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AAJV Ref: SYD16081

Dear Graham,

RE: Windsor Bridge Replacement Project; Notification of Alteration of Requirement for Archaeological Salvage in Area 4 and Area 5 of the Detailed Salvage Strategy

This letter has been prepared by the Austral & AHMS Joint Venture (AAJV) on behalf of Transport for New South Wales (TfNSW) in order to notify the Department of Planning, Infrastructure and Environment of a minor amendment to be made to the previously approved methodology for managing historical archaeological values present within the footprint of the Windsor Bridge Replacement Project (WBRP).

1. Project Background

The AAJV have assisted TfNSW with heritage requirements on this project from prior to the commencement of pre-construction in 2016. In terms of historical archaeology, the AAJV prepared a Historical Archaeological Research Design (HARD) which detailed a methodology for undertaking historical archaeological test excavations within the project area (AAJV 2016). As part of the archaeological testing program, 61 historical and Aboriginal test trenches and test pits were investigated within the project area. The AAJV subsequently prepared a Detailed Salvage Strategy (DSS) to manage impacts to historical archaeological features within the study area (AAJV 2017). The DSS documents which parts of the project area are to be subject to historical archaeological salvage excavations, parts which require an archaeologist to monitor any below ground impacts, and parts of the site which are subject to an unexpected finds procedure (see Figure 1 below). In order to easier manage the historical archaeological excavation works, the project footprint was subdivided in smaller management areas (see Figure 2 below).

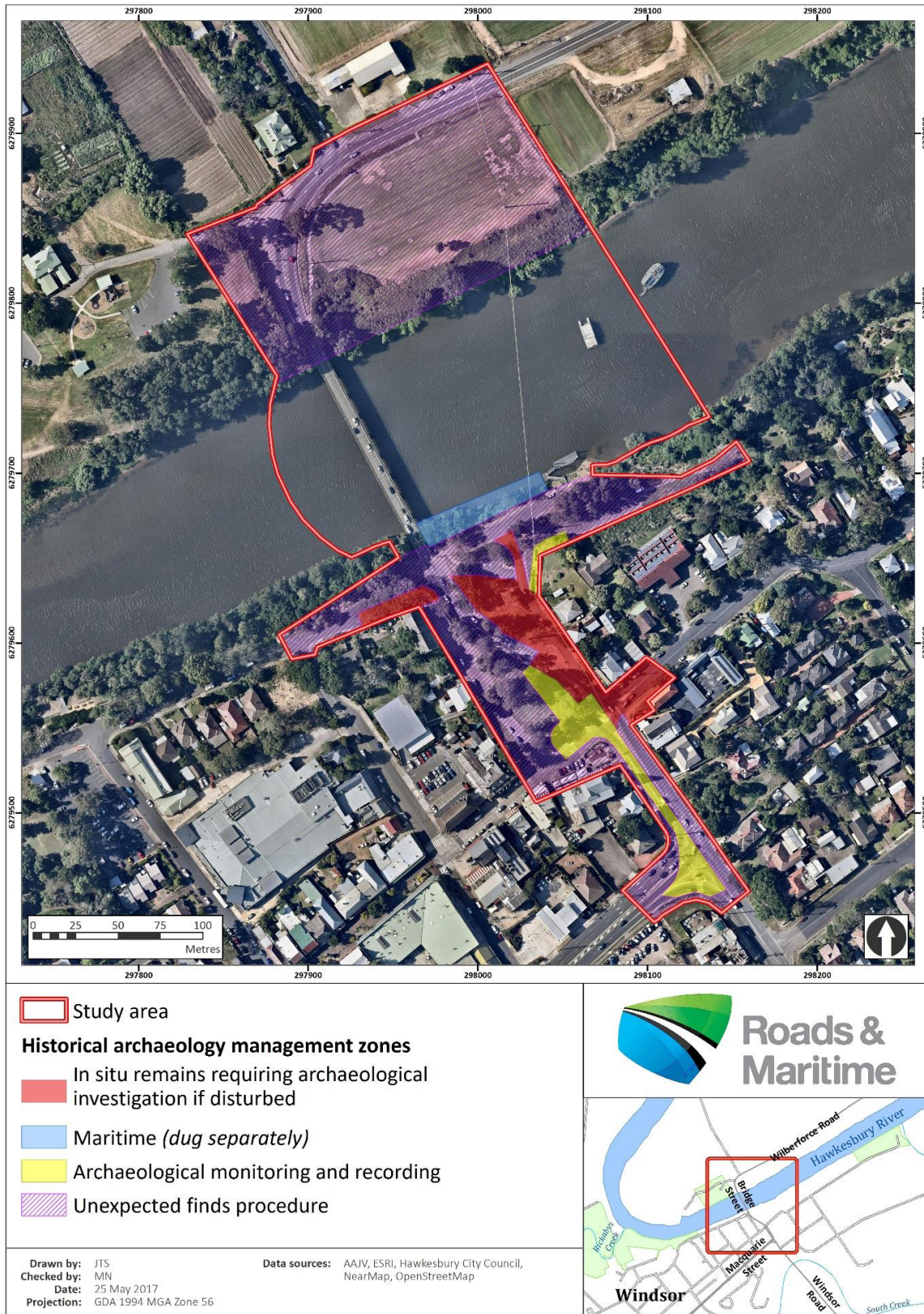
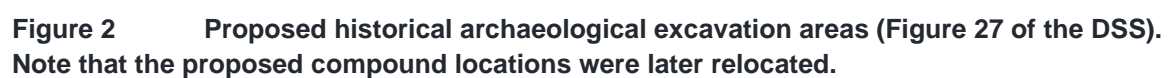


Figure 1 Historical archaeological sensitivity within the study area (Figure 13 of the DSS)



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In accordance with the project's Conditions of Approval, the DSS was submitted to the DPIE and was approved by both DPIE and Heritage NSW. This document has served to guide the management of the historical archaeological resource within the project area.

It is noted that while it is was known at the time of the preparation of the DSS that the cutting of the present Bridge Street road alignment would have impacted on archaeological material, on the basis of the results of archaeological testing in the Upper Thompson Square area it was considered that the first 40 metres of the road alignment still contained potential historical archaeological deposits. As such, this was zoned as Area 4 and was to be subject to archaeological salvage excavations following the closure of Bridge Street once the new bridge alignment was opened.

2. Works to Date

Since completion of the DSS in 2016, the AAJV has subsequently completed historical salvage excavations in Area 1, Area 2, and in all parts of Area 3 (Figure 2).

As a result of the archaeological works undertaken in parts of Area 1 and Area 2 which lie below Old Bridge Street, it has since been identified that construction of the Bridge Street cutting resulted in a greater degree of impact than had been expected (Figure 3).



Figure 3 East facing view showing the section below the current alignment of Bridge Street.

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AAJV**2. Proposed Amendment to Areas of Archaeological Salvage**Area 4

On the basis of the results from the archaeological investigations undertaken to date, it is proposed that the extent of area marked for archaeological salvage in the DSS be amended. As such, rather than requiring archaeological salvage in Area 4, the area will be reassigned to a combination of monitoring of impacts by an archaeologist and operating under the unexpected finds procedure. There is considered to be a degree of potential for archaeological material to still be present within 10 metres of where Bridge Street intersects with George Street, and this area is to be subject to monitoring. The remainder of Area 4 is to be subject to the standard UFP for the project.

The proposed changes to Area 4 are shown on Figure 4.

Area 5

Area 5 was included in the DSS for salvage as a precaution in case there was an unanticipated requirement to excavate within an area that was identified as containing archaeological remains associated with the punt house. However, as there has been no requirement to undertake any works in this area as part of the construction process, it will not be excavated as part of the project.

Should you have any questions regard the above information, please contact me on 02 9555 4000.

Yours sincerely,

David Marcus

Heritage Manager

Austral Archaeology Pty Ltd

On behalf of the AAJV



Figure 4 Location of parts of the site proposed to be changed from salvage to monitoring or UFP.

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AAJV**REFERENCES**

AAJV 2016, *Windsor Bridge Replacement Project; Historical and Maritime Archaeological Research Design*.

AAJV 2017, *Windsor Bridge Replacement Project; Detailed Salvage Strategy*.