginal object or potential Aboriginal human skeletal remains and/or Aboriginal burials</li> <li>RAPs should be consulted prior to test or salvage excavation commencing in accordance with the project ACHAR and should be given the opportunity to participate in any excavation works in accordance with the ACHAR.</li> </ul>	All stations
Nomination of an Excavation Director	Pre-construction	Environmental Manager	<ul style="list-style-type: none"> <li>Before excavation of archaeological management sites, a qualified Excavation Director (ED) will be nominated who complies with the Heritage Council of NSW's Criteria for Assessment of Excavation Directors (September 2019) in accordance with the AARD. DPPI and Heritage NSW shall be advised of the nominated ED.</li> </ul>	All stations
Preparation of AMS	Pre-construction	Excavation Director	<ul style="list-style-type: none"> <li>A works specific AMS will be prepared for this Project in accordance with the excavation methodology outlined in the AARD (NAH12). The AMS will be signed off by the Primary Excavation Director and will be prepared in consultation with the Environmental Representative.</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
			The AMS should note archaeological management required in the Canterbury Station compound site (Canterbury Bowls Club) where State significant archaeology may be present.	
Archaeological management	Construction	Excavation Director	<ul style="list-style-type: none"> <li>Non-Aboriginal archaeological management is to be undertaken in accordance with the AARD and AMS. Zoning for the Project is shown in Figure 4 and Figure 5</li> <li>Archaeological management will be undertaken in those portions of identified archaeological management zones at Marrickville, Canterbury, and Lakemba Stations. Details of required management will be outlined in the AMS.</li> </ul>	All stations
Notification and management of relics	Construction	Excavation Director	<ul style="list-style-type: none"> <li>If any potential relics are located the ED will assess significance of the find and provide advice.</li> <li>If relics are of local or State significance and are not identified in the AARD or AMS the Heritage NSW will be notified under s146 of the NSW Heritage Act.</li> </ul>	All stations
Site clearance after archaeological management completed	Construction	Excavation Director	<ul style="list-style-type: none"> <li>Site clearance will be required from the project archaeologist prior to construction commencing. This clearance will be in the form of a memo or email and will apply to a work specific area or the project sites as a whole, depending on stage of works.</li> </ul>	All stations
Unexpected finds procedures for Aboriginal objects.	Construction	Archaeologist	<ul style="list-style-type: none"> <li>Following the discovery of previously unrecorded Aboriginal objects – works will cease in the immediate area and the area secured in accordance with the Sydney Metro Unexpected finds Procedure which in accordance with CoA E15, E16 and E17 and REMM AH5, NAH14 and NAH18.</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
			<ul style="list-style-type: none"> <li>Assessment of the site/object and subsequent management of the site will be carried out in accordance with the Sydney Metro Unexpected Finds Procedure and the ACHAR (REMM AH2).</li> <li>In addition, the site will be recorded on standard AHIMS site cards and lodged with Heritage NSW</li> <li>Upon completion of any unexpected finds reporting and required mitigation measures, post excavation reporting in accordance with the Heritage NSW Aboriginal heritage requirements will be undertaken within two years of the completion of the Project. Post-excavation report to be prepared by the Aboriginal archaeologist in consultation with the RAPs.</li> </ul>	
Unexpected finds procedures for human skeletal remains.	Construction	Archaeologist	<ul style="list-style-type: none"> <li>Works will immediately cease in that area. The discoverer will immediately notify machinery operators so that no further disturbance of the remains will occur, as well as notify the foreman/site supervisor, Martinus, project archaeologist and Sydney Metro Environmental Representative (CoA E17, REMM NAH14, AH5, and NAH19). The Sydney Metro Exhumation Management Plan (CoA E15) will be enacted. Preliminary notification to the NSW Police will be undertaken by the Sydney Metro Heritage Program Manager.</li> <li>Once confirmation is received from the technical specialist that the remains are of human origin, there are three possible statutory pathways to follow based on the assessment. Refer to the Sydney Metro Exhumation Management Plan.</li> <li>No works to recommence until clearance is provided by Heritage NSW and/or the NSW Police as per the protocol outlined in the Sydney Metro Exhumation Management Plan.</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
Conservation architect	During construction	Environmental Manager Conservation Architect	<ul style="list-style-type: none"> <li>A heritage conservation architect will be consulted where impacts to heritage items are proposed in accordance with NAH20. This will generally be in relation to reviewing work methodologies and advising on managing and minimising impacts to significant fabric within the station buildings.</li> </ul>	All stations
Heritage Engineer	During construction	Environmental Manager Heritage Engineer	<ul style="list-style-type: none"> <li>Where significant impacts to fabric are proposed a heritage engineer will be consulted in regards to any structural issues, where required.</li> </ul>	All stations
Skilled tradespeople	During construction	Environmental Manager	<ul style="list-style-type: none"> <li>Appropriately skilled tradespeople will be used for works that will impact significant fabric. This includes works within the station buildings that involve the reuse, conservation or maintenance of significant fabric such as masonry, stonework, interiors and flooring. Martinus will notify Sydney Metro of the tradespeople nominated for the works.</li> </ul>	All stations
Moveable Heritage	Pre-construction During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>Identified movable heritage items to be impacted are listed in Section 5.2.6</li> <li>Where a movable heritage item is required to be removed in order to undertake the proposed works at a station, the methods of relocation, storage and reinstatement outlined in the Movable Heritage Strategy should be followed.</li> </ul>	All stations
Identification of significant fabric	Pre-construction	Environmental Manager	<ul style="list-style-type: none"> <li>Significant fabric has been identified in the station specific Significant Fabric Registers. Where significant fabric is to be impacted appropriate management should be undertaken in accordance with</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
	During construction	Heritage Consultant	the salvage strategy and the recommendations of the heritage impact assessments for design as outlined below. Specific fabric which will be impacted by Stage 3 design has been included in the Heritage Salvage Strategy	
Salvage of significant fabric	Pre-construction During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>Salvaged elements identified in the Heritage Salvage Strategy should be carefully salvaged, transported and stored in a safe and weather-proofed location, in keeping with the requirements of this report.</li> <li>Salvaged elements should be labelled to identify the origin of the element (i.e. station, building number, room designation), or where large volumes of material are salvaged (e.g. platform coping brick) these should be transported and stored in separately to avoid intermixing of materials from different locations.</li> <li>Where significant fabric identified for salvage is found to be contaminated or effected by insects it should be disposed of in accordance with environmental control measures.</li> </ul>	All stations
Storage of salvaged fabric	Pre-construction During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>All salvaged materials to be re-used during construction for the Project will be stored on site and will be the responsibility of Martinus to ensure their condition and security during works. All salvaged items will be affixed with removable labels to identify their provenance and stored in a safe and weatherproof environment.</li> </ul>	All stations
Vibration monitoring	During construction	Environmental Manager	<ul style="list-style-type: none"> <li>Vibration monitoring will be undertaken in accordance with the Project's Noise and Vibration Management Plan.</li> </ul>	All stations
Removal of brick coping on the platforms	During construction	Heritage Consultant	<ul style="list-style-type: none"> <li>That brick coping is removed along a single continuous horizontal line between brick coursework for the length of each platform, to ensure</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
			that a clean horizontal course of brick is preserved before the interface with new fabric above	
Conduit installations in the platform	During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>That proposed conduits to be installed in the below-platform cavity are covered or painted in matte, recessive or neutral colours, to minimise their visibility.</li> <li>The installation of a removable screening panel over the conduit cavity, also painted in matte, recessive or neutral colours, should be considered, in order to conceal services located within while still allowing access for maintenance</li> <li>That conduits, cabling or new structures are not installed over or on to any lower remnants of original brick fabric</li> </ul>	All stations
Platform ventilation shafts	During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>Platform modification works should not impact, cover or remove any existing subfloor ventilation vents. Should platform grading be proposed which will cover over these vents, small spacings should be kept open.</li> </ul>	All stations
Subfloor archaeology	During construction	Environmental Manager Excavation Director	<ul style="list-style-type: none"> <li>Subfloor ground disturbance for these works should be managed under relevant provisions of the project Archaeological Research Design (AARD)</li> </ul>	All stations
Subfloor ventilation	During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>The installation of the suspended concrete slab on concrete piers should ensure that the subfloor cavity around the perimeter of each room is left open to ensure passive ventilation</li> <li>Subfloor ventilation grates should be protected to prevent inadvertent damage during floor replacement works</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
Repair of significant fabric	During construction	Environmental Manager Heritage Consultant Conservation Architect	<ul style="list-style-type: none"> <li>Repainting works should follow relevant guidelines in Heritage Paint Schemes (RailCorp 2013). Protocols for repainting should match the existing colour scheme present at the station.</li> <li>Brickwork which is modified should be repointed following the completion of works as necessary, to ensure a clean and consistent external appearance</li> <li>Where the brickwork to the platform station buildings include a red stain to the mortar and tuck pointing. Ensure that the original condition is maintained and restored, as appropriate, where damage has occurred</li> <li>New ceilings, lighting, flooring and proposed interior window coverings should be carefully detailed to avoid impacting significant fabric (such as door and window frames, panels, lintels and skirting boards and cornices).</li> <li>Where works require the removal of existing intrusive fabric that adjoins original fabric (interior walls, services), the removal of the element should be conducted by hand to mitigate any potential heritage impact.</li> <li>During renovation works, any damaged and deteriorating original fabric should be restored and refreshed.</li> <li>Where a timber element is damaged, remove the entire thickness of the damaged area and geometrically splice in a matching section to the same thickness, shape, profile, form and species of the original timber.</li> <li>Ensure that complementary coloured glass in colour and type is utilised in the top lights to the window sashes by replacing all non-coloured glass in the panes originally intended as coloured glass.</li> </ul>	All stations

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Management Action	Timing	Responsibility	Description of Management	Location
Installation of services	During construction	Environmental Manager Heritage Consultant	<ul style="list-style-type: none"> <li>Existing penetrations into original fabric should be utilised where introduced fabric (new services and equipment) is to be located. Any existing penetrations that will not be utilised for new works should be repaired and made good. A suitably qualified heritage tradesperson should be engaged to complete these works</li> <li>Above ground conduit installation should endeavour to use existing penetrations and entry points to structures. Conduits should not cover significant fabric or areas of detailing wherever possible. Conduits and conduit casings should not introduce large noticeable structures or items in areas of significant detailing or within significant view lines. During detailed design, conduit works should adhere to the principles and guidelines outlined in the <i>Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites</i> (Sydney Trains, 2017) to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions. Conduit design solutions should avoid ad hoc solutions which can cause further physical and visual impacts to heritage significant fabric</li> <li>New Combined Services Route (CSR) and Galvanised Steel Troughing (GST) will increase the visual clutter. Prior to the commencement of the Sydney Metro service operation, redundant Sydney Trains GST should be removed to minimise the impact of new services in the station area.</li> </ul>	All stations

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## 7 MONITORING, AUDITING AND REPORTING

### 7.1 Compliance

Martinus will regularly review the Project activities to ensure compliance with this Plan. A regular inspection program for heritage management will be conducted as follows:

- Details of daily inspection undertaken by the Site Supervisor will be logged in their respective site diaries, and maintenance will be undertaken during active site works;
- Routine weekly inspections are to be conducted by the Environmental Manager to monitor heritage management and implementation of this HMP at active worksites. Weekly inspections will be documented to maintain compliance and effectiveness of controls;
- Items that require action 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, maintained by Environmental Manager.

Martinus' Construction Manager will be responsible for providing appropriate resources in terms of labour, plant and equipment to enable issues to be rectified in the nominated timeframes.

Records associated with this Plan will be maintained in accordance with Section 3.15 of the CEMP. Site inspections will be undertaken and records maintained within Martinus' Information Management System.

### 7.2 Archaeological Monitoring

Archaeological monitoring of works which may impact significant archaeological remains will be undertaken in accordance with the AMS. Monitoring will be overseen by the Excavation Director.

### 7.3 Archaeological Reporting

A preliminary results report will be prepared within two months of completion of archaeological work. This will be prepared under the direction of the Primary Excavation Director. An excavation report will be prepared within two years of completion of the Project's archaeological excavations in accordance with CoA E12.

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## 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. Martinus will be responsible for carrying out these routine and ongoing evaluations.

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 non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement; and
- Make comparisons with objectives.

This HMP will be reviewed on a six-monthly basis and earlier if required taking into account the following:

- The status and progress of The Project's activities;
- Changes in the design, delivery and operations processes and conditions;
- Lessons learnt during delivery and operations;
- Changes in other related Project Plans;
- Requirements and matters not covered by the existing Project Plans;
- Changes to Project Plans as directed by Sydney Metro's Representative under the Deed;
- Where deemed appropriate in relation to items raised within inspections or audits;
- Lessons learnt from incident, events or near misses;
- Feedback from Compliance Tracking Reports; and
- Feedback on Construction Monitoring Program results.

### 8.1 Enquiries, Complaints And Incident Management

Environmental incidents and non-compliances associated with heritage will be managed in accordance with Section 3.10 of the CEMP.

Enquiries and complaints that relate to heritage management will be managed in accordance with the Project's Overarching Community Communication Strategy and Section 3.7 of the CEMP.

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## 9 HMP ADMINISTRATION

### 9.1 Hold Points

Heritage management hold points are included within Table 10.

**Table 10: HMP hold points**

Item	Process Held	Acceptance Criteria	Approval Authority
<b>Encounter of Unexpected Heritage Item</b>	Commencement of works in the affected area	The Unexpected Finds Process as outlined in the HMP and Sydney Metro Unexpected Finds Procedure must be applied in the event of encountering unexpected/potential heritage items.	Environmental Manager (or delegate)
<b>Construction identified as affecting buildings</b>	Site activities	Building Condition Survey conducted by an appropriate professional nominated by the Principal Contractor	Construction Manager

### 9.2 Records

Records associated with this management plan will be maintained in accordance with Section 3.15 of the CEMP. Records relating to heritage management will include (but are not limited to):

- Inspections undertaken in relation to heritage management measures;
- Archival recordings undertaken of any heritage item;
- Unexpected finds and stop work orders; and
- Records of any impacts avoided or minimised through construction methods.

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APPENDIX A – Other Conditions of Approval, Revised Environmental Mitigation Measures and CEMF Requirements Relevant to this Plan

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### Conditions of Approval relevant to the development of this Plan

CoA No.	Condition Requirement	Document Reference			
C3	<p>The CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan and be consistent with the CEMF and CEMP referred to in Condition C1:</p> <table border="1" data-bbox="315 427 1032 475"> <tr> <td>(d)</td> <td>Heritage</td> <td>Heritage Council (or its delegate) and relevant council(s)</td> </tr> </table>	(d)	Heritage	Heritage Council (or its delegate) and relevant council(s)	Section 1.4 Appendix D
(d)	Heritage	Heritage Council (or its delegate) and relevant council(s)			
C4	The CEMP Sub-plans must be prepared in accordance with the CEMF	This Table			
C5	Details of all information requested by an agency to be included in a CEMP Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant CEMP Sub-Plan.	Section 1.4 Appendix D			
C6	Any of the CEMP Sub-plans may be submitted along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before Construction.	Refer to section 1.2 of the CEMP			
C7	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER must be implemented for the duration of Construction. Where Construction of the CSSI is staged, Construction of a stage must not commence until the CEMP and CEMP Sub-plans for that stage have been approved by the Planning Secretary.	Refer to section 1.2 of the CEMP			
E10	Following completion of Work described in the documents listed in Conditions A1 and A2 in relation to heritage items, a Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and OEH.	Section 5.2.3 Section 5.3.9			
E11	An Excavation Director's Report (EDR) must be prepared for any heritage items of State significance that are discovered during Work. The EDR must be prepared in consultation with OEH	Section 5.3.9 Table 9			
E12	The Heritage Report and Excavation Directors Report must be submitted to the Planning Secretary, the Heritage Council of NSW and OEH for information no later than 24 months after the completion of Work referred to in Condition E10.	Section 5.3.9 Table 9			
E13	The Proponent must prepare a Heritage Interpretation Strategy which outlines a process to interpret key Aboriginal and non-Aboriginal heritage values and stories of heritage items in the final project design. The Heritage Interpretation Strategy must be prepared in consultation with the Heritage Council of NSW and submitted to the Planning Secretary for information before the commencement of Construction.	Section 5.2.4			

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CoA No.	Condition Requirement	Document Reference
E14	<p>A Heritage Interpretation Plan(s) must be prepared, consistent with the Heritage Interpretation Strategy which identifies heritage items to be used in the final design of the project. The plan(s) must identify how items will be interpreted and provide a timeframe for their implementation which must be no later than the commencement of Operation. Heritage interpretation in any station precinct must be identified in the relevant Station Design and Precinct Plan(s) required in Condition E56.</p> <p>The Heritage Interpretation Plan must be prepared in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW Heritage Council's Heritage Interpretation Policy.</p>	Section 5.2.4
E15	<p>An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds in accordance with the guidelines and standards prepared by the Heritage Council of NSW or OEH</p>	<p>Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E) Sydney Metro Exhumation Management Plan</p>
E16	<p>The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of Construction</p>	<p>Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E) Sydney Metro Exhumation Management Plan</p>
E17	<p>The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Construction and during Operational maintenance Work.</p> <p>Note: Human remains that are found unexpectedly during Work are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</p>	<p>Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E)</p>

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**Revised Environmental Mitigation Measures relevant to the development of this Plan**

REMM No.	REMM Requirement	Timing	Document Reference
Non-Aboriginal Heritage			
NAH1	The project design would minimise adverse impacts to heritage buildings, elements, fabric, spaces and vistas that contribute to the overall heritage significance of the Bankstown Line.	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH2	The project design would maximise the retention and legibility of heritage buildings, structures, fabric, spaces and vistas that are individually significant and contribute to the overall heritage significance of the Bankstown Line.	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH3	The project design would complement retained heritage buildings, elements, fabric, spaces and vistas to avoid outcomes that compromise the significance of these heritage items	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH4	The project design would be developed with guidance from an appropriately qualified and experienced conservation architect.	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH5	Where heritage significant items or elements are to be retained within the operational area, an adaptive reuse strategy would be prepared by an appropriately qualified and experienced heritage architect.	Design/pre-construction	Section 5.2.5 Table 9

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REMM No.	REMM Requirement	Timing	Document Reference
NAH6	<p>A Heritage Interpretation Plan would be prepared to document the development of the Bankstown Line and detail the history of each station and its contribution to both the Bankstown Line and the surrounding suburbs.</p> <p>Appropriate heritage interpretation would be incorporated in the design and would provide legible connection between stations.</p>	Design/pre-construction	Section 5.2.4 Table 9
NAH7	<p>A moveable heritage item strategy would be prepared by an appropriately qualified and experienced heritage specialist in consultation with Sydney Trains, and would include a comprehensive record of significant railway elements to be impacted. This would include items contained within station and platform buildings as well as of any other significant equipment within the curtilage of the heritage railway stations.</p> <p>The moveable heritage item strategy would form part of the broader interpretation strategy.</p>	Design/pre-construction	Section 5.2.6 Table 9
NAH8	<p>Where significant buildings are to be re-purposed or refreshed:</p> <ul style="list-style-type: none"> <li>• the inherent character of the building should be retained with new additions, including form, palette and materiality, sympathetic to its heritage values</li> <li>• a suitably qualified and experienced heritage architect should advise on appropriate materials and finishes which would be sympathetic to the heritage values of each individual station</li> <li>• the internal layout of the building should be retained where possible, and rooms should not be subdivided unless it can be completed without adverse impact and/or is reversible without any long term adverse impact</li> <li>• a significant element register should be prepared by a suitably qualified and experienced heritage architect. The register should list significant fabric, assess its condition, tolerance for change and recommend retention or salvage</li> <li>• where fabric of high significance is to be removed, adequate assessment should be carried out that outlines impact and justification in accordance</li> </ul>	Design/pre-construction	<p>This Project's scope does not include design.</p> <p>This requirement was fulfilled during the design phases of the Sydenham to Bankstown project.</p> <p>Section 2.1 Section 5.2.1 Section 5.2.7 Table 9</p> <p>A statement of heritage impact has been completed during design stage along with a significant elements register to satisfy this requirement.</p>

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REMM No.	REMM Requirement	Timing	Document Reference
	with the Statements of Heritage Impact guidelines (NSW Heritage Council 2002)		
NAH9	The design and materials used for the construction of new access stairs, concourses, canopies and lift shafts should be as sympathetic as possible to the existing character of the stations with the aim of minimising visual impacts. The design should use unobtrusive, modern, lightweight materials such as glass panelling and slim frame elements. The Design Review Panel should be consulted in regard to the design, form and material of these additions.	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH10	Where platforms are re-levelled, door thresholds and steps should be accessible without raising or relocation of entries. Sub-floor ventilation should remain open to avoid long term impacts to the structures.	Design/pre-construction	This Project's scope does not include design. This requirement was fulfilled during the design phases of the Sydenham to Bankstown project. Section 5.2.1 Table 9
NAH11	A landscape scheme would be prepared for the Old Sugarmill to re-instate planting within and close to the curtilage of the item. The scheme would consider appropriate period plants and trees. Any boundary wall treatment would be designed in consultation with a heritage architect.	Design/pre-construction	Section 5.2.14 Section 5.2.2
NAH12	The archaeological research design, including any mitigation measures identified in the Archaeological Assessment and Research Design report, would be implemented.	Design/pre-construction	Section 5.3.3
NAH13	Photographic archival recording would be carried out in accordance with the NSW Heritage Office's How to Prepare Archival Records of Heritage Items (1998), and Photographic Recording of Heritage Items Using Film or Digital Capture (2006).	Design/pre-construction	Section 5.2.3 Table 9
NAH14	An unexpected finds procedure would be developed and included in the construction heritage management plan.	Design/pre-construction	Section 5.1.3 Section 5.3.5

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REMM No.	REMM Requirement	Timing	Document Reference
			Sydney Metro Unexpected Finds Procedure (Appendix E)
NAH15	Methodologies for the removal of existing structures and construction of new structures would be developed and implemented during construction to minimise direct and indirect impacts to other elements within the curtilages of the heritage items, or to heritage items located in the vicinity of works.	Construction	Section 5.2.8 Table 9
NAH16	All retained heritage buildings, structures, fabric and moveable heritage items would be protected to avoid damage during works in the vicinity of these items, including from vibration. Retained significant buildings or elements susceptible to damage would be protected by hoardings or screens.	Construction	Section 5.2.11 Table 9
NAH17	Prior to construction commencing, a detailed inventory of all buildings, structures, fabric, spaces and vistas of heritage significance that are to be retained or removed would be prepared by appropriately qualified and experienced heritage specialists. The inventory must provide an assessment of the heritage impact based on the significance of each element and sub-element that comprises it and include recommendations for protection and conservation relative to the identified level of heritage significance.	Construction	Section 2.1 Section 5.2.7
NAH18	In the event that unexpected archaeological remains, relics, or potential heritage items are discovered during construction, all works in the immediate area would cease, and the unexpected finds procedure would be implemented.	Construction	Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E)
NAH19	In the event that a potential burial site or potential human skeletal material is exposed during construction, the Transport for NSW Exhumation Management Plan would be implemented.	Construction	Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E)
NAH20	All works to conserve, protect or remove significant heritage fabric would be undertaken by skilled tradespeople with experience working on heritage	Construction	Section 5.2.10 Table 9

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REMM No.	REMM Requirement	Timing	Document Reference
	sites, in consultation with an appropriately qualified conservation heritage architect.		
NAH23	Prior to the removal of the Bankstown Parcels Office (former), a heritage salvage and moveable heritage register should be prepared, identifying those significant elements which can be removed and retained for potential reuse.	Design/pre-construction	The removal of Bankstown Parcels Office is not within this scope of this Project. This REMM is not relevant to this Plan.
<b>Aboriginal Heritage</b>			
AH1	Aboriginal stakeholder consultation would continue to be undertaken in accordance with Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECC, 2010).	Pre-construction	Consultation with RAPs was undertaken during concept design as part of the Sydney Metro Sydenham to Bankstown EIS and also during preparation of the ACHAR RAPs would be involved if Aboriginal objects were identified during excavations. Section 1.4 Section 5.1.5 Section 5.5 Section 6 Table 9
AH2	The Aboriginal Cultural Heritage Assessment Report would be implemented.	Pre-construction	There are no identified areas of Aboriginal archaeological potential or Aboriginal sites within the Project area. The ACHAR would be implemented in the event of an unexpected find. Section 5.1.1
AH3	Archaeological test excavation (and salvage if required) would be carried out at S2B PAD02 at Punchbowl Station. Excavations would be conducted in accordance with the methodology outlined by the Aboriginal cultural heritage assessment report.	Pre-construction	S2B PAD02 is not within the Project area therefore this measure is not relevant to this current scope of works and Plan.

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REMM No.	REMM Requirement	Timing	Document Reference
AH4	Appropriate Aboriginal heritage interpretation would be incorporated into the design in consultation with Aboriginal stakeholders.	Pre-construction	Section 5.2.4
AH5	If potential Aboriginal items are uncovered during the works, all works in the immediate area would cease, and the unexpected finds procedure included in the construction heritage management plan would be implemented.  During pre-work briefings, employees would be made aware of the unexpected finds procedures and obligations under the National Parks and Wildlife Act 1974.	Construction	Section 5.1.3 Sydney Metro Unexpected Finds Procedure (Appendix E)

#### Construction Environmental Management Framework requirements relevant to the development of this Plan

CEMF Section	CEMF Requirement	Document Reference
10.1(a)	The following heritage management objectives will apply to construction: Embed significant heritage values through any architectural design, education or physical interpretation. Minimise impacts on items or places of heritage value. Avoid accidental impacts on heritage items. Maximise worker's awareness of indigenous and non-indigenous heritage	Significant heritage values have been embedded in the heritage interpretation design development of the Project. Section 1.3 Section 5.2.4 Section 5.2.11 Section 5.2.12 Section 5.3.2 Section 5.4
10.2(a)	Principal Contractors will develop and implement a Heritage Management Plan which will include as a minimum:	-
i.	Evidence of consultation with Registered Aboriginal Parties and the NSW Heritage Council	Section 1.4

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CEMF Section	CEMF Requirement	Document Reference
		Appendix B Appendix E
ii.	Identify initiatives that will be implemented for the enhancement of heritage values and minimisation of heritage impacts, including procedures and processes that will be used to implement and document heritage management initiatives	Table 9
iii.	The heritage mitigation measures as detailed in the environmental approval documentation	Section 5 Table 9 Appendix A
iv.	The responsibilities of key project personnel with respect to the implementation of the plan	Section 2.3 Table 4
v.	Procedures for interpretation of heritage values uncovered through salvage or excavation during detailed design	Section 2 Section 5.2.4
vi.	Procedures for undertaking salvage or excavation of heritage relics or sites (where relevant), consistent with and any recordings of heritage relics prior to works commencing that would affect them	Section 5.3.2
vii.	Details for the short term and/or long term management of artefacts or movable heritage	Section 5.3.8
viii.	Details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity)	Section 5 Table 9
ix.	Procedures for unexpected heritage finds, including procedures for dealing with human remains	Section 5.1.3 Section 5.3.5 Appendix E
x.	Heritage monitoring requirements	Section 7
xi.	Compliance record generation and management	Section 7
10.2(b)	The Contractor's regular inspection will include checking of heritage mitigation measures	Section 7

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CEMF Section	CEMF Requirement	Document Reference
10.2(c)	Compliance records will be retained by the Contractor. These will include:	-
i.	Inspections undertaken in relation to heritage management measures	Section 7
ii.	Archival recordings undertaken of any heritage item	Section 5.2.3
iii.	Unexpected finds and stop work orders	Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E)
iv.	Records of any impacts avoided or minimised through design or construction methods	Section 7 Section 8
10.3(a)	Examples of heritage mitigation measures include:	-
i.	Any heritage item not affected by the works will be retained and protected throughout construction.	Section 5.2.11
ii.	During construction undertake professional archaeological investigation, excavation, and reporting of any historical Indigenous heritage sites of state significance which will be affected. Reporting may be completed as construction progresses	Section 5.1 Section 5.3
iii.	Undertake archival recordings of all non-Indigenous heritage items affected by the works prior to commencement of works	Section 5.2.3
iv.	Implement unexpected heritage find procedures for Indigenous and non-Indigenous heritage items.	Section 5.1.3 Section 5.3.5 Sydney Metro Unexpected Finds Procedure (Appendix E)
Table 17.4	The design is sympathetic to the historic significance of existing stations, and where practicable, avoids and minimises impacts to heritage. The preferred project retains, and where possible, repurposes all heritage elements. The design and mitigation strategies are reviewed by the Sydney Metro Design Review Panel.	This Project works do not include design. This requirement was fulfilled during the design phases of the

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CEMF Section	CEMF Requirement	Document Reference
	<p>Impacts on heritage are managed in accordance with relevant legislation, including the EP&amp;A Act, the Heritage Act 1977, and relevant guidelines.</p> <p>Potential impacts are managed by the mitigation measures.</p>	<p>Sydenham to Bankstown project.</p> <p>Section 5.2.1</p> <p>Table 3</p> <p>Table 9</p>

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**APPENDIX B – Statement of Heritage Impact**

To be included once designs are Approved for Construction (AFC).

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APPENDIX C – Registered Aboriginal Parties

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The list of registered Aboriginal stakeholders/Registered Aboriginal Parties (RAPs) and associated contact details for the Project are included below:

Stakeholder
Aboriginal Archaeology Service INC
Bilinga Cultural Heritage Technical Services
DACHA
Darug Land Observations PTY LTD
Duncan Suey & Associates
Gandangara Local Aboriginal Land Council
Gundungurra Tribal Technical Services
Gunyuu Cultural Heritage Technical Services
Kamilaroi-Yankuntjatjara Working Group
Metropolitan Local Aboriginal Land Council
Munyunga 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

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APPENDIX D – Sydney Metro Unexpected Heritage Finds Procedure

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## APPENDIX E – Consultation Evidence


### CBC – No comment, with follow up in regard to feedback from CBC’s Aboriginal Liaison Officer

RE: Sydney Metro southwest EHVMT - CEMP Subplan consultation

 Phillip Matevski  
To  Imran Khan;  Metro  
Cc  Sam Fard;  Shelley Addison-Bell

 Reply  Reply All

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 Sydney Metro EHVMT - Complaints Management.png .png File

Thank you for providing the below feedback from CBC's SMEs.

- Heritage Management Subplan (HMP) – please feel free to share the HMP with CBC's Aboriginal Liaison Officer. If you require any further action from our end, please let me know.
- Noise and Vibration Management Subplan (NVMP) – Shelley Addison-Bell is the Community Manager for the project, Shelley's contact details are below:

[shelley.addison-bell@martinus.com.au](mailto:shelley.addison-bell@martinus.com.au)

Shelley Addison-bell  
Stakeholder and Communications Manager

Mobile: +61 434 370 740  
[www.martinusrail.com.au](http://www.martinusrail.com.au)



I have also attached our complaints management procedure that the project will adhere to.

If you require any further information or have any questions, please forward through to myself and Shelley and we will endeavour to respond as soon as we can.

Kind regards,

Phil Matevski | Environment and Sustainability Manager

M 0420 353 980 | W [www.martinusrail.com.au](http://www.martinusrail.com.au)



From: Imran Khan <[Imran.Khan@cbcity.nsw.gov.au](mailto:Imran.Khan@cbcity.nsw.gov.au)>

Sent: Monday, August 12, 2024 3:44 PM

To: Phillip Matevski <[phillip.matevski@martinus.com.au](mailto:phillip.matevski@martinus.com.au)>; Metro <[metro@cbcity.nsw.gov.au](mailto:metro@cbcity.nsw.gov.au)>

Cc: Sam Fard <[Samaneh.Fard@transport.nsw.gov.au](mailto:Samaneh.Fard@transport.nsw.gov.au)>

Subject: RE: Sydney Metro southwest EHVMT - CEMP Subplan consultation

Hi Phillip,

The comments provided by council SME's :

- Sydney Metro southwest EHVMT - CEMP Subplan consultation** - Heritage Management sub-plan : No comment. NOTE: The report should however be referred to Council's Aboriginal Liaison Officer for review and comment (if not already done so) given there are Aboriginal management measures proposed.
- Sydney Metro southwest EHVMT - CEMP Subplan consultation - Noise and Vibration Management Sub-plan** : Provide council with details of the complaint management system and a direct contact in order for community concerns to be documented and forwarded onto the ARA for investigation and action.

Regards,

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## RE: Sydney Metro southwest EHVMT - CEMP Subplan consultation



Phillip Matevski

To  Imran Khan;  Metro

Cc  Sam Fard;  Shelley Addison-Bell

Reply Reply All Forward

Mon 30/09/2024 9:03 AM

This message is part of a tracked conversation. [Click here to find all related messages or to open the original flagged message.](#)

Hi Imran,

Just following up on the Heritage Management Plan below to confirm that we have not received any comment from CBC's Aboriginal Liaison Officer?

Kind regards,

Phil Matevski | Environment and Sustainability Manager

M 0420 353 980 | W [www.martinusrail.com.au](http://www.martinusrail.com.au)



From: Phillip Matevski <[phillip.matevski@martinus.com.au](mailto:phillip.matevski@martinus.com.au)>

Sent: Wednesday, August 14, 2024 2:20 PM

To: Imran Khan <[Imran.Khan@cbcity.nsw.gov.au](mailto:Imran.Khan@cbcity.nsw.gov.au)>; Metro <[metro@cbcity.nsw.gov.au](mailto:metro@cbcity.nsw.gov.au)>

Cc: Sam Fard <[Samaneh.Fard@transport.nsw.gov.au](mailto:Samaneh.Fard@transport.nsw.gov.au)>; Shelley Addison-Bell <[shelley.addison-bell@martinus.com.au](mailto:shelley.addison-bell@martinus.com.au)>

Subject: RE: Sydney Metro southwest EHVMT - CEMP Subplan consultation

Hi Imran,

Thank you for providing the below feedback from CBC's SMEs.

- Heritage Management Subplan (HMP) – please feel free to share the HMP with CBC's Aboriginal Liaison Officer. If you require any further action from our end, please let me know.
- Noise and Vibration Management Subplan (NVMP) – Shelley Addison-Bell is the Community Manager for the project, Shelley's contact details are below:

[shelley.addison-bell@martinus.com.au](mailto:shelley.addison-bell@martinus.com.au)

Shelley Addison-bell  
Stakeholder and Communications Manager

Mobile: +61 434 370 740  
[www.martinusrail.com.au](http://www.martinusrail.com.au)



I have also attached our complaints management procedure that the project will adhere to.

If you require any further information or have any questions, please forward through to myself and Shelley and we will endeavour to respond as soon as we can.

Kind regards,

Phil Matevski | Environment and Sustainability Manager

M 0420 353 980 | W [www.martinusrail.com.au](http://www.martinusrail.com.au)



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## IWC – Martinus responses

From: Phillip Matevski <[phillip.matevski@martinus.com.au](mailto:phillip.matevski@martinus.com.au)>  
Sent: Friday, 16 August 2024 9:13 PM  
To: Martin Amy <[Martin.Amy@innerwest.nsw.gov.au](mailto:Martin.Amy@innerwest.nsw.gov.au)>  
Cc: Tom Stanistreet <[tom.stanistreet@innerwest.nsw.gov.au](mailto:tom.stanistreet@innerwest.nsw.gov.au)>; Conor Wilson <[conor.wilson@innerwest.nsw.gov.au](mailto:conor.wilson@innerwest.nsw.gov.au)>; Minna Kilpelainen <[minna.kilpelainen@innerwest.nsw.gov.au](mailto:minna.kilpelainen@innerwest.nsw.gov.au)>  
Subject: EXTERNAL/2024/0015 - RE: Sydney Metro Southwest - Inner West Council Comments

Dear Martin,

Please find our following responses to comments made to our several Sub-plans:

### Noise and Vibration Management Plan

- While the developments are likely to have amenity impacts, the measures presented in Section 8 of the report will minimise the impacts to sensitive receivers.  
**Noted.**
- In addition to the provided six-monthly Construction Monitoring Reports, we also request that a report outlining the complaints being received and the actions taken as a result be provided.  
**Martinus will provide a report summarising the complaints received and the actions taken as a result.**

### Waste and Recycling Management Plan

- Consideration is to be given to the waste management sections within each Development Control Plan (DCP) being Part 2.21 of the 2011 Marrickville DCP, Chapter C of the 2016 Comprehensive Inner West DCP, and Parts D, and E of the 2013 Leichhardt DCP.  
**Martinus will look to incorporate elements of the aforementioned DCPs into our WRMP where possible and feasible considering the nature and scope of works associated with the project.**
- Maximising waste avoidance, reusing and recycling of materials is suggested, with targets in line with NSW best practice construction and demolition recovery and the NSW Waste and Sustainable Materials Strategy 2041. For example, the Paving the Way Program which aims to create end markets for materials that can be repurposed.  
**Martinus is aiming to maximise waste avoidance through the reusing and recycling of materials. Martinus is adhering to applicable Transport for New South Wales (TfNSW) Sustainable Design Guidelines (SDG) during the current design phase of the project.**
- Managing waste and materials to avoid cross contamination is suggested, for example mulch contaminated with asbestos.  
**Martinus has a rigid and robust approach to hazardous materials management. This is found in our Construction Environmental Management Plan (CEMP) Appendix E – Unexpected Finds Procedure. Martinus will ensure clear delineation of any contaminated material encountered onsite, ensuring its appropriate storage and compliant disposal.**

### Heritage Management Plan

- Only an overview of works has been provided. Further information regarding the extent of the demolition, works, and exact locations of the works proposed would be required to fully assess the heritage impacts on Heritage Items and Heritage Conservation Areas within the Inner West Local Government Area.  
**The intention of the Heritage Management Plan is to outline how Martinus will manage heritage matters across the project. Heritage impacts were assessed as part of the SSI 8256 Environmental Impact Statement (EIS), with additional assessment carried out as design progresses to minimise impact and confirm the work is consistent with the approved project.**  
**Martinus is currently drafting a Statement of Heritage Impact to compliment the Heritage Management Plan. As we approach finalised design for the project, the Statement of Heritage Impact will be completed accordingly. Once completed, Martinus are able to share the Statement of Heritage Impact with Inner West Council for information.**
- Amending the report to be in accordance with the guidelines for assessing heritage significance by the NSW Heritage Office is suggested, identifying (a) historic significance, (b) historical association, (c) aesthetic/creative/technical achievement, (d) social, cultural, and spiritual, (e) research potential, (f) rare, and (g) representative.  
**Martinus will look to incorporate elements of Assessing heritage significance - Guidelines for assessing places and objects against the Heritage Council of NSW criteria, within the Statement of Heritage Impact that is currently being prepared.**
- It is unclear the intent of the Unexpected Heritage Item criteria, as the Heritage items are not considered to be 'unexpected' as they are listed in LEP schedules, on the State Heritage Inventory, or on agency Section 170 registers.  
**The intent of the Unexpected Heritage Item criteria is to be implemented within areas where there is a higher likelihood of potentially finding unknown items of heritage significance.**

### Traffic and Transport Management Plan

- Please find attached Martinus' Traffic and Transport Management Plan for Inner West Council review and comment.**

Please let me know if Martinus can provide any further information to satisfy Inner West Council's feedback.

In the case the above responses are satisfactory, could you please confirm Inner West Council's acceptance of our responses.

Kind regards,

Phil Matevski | Environment and Sustainability Manager