

13 Non-indigenous heritage

Detailed assessments for both archaeological heritage² and non-archaeological heritage³ have been undertaken to consider the direct and indirect impacts of the CBD Metro. These studies are provided in Technical Paper 4 *Archaeological heritage* and Technical Paper 5 *Non-archaeological heritage*. This chapter summarises the key findings of those assessments and the significance of any potential historic archaeological remains or non-archaeological heritage items within the study area, potential heritage impacts and the appropriate management measures to address those impacts. Indigenous heritage does not form part of this chapter assessment, but is addressed in section 19.4.

The Director-General's requirements

The Environmental Assessment must include consideration of, and a management framework for heritage impacts, including:

- *Identification of items of heritage significance in and around the project that may be directly or indirectly affected during construction or operation.*
- *Consideration of the potential impacts on the values, settings and integrity of heritage areas and items, located in the vicinity of the project, including items both above and below ground.*

13.1 Overview

13.1.1 Archaeological heritage methodology

The archaeological heritage assessment identifies:

- The potential for the CBD Metro project civil works to disturb archaeological remains and, where this is the case, to determine if the remains are likely to have a local or state level of heritage significance.
- The requirement for in situ conservation of items/areas, the need for archaeological testing and detailed archaeological excavations.
- Any further specific historic research that is needed to formulate a suitable archaeological methodology and research design followed by a program of archaeological fieldwork.

The study area for this assessment relates only to those areas affected on the surface or sub-surface ground layers (mainly construction sites associated with the construction of each station), considering that the tunnelled route alignment and majority of station caverns are at sufficient depth below the ground surface not to affect archaeological deposits.

The archaeological heritage assessment involved the following key tasks:

² Archaeological heritage refers to significant physical remains of the past, including below-ground relics and artefacts, or above-ground industrial structures and relics, that are either intact or ruined, and which relate to post-European occupation of NSW in 1788.

³ Non-archaeological heritage refers to other items of heritage significance, including buildings, structures, places, items, areas or cultural landscapes.

These categories are specifically for the context of this project and may not necessarily conform to classifications used elsewhere.

- Historic research on the land use history of the locations to develop a picture of the likely archaeological remains (as provided in full in Appendix 1 of Technical Paper 4).
- Heritage registers such as the State Heritage Inventory and section 170 Heritage and Conservation Registers were searched for listed archaeological items.
- Review of the Central Sydney Archaeological Zoning Plan (Lavelle and Mider 1992), which identifies areas within Central Sydney with archaeological potential in the form of below surface cultural remains.
- Site survey and inspection of each site of impact for obvious modern impacts and any above-ground relics.

13.1.2 Non-archaeological heritage methodology

The non-archaeological heritage assessment identifies:

- The items and places of built of 'above-ground' heritage significance relating to the project.
- The direct heritage impact of the project as described within this Environmental Assessment due to the demolition and or alteration of fabric of heritage significance.
- The manner in which the project would affect the setting or curtilage of significant items or places and the potential to enhance and interpret the historic associations of the place or item in the vicinity of the CBD Metro site.
- The potential impact on historic streetscapes and views.

The study area for the assessment includes only above-ground heritage items or parts of conservation areas that are considered to be potentially directly or indirectly affected by the works. The specific study area for each affected area is identified in the following section.

The non-archaeological heritage assessment involved the following key tasks:

- Examination of the statements of significance for the items from statutory and non-statutory heritage registers, including:
 - Commonwealth and NSW State heritage lists.
 - Local government planning instruments.
 - Australian Heritage and the City of Sydney Heritage Database.
 - Section 170 Heritage and Conservation Registers of both RailCorp and Sydney Ports.
 - Conservation management plans, where in existence.
- Survey and inspection of each site of impact and surrounding vistas from and to each site affected.



13.1.3 Assessment of heritage significance

The assessment of archaeological and non-archaeological heritage significance has been prepared using the current evaluation criteria established by the Heritage Branch of the Department of Planning, and as set out in *Assessing Heritage Significance* (NSW Heritage Office 2001). In summary, the level of heritage significance in relation to a place, building, work, relic, moveable object or precinct, can be considered to be at a local or state level of significance – that is, important in a local context or in a NSW state context.

The local or state level of an item is determined by using the Heritage Council criteria to assess its significance. These indicate that an item will be considered to be of state (or local) heritage significance if it meets one or more of the following criteria:

- Criterion (a): Historic significance.
- Criterion (b): Historic association.
- Criterion (c): Aesthetic significance.
- Criterion (d): Social significance.
- Criterion (e): Research potential or educational significance.
- Criterion (f): Rarity.
- Criterion (g): Representative significance.

Where elements or components that make up a heritage item have been assessed and graded, a grading system for significance may also be included and will follow a standard format such as the following:

- Exceptional significance.
- High/considerable significance.
- Moderate/some significance.
- Little significance.
- Intrusive.

13.1.4 Assessment of heritage impact

In addressing the project impact on the significant non-archaeological heritage items or elements of the item the following criteria for impacts are used:

- Large impact – denotes that there would be a major visual or physical impact requiring extensive management strategies to mitigate the effect or re-scope the concept and design.
- Moderate impact – denotes that there would be a reduction in the current physical extent of the item or impact on the setting of items of heritage significance. However, impacts would most likely be mitigated by management actions.
- Slight impact – denotes that there would be minimal negative impact, probably short-term, able to be managed or mitigated, possibly confined to a small area, and not likely to cause substantial detrimental effects.

- Neutral impact – denotes that the existing built structures are of low heritage significance or the project design would have no discernible or predicted positive or negative impact.

The impact criteria for the archaeological heritage items identified are as follows:

- Direct impact – denotes that the archaeological item would be in the direct footprint of the project, resulting in full or partial destruction of the item.
- Nil impact – denotes that the archaeological item would be outside of the footprint of the project.

The following section summarises the assessment of heritage at each station site, at Rozelle stabling and maintenance depot, and the construction site areas required for the project. At each location, the assessments of archaeological and non-archaeological heritage are described jointly.

Only sites, items, places and relics of heritage significance (either of local or state significance) are described, and only where they are directly impacted, or where in the case of non-archaeological heritage they would be indirectly impacted and the potential impacts on the item has been assessed as moderate negative or large negative.

There would also be some neutral or slight positive impacts on heritage items as a result of new metro buildings or structures. These have not been included in the chapter, but are detailed in the Technical Paper 4 *Archaeological heritage* and Technical Paper 5 *Non-archaeological heritage*.

In addition, detail on all listed and non-listed items and potential for archaeological remains to be found within each study site is provided within the respective technical papers.

It is noted that the historic research undertaken as part of the heritage assessments identified a number of unlisted potential heritage items that may occur in the study area.

13.2 Objectives and strategy

The objectives that would guide the development of the detailed design and the development of strategies to minimise impacts on items or places of heritage value are:

- Objective 1: Minimise the impacts of the stations and new works within or adjacent to heritage items or heritage conservation areas through careful and sympathetic design.
- Objective 2: Seek opportunities to enhance affected items and places of heritage value.
- Objective 3: Ensure the project is informed by heritage advice from design, tender documentation to construction, particularly where works occur within close proximity to significant heritage places.
- Objective 4: Avoid accidental impacts on heritage items during the construction of the works.
- Objective 5: Enhance the public knowledge and perception of heritage values within areas of the CBD, White Bay and Rozelle.
- Objective 6: Contribute to a greater understanding of the archaeological record within the Sydney CBD and Rozelle areas.

Prior to construction, a Heritage Management Sub-Plan would be prepared and implemented in accordance with the CEMP. It would include measures to minimise impacts on heritage items/sites during construction, such as methods to relocate heritage items, and methods to protect items in proximity to work sites. It would also include methods to avoid, minimise and manage impacts on archaeological relics, such as monitoring and photographic archiving.

The detailed design, documentation and execution of the works would need to be managed to ensure that any adverse impacts are minimised and that opportunities for enhancement of significance are maximised. In particular, where mitigation measures have been identified to reduce negative heritage impacts, and where the extent of heritage impact (positive or negative) is dependent on the future detailed design of new elements, it is important that these aspects of the project continue to be informed by heritage advice. It is also important that this advice carry through into tender documents and construction practices, in particular where works are occurring within significant heritage places such as Central Station and at Pyrmont.

13.3 Specific issues

13.3.1 Central Station

Specific significant heritage items that would be directly affected by the project at Central Station are listed in Table 13.1 and shown in Figure 13.1.

Two items assessed as having state significance would be directly affected by the project. One item is the Sydney Terminal and Central Railway Station group, Railway Square (CS1) and comprises multiple sites also assessed as having state significance. These include Central Station as a transport interchange, west forecourt garden, Pitt Street arcade and shops, Eddy Avenue arcade, shops and entries, luggage dock, luggage tunnels and the south-west basement.

The other state significant item that would be directly affected by the project is an archaeological heritage site (CS-A) consisting of Macquarie-period buildings that include the Government Cottage, Christ Church parsonage and the Benevolent Asylum.

Belmore Park (CS2 and CS-B) and the Hay Street stormwater channel, at the northern end of Belmore Park, are considered to be of local significance.

Table 13.1 Potentially affected heritage items at Central Station

Ref	Description	Listing ⁴	Assessment of significance	Impact assessment
Non-archaeology				
CS1	Sydney Terminal and Central Railway Station group	SHR	State significance satisfying criteria a, c, d and e	Refer below
CS1a	Central Station as a transport interchange	SHR	State significance (elements exceptional significance to intrusive)	Slight to moderate positive (depending on final design)
CS1b	West forecourt deck	SHR	State significance (elements exceptional to some significance)	Moderate negative
CS1b	West forecourt garden	SHR	State significance (elements exceptional significance to intrusive)	Large negative

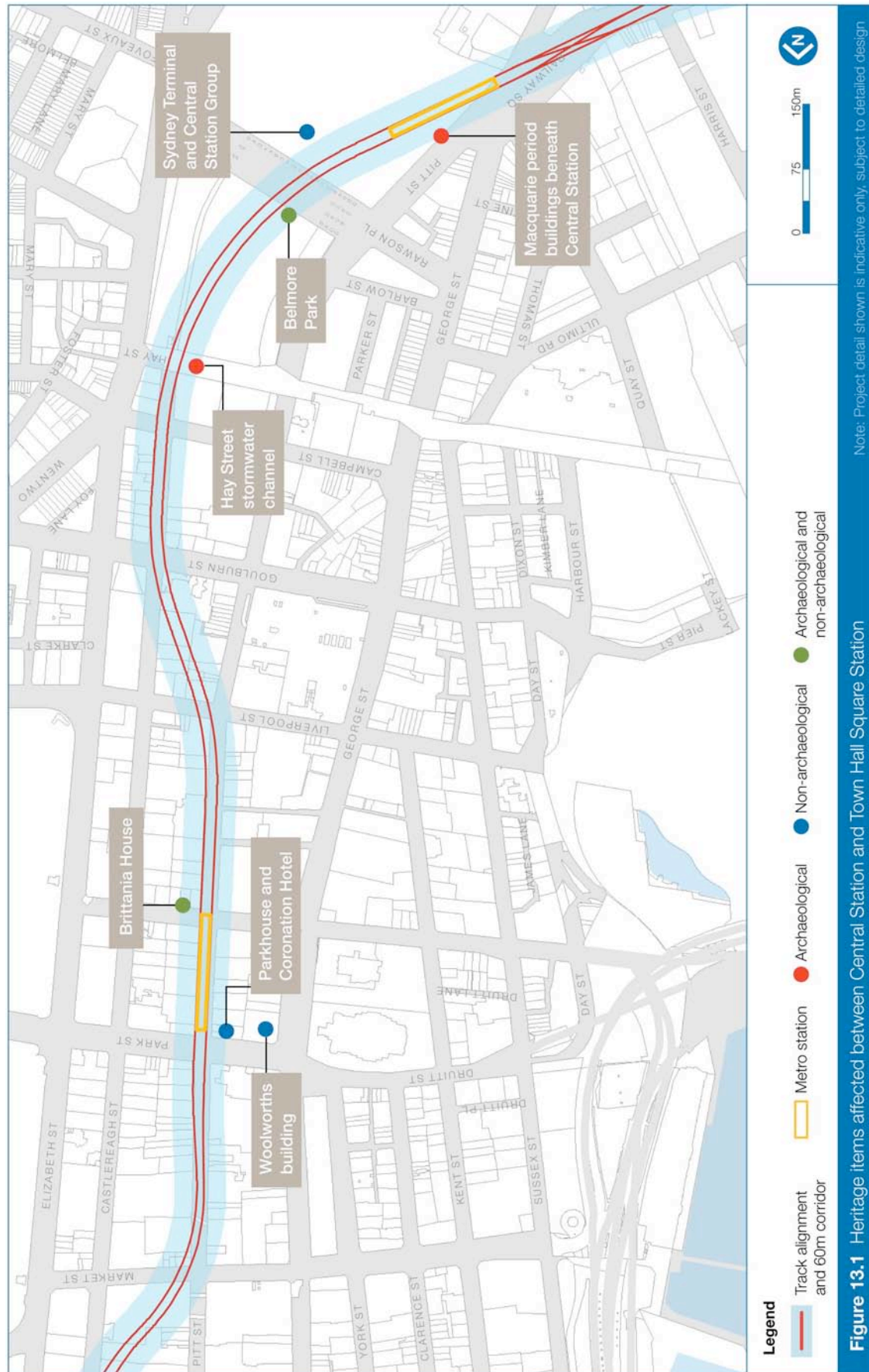
⁴ Note:

SHR - State Heritage Register

LEP – Sydney Local Environmental Plan 2005

S170 – Heritage and Conservation Register established under s170 of the *Heritage Act 1977*

Ref	Description	Listing ⁴	Assessment of significance	Impact assessment
CS1c	Pitt Street arcade and shops	SHR	State significance (elements exceptional to little significance)	Moderate negative to moderate positive (depending on final design)
CS1d	Eddy Avenue arcade, shops and entries	SHR	State significance (elements exceptional to some significance)	Moderate negative to moderate positive (depending on final design)
CS1e	Luggage dock	SHR	State significance (elements considerable significance)	Slight positive to moderate negative (depending on final design)
-	Luggage tunnels	SHR	State significance (elements exceptional significance)	Moderate negative
-	South-west basement	SHR	State significance (elements considerable significance)	Moderate negative
CS1g	Country platforms	SHR	State significance (elements exceptional significance)	Slight to moderate negative (depending on final design)
CS1h	Parcels area	SHR	State significance (elements exceptional to considerable significance)	Slight positive to slight negative (depending on final design)
CS2	Belmore Park	LEP	Local significance – no criteria listed on State Heritage Inventory	Neutral to moderate negative (depending on extent of tree removal)
Archaeology				
CS-A	Macquarie-period buildings including Government Cottage, Christ Church parsonage and Benevolent Asylum	None	State significance satisfying criteria a, b, c, d, e and f	Direct
CS-B	Belmore Park- Brickfield remains	None	Local significance satisfying criteria a, c, d, e, f and g	Direct
-	Hay Street stormwater channel at the northern end of Belmore Park	S170	Local significance satisfying criteria a, c, d, e, f and g	Direct



13.3.2 Town Hall Square Station

The only site in the vicinity of this station assessed as having state significance is Pitt Street Uniting Church (TH3). No works are proposed near this item. Other heritage items are considered to be of local significance.

Although not listed on any statutory listing, Park House (TH7), Coronation Hotel (TH8), and Britannia House (TH10) have scale and bulk similar to surrounding heritage-listed buildings. The Woolworths building (TH9) is also not on any statutory listing but has some significance as the long-term home of Bebarfalds, which moved to the site in 1894 and in around 1907 constructed a four-storey building there. In 1929, the company replaced it with an eight-storey building designed by architects Kent & Massie. These items would be demolished as part of the project.

The Bathurst Street construction site (TH-C) may also impact on the archaeological remains of two c1840s houses and their associated out-buildings.

Specific significant heritage items directly affected by the project at Town Hall Square Station are listed in Table 13.2 and shown in Figure 13.1.

Table 13.2 Potentially affected heritage items at Town Hall Square Station

Ref	Description	Listing	Assessment of significance	Impact assessment
Non-archaeology				
TH7	Park House, 295–301 Pitt Street	None	The scale and bulk are similar to that of the listed Criterion Hotel on the opposite corner of Pitt Street	Slight negative
TH8	Coronation Hotel, 5–7 Park Street	None	The scale and bulk are similar to that of the listed Criterion Hotel on the opposite corner of Pitt Street	Slight negative
TH9	Woolworths building, 532-540 George Street	None	Some significance as the long-term home of Bebarfalds, which moved to the site in 1894 and in around 1907 constructed a four-storey building there. Current building constructed in 1929	Slight to moderate negative
TH10	Britannia House, 131–135 Bathurst Street	None	A late Victorian building with scale and bulk similar to that of the listed Edinburgh Castle Hotel on the corner of Bathurst and Pitt streets	Slight negative
Archaeology				
TH-C	Remains of two c1840s houses at 125–129 and 131–135 Bathurst Street	None	Local significance satisfying criteria a, f and g	Direct

13.3.3 Martin Place Station

Five sites are assessed as having state significance in the Martin Place Station area. These include Commonwealth Bank (MP1), RailCorp's Martin Place Railway Station (MP2), MLC building (MP3), APA building (MP6) and the Trust building (MP7). None of these sites would be directly affected by the works.

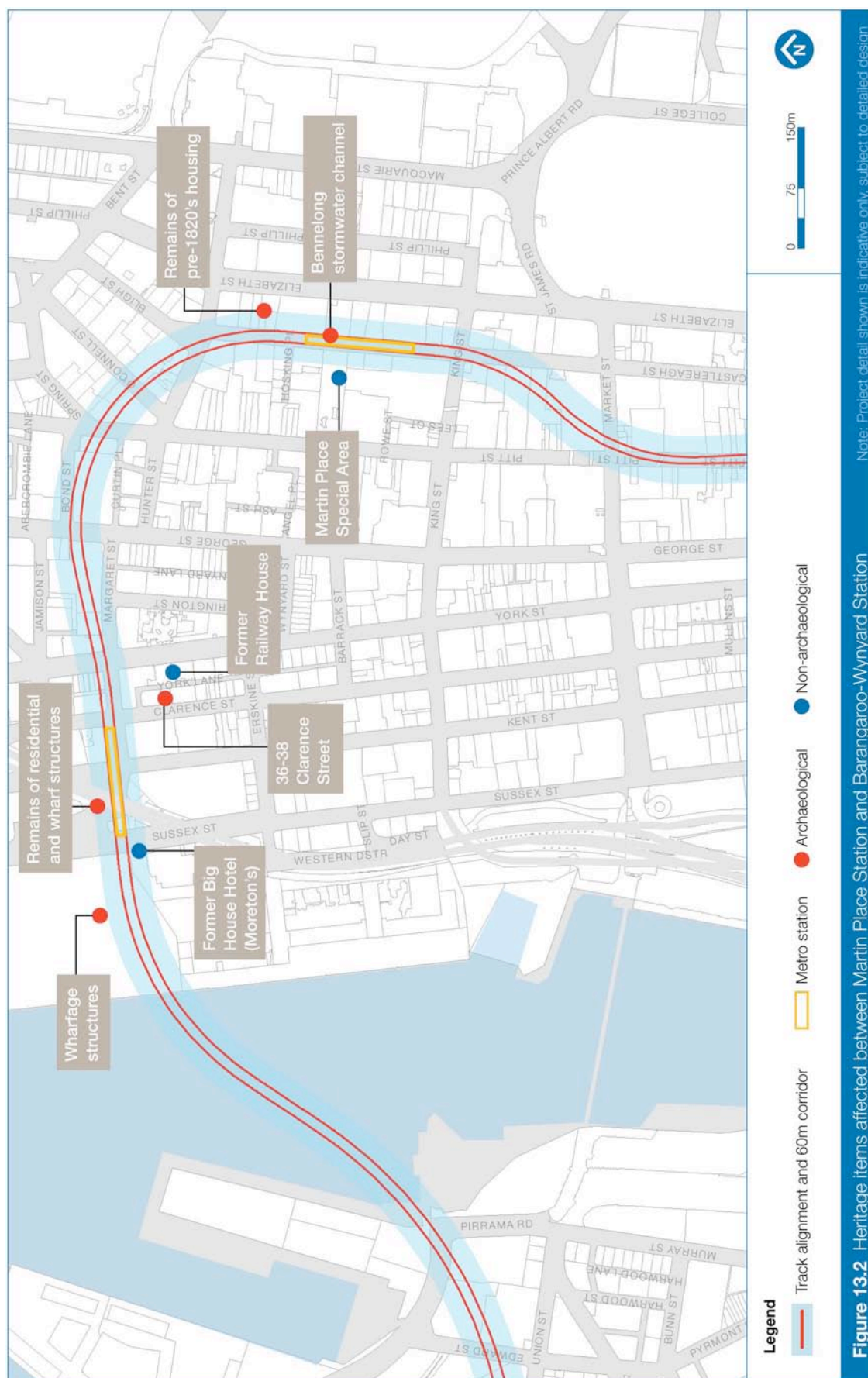
The Sydney General Post Office at 1 Martin Place is listed as Commonwealth Heritage. This site would not be affected by the works.

The only built heritage site directly affected by the project would be the Martin Place Special Area (MP4), where construction works would be undertaken. Two archaeological heritage sites may be directly affected by the project and include the remains of pre-1820s housing at 9 Elizabeth Street (MP-A) and a section of the Bennelong stormwater channel (MP-C).

Specific significant heritage items directly affected by the project at Martin Place Station are listed in Table 13.3 and shown in Figure 13.2.

Table 13.3 Potentially affected heritage items at Martin Place Station

Ref	Description	Listing	Assessment of significance	Impact assessment
Non-archaeology				
MP4	Martin Place Special Area	LEP	Local significance satisfying criteria a, b, c, d, e, f and g	Moderate negative
Archaeology				
MP-A	Early 1800s remains at 9 Elizabeth Street	None	Local significance satisfying criteria a, e, f, and g	Direct
MP-C	Bennelong stormwater channel	S170	Local significance satisfying criteria a, c, d, e, f and g	Direct



One built heritage site and three archaeological sites would be directly affected by the project. The former Railway House (BW3) is assessed as having state significance. At the level of the CityRail station concourse, the Barangaroo Pedestrian Link would be constructed through the basement of Railway House, with some existing structural columns demolished. The archaeological sites comprising wharfage structures and early 19th and 20th century reclamation (BW-A), early 19th century residential and industrial property remains (BW-A), and 36-38 Clarence Street (BW-B) are considered to have local significance.

The former Big House Hotel (Moreton's Hotel) is considered to have state significance. The project would not physically impact this building, but the proposed Barangaroo Pedestrian Link would give rise to at least a slight negative impact on the setting of the hotel as viewed from Hickson Road.

The proposed Barangaroo Pedestrian Link would have no archaeological potential where the route is at depth. Where surface works are required, these would be within existing roads that would have limited archaeological potential.

Specific significant heritage items that would be affected by the project at Barangaroo-Wynyard Station are listed in Table 13.4 and shown in Figure 13.2.

Table 13.4 Potentially affected heritage items at Barangaroo-Wynyard Station

Ref	Description	Listing	Assessment of significance	Impact assessment
Non-archaeology				
BW1	The former Big House Hotel (Moreton's Hotel), 20–26 Sussex Street	SHR	State significance satisfying criteria a, c and d	Slight negative
BW3	The former Railway House, 11–31 York Street	SHR	State significance satisfying criteria a, c and f	Slight to moderate negative
Archaeology				
BW-A	Wharfage structures and early 19 th and 20 th century reclamation	None	Local significance satisfying criteria a, e, g	Direct
BW-A	Early 19 th century residential and industrial properties	None	Local significance satisfying criteria a, e, f, g	Direct
BW-B	Early 19 th century military barracks at 36-38 Clarence Street	None	Local significance satisfying criteria a, e, f, g	Direct

13.3.4 Pymont Station

One listed built heritage site and one built archaeological site would be directly affected by the project at Pymont Station.

The built heritage site, Victorian commercial buildings, 3–9 Union Street (PY6), do not have an individual listing, but are located in the Pymont Heritage Conservation Area (PY5), which has local significance. For Alternative 1, these buildings would be demolished for the construction of the Pymont Station entrance and services building. For Alternative 2, the front sections of the buildings would be retained, and the rear sections demolished and replaced with a new services building. The new station entrance would be located at 11 Union Street at the corner of Pymont Street, adjacent to the existing buildings at 3-9 Union Street

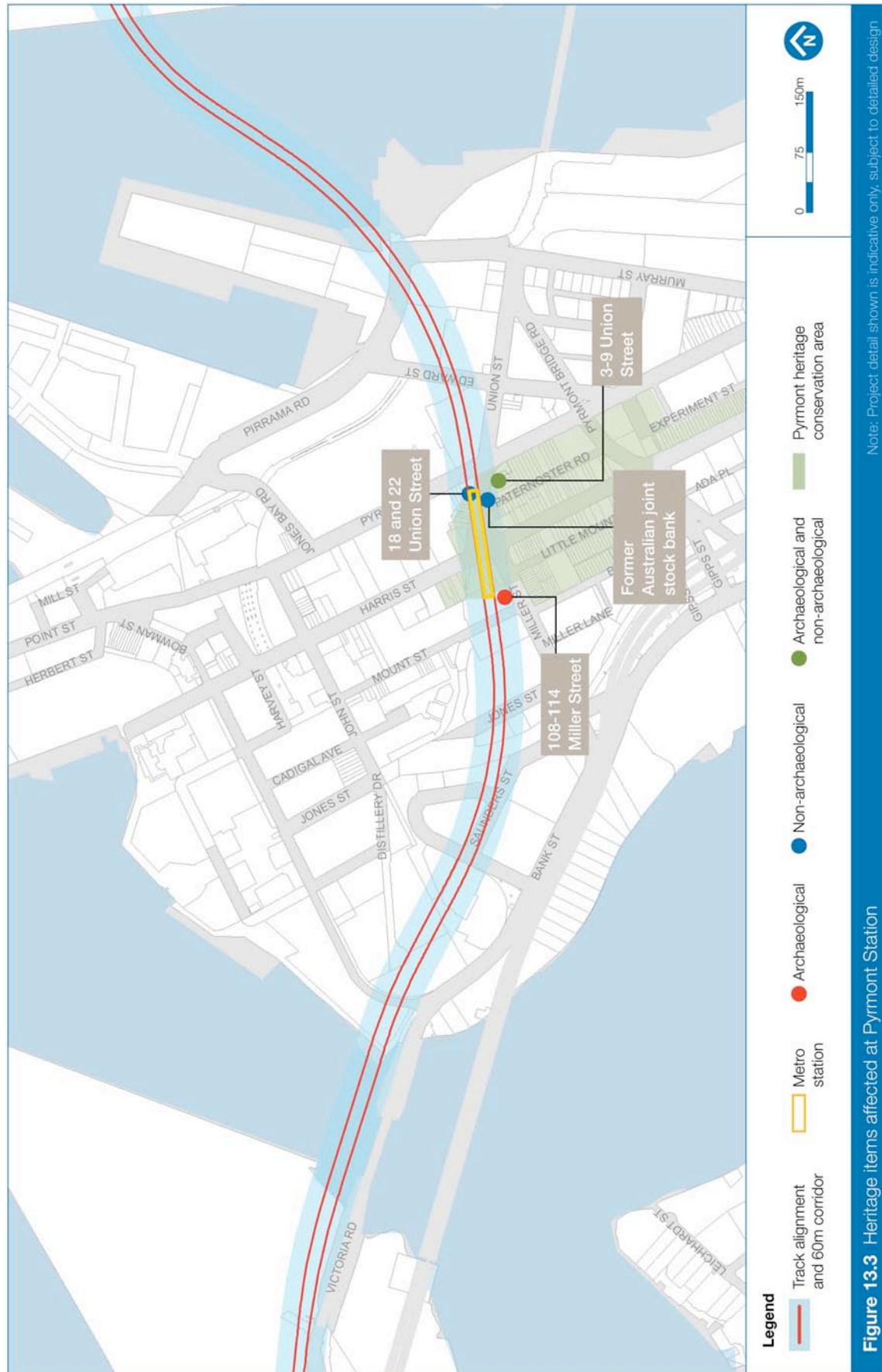
The archaeological heritage sites comprising the remains of the earlier buildings at 108–114 Miller Street (PY-A) and the existing terrace buildings along Union Street (PY-B) would also be removed as part of the works. These have been assessed as having low archaeological potential.

The Pymont Post Office (PY7) was assessed as having Commonwealth and state significance, and Harris Street (Harris at Union and Miller streets) was assessed as having regional significance, but these would not be impacted by the project. The remainder of the heritage items were considered to have local significance. Items PY7 to PY14 would not be directly impacted by the project.

Specific significant heritage items that would be directly affected by the project at Pymont Station are listed in Table 13.5 and shown in Figure 13.3.

Table 13.5 Potentially affected heritage items at Pymont Station

Ref	Description	Listing	Assessment of significance	Impact assessment
Non-archaeology				
PY6 (and PY5)	Victorian commercial buildings, 3–9 Union Street (part of Pymont Heritage Conservation Area)	None (LEP – for Pymont Heritage Conservation Area)	Local significance as part of Pymont Heritage Conservation Area satisfying criteria a, c, e, f and g	Alternative 1 – Moderate negative Alternative 2 - Neutral
Archaeology				
PY-A	Remains of the earlier buildings at 108–114 Miller Street	None	Local significance satisfying criteria a, b, d and g	Alternative 1 – Direct Alternative 2 - Direct
PY-B	Existing terrace building along Union Street	None	Local significance satisfying criteria a, b, d and g	Alternative 1 – Direct Alternative 2 - Direct



13.3.5 Future White Bay Station

Specific significant heritage items that would be directly affected by the project at the future White Bay Station are listed in Table 13.6 and shown in Figure 13.4.

The White Bay Station (WB1) was assessed as having state significance, the Glebe Island wheat silos (WB2) were assessed as having significance under the s170 Heritage and Conservation Register and the Sewage Pumping Station No 7, at Robert Street (WB3), was assessed as having local significance. None of these built heritage items would be directly affected by the project.

The construction site on the eastern side of White Bay Power Station (WB-A) would impact on any remains in this area. These remains consist of remnant rail lines and services connected to the operation of the power station. They are not regarded as having a high level of heritage significance. Other archaeological heritage items are Sydney Water heritage-listed assets, which would not be affected by the project.

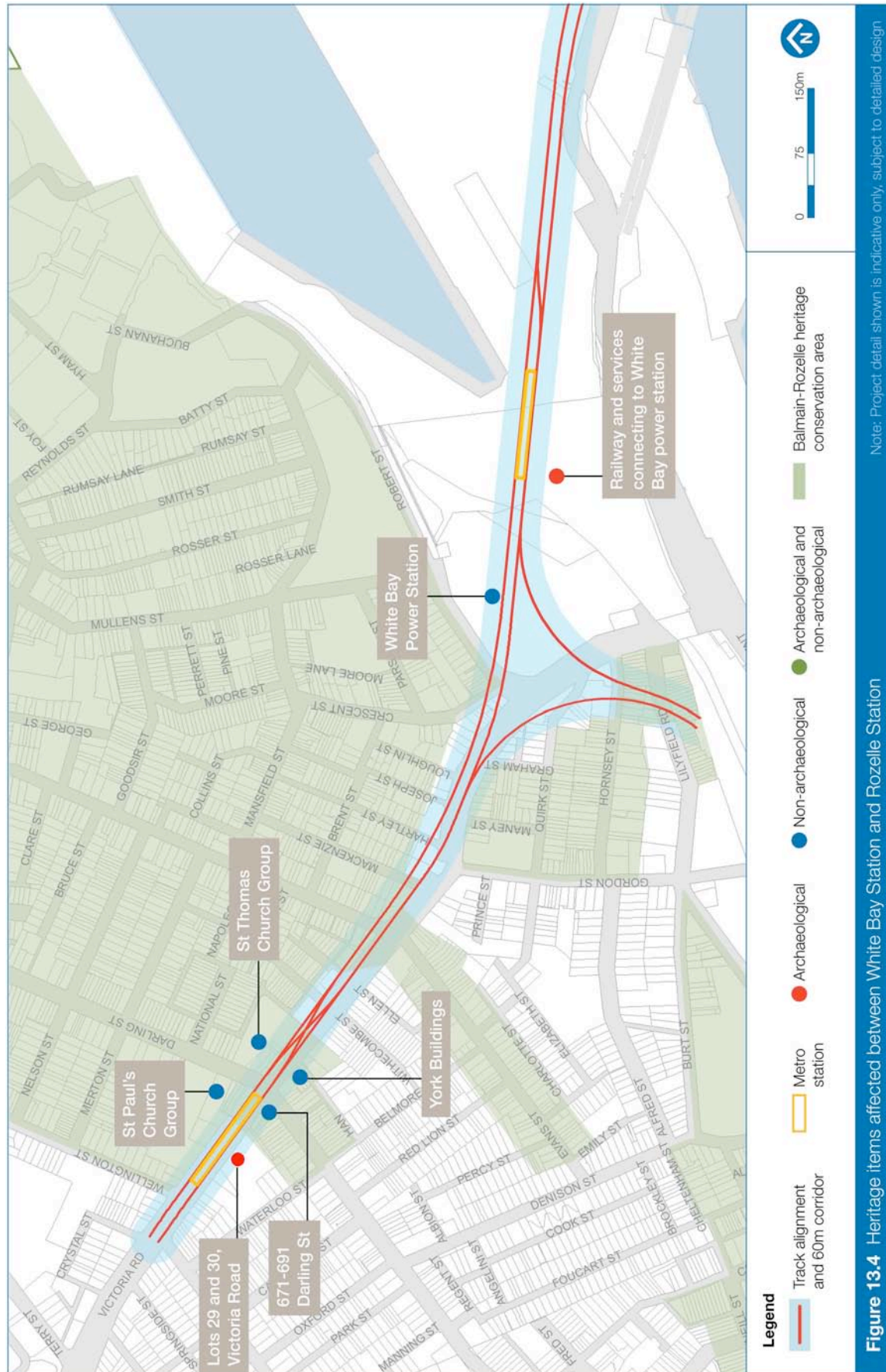
Table 13.6 Affected heritage items at future White Bay Station

Ref	Description	Listing	Assessment of significance	Impact assessment
Non-archaeology				
WB1	Setting of White Bay Power Station	State Heritage Register	State significant satisfying criteria a, b, c, d, e, f and g	Slight to moderate negative (dependent on construction site boundary)
Archaeology				
WB-A	Remnant rail lines and services connected to the White Bay Power Station	None	Local significance satisfying criteria e and g	Direct

13.3.6 Rozelle Station

At Rozelle Station, three Edwardian commercial buildings would be demolished during construction of the metro. Although not listed individually under the Leichhardt Local Environmental Plan 2000, these items are part of the listed Balmain-Rozelle Conservation Area identified in the plan. These heritage items consist of the Victorian commercial buildings at 671–691 Darling Street (RZ 6), Edwardian commercial buildings at 665–669 Darling Street (RZ7) and the Edwardian commercial buildings at 670–672 Darling Street (RZ8). The York building on the southern side of Victoria Road also forms part of the Heritage Conservation Area. Although not directly impacted, the current setting of this building at the corner would be impacted by the presence of a modern metro building on the opposing street corner, at the intersection of Darling Street and Victoria Road.

In addition, St Thomas Church Group (RZ1) and St Paul's Presbyterian Church (RZ2) may be indirectly affected during construction. The buildings themselves would be retained and the removal of the corner commercial buildings offers the opportunity to enhance the setting of these church buildings.



For the archaeological heritage sites, the Balmain Leagues Club construction site (RZ-A and RZ-B) would impact on residential and several commercial buildings dating to the late nineteenth century. All these building sites (except the house off lots 29 and 30 Victoria Road which may pre-date the subdivision) have low archaeological potential. The 20th century shops at the Victoria Road and Darling Street intersection (RZ-E) also have a low level of archaeological potential. Specific significant heritage items that would be affected by the project at Rozelle Station are listed in Table 13.7 and shown in Figure 13.4.

Table 13.7 Potentially affected heritage items at Rozelle Station

Ref	Description	Listing ⁵	Assessment of significance	Impact assessment
Non-archaeology				
RZ1	St Thomas Church Group	LEP	Local significance satisfying criteria c, d and g	Neutral to slight positive
RZ2	St Paul's Presbyterian Church	LEP	Local significance satisfying criteria a, c, d and g	Neutral to slight positive
RZ6	Victorian commercial buildings, 671–691 Darling Street	None	Local significance as part of Conservation Area	Moderate negative
RZ7	Edwardian commercial buildings, 665–669 Darling Street	None	Local significance as part of Conservation Area	Slight negative
RZ8	Edwardian commercial buildings, 670–672 Darling Street	None	Local significance as part of Conservation Area	Slight negative
Archaeology				
RZ-A, RZ-B	Lots 29 and 30, Victoria Road	None	Local significance satisfying criteria b and g	Direct
RZ-E	20th century shops at the Victoria Road and Darling Street intersection	None	Local significance satisfying criterion g	Direct

⁵ Note: LEP – Leichhardt Local Environmental Plan 2000

13.4 Mitigation and management

Due to the significance of the non-indigenous heritage items throughout the project area, a high level of consideration would be given during the detailed design and construction of the project. Prior to construction, a Heritage Management Sub-Plan would be prepared in accordance with the CEMP. The mitigation measures in Table 13.8 would be implemented to minimise the impacts on non-indigenous heritage items.

Table 13.8 Non-indigenous heritage mitigation and management measures

Potential impacts	Mitigation and management measures
Non-archaeology	
General heritage impacts	• Include heritage specialists in the contract design documentation and construction teams selected for the implementation of the project. • Mandatory client review of heritage aspects of the documentation and construction phases at prescribed review stages and on completion. • Carefully design details for new works within or adjacent to heritage items or heritage conservation areas. • Archival record all affected sites (especially where buildings are to be partly or wholly demolished) prior to commencement of work, and of any significant heritage fabric uncovered during construction. • Retain all significant elements (whether on statutory heritage lists or not) that are not unavoidably affected by the works. • Use appropriately experienced and skilled trades people in construction works affecting heritage fabric. • Work on heritage buildings and sites would be monitored during construction to ensure the minimum disturbance to significant fabric, with a mandatory reporting requirement on completion, and use of suitable construction methods, especially for demolition and salvage of significant materials and components. • Suitably interpret each demolished heritage site, its history and significance. • Where new built elements associated with the CBD Metro project are adjacent to significant heritage buildings or conservation areas, the design of these elements would be guided by established principles for contextual design, such as those set out in the publication <i>Design in Context</i> (NSW Heritage Office and Royal Australian Institute of Architects 2006). • Where relevant and wherever feasible, the design of new buildings should allow for unobtrusive incorporation of the vents into a future building, by setting the vent structure back from the building line to allow room for future street treatment as part of a new building on the site.
Impact on Central Station – west deck forecourt and garden	• Carefully dismantle and salvage original significant elements of the west deck forecourt and garden affected by the works, and reconstruct on completion.
Impact on Central Station – Pitt Street and Eddy Avenue arcade, shops and entries	• Retain original fabric as much as possible and design the new work so as to interpret the original configuration and not to detract from the significance of RailCorp's Central Station.
Impact on Central Station – luggage docks	• Limit the extent of demolition and confine it to less significant fabric. Design the new metro entrance to display and interpret the fabric and use of the original luggage handling system.
Impact on Central Station – luggage tunnels and south-west basement	• Redesign new pedestrian subway to avoid the luggage tunnel and south-west basement.

Potential impacts	Mitigation and management measures
west basement	
Impact on Central Station – country platforms	Design new elements above platform level to be of minimal height and bulk, so that the principal elements of the original platforms (awnings and signage) continue to be visually dominant.
Impact on Central Station – parcels area	Minimise the extent of demolition of significant fabric, minimise the visual impact of any new weatherproofing structures built against the original walls, and reinforce the original character of the service area.
Impact on Belmore Park	Minimise changes to the landform and significant vegetation of the park and reconstruct the park on completion in accordance with the draft Belmore Park Plan of Management.
Impact on the Woolworths building	Appropriately interpret the demolished buildings on the site of the new civic square (proposed).
Impact on Martin Place Special Area	Design the lift structures so that their height and footprint are as low as possible, to minimise their visual intrusion into Martin Place.
Impact on the former Railway House	- Reduce the risk of damage to original significant fabric by careful planning and execution of demolition under heritage advice and supervision. - To allow for unobtrusive incorporation of the vents into a future building, the vent structure should be set back from the building line to allow room for future street treatment as part of a new building on the site.
Impact on Victorian commercial buildings, 3–9 Union Street (part of the Pymont Heritage Conservation Area)	- For Alternative 1, carefully design the new station entry and services building to minimise the loss of heritage impact. The demolished buildings should also be interpreted on the site of the new works. - For Alternative 2, sympathetically design the new corner building to interpret the original building, and relate to the existing buildings opposite and adjacent, to potentially recover the heritage significance and have a slight positive impact.
Impact on St Thomas Church Group	- Retain the front fence and lych-gate of the church and extend the fence in a sympathetic style to enclose the church grounds, thus creating a traditional setting for the Church Group. - Ensure that new landscaping does not extend into the church site. - Sympathetically design the new metro entrance, including any weather canopies.
Impact on St Paul's Church Group	- Retain the front fence and gates of the church. - Arrange the construction zone to avoid any physical damage to the 1904 church building, and create a sympathetic setting for the rear of the building on completion.
Impacts on Victorian commercial buildings, 671–691 Darling Street	Design sympathetic new structure to replace the demolished buildings. It would be preferable for the three-storey part of the building to be located at the street corner, and for the building at the corner to follow the street alignment, to reinforce the traditional urban character of the intersection.
Impacts on Edwardian commercial buildings, 665–669 and 670–672 Darling Street	Design sympathetic new construction to replace the demolished buildings, and enhance views to St Paul's Church and St Thomas Church while retaining a traditional sense of enclosure to the church grounds.
Impact on White Bay Power Station	Construction operations should be controlled in areas of high significance, if necessary by adjusting the boundary of the construction zone so that no intrusive construction occurs to the western end of the proposed station cavern excavation.

Potential impacts	Mitigation and management measures
Archaeology	
Impacts on Central Station, Town Hall Square Station and Martin Place Station	- During detailed design and construction, attempt to avoid as much as possible the archaeological remains in these two areas. If the project cannot avoid these areas, mitigation measures would include: - Detailed archaeological excavation and recording program and archaeological reporting to a high standard. - Public open day and media releases during the excavation. - Public interpretation within the new station complexes. This could include: exposure of remains where they have not been removed for public viewing, reconstruction of parts of the remains for viewing by the public, and displays of images and artefacts within public spaces. - Where significant archaeological remains have been identified, make provision within the construction schedule for an appropriate level of archaeological excavation and recording. On most of the sites, these investigations would need to be completed before civil works commence (particularly bulk excavations). - Arrange archaeological input and access to sites as soon as possible in the works schedule so that delays to the civil works are avoided or minimised. Preliminary testing should be considered to determine the nature of the remains, especially those of the Benevolent Asylum. Testing would allow the identification of constraints, integrity of remains and possible opportunities for in-situ conservation. - Write research design to guide the detailed archaeological excavation and recording. The archaeological methodology to be employed should also be detailed. Any archaeological program must be undertaken in accordance with Heritage Council guidelines and archaeological best practice.
Impacts on Pyrmont Station, Barangaroo-Wynyard Station, future White Bay Station and Rozelle Station	Undertake archaeological monitoring and recording at these sites. At Barangaroo-Wynyard, the monitoring would be to record aspects of the area's reclamation. At White Bay, it would be to record any evidence for the operation of the White Bay Power Station. At Rozelle, it would be to determine whether the predicted low potential for archaeological remains (other than building footings) is accurate. Provision for these activities must be made in the works schedules in these areas.

13.5 Conclusions

The CBD Metro project corridor would be built through one of the Sydney's most historic areas. There are about 70 built heritage items and 30 archaeological heritage items located in the study area. Due to the significance of the heritage items throughout the study area, these items have been given a high level of consideration during planning and design of the project in order to minimise adverse impacts.

Nevertheless, construction of the project would affect a number of archaeological and non-archaeological heritage items, with 15 built heritage items and 14 archaeological heritage items directly affected. The key impacts would include:

- Central Station, which is the only site containing state significant non-archaeological and archaeological heritage items to be directly affected by the works, including Macquarie-period remains below areas of excavation.
- The heritage setting of the state significant former Big House Hotel (Moreton's Hotel) and the former Railway House (11-31 York Street) may be affected by the proposed Barangaroo Pedestrian Link.

- Four buildings in the Pyrmont Heritage Conservation Area, which would be demolished and replaced by a new station entrance and services building for Alternative 1. These buildings consist of the Victorian commercial buildings at 3-9 Union Street. For Alternative 2, the front sections of the buildings would be retained, and the rear sections demolished and replaced with a new services building.
- Three sets of Victorian and Edwardian commercial buildings in the listed Rozelle Conservation Area, which would be demolished.