

16 June 2022

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Dear Ms ██████████

Response to Heritage Victoria Permit Application P34386 - Wangaratta Railway Station Complex, 37 Norton Street Wangaratta, Wangaratta Rural City (H1597)

This letter is in response to Heritage Victoria's request for further information from ARTC (dated 26/4/22) regarding Permit application P34386 - Wangaratta Railway Station Complex, 37 Norton Street Wangaratta, Wangaratta Rural City (H1597).

In particular it seeks to address the need for additional information as requested by Heritage Victoria:

- *Further comment regarding the current condition and conservation requirements of the heritage buildings proposed to be impacted as part of the broader works package (including the station building and goods shed in particular), and the feasibility of delivering a package of conservation works as a positive mitigative measure to balance harm associated with the proposed works.*
- *A copy of the following document which is referenced in the Heritage Impact Statement (p47): Historical Heritage Impact Assessment prepared for Inland Rail in connection the proposed Inland Rail: Tottenham to Albury (T2A (Zweep & Seawright 2019).*

The following documentation has been reviewed to assist in responding to this request:

- *Wangaratta Railway Station Complex (H1597) Heritage Impact Statement 2022 (Ecological Australia Pty Ltd 2022)*
- *Inland Rail: Tottenham to Albury (T2A) Rail Enhancement Project Historical Heritage Impact Assessment 2019 (Jacobs Group Pty Ltd 2019) prepared by Martin Zweep and Caroline Seawright.*
- Relevant architectural, civil and landscape drawings, and schedules of finishes

The review of the information provided is presented in the two tables below in relation to the proposed work to the Wangaratta Station complex, and specifically the heritage and conservation proposals. Table 1 addresses works proposed to individual built heritage elements at the station, the impacts of these works and proposed mitigative measures. Table 2 examines all works proposed to the station as a wider complex summarising impacts to the built and archaeological heritage on site.

We hope that the review and accompanying mitigative and conservation measures address the requirements outlined by Heritage Victoria. The included recommendations seek to provide the way

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forward for heritage sensitive design within the development of Wangaratta Station, while ensuring that its heritage significance is maintained through carefully considered conservation works.

Yours sincerely



Wayne Window

NSW & Vic Environment Manager

Table 1: Built Heritage at Wangaratta Station Complex

Heritage Asset	Condition (HIS 2022)	Impacts of Proposed Works	Mitigation/Conservation Works
Wangaratta Railway Complex - All Assets	N/A	N/A	<ul style="list-style-type: none"> • Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. • Vibration monitoring will be undertaken in accordance with the construction noise and vibration management plan. The construction noise and vibration management plan will include measures that address the risk to structures from vibration. • An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. • Where required, a surrounding hoarding with textile that captures dust and/or water trucks will be utilised for dust suppression as part of earth works to mitigate dust impacting heritage structures. Dust suppressant may be used where nuisance dust is of particular concern. • Design of canopies will consider massing, form and materials used to ensure that views to heritage buildings and associated elements such as the Water Tower minimise obstruction. • Fencing design (type, materials, colour) will consider existing contemporary fencing used in the station.
Station Building & Main Platform (B1) c.1874	Good	<ul style="list-style-type: none"> • Proposed works include an internal fit out in terms of upgrading the communications systems in the building; internal floor, wall and ceiling treatments, new doors and locks / alarms and HVAC, blocking the existing internal door and removal of the mantelpiece. Proposed impacts have not been finalised. • Conduit entry points are proposed into the building, whether these are subsurface or above-ground is yet to be determined. • The construction of the pedestrian underpass, lift shaft and new canopies to the south of the existing platform and station building are works that will not impact the station building directly, but views to and from the station building and platform may be impacted by these works. 	<ul style="list-style-type: none"> • Heritage sensitive design solutions and alternatives will be considered in terms of the proposed works including conserving extant fabric. • Design of the pedestrian underpass, notably the lift shaft and canopies will consider massing, form and materials used so that views to the station buildings and main platform are not obstructed but are maintained. • A review of the final detailed design will determine if additional heritage impact assessment inspections are warranted.

Heritage Asset	Condition (HIS 2022)	Impacts of Proposed Works	Mitigation/Conservation Works
Signal Box (B2) c.1887	Good	<ul style="list-style-type: none"> No works are proposed to the Signal Box. Views to and from the Signal Box may be impacted by the construction of the pedestrian underpass, lift shaft and new canopies to the south of the Signal Box. 	<ul style="list-style-type: none"> No mitigation or conservation works are proposed.
Goods Shed (B3) c.1875	Structure has been modified with some elements/ fabric removed or replaced.	<ul style="list-style-type: none"> No works are proposed to the Goods Shed but works are proposed in its vicinity including: <ul style="list-style-type: none"> construction of a new rail alignment, construction of a new western platform to the east of the goods shed construction of a carpark and vehicle drop-off facility kiss-and-ride west and south of the goods shed. The construction of the pedestrian underpass, lift shaft and new canopies to the south of the Goods Shed are works that will not impact the structure directly, but views to and from the Goods Shed may be affected by these works. 	<ul style="list-style-type: none"> The proposed new infrastructure has been clustered around the underpass alignment –creating a visual and physical separation between new and heritage infrastructure where possible. Design of the pedestrian underpass, notably the lift shaft and canopies will consider massing, form and materials used so that views to the Goods Shed are not obstructed but are maintained. The design of new infrastructure has been designed to appear distinctively new/ different in form and colour – to further enhance the heritage elements. The interface between the new western platform and the Goods Shed has an open 1.8m palisade fence and the canopies have been pulled back from disrupting the elevation of the goods shed from the existing heritage platform.
Crane Base (B4) c.1930	Good	<ul style="list-style-type: none"> While the construction of the western platform is in proximity to the crane base it will have no impact on the heritage structure. 	<ul style="list-style-type: none"> No mitigation or conservation works are proposed.
Water Tower (B5) c.1870	Good	<ul style="list-style-type: none"> While the construction of the western platform is in proximity to the water tower it will have no impact on the heritage structure. 	<ul style="list-style-type: none"> No mitigation or conservation works are proposed.
Crane Base (B6) c.1870	The feature is inoperable with associated components (water tank) removed.	<ul style="list-style-type: none"> No works are proposed to the Crane Base. 	<ul style="list-style-type: none"> No mitigation or conservation works are proposed.

Heritage Asset	Condition (HIS 2022)	Impacts of Proposed Works	Mitigation/Conservation Works
Cusack Street Footbridge (B7) c.1880	Metal parts of bridge are in fair condition except for some rust. Timber framing of ramps has some rot.	<ul style="list-style-type: none"> The Cusack Street footbridge will be removed. Removal of the footbridge will impact the significance of the place through the loss of the feature and fabric. There will be loss of views to and from the footbridge and the station buildings, platforms. The removal of the footbridge will remove a visual boundary for the station as the footbridge formed a visual enclosure to the southern end of the station. 	<ul style="list-style-type: none"> Demolition plans are required to be produced in line with further dilapidation reports and investigations. Prior to removal of the footbridge, a detailed archival recording through photography and measured drawings will be undertaken. This will be prepared in accordance with Heritage Victoria's <i>Technical Note Specification for the submission of Archival Photographic Records</i>. Careful dismantling, removal, storage, re-erection and conservation in a suitable location and compatible use: <ul style="list-style-type: none"> Art installation Screen/pergola Partial reconstruction The methodology will be prepared by a heritage consultant and all works pertaining to the removal and storage of the footbridge and its elements will be monitored and supervised by a qualified heritage consultant. The bridge will be dismantled as far as practicable in intact segments to allow safe and efficient removal from the railway danger zone. Removal of the footbridge will be informed by a detailed removal methodology, with specific measures that relate to conservation of iron and steel footbridges. This will include the dismantling and storage of the footbridge and its different elements. Gas cutting may be utilised to remove bridge segments. A crane will remove the super structure beams, cross bracing, decking, railings etc. in segmented lifts to take to a safe area for further dismantling as required.
Former Rail Yard (B8) c.1870s	Remaining components in poor condition.	<ul style="list-style-type: none"> The construction of the new west track and western platform will result in the removal of the BG rail gauge in Former Rail Yard. The construction of the pedestrian underpass and lifts will also impact areas of archaeological potential within the former rail yard to the west of the rail alignment. 	<ul style="list-style-type: none"> Adaptive re-use considered for removed track elements as part of a heritage interpretation plan for the site.

Heritage Asset	Condition (HIS 2022)	Impacts of Proposed Works	Mitigation/Conservation Works
Eastern Track, Platform & Dive (B9) c.1950-1960s	Good	<ul style="list-style-type: none"> • The works proposed include the removal of tracks, the removal of some ground fencing, retention of retaining walls, the removal of the platform, infilling of the cutting, turfing and some planting of the level ground. • These works will have a positive heritage impact to removing intrusive elements in the setting of the station, both the aesthetics and returning the historical relationship to the eastern approach. 	<ul style="list-style-type: none"> • Footprint of the dive structure will consider some areas of native grassland (native grasses in a diverse matrix to enhance biodiversity). • The colour and uniformity of the native grassland provides a neutral foreground for the heritage station behind. • The entry to the station is being widened and re-formed across the dive structure to tie into the recently completed streetscape works on Norton Street.

Table 2: Works proposed impacts to Built and Archaeological Heritage at Wangaratta Station Complex

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Site Establishment	<ul style="list-style-type: none"> Installation of site fencing and temporary signage demarcating restricted access, temporary vehicle traffic, and no-go zones. Diversion around site entry/exit points (if required). Installation of erosion and sediment controls. Establish site access locations, compound and stockpile sites. Vegetation clearing or grubbing. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impact to existing significant architectural elements. No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> N/A <p>Negative</p> <ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Site establishment works are temporary and will result in no lasting impacts to heritage significance or appreciation of the heritage precinct. Induction, pre-start with focus on heritage values and sites. Installation of no-go zone (NGZ) flagging under supervision.
Track decommission of the east track and infilling of the Dive	<ul style="list-style-type: none"> The east track within the Dive is to be removed. Decommissioning of the platform adjacent to the east track. The Dive is to be backfilled and finished with lawn/ turf to allow this space to be integrated with any future development of the station forecourt. Sections of existing fencing along both sides would be removed in the area in front of the existing Station building to facilitate pedestrian movement across areas between the station building and Norton St whilst mitigating conflicts with pedestrians and vehicles elsewhere. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impact to existing significant architectural elements. No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> Removal of intrusive 20th century elements to significance of station. Improvement of public interpretation opportunities of the railway station building from Norton Street. <p>Negative</p> <ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Footprint of the dive structure will consider some areas of native grassland (native grasses in a diverse matrix to enhance biodiversity). The neutral colour of the and uniformity of the native grassland provides a neutral foreground for the heritage station behind. Lawn/ turf is not favoured by stakeholders due to maintenance (no irrigation). Movement across the dive structure outside the station entrance zone is not being promoted due to vehicle and pedestrian conflicts and the change in level between the existing retaining wall capping. The entry to the station is being widened and re-formed across the dive structure to tie into the recently completed streetscape works on Norton Street.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Construction of new west track	<ul style="list-style-type: none"> Construction of a new standard-gauge track alignment will occur to the west of the current west track to the east of the goods shed. Works will comprise rail construction works along the specific alignment of new standard-gauge west track, including surface preparation and the introduction of ballast. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> Reinstatement of earlier rail alignment. <p>Negative</p> <ul style="list-style-type: none"> Potential removal of remnant rail elements that may still be present in currently decommission track. 	<ul style="list-style-type: none"> Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. Through the immediate station precinct on the track adjacent to the new platform only, the principal impacts are the removal of the existing ground to the depth of 600mm and constructing new track formation. By minimising the depth of the structure at Green Street bridge (a through girder bridge) the volume of soil to be removed/ landscape disturbance has also been reduced.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Construction of Western Platform	<ul style="list-style-type: none"> • A new single-faced platform is proposed along the new west track. • The new platform will be constructed along the western side of the rail corridor and measure a minimum of 180m long and have a minimum height of 1200mm from the top of the rail track to conform with engineering design requirements. • The northern end of the platform is proposed to be 5m wide and include a retaining wall along the rail track. • The southern end of the platform will be nominally 3.5m wide where it passes over the underpass and will be a suspended structure. • The exact position of the platform will be determined in detailed design. • The proposed platform surface is asphalt and will include compliant access markings. The platform will include drainage points located at the rear of the platform. • The platform will include seating, fencing and canopies in accordance with the Railway Station Design Standard and Guidelines (RSDSG). 	<p>Neutral</p> <ul style="list-style-type: none"> • N/A <p>Positive</p> <ul style="list-style-type: none"> • Improvement of public interpretation opportunities of the railway precinct from new western platform. <p>Negative</p> <ul style="list-style-type: none"> • Removal of remnant BG rail elements • Crane Base and Water Tower will be retained and situated adjacent to or in proximity to the proposed. • Impacts to identified potential archaeological sensitivity. • Impact to aesthetics of the heritage precinct through the introduction of a modern platform structure to the western portion of the complex that is not in keeping with the historic architectural aesthetics of the station complex. 	<ul style="list-style-type: none"> • Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. • An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. • The proposed new infrastructure has been clustered around the underpass alignment –creating a visual and physical separation between new and heritage infrastructure where possible. • The design of new infrastructure has been designed to appear distinctively new/different in form and colour – to contrast with and further amplify the heritage elements. • Heritage elements have been surrounded by landscape features of appropriate scale to protect important views and ensure future opportunities for activation are not precluded. • The interface between the new western platform and the Goods Shed has an open 1.8m palisade fence and the canopies have been pulled back from disrupting the elevation of the goods shed from the existing heritage platform. • Design of canopies will consider massing, form and materials used so as to ensure that views to heritage buildings and associated elements such as the Water Tower are not obstructed.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Western Platform Fencing	<ul style="list-style-type: none"> • 1800mm high except at the end of platforms where they shall be 1200mm high so that a train driver's view of the platform and any signals is not obscured. • Shall be of a consistent style across the station and shall extend a minimum of 30m past the ends of the platform. • Proposed galvanised steel tubing and posts in line with AS 1725.1 and AS 2423. • Shall be dark in colour – preferably black. • Should be integrated with the overall station architecture. 	<p>Neutral</p> <ul style="list-style-type: none"> • N/A <p>Positive</p> <ul style="list-style-type: none"> • New fencing will introduce consistency in style of fencing across the station. <p>Negative</p> <ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Design of fencing in terms of kind of fencing proposed, materials, and colour scheme will consider and match existing contemporary fencing used in the station.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Canopies	<ul style="list-style-type: none"> • Canopies are to cover the new platform entry and 30% of the workable platform length (equating to 54m at Wangaratta railway station). <ul style="list-style-type: none"> ○ Eastern platform lift canopy - 5m x 5m. ○ Western Platform – 50m x 3.5m. ○ Underside will be a minimum 2600mm above level of the platform. • Platform canopies and windbreaks should be integrated with the overall station architecture. • The canopy structure/s are designed as part of a suite of elements (including furniture and the underpass and retaining wall finishes). <ul style="list-style-type: none"> ○ Integrate with lighting, communication and information systems, CCTV and associated conduit and support brackets. ○ Be fitted with anti-vermin measures; including pigeon netting or spikes if the underside of the structure is to remain exposed. 	<p>Neutral</p> <ul style="list-style-type: none"> • N/A <p>Positive</p> <ul style="list-style-type: none"> • New canopies present an opportunity for heritage sensitive design solutions that will allow for views to and from the platforms and heritage buildings and structures to be maintained. <p>Negative</p> <ul style="list-style-type: none"> • The canopies notably the western canopy is very large in terms of its expanse and it will impact views to the goods shed and to the water tower on approach to station from north end. 	<ul style="list-style-type: none"> • Design of the canopies will seek to minimise the impact on views of the goods shed and water tower through choice of materials including glass and metal. The height, massing and form and massing of the canopies will also help reduce the impact on views.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
<p>Deconstruction of Cusack Street footbridge for reuse within the precinct</p>	<ul style="list-style-type: none"> The bridge will be dismantled as far as practicable in intact segments to allow safe and efficient removal from the railway danger zone. Gas cutting may be utilised to remove bridge segments. A crane will remove the super structure beams, cross bracing, decking, railings etc. in segmented lifts to take to a safe area for further dismantling as required. Demolition plans are required to be produced in line with further dilapidation reports and investigations. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> N/A <p>Negative</p> <ul style="list-style-type: none"> Removal of the footbridge will impact the significance of the place through the loss of the feature and fabric. There will also be loss of views to and from the footbridge and the station buildings, platforms. The removal of the footbridge will also remove a visual boundary for the station as the footbridge formed a visual enclosure to the southern end of the station. Loss of the footbridge will also be loss of a recognisable landmark that alerts one to the location of the station on approaching it from Spearing Street. 	<ul style="list-style-type: none"> Demolition plans are required to be produced in line with further dilapidation reports and investigations. Prior to removal of the footbridge, a detailed archival recording through photography and measured drawings will be undertaken. This will be prepared in accordance with Heritage Victoria's <i>Technical Note Specification for the submission of Archival Photographic Records</i>. Careful dismantling, removal, storage, re-erection and conservation in a suitable location and compatible use: <ul style="list-style-type: none"> Art installation Screen/pergola Partial reconstruction The methodology will be prepared by a heritage consultant and all works pertaining to the removal and storage of the footbridge and its elements will be monitored and supervised by a qualified heritage consultant. The bridge will be dismantled as far as practicable in intact segments to allow safe and efficient removal from the railway danger zone. Removal of the footbridge will be informed by a detailed removal methodology, with specific measures that relate to conservation of iron and steel footbridges. This will include the dismantling and storage of the footbridge and its different elements. Gas cutting may be utilised to remove bridge segments. A crane will remove the super structure beams, cross bracing, decking, railings etc. in segmented lifts to take to a safe area for further dismantling as required.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
<p>Construction of a Pedestrian Underpass</p>	<ul style="list-style-type: none"> • The pedestrian underpass (5m wide x 3m high) is to be constructed beneath the rail tracks at the south end of the station and involve: <ul style="list-style-type: none"> ○ Piling operations. ○ Site excavation. ○ Construction of formwork and place reinforcement, retaining walls and concrete including precast elements. ○ Landscaping, including the planting of vegetation. ○ Signposting and line marking. ○ Site re-establishment. • A sump pump will be constructed within the underpass to discharge runoff as part of the flood mitigation measure. 	<p>Neutral</p> <ul style="list-style-type: none"> • No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> • Underpass is designed to be DDA compliant offering improved interpretation opportunities to more members of the public. <p>Negative</p> <ul style="list-style-type: none"> • Underpass will impact on the southern portion of the Station platform. • Underpass construction will result in removal of vegetation. • Impacts to potential archaeological features: <ul style="list-style-type: none"> ○ A2: Carriage docks ○ A3: Former Water Crane ○ A4: Coal Store ○ A5: Crane Base 	<ul style="list-style-type: none"> • Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. • An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. • Vegetation removal is to the minimum extent necessary to facilitate works. • Layout of vegetation will soften new built form of underpass and associated accesses.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
<p>Installation of Ramps and Stairs to Underpass</p>	<ul style="list-style-type: none"> • Removal of existing mature vegetation on the eastern approach. • Landscaping on either side of the rail alignment to maintain lines of sight across the ramps and stairs. • Paved areas to accommodate the proposed ramp and stairs, ensuring direct connections to the station and car park areas. • Introduction of vegetation to assist the groundwork stability, greening and precinct enhancement works. • Design of walls associated with pedestrian ramps and underpass walls are to ensure an inviting and creative space is achieved. • Lighting for the pedestrian ramps and underpass to meet relevant standards and to increase safety. 	<p>Neutral</p> <ul style="list-style-type: none"> • N/A <p>Positive</p> <ul style="list-style-type: none"> • Underpass is designed to be DDA compliant offering improved interpretation opportunities to more members of the public. <p>Negative</p> <ul style="list-style-type: none"> • Underpass will impact on the southern portion of the Station platform. • Underpass construction will result in removal of vegetation. • Impacts to potential archaeological features: <ul style="list-style-type: none"> ○ A2: Carriage docks ○ A3: Former Water Crane ○ A4: Coal Store ○ A5: Crane Base 	<ul style="list-style-type: none"> • Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. • An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. • Feature lighting that is sympathetic and complimentary to the station and Wangaratta's heritage will be considered. • Layout of vegetation will soften new built form of underpass and associated accesses. • Site controls will be installed to prevent access to sites adjacent to works where there is a risk of impact from construction activities. No Go Zones will be installed using (at a minimum) flagging. • Induction, pre-start with focus on heritage values and sites.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
<p>Installation of Lifts on each Station Platform</p>	<ul style="list-style-type: none"> Two mechanical lifts will be constructed in association with the underpass, providing access between the underpass and the eastern and western platforms. The lifts will be positioned at the northern side of the underpass. The lifts will have the notional dimensions of 3.25 m x 3.60 m, and a height above platform of approximately 5.40 m. 	<p>Neutral</p> <ul style="list-style-type: none"> N/A <p>Positive</p> <ul style="list-style-type: none"> Underpass is designed to be DDA compliant offering improved interpretation opportunities to more members of the public. <p>Negative</p> <ul style="list-style-type: none"> Lift will impact on the southern portion of the Station platform. Impacts to potential archaeological features: <ul style="list-style-type: none"> A2: Carriage docks A4: Coal Store Lift shaft to the western platform will impact existing views to the goods shed and water tower. Lift shaft to the eastern platform will have marginal impact to views to main station building. 	<ul style="list-style-type: none"> Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. Design must minimise impact to historical fabric Layout of vegetation will soften new built form of the lifts. Design of lift shafts in terms of massing, form and materials used needs to consider the existing (heritage) buildings on platforms and other station elements on site.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Construction of carpark, K&R zone on the western side of station	<ul style="list-style-type: none"> A new car park with 20 commuter spaces is proposed to the west side of the station precinct, accessed from Spearing Street. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impact to existing significant architectural elements. No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> Improvement of public interpretation opportunities of the railway precinct from Spearing Street. <p>Negative</p> <ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Site controls will be installed to prevent access to sites adjacent to works where there is a risk of impact from construction activities. No-Go Zones (NGZ) will be installed using (at a minimum) flagging.
Existing Carpark Reconfiguration	<ul style="list-style-type: none"> The current carparks to the south of the station building will be reconfigured to improve access for pedestrians between the new pedestrian underpass and the station entrance while maintaining convenience and access. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impact to existing significant architectural elements. <p>Positive</p> <ul style="list-style-type: none"> Improvement of public interpretation opportunities of the railway precinct from Spearing Street. <p>Negative</p> <ul style="list-style-type: none"> Impacts to potential archaeological features: <ul style="list-style-type: none"> A7: Motor Shed 	<ul style="list-style-type: none"> Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. Site controls will be installed to prevent access to sites adjacent to works where there is a risk of impact from construction activities. No-Go Zones (NGZ) will be installed using (at a minimum) flagging.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
<p>Communications System Upgrade</p>	<ul style="list-style-type: none"> • Upgrades to the communication systems housed within the heritage station building will occur. • Upgrades to the building will be undertaken for fire rating and fit out of the communications room, internal floor, wall and ceiling treatments, new doors and locks / alarms and HVAC, blocking existing internal door and removal of fireplace. • The final layout of services conduits is to be determined. • The services will be fed from the west to the east of the rail corridor and constructed in conjunction with the new underpass. • The conduit entry point into the heritage building may be subsurface or above-ground. • The conduit entry to the building will result in minimal loss of fabric. 	<p>Neutral</p> <ul style="list-style-type: none"> • N/A <p>Positive</p> <ul style="list-style-type: none"> • N/A <p>Negative</p> <ul style="list-style-type: none"> • Conduit entry from the rail corridor into the Station Building is required, but nature and extent of impact is yet to be finalised. • Impacts proposed to potential early building fabric: <ul style="list-style-type: none"> ○ Communications room ○ Internal Floor ○ Walls ○ Ceiling ○ Doors • New intrusive elements: <ul style="list-style-type: none"> ○ Locks & Alarms ○ HVAC ○ Conduits • Impacts to potential archaeological features: <ul style="list-style-type: none"> ○ A2: Carriage docks ○ A6: Storage Sheds 	<ul style="list-style-type: none"> • Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. • An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. • Assessment of the condition of the building and its internal/external building elements will be undertaken. • An additional Heritage Impact Statement will be prepared following finalisation of development plans if required.

Proposed Works	Activity	Identified Heritage Impacts	Mitigations/Conservation Works
Landscaping	<ul style="list-style-type: none"> Landscaping will comprise soft and hard landscaping works. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impacts to identified potential archaeological sensitivity. <p>Positive</p> <ul style="list-style-type: none"> N/A <p>Negative</p> <ul style="list-style-type: none"> Impacts to potential archaeological features: <ul style="list-style-type: none"> A2: Carriage docks A5: Crane Base A6: Storage Sheds A7: Motor Shed 	<ul style="list-style-type: none"> Pre-start induction and training of onsite contractors and tradesperson to heritage values of buildings and structures in the station complex. An Archaeological Management Plan will be developed to manage impacts to potential archaeological deposits. Site controls will be installed to prevent access to sites adjacent to works where there is a risk of impact from construction activities. No-Go Zones (NGZ) will be installed using (at a minimum) flagging.
Ancillary Activities	<ul style="list-style-type: none"> Ticketing and Passenger Information Display Systems. Relocate existing signals to suit new track alignment. Relocate existing utilities to suit new precinct design. Relocate existing combined services route. Temporary laydown. Lighting. CCTV, with coverage to extend to the new car park and through the underpass. Temporary crane and piling pads. OCS trenching and pits to connect into existing station building. Internal OCS racks and room upgrades. Upgrades to power supply, drainage swales, access tracks and paths. 	<p>Neutral</p> <ul style="list-style-type: none"> No proposed impact to existing significant architectural elements. <p>Positive</p> <ul style="list-style-type: none"> Landscaping will have a positive impact on the aesthetics of the place through the improvement and revitalisation of the complex's setting. <p>Negative</p> <ul style="list-style-type: none"> Impacts may result from the relocation of existing utilities or installation of new utilities. 	<ul style="list-style-type: none"> A Landscaping Plan will be developed for approval by Heritage Victoria.