

Technical Paper 5

Non-archaeological heritage assessment

Central	Town Hall Square	Martin Place	Barangaroo–Wynyard	Pymont	Rozelle

CBD Metro

Environmental Assessment

Technical Paper 5 – Non-archaeological Heritage Assessment

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This report is to be read in conjunction with the Environmental Assessment for the Sydney Metro Network Stage 1 (CBD Metro) project dated September 2009.

The project as described within the Environmental Assessment will prevail in the event of any inconsistency with the project as described in the following document.

1 Executive summary

1.1 Scope

The purpose of this report is to evaluate the heritage impact of proposed above-ground works associated with construction of the CBD Metro, comprising the six proposed station sites, the proposed future station at White Bay, the Rozelle stabling and maintenance depot, and the construction zones associated with all these facilities.

The scheme assessed is based on the reference design as developed to August 2009, and the draft Station Plans as at 12 June.

Significance assessments used for the report are generally based on pre-existing assessments of the sites, supplemented by additional information gathered for the purpose of this and other heritage reports associated with the CBD Metro project.

1.2 Key findings

The report finds that there are only a few listed heritage items directly affected by the works, although in two cases (Pyrmont and Rozelle) a number of buildings within listed conservation areas are proposed for demolition. There would be some adverse heritage impacts arising from these demolitions within conservation areas, and it is acknowledged that because the function of the Metro buildings (which incorporate station entrances, emergency egress doors and large ventilation facilities) is very different from that of the buildings they replace, it may be difficult to achieve new buildings that make an equal contribution to the conservation areas unless stringent adherence to a sympathetic and focused design process is enforced. Recommendations to maximise opportunities for a sympathetic outcome are described below.

At Central Station, the only State-significant heritage item directly affected by the works, demolition of some elements of exceptional significance is proposed. While the concept of a Metro station at Central is supported by the Conservation Management Plan for Sydney/Central Station, the adverse heritage impact of these aspects of the proposal can be mitigated only by reducing the extent of demolition so as to avoid the significant elements or wherever possible (in the case of the western forecourt) carefully dismantling them for the works and reconstructing the original configuration on completion.

Other items directly affected by the works include the buildings on Park Street in the block between Pitt and George Streets, which although not on a statutory heritage list are considered to have some significance, especially the Woolworths building at the corner of Park and George Streets. These demolitions would however facilitate the creation of a new civic square in front of the Town Hall, as envisaged by the City of Sydney Council's *Sustainable Sydney 2030* plan for Town Hall Square.

1.3 Recommendations

The detailed design, documentation and execution of the works will need to be managed to ensure that any adverse impacts of the work 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) depends 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.

It is recommended that management measures include:

- inclusion of heritage specialists in the documentation and construction teams selected for the implementation of the project
- careful and sympathetic design of details for new works within or adjacent to heritage items or heritage conservation areas
- archival recording of all affected sites prior to commencement of work, and similar recording of any significant heritage fabric uncovered during construction
- retention of all significant elements (whether on statutory heritage lists or not) that are not unavoidably affected by the works
- use of appropriately experienced and skilled tradespeople in construction works affecting heritage fabric
- monitoring of the works to ensure the minimum disturbance to significant fabric, and use of suitable construction methods especially for demolition and salvage of significant materials and components
- suitable interpretation of each heritage site and its history and significance.

Where new built elements associated with the Metro project are to be placed in the context of significant heritage buildings or conservation areas, the design of these elements should be guided by established principles for contextual design



2 Introduction

2.1 Purpose

The purpose of this report is to evaluate the heritage impact of proposed above-ground works associated with construction of the CBD Metro. It has been prepared in partial fulfilment of the Director-General's Requirements for the Environmental Assessment for the CBD Metro project, issued on 27 February 2009. These require the Environmental Assessment to address the key issue of 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 to the values, setting and integrity of heritage areas and items, located in the vicinity of the project, including items both above and below ground.

2.2 The CBD Metro project

The CBD Metro project is the first stage of a new mass transit system for Sydney. It would run single-deck trains on an independent rail network that connects with major population centres and other transport nodes. The CBD Metro would include the construction of six new stations at Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont and Rozelle, a future station site at White Bay, and the Rozelle stabling and maintenance depot.

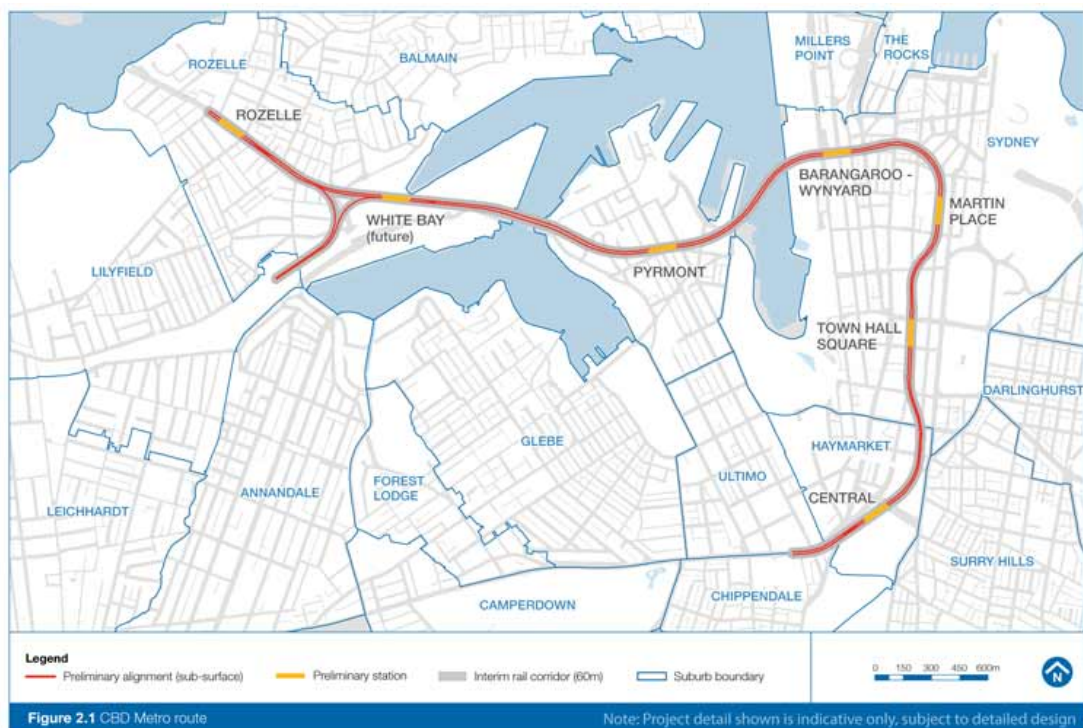


Figure 2.1 Map showing the alignment of the CBD Metro

Source: SKM Manidis Roberts

2.3 Methodology

2.3.1 Generally

The philosophy, process and terminology adopted in this report are based on the Australia ICOMOS *Burra Charter 1999*.

2.3.2 Assessment of heritage significance

Statements of significance for the items considered have been obtained from the following statutory and non-statutory heritage registers which have been examined for the purposes of this report:

- Commonwealth Heritage List
- NSW State Heritage Register
- NSW State Heritage Inventory Database
- Sydney LEP 2005
- Leichhardt LEP 2000
- Sydney REP No 26 City West
- Australian Heritage Database (formerly the Register of the National Estate)
- City of Sydney Heritage Database
- RailCorp S170 Register
- Sydney Ports Corporation S170 Register.

In addition, the following existing heritage reports have been examined:

- Sydney/Central Station Conservation Management Plan
- Belmore Park Plan of Management
- Railway House draft Conservation Management Plan
- White Bay Power Station Conservation Management Plan.

The methodology used for the assessment of cultural significance in these documents generally follows the criteria set out in the NSW Heritage Manual guideline *Assessing Heritage Significance*, revised in 2002. 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): An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural history of the local area) [usually abbreviated to *historic significance*];

Criterion (b): An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area) [*historic association significance*];

Criterion (c): An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) [*aesthetic significance*];

Criterion (d): An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons [*social significance*];

Criterion (e): An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area) [*scientific significance*];

Criterion (f): An item which possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area) [*rare*];

Criterion (g): An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places, or cultural or natural environments (or a class of the local area's cultural or natural places, or cultural or natural environments) [*representative*].



Where the elements or components that make up a heritage item have been assessed and graded, the grading system for significance will generally follow a standard format such as the following¹:

Exceptional significance	This category comprises those elements that are critical to the significance of the place. It includes items of national or state significance, worthy of inclusion on any register of buildings of significance, which are fundamental to the listing of the place on the State Heritage Register.
High/Considerable significance	This category comprises those elements that are primary to the identified cultural significance of the place. It includes items of state or regional significance, worthy of inclusion on any register of buildings of significance, which are also important in the listing of the place on the State Heritage Register.
Moderate/Some significance	This category comprises those secondary elements that contribute to the significance of the place, including those originally of high significance which have been compromised by later non-significant modification. They retain in some cases a potential for recovery of significance. The category also includes valuable spaces and fabric from later stages of development.
Little significance	This category includes most of the later alterations and additions made to accommodate changing requirements, where these are expedient and of marginal intrinsic worth.
Intrusive	This category includes those alterations and additions which positively detract from the significance of the place, and includes fabric which in both materials and workmanship either poorly emulate or pay no regard to earlier fabric. This category also includes fabric which obscures or interferes with fabric or spaces of primary significance.

2.3.3 Assessment of heritage impact

This report has been prepared in accordance with the NSW Heritage Manual guideline *Statements of Heritage Impact*, revised in 2002. The method used to rate the heritage impact is based on the Strategic Merit Test assessment ratings², as follows:

<i>Rating level</i>	<i>Description</i>
Large –ve	Major negative impacts with serious, long-term and possibly irreversible effects leading to serious damage, degradation or deterioration of the physical, economic or social environment. Requires a major re-scope of concept, design, location, justification, or requires major commitment to extensive management strategies to mitigate the effect.
Moderate –ve	Moderate negative impact. Impacts may be short-, medium- or long-term and impacts will most likely respond to management actions.
Slight –ve	Minimal negative impact, probably short-term, able to be managed or mitigated, and will not cause substantial detrimental effects. May be confined to a small area.

¹ Derived from Conservation Management Plans for properties in Millers Point (Orwell & Peter Phillips, 2003-07, for Housing NSW)

² Derived from *Project appraisal tool for land use–transport projects* (Sinclair Knight Merz 2003, for Planning SA).



<i>Rating level</i>	<i>Description</i>
Neutral	Neutral—no discernible or predicted positive or negative impact.
Slight +ve	Minimal positive impact, possibly only lasting over the short-term. May be confined to a limited area.
Moderate +ve	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.
Large +ve	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.

2.4 Scope and limitations

The scheme assessed is based on the reference design as developed to August 2009, and the draft Station Plan dated 12 June 2009.

Significance assessments used for the report are generally based on pre-existing assessments of the sites, supplemented by additional information gathered for the purpose of this and other heritage reports associated with the CBD Metro project.

This report covers above-ground heritage only, and assesses potential above-ground heritage impacts at the six proposed station sites, the proposed future station at White Bay, the Rozelle stabling and maintenance depot, and the construction zones associated with all these facilities. It does not deal with potential archaeological impacts or any impacts on built items below natural ground level.

The identification of heritage items has been undertaken through a search of statutory heritage registers, together with site inspections. The cultural significance of heritage items within the study areas has not been reassessed for this report, although within some listed sites (as indicated for each site) a preliminary evaluation has been made of the comparative significance of elements of the heritage item.

The **study area** at each affected site has been defined in accordance with the Director-General's Requirements (Section 2.1 above). In each case, the study area includes only above-ground heritage items or parts of conservation areas that are considered to be directly or indirectly affected by the works. This includes both items on statutory heritage lists (shown in the key to the map of each site as *Listed heritage items*) and other items previously identified as having some heritage significance but not on statutory lists or within a listed conservation area (*Non-listed heritage items*). Listed heritage items in the vicinity of the affected sites that are not considered to be directly or indirectly affected by the works have not been assessed in detail, although for completeness such items have been identified on site maps where they are located within the study area.

The report does not consider impacts with the potential to physically damage buildings or basements arising from the construction works (especially due to vibration).

2.5 Consultation

Both the Heritage Council of New South Wales and officers of the Heritage Branch, NSW Department of Planning have been briefed in the period since the release of the Preliminary Environmental Assessment on heritage issues arising from the CBD Metro, especially at Central Station.



2.6 Statutory framework

The CBD Metro proposal is being submitted for approval under Part 3A of the Environmental Planning and Assessment Act 1979. Part 3A of the Act appoints the Minister for Planning as the consent authority for any approval with regard to NSW heritage. In this instance it is understood that the Minister has elected to refer the proposal to the Heritage Council of NSW, giving the Council a role in the assessment of heritage aspects of the proposal especially in relation to items on the State Heritage Register.

Heritage items within the study areas reviewed in this report have been listed on one or more of the following statutory lists:

2.6.1 Commonwealth Heritage List

This is a list of Commonwealth-owned properties that are assessed as having one or more Commonwealth Heritage values. They are protected and managed under the *Environmental Protection and Biodiversity Conservation Act 1999*. Actions that may have a significant impact on a Commonwealth Heritage listed item need to be referred to the Federal Government Minister for the Environment, Heritage and the Arts to allow an assessment of whether any action by the Minister is required.

2.6.2 State Heritage Register

This is a list of places that are considered to have significance for the State of NSW. Actions affecting such properties normally require approval from the Heritage Council of NSW under the Heritage Act as well as the normal approval by a consent authority under the Environmental Planning and Assessment Act. In this case the Minister for Planning is the consent authority and the Heritage Council will provide advice to the Minister concerning the approval.

2.6.3 Schedule to a Regional Environmental Plan (REP)

Most Regional Environmental Plans (REP) have schedules of heritage items that are considered significant within the region covered by the REP. These are normally protected by the heritage clauses in the REP and administered by the relevant consent authority under the Environmental Planning and Assessment Act which would be required to take into account the impact of any proposal on the significance of affected heritage items. In this case the Minister will be the consent authority.

2.6.4 Schedule to a Local Environmental Plan (LEP)

Local Environmental Plans (LEP) contain schedules of listed heritage items of various kinds, including individual properties, groups of properties, archaeological items, streetscapes, townscape and landscape items and conservation areas. These are normally protected by the heritage clauses in the LEP and administered by the local authority under the Environmental Planning and Assessment Act, which would be required to take into account the impact of any proposal on the significance of affected heritage items. In this case the Minister will be the consent authority.

2.6.5 Section 170 Register

State government instrumentalities are required under section 170 of the Heritage Act to maintain a heritage and conservation register of the heritage items under their control. These instrumentalities



are required to give notice to the Heritage Council before removing an item from their register, transferring its ownership, ceasing to occupy it or demolishing it.

2.7 Sympathetic design of new elements

Where new buildings or structures are to be built in the vicinity of listed heritage buildings or within conservation areas, any adverse heritage impact potentially arising from the new work can be reduced or avoided with careful and sensitive design of the new elements. The principles of design in a heritage context have been set out in a joint publication of the NSW Heritage Office and the Royal Australian Institute of Architects³. The introduction to this publication states:

“New design should respond to its historic context through an understanding and informed analysis of its character and quality. This will include elements such as its grain, existing patterns of development, important views, scale, materials and building methods. As a consequence, the resulting design should create new relationships between the building, its neighbours and its setting.”

Where the expression *sympathetic design* is used in the present report, it means design in accordance with the principles and case studies set out in this publication, with due regard to its five principal design criteria: Character, Scale, Form, Siting, Materials and colour, and Detailing.

2.8 Format of the report

For each site reviewed, the report:

- identifies the relevant heritage items affected by the project and the boundary of the study area
- provides a brief historical overview of the study area
- provides statements of significance for the items and conservation areas assessed together with relevant conservation policies where available
- summarises the works proposed at each place
- assesses the heritage impact of the proposed works on the cultural significance of each of the affected heritage items and conservation areas, and
- recommends measures to mitigate any adverse heritage impacts.

2.9 Author identification and acknowledgements

This report has been prepared by Peter Phillips. The assistance of the following people in the preparation of the report is gratefully acknowledged:

Peter Romey and Julia Dowling, GML, for assistance in identifying heritage items and impacts

Anthony Smith, City of Sydney, for information on listed and non-listed items within the City of Sydney

Tony Lowe, Casey & Lowe Pty Ltd, and Rosemary Annable, for historical research

Chris Gorman, SKM

³ *Design in Context*, June 2005



3 Central Station

3.1 Study area

The study area is shown in the map below.

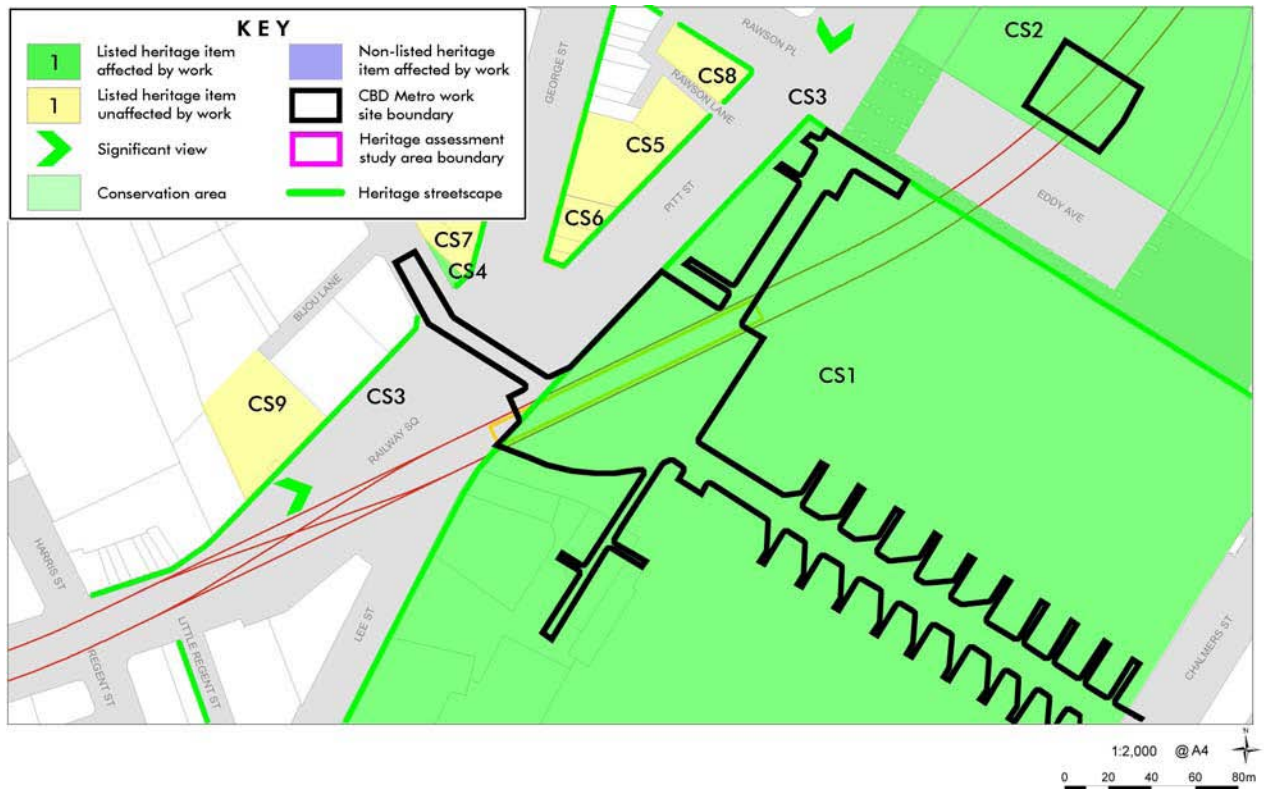


Figure 3.1 Study area for Central Station

Source: SKM Manidis Roberts

3.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- Sydney Terminal and Central Railway Station group, Railway Square (State Heritage Register) including the terminal building, approaches and railway yards, Darling Harbour branch line, mortuary station, west carriage sheds, Prince Alfred sidings, Railway Institute building, Parcel Post Office and Central Electric station [map reference CS1]
- Belmore Park (LEP listing) [CS2]
- Railway Square heritage streetscape and special area (LEP listing) [CS3]
- Former Orchard's Chambers, 793-795 George Street (LEP listing) [CS4].

The following listed heritage items, although within the study area, are not considered to be directly or indirectly affected by the works:

- Christ Church St Lawrence Anglican Church, 507 Pitt Street/812a George Street (State Heritage Register), including the church, pipe organ, church hall and rectory [CS5]
- Former Lottery building (originally Marcus Clarke Emporium), 814 George Street (LEP listing) [CS6]
- Victorian group of commercial buildings, 767-791 George Street (LEP listing) [CS7]
- Daking House, 11-23 Rawson Place (LEP listing) [CS8]
- Marcus Clarke (Building W, Sydney Institute of TAFE), 827-837 George Street (LEP listing) [CS9].

3.3 Brief history of the study area

During Governor Macquarie's term, the site of the present CityRail's Central Station was beyond the limits of settlement, which were marked by the tollhouse located at the end of George Street and at the entrance to the present Railway Square. On the site of the present station were the Carters Barracks (built in 1819) and the Benevolent Asylum (1820). To the east of these were the Devonshire Street Burial Grounds. Christ Church St Lawrence was built on the triangular block between Pitt and George Streets in 1845, and the first Sydney railway station was built in 1855 to the south of Devonshire Street, on what was then the Government Paddocks. The station was rebuilt and enlarged on the same site in 1874.⁴

The area to the north of the Carters Barracks bounded by Hay Street, Pitt Street and Elizabeth Street would appear to have always been open space. It is possible that this was part of the Brick Fields but may later have been used as paddocks for the nearby Carters Barracks (which had stables for the government's working horses and also housed the working bullocks) and subsequently for the cattle markets. A stream that ran across the paddocks was described as a drain in the early 1820s. In the 1840s many of these water courses were enclosed in brick ovoid drains and became storm water drains. The 1865 survey suggests however that at least part of the stream, near Pitt Street, remained above ground at this date. By the 1860s the area had been improved as a park and by the 1880s was known as Belmore Gardens or Belmore Park. A tram route from Elizabeth Street to Pitt Street and beyond to George Street West (later Broadway) ran across the area. Photographs of the area after the construction of Central Railway Station show new plantings and it seems likely that the area was replanned and replanted after the disruption of the railway construction works.⁵

Initial designs for a new Sydney terminus were prepared by Henry Deane, Engineer in Chief of Railway Construction, as part of a Royal Commission into bringing the railway further into the city (1895-97). A design in brick and sandstone for a building on the present site was prepared in 1901, and work began to clear the cemetery and prepare the site for the new building. The design was subsequently enlarged and changed to a full sandstone scheme in 1902, and the first stage of the new railway station was completed in 1906, comprising the basement and street level, the country concourse level and the Devonshire Street tunnel. Construction of the second stage, including the upper storeys and the clocktower, began in 1915 and was completed in 1921. The eastern part of the present CityRail station was constructed between 1926 and 1929, as part of the new electrified City Railway.

The enlargement of the Sydney terminus encouraged the construction of new retail buildings and hotels in and around Railway Square. The retail precinct of the City moved northwards after the completion of the City Railway in the 1920s.⁶

⁴ Adapted from CMP for Sydney/Central Station

⁵ Reproduced from Casey & Lowe *Preliminary Archaeological Assessment*

⁶ Adapted from CMP for Sydney/Central Station



3.4 Cultural significance

3.4.1 CityRail's Central Station/Railway Square group

CityRail's Central Station and the Railway Square group are of State significance and are listed on the State Heritage Register under criteria (a), (c), (d) and (e). The following extract from the statement of significance for the Central Station/Railway Square group as a whole is taken from the 1996 Conservation Management Plan (CMP). The CMP covers the whole of the Central Station precinct and railway yards, including the associated nearby buildings of the former Mortuary Station, Railway Institute and Parcel Post Office.

The Sydney Terminal and Yards are of national significance:

- *As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew;*
- *for its continuity of railway use since 1855;*
- *As the site of one of the first passenger stations in NSW;*
- *As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;*
- *As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;*
- *Containing two of the three station buildings in NSW designed by the Colonial or Government Architect in NSW;*
- *As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19th century yard remains extant;*
- *As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;*
- *As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;*
- *As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;*
- *As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;*
- *For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practices;*
- *As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;*
- *The railway yards ..., terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.*

The CMP divides the station complex into several precincts, of which the only one affected to any extent by the CBD Metro project is Precinct 3, Sydney Terminal (Figure 3.2). The statement of significance for this precinct as a whole is:

The Terminus is of national significance as:

- *The first major terminus, and the only high level terminal, to be constructed in Australia, the design of which was overseen by experts from NSW, Victoria and Queensland. Comparative in scale and quality of design to the major European and American termini;*
- *A major transport interchange, with numerous tram lines on different levels, the most complex in Australia;*



- A major planned urban design aimed at improving Sydney, in contrast to the haphazard beginning and former unplanned growth of the rail termini. The only major building of this period in Sydney where the urban setting was consciously designed to complement, and provide views of the main structure;
- A symbol of the progress of the development of the city and the railway;
- A major public building designed by the Government Architect WL Vernon, and detailed by GM Blair, and completed by his successor George McRae. The only railway station designed by Vernon, and his most adventurous free classical design;
- A major sandstone building, one of the few to be constructed, in Sydney, outside of the heart of the CBD. The use of sandstone reflected the status of the building as a major public building;
- For its design as an elaborate progression of spaces, from the tram portico to the booking hall to the concourse and into the (proposed) train shed, enhancing the sense of journey. This contrasted with the previous station which had grown into an unplanned conglomeration of platforms;
- The largest station to have been constructed in NSW, previously the major country stations such as Albury were grander both in scale and decorative detail than the Sydney Terminal;
- A rare example in Sydney of the use of multi level vehicular approaches, separate approaches for tram, pedestrian and vehicle being identified at the outset as being a particular feature;
- The clocktower, completed as part of the second stage, is a well known Sydney landmark, nicknamed "the working man's watch";
- Containing such planning innovations as separate subways for passengers and baggage handling and the main assembly platform [concourse];

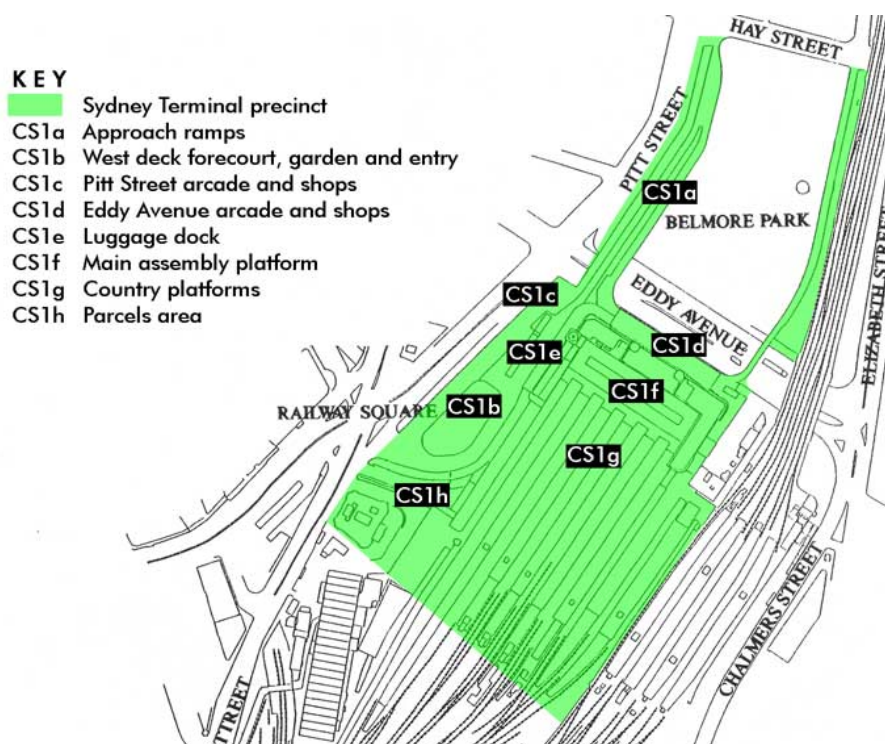
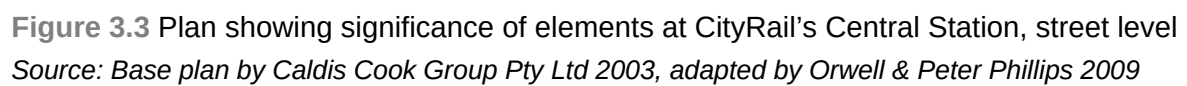


Figure 3.2 Elements within CityRail's Central Station

Source: Orwell & Peter Phillips, based on Sydney/Central Railway Station CMP

The CMP assigns levels of significance to elements and components within the Sydney Terminal precinct. These are listed in detail in Volume 2 of the CMP (Inventory Sheets). These levels of significance have been represented graphically in the following diagrams (Figures 3.3 and 3.4).



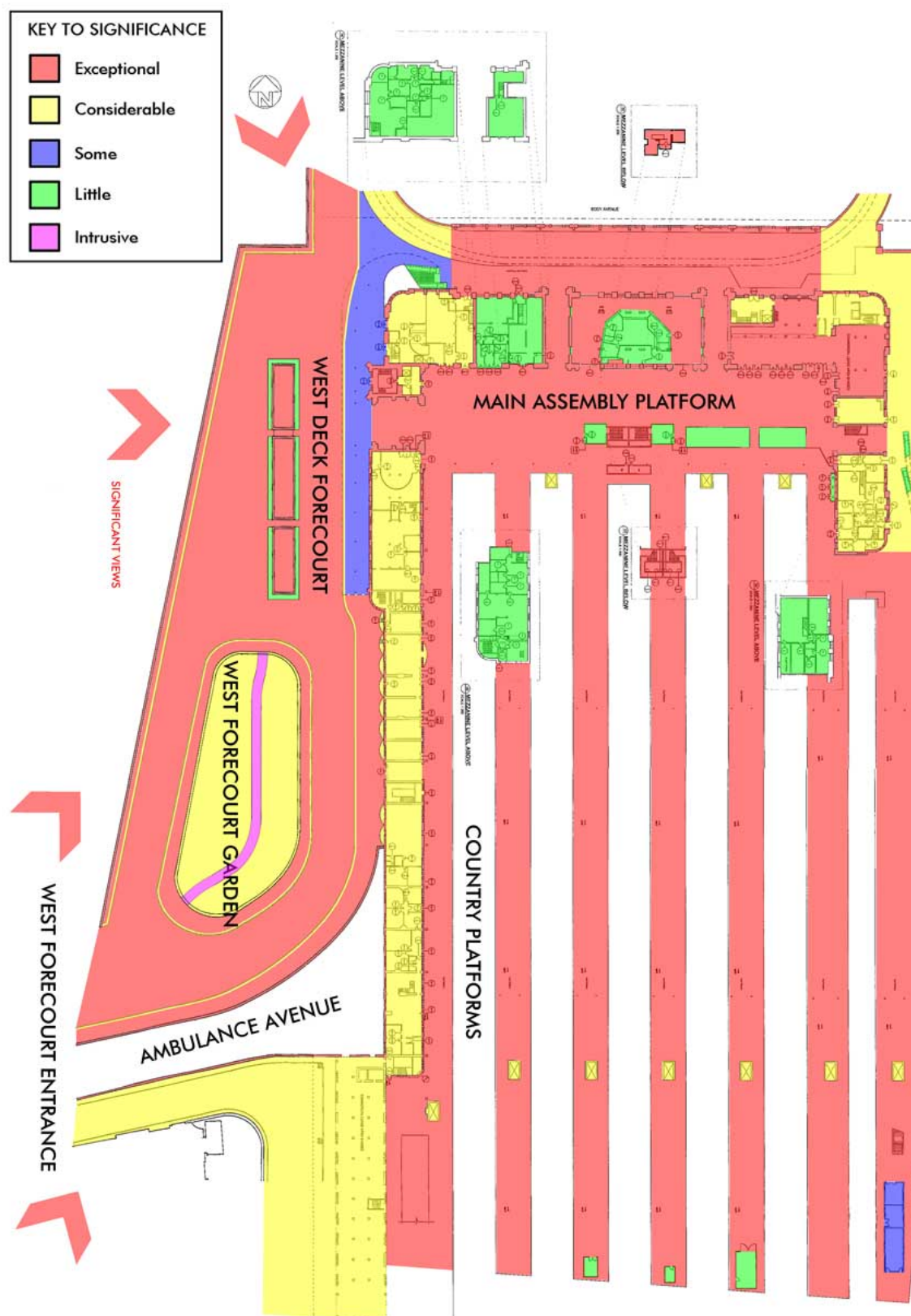


Figure 3.4 Plan showing significance of elements at CityRail's Central Station, concourse level

Source: Base plan by Caldis Cook Group Pty Ltd 2003, adapted by Orwell & Peter Phillips 2009

3.4.2 Significance of Belmore Park

Belmore Park is listed as an item of local significance in the City of Sydney LEP 2005. The following relevant extracts from the statement of significance for Belmore Park are taken from the 1993 draft Plan of Management:

The cultural significance of Belmore Park arises from its location, in the context of the city's development and from its function which has determined its changing form.

The Park has been continually available to the public, as open space, since the establishment of the Colony of New South Wales and has been dedicated to public recreation since 1868.

The Park is recognised by the Central Sydney Strategy as the focus, with Central Railway Station, of the Southern commercial area.

The Park has been closely associated with public transport since its inception and in its post 1906 form provides a forecourt to Central Railway Station, which is the subject of a Permanent Conservation Order (PCO).

The original Park had a simple asymmetric structure which responded to site boundaries and patterns of use and was representative of Victorian public garden design. The post 1906 Park was designed by the PWD as an elegant forecourt devoted to recreational use. Its layout reflected its purpose and was representative of Sydney park design. Elements of the 1906 design, particularly the landform and significant trees, remain today.

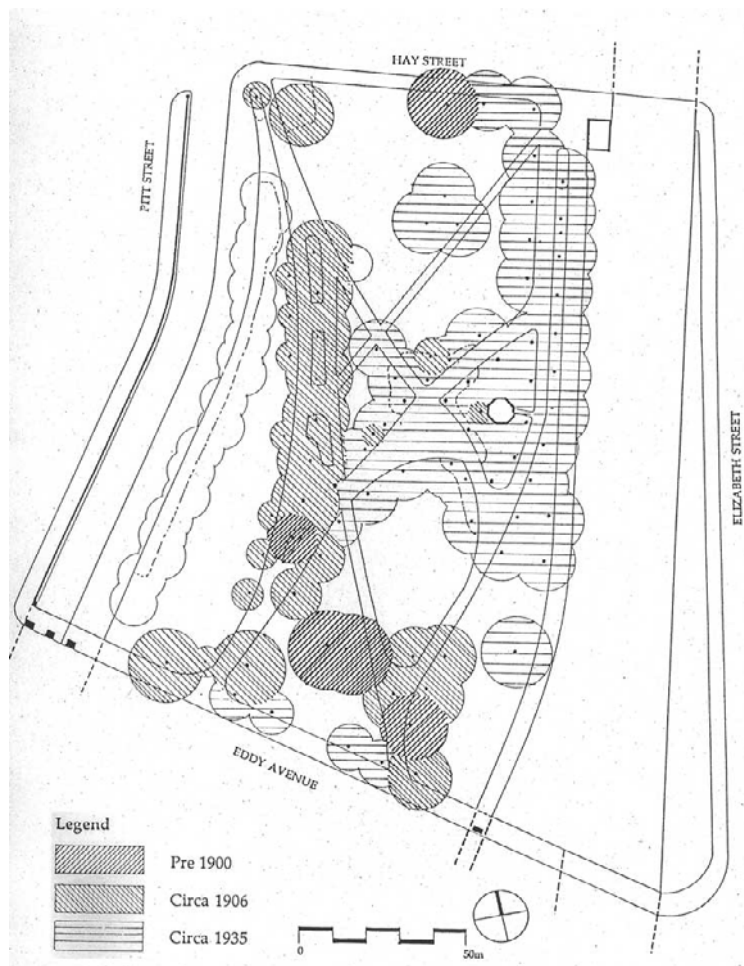


Figure 3.5 Plan showing chronology of planting at Belmore Park.

Source: Belmore Park Draft Plan of Management, EDAW (Aust) Pty Ltd, 1993.

3.5 General description of works

Construction at Central Station involves demolishing the existing garden and roadways in the western forecourt of CityRail's Central Station and the removal of the entire fill between the end of the Pitt Street arcade and the retaining wall to Ambulance Avenue, for the construction of the concourse above the new station and the access to it.

A new station entrance would be constructed at the southern end of the western forecourt, which would be re-landscaped. In addition, a temporary construction site would be required within Belmore Park for removal of the Tunnel Boring Machines.

A new station entrance will be located at the corner of Pitt Street and Eddy Avenue, replacing the former shops, which will lead to a new pedestrian subway at street level through the existing luggage dock. A pedestrian tunnel would also be constructed underneath the country platforms of CityRail's Central Station giving access to the new Metro station.

There would also be new pedestrian tunnels connecting the station to the Devonshire Street tunnel through the Parcels Area of the CityRail station, and a tunnel to a Metro entrance on the western side of Railway Square in Quay Street. The construction of these tunnels is likely to be staged over time, dependent on patronage levels and need.

Detailed descriptions of works in relation to significant items and elements are described below. All images are by Orwell & Peter Phillips unless otherwise noted.



3.6 Assessment of heritage impacts

Element	Central Station as a transport interchange
Map reference	CS1
Image	 Source: City of Sydney Archives
Significance	State. Refer to Section 3.4.1. The station is significant as a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses and coaches. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia. (<i>Central Station/Sydney Terminal CMP</i>)
Conservation policy	Policy 1.0 Continue the primary use of the site as the Sydney railway terminal and as a transport interchange. Policy 1.0.1 Ensure that changes of use or new developments are compatible with the primary use of the site Policy 1.0.2 Ensure that future long term planning provides for the ongoing protection of the significant elements of the Sydney Terminal complex identified in this CMP. (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	Addition of a Metro station at CityRail's Central Station
Heritage impact	Slight to moderate positive, depending on final design. Provided the physical and visual impacts on significant fabric, spaces and views can be managed, the general principle of locating a Metro rail interchange at Central Station is supported by the CMP.
Mitigation	Refer to specific elements below.

Element	West deck forecourt
Map reference	CS1b
Image	 Source: State Records New South Wales
Significance	• An integral part of Deane's scheme for the separation of the tram, vehicular and pedestrian traffic at the Sydney Terminal • Provides the setting which emphasises Sydney Terminal as a major townscape element in this area of the city. Designed to form a gateway to the city. (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.4
Conservation policy	Policy 3.1.3/1 Continue to use the Western Forecourt to provide pedestrian and vehicular access to the Sydney Terminal Policy 3.1.3/2 Retail the current configuration of the Western Forecourt including: • The garden bed • The light wells • The curved southern wall • The retaining wall to Pitt Street • The Railway Square entrance Policy 3.1.3/4 Consider the reconstruction of the following: • Traditional form of asphalt paving • Original colour scheme for the metalwork • Replica street light standards on the engaged piers (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	Much of the existing western forecourt would be demolished for the construction of the station. The western forecourt would be rebuilt and landscaped in a different configuration from the original, incorporating a number of new elements such as ventilation shafts, skylights and a Metro station entrance, and creating a largely pedestrian area, while retaining some vehicular access to the western entrance to the CityRail station.
Heritage impact	Moderate negative. Although some elements of the original forecourt would be retained, such as the awning to the western facade of the building, most significant elements would be demolished and the original configuration and appearance would be lost. In addition, the function of the area as an integral part of the interchange between transport modes would be reduced, as it would be largely used by pedestrians rather than being an area for both pedestrian and vehicular traffic as part of the carefully planned circulation of the original / existing scheme.

Mitigation	The adverse impact could be mitigated by carefully dismantling and salvaging original significant elements of the west forecourt affected by the works, and reconstructing the forecourt on completion in accordance with policy 3.1.3/4.
Element	West forecourt garden
Map reference	CS1b
Image	
Significance	- An integral part of the original forecourt design, allowing for traffic movement around the central garden - Part of the setting which emphasises Sydney Terminal as a major townscape element in this area of the city. (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.4.
Conservation policy	Policy 3.1.4/1 Retain the current configuration of the west forecourt garden including - Perimeter fence - Lawn - Drain Policy 3.1.4/3 Consider replanting the garden in a similar configuration to the original layout - A fig tree - Two palms - Lawn - Perimeter planting beds (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	The whole of the west forecourt garden would be demolished and excavated for the construction of the new Metro station. The draft Station plan shows the area being landscaped on completion in a different configuration to the original, incorporating a number of new above-ground elements, such as ventilation shafts, skylights and a new Metro station entrance.
Heritage impact	Large negative. The original fabric and configuration of the west forecourt garden would be lost, greatly reducing the ability of the area to the west of the station to demonstrate its original appearance and function.
Mitigation	The adverse impact could be mitigated by carefully dismantling and salvaging original significant elements of the west forecourt garden and reconstructing it on completion in accordance with policy 3.1.4/3, sympathetically incorporating new elements such as ventilation shafts, skylights and Metro station entrances.

Element	Pitt Street arcade and shops
Map reference	CS1c
Image	
Significance	• An integral part of Deane's original concept for the terminal • The Pitt Street wall, shops and an arcade form a significant townscape element. (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.3/1 Encourage the use of the shops for retail purposes Policy 3.3/2 Retain the original configuration of the arcade including • Arches • Ceiling vaults • Pavement widths • Shopfronts (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	A new entrance to the Metro station would be created by demolishing the existing structures behind the arcade at the corner of Pitt Street and Eddy Avenue
Heritage impact	Moderate negative to moderate positive, depending on the detailed design of the new entrance. The original CityRail station had a street entrance at this corner, and the principle of a Metro entrance here is not inconsistent with the conservation plan.
Mitigation	Adverse heritage impacts could be minimised by retaining as much of the original fabric as possible and designing the new work so as to interpret the original configuration and not to detract from the significance of CityRail's Central station.

Element	Eddy Avenue arcade, shops and entries
Map reference	CS1d
Image	
Significance	• An integral part of Deane's original concept for the terminal • The colonnade and arcade below form a significant townscape element • The generous shopfronts are rare in Sydney (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.2/1 Encourage the use of the shops for retail purposes Policy 3.2/2 Retain the original configuration of the arcade including • Arches • Barrel vaults • Pavement widths • Left and right handed shopfronts (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	A new entrance to the Metro station would be created by demolishing the existing structures behind the arcade at the corner of Pitt Street and Eddy Avenue
Heritage impact	Moderate negative to moderate positive, depending on the design of the new entrance. The original CityRail station had a street entrance at this corner, and the principle of an entrance to the Metro at this location is not inconsistent with the conservation plan.
Mitigation	Adverse heritage impacts could be minimised by retaining as much of the original fabric as possible and designing the new work so as to interpret the original configuration and not to detract from the significance of CityRail's Central station. In particular, the existing colonnade along both Pitt Street and Eddy Avenue should be retained, including the barrel vaults, and the entrance to the Metro located at the inner wall of the colonnade, with signage that does not detract from the significance of the original CityRail building or historic signage in this area.

Element	Luggage dock
Map reference	CS1e
Image	
Significance	• Part of Deane's original scheme for the terminal • Part of the extensive and unique luggage tunnel system • One of the few working areas of the terminal that has undergone relatively few modifications [Although this was true in 1996, there has been considerable work in this area recently, including the concrete encasement of steel columns and the covering of the dirt floor with concrete following construction of a large water tank beneath the luggage courtyard] (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.3.1/1 Encourage the use of the courtyard for service functions Policy 3.3.1/2 Retain the original configuration including: • Passageways through the arcade • Steel columns and girders • Barrel vaults, including permanent corrugated iron formwork • Lightwells (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	A new entrance to the Metro station would be constructed in the area now occupied by the luggage dock, with a connection through the retaining wall at the southern end to the new station.
Heritage impact	Moderate positive to moderate negative, depending on the final design. It appears possible to retain and incorporate some of the existing original fabric of the luggage dock into the new Metro entrance, which would allow interpretation of an important part of the original station design not currently on public view. On the other hand, the requirements of the Metro entrance may result in the demolition of the majority of the original fabric, resulting in a loss of the ability of the place to demonstrate an important aspect of its original appearance and function.
Mitigation	Adverse heritage impacts could be minimised by limiting the extent of demolition and confining it to less significant fabric, and also by using the design of the new Metro entrance to display and interpret the fabric and use of the original luggage handling system.

Element	Luggage tunnels
Map reference	Refer to Figure 3.3
Image	
Significance	Part of a subterranean system of baggage handling unique in Australia. (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.4.2/1 Continue to use the luggage tunnels for baggage handling Policy 3.4.2/2 Retain and conserve fabric of exceptional and considerable significance in situ. (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	The proposed east-west pedestrian subway beneath CityRail's Central Station country platforms would cut through the north-south luggage tunnel to join up with the new subway connecting the Devonshire Street tunnel with the new street entrance at the corner of Pitt Street and Eddy Avenue.
Heritage impact	Moderate negative. Although much of the north-south tunnel and the other luggage tunnels would not be affected, the breach in the north-south tunnel would diminish the ability of the surviving fabric to demonstrate its original function and configuration.
Mitigation	The adverse heritage impact could be minimised by redesigning the new pedestrian subway to avoid the luggage tunnel, for example by lowering the level of the new east-west subway beneath the country platforms so that it passes underneath the luggage tunnel and south-west basement and joins the Metro station at a lower level. Alternatively, if breaching the tunnel cannot be avoided, adverse impact could be reduced by limiting the extent of demolition of significant fabric, and interpreting the former luggage tunnel in the design of the new work.

Element	South-west wing basement
Map reference	Refer to Figure 3.3
Image	
Significance	An integral part of the functioning of the terminal For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.4.3/1 Continue to use the South-West wing basement for office accommodation Policy 3.4.3/2 Retain and conserve the items of exceptional and considerable significance. Intrusive elements should be removed. <i>(Central Station/Sydney Terminal CMP)</i>
Proposed works	A new pedestrian subway to be constructed beneath the country platforms would be extended through the basement close to the junction of the basement wall with the curved retaining wall at the south end of the western forecourt, into the new Metro concourse behind the retaining wall. Small curved retaining walls and pavement lights (currently covered) to the northern end of the basement would be removed to expose the external walls of the basement.
Heritage impact	Moderate negative. There would be some loss of significant fabric, although there are multiple examples of similar offices along the south-west wing basement.
Mitigation	The adverse heritage impact could be minimised by redesigning the new pedestrian subway to avoid the south-west wing basement, for example by lowering the level of the new east-west subway beneath the country platforms so that it passes underneath the luggage tunnel and south-west basement and joins the Metro station at a lower level. Alternatively, if breaching the basement cannot be avoided, adverse impact could be reduced by limiting the extent of demolition of significant fabric, and interpreting the former offices in the design of the new work. Heritage impact would also be reduced by retaining and interpreting at least some of the retaining walls and pavement lights to the northern rooms.

Element	Country platforms
Map reference	CS1g
Image	
Significance	- The platforms are an excellent example of the layout used internationally for rail termini - Their function as public access to the trains has remained continuous since 1906 (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.4.
Conservation policy	Policy 3.8/1 Continue to use the Country Platforms as platforms Policy 3.8/2 Ensure the sense of progression from Main Assembly Platform onto the Country Platforms is retained Policy 3.8/3 Retain and conserve the items of exceptional and considerable significance (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	The proposal for a new pedestrian subway running east-west beneath the country platforms would require escalators, stairs and lifts to be constructed within and beneath each platform to give access to the new subway.
Heritage impact	Slight to moderate negative, depending on the final design of the new scheme.
Mitigation	The adverse heritage impact could be reduced by designing any 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.

Element	Parcels area
Map reference	CS1h
Image	
Significance	• Part of Deane's original scheme for the Sydney Terminal • One of the few remaining areas within the Terminal where functions not related to the carrying of passengers are undertaken • Demonstrates the early dependence on rail transport for transporting mail, in particular parcels (<i>Central Station/Sydney Terminal CMP</i>) For the significance of elements refer to Figure 3.3.
Conservation policy	Policy 3.9.2/1 Encourage the continuation of the use of this area for delivery purposes. Alternatively seek a new use that is complementary to the function of the surrounding area and the overall function of the site as a railway terminal. Policy 3.9.2/2 Retain the open character of the yard Policy 3.9.2/3 Retain and conserve the items of exceptional and considerable significance. Intrusive elements, in particular temporary sheds, should be removed. (<i>Central Station/Sydney Terminal CMP</i>)
Proposed works	A new link would be constructed to the Devonshire Street pedestrian subway through the basement of the parcels area. A new opening would be made in the retaining wall to the western forecourt with a new pedestrian subway leading to the Metro station.
Heritage impact	Slight positive to slight negative, depending on the final design of the new work including any weather protection. There is an opportunity to remove intrusive structures (such as the present modern awning against the western wall and the garages against the curved retaining wall) and to improve the interpretation of this area of the site
Mitigation	Any adverse impact would be reduced by minimising the extent of demolition of significant fabric, minimising the visual impact of any new weatherproofing structures built across the original walls, and reinforcing the original character of the service area.

Item	Belmore Park
Map reference	CS2
Image	
Significance	Local. Refer to Section 3.4.2. The park is a vital portion of parkland in the southern portion of central Sydney. It has historic, cultural and aesthetic significance (<i>State Heritage Inventory database</i>).
Conservation policy	R1: Permit no exceptions to the legislation requiring the Park to be retained as Public Open Space R3: Direct all change to retaining close links, visual and physical, with the railway station R5: Respect the original design intent of the Park, retaining significant elements and eliminating intrusions (<i>Belmore Park Plan of Management</i>)
Proposed works	Part of the park will be used as a construction site for removal of tunnel boring machines. A number of significant trees identified in the Plan of Management appear to be located within the construction zone, including two London planes (<i>Platanus orientalis</i>) and a palm (<i>Washingtonia robusta</i>) planted around the time that CityRail's Central Station was constructed (refer to Figure 4).
Heritage impact	Neutral to moderate negative, depending on the extent to which significant trees are affected by the construction site. The draft Station Plan also shows the southern section of Belmore Park being re-landscaped as a forecourt to Central Station.
Mitigation	Adverse heritage impacts could be reduced by minimising changes to the landform and significant vegetation of the park and reconstructing the park on completion in accordance with the draft Belmore Park Plan of Management.

Item	Railway Square heritage streetscape and special area
Map reference	CS3
Image	
Significance	Local - criteria (a), (b), (c) and (d). Railway Square is of aesthetic and social significance as a major visual and functional gateway to the city from the west and south. The intersection of George & Pitt Streets is one of Sydney's busiest and largest intersections and has traditionally dispersed traffic and pedestrians into and out of the city. The Square is of historical significance as it has functioned for over 100 years as a railway station and still acts as a major transport interchange node, allowing change between heavy rail, light rail and buses. It has historical association with early rail transport in Sydney and symbolic importance as the focus of the Sydney and State rail systems. The Central Station Clock Tower is a landmark building within the area. (<i>State Heritage Inventory database</i>).
Conservation policy	- The significance of the existing heritage fabric is to be reinforced, and complemented with contemporary fabric of high quality architecture and an urban nature which contributes to the layers of meanings and content of the locality. - A high level of daylight access to Railway Square and its associated open spaces is to be maintained by restricting building heights. - Any development associated with the important public transport interchange provided at Railway Square is to be consistent with enhancement of the public domain of Railway Square. (<i>State Heritage Inventory database</i>)
Proposed works	A new Metro station would be constructed with entrances in Quay Street, located to the north west side of Railway Square.
Heritage impact	Neutral to slight positive, depending on final design. The new Metro entrance at Quay Street is expected to be relatively small in the context of the buildings surrounding Railway Square and the existing bus shelters. There is an opportunity for well-designed entrances to contribute to the urban design quality of the space.
Mitigation	No additional mitigation measures to those nominated for individual buildings are considered necessary.

Element	Former Orchard's Chambers, 793-795 George Street
Map reference	CS4
Image	
Significance	Local – criteria (a), (c), (d), (f) and (g). The former Orchard's Chambers a 6 storey masonry, steel and timber commercial building constructed in the Federation Free Style, has a prominent corner address closely integrated with the early 20th century character of Railway Square. The building has high aesthetic significance as a highly intact interior and exterior with outstanding potential to be restored. It is a fine example of a small scale retail building of the style. (<i>State Heritage Inventory database</i>)
Conservation policy	The overall form of the King's Disposal Store formerly Orchard's Building, should be retained and conserved. A Conservation Plan is required prior to any proposal for new works which may impact on the exterior form or finishes or intact interior finishes. As the original building has already been added to, the addition of further floors to the building should not be contemplated. Future refurbishment should attempt to recover significance by reconstructing the dome. (<i>State Heritage Inventory database</i>)
Proposed works	A new entrance to the Metro would be constructed in Quay Street, opposite the former Orchard's Chambers
Heritage impact	Neutral. Provided any canopy structure over the new entrance is not excessively large or tall, there is expected to be little impact on the setting of the former Orchard's Chambers.
Mitigation	Adverse heritage impact can be avoided by sensitive detailed design of the new Metro entrance.

4 Town Hall Square Station

4.1 Study area

The study area is shown in the map below.

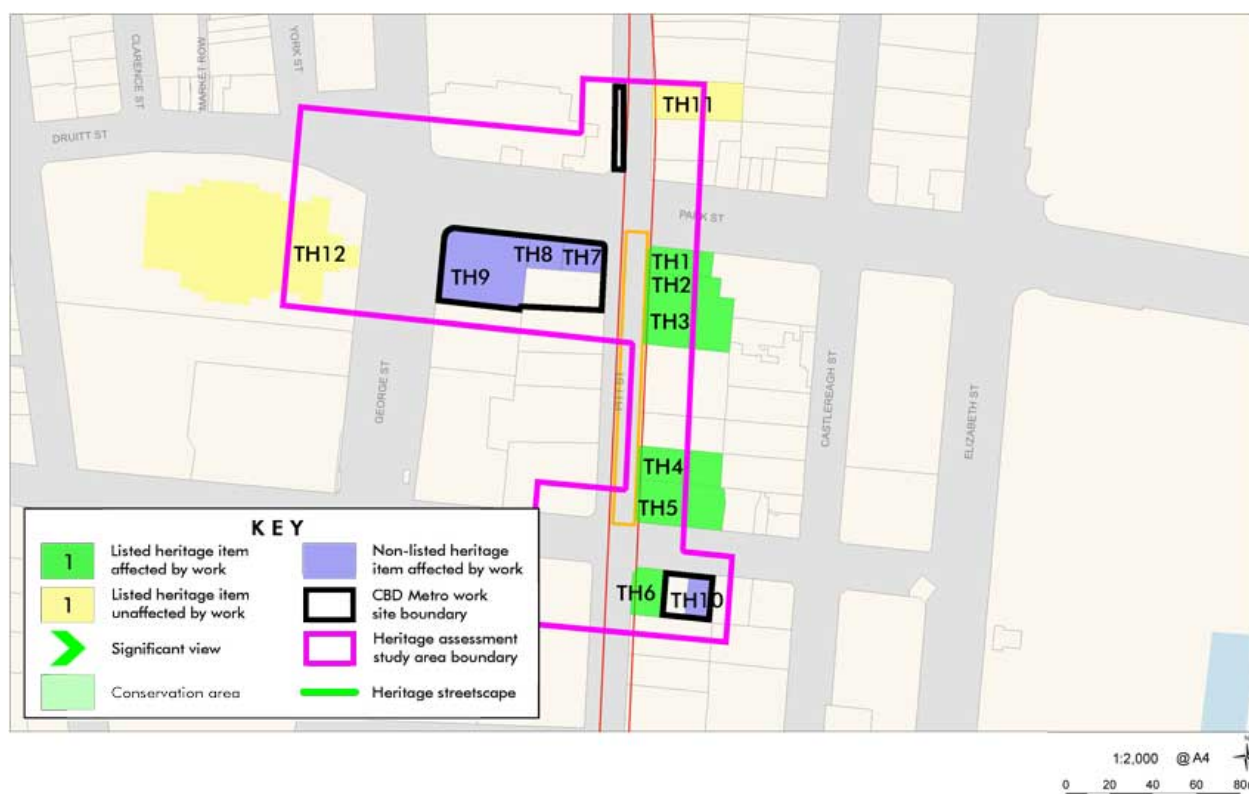


Figure 4.1 Study area for Town Hall Square Station

Source: SKM Manidis Roberts

4.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- Criterion Hotel, 258-260 Pitt Street (LEP listing) [map reference TH1]
- Pilgrim House, 262-264 Pitt Street (LEP listing) [TH2]
- Pitt Street Uniting Church, 264 Pitt Street (State Heritage Register) [TH3]
- Lincoln Building, 280-282 Pitt Street (LEP listing) [TH4]
- International House, 284-292 Pitt Street (LEP listing) [TH5]
- Edinburgh Castle Hotel, 294 Pitt Street (LEP listing) [TH6].

The following items within the study area, although not on any statutory heritage list, are considered to have some possible heritage significance and would be affected by the works:

- Park House, 295-301 Pitt Street [TH7]
- Coronation Hotel, 5-7 Park Street [TH8]
- Woolworths building, [TH9]
- Britannia House, 131-135 Bathurst Street [TH10].

The following listed heritage items, although within the study area, are not considered to be affected by the works:

- National Building, 250 Pitt Street (LEP listing) [TH11]
- Sydney Town Hall, 483 George Street (LEP listing) [TH12]
- Former YMCA Building, 323-327 Pitt Street (LEP listing) [TH13].

The building at the north-east corner of Park and Pitt Streets, the former headquarters of the Australasian Federation League, is not on any statutory heritage list (although being listed on the former Register of the National Estate) and is not considered to be materially affected by the works.

4.3 Brief history of the study area

By 1807 settlement in Sydney extended along the High Street (later George Street) almost to the burial ground (the site of the present Town Hall), with some limited development along parallel streets to the east. When Governor Macquarie defined the town plan and named its streets in October 1810, Pitt Street extended only as far south as the newly created Park Street.

By the early 1820s Sydney had expanded considerably and the block bounded by Pitt, Market, Castlereagh and Park streets was divided into small allotments all of which had buildings on them. At the end of the east side of Pitt Street at the corner of Park Street there were three comparatively small allotments.

It would appear that by the late 1840s at least some of the buildings on the site were becoming uninhabitable and it seems likely that there was rebuilding on the Pitt Street and Park Street corner in the 1850s. Part of the Trigonometric Survey of Sydney undertaken in the 1850s to 1860s shows a scattering of buildings along the Park Street frontage associated with No. 294 Pitt Street (now No. 256 Pitt Street) and small premises at Nos. 290-292 Pitt Street (now No. 254 Pitt Street).

The later version of the survey in about 1865 shows rebuilding and additions on the corner of Pitt Street and along the Park Street frontage and on the block to the north on Pitt Street (Nos. 290-292 Pitt Street now No. 254 Pitt Street). The later description of several of the buildings on Park Street as iron buildings suggests that they may have been prefabricated structures that became common in Sydney from the early 1850s. The first stage of the Sydney Town Hall was commenced in 1869 and completed in 1880.

Dove's survey of 1880 shows a collection of small shops on Park Street, Hughes City Auction Rooms in a brick building on Pitt Street and immediately to the north, Keary's coach factory. The rate assessment books suggest that new building took place on the Pitt Street and Park Street corner between 1877 and 1882. This involved the construction of a new building with its main frontage on Park Street and another to house Keary's factory.⁷

⁷ Adapted from Casey & Lowe *Preliminary Archaeological Assessment*



The Water Board Map of 1888 shows the Criterion Theatre on the south-east corner of Park Street, where the Criterion Hotel now stands. There appears to have been a wave of redevelopment in this part of the city during the 1880s, with mostly single storey building being replaced typically by three storey buildings, of which only a few survive (such as Britannia House in Bathurst Street and the buildings at 252-254 Pitt Street). Larger buildings were also constructed, such as Thomas Rowe's YMCA House on the north-west corner of Pitt and Bathurst Streets in 1883.

The opening of the City Railway in 1926 led to a further period of redevelopment in the Inter-War period, including the construction or reconstruction of a number of department and furniture stores as the retail centre of Sydney migrated north from Railway Square. These included the former Waltons Department Store building around the north-east corner of Park and George Streets and the Bebarfalds building (now Woolworths) on the opposite side of Park Street. A number of city hotels were also built or rebuilt during this period, including the Edinburgh Castle in Bathurst Street and the Criterion and Coronation hotels in Park Street.

4.4 Cultural significance

The significance of each of the items assessed is described below in Section 4.6.

4.5 General description of works

The proposed works involve the demolition of three buildings on the south-west corner of Pitt and Park Streets: Park House, Pittsway Arcade and the Coronation Hotel, and also the Woolworths building on the corner of Park and George Streets. The main shaft to the station cavern below would be constructed on this site, which would also be the main construction zone and the final main metro entrance from the planned Town Hall Square.

Two further buildings at 125-129 and 131-135 Bathurst Street would be demolished for a second shaft. In both cases, the sites would have new buildings constructed on them for services and egress, with the structures at the corner of Pitt and Park Streets potentially being part of a larger new building and the Woolworths site being redeveloped as a park. An additional station entrance would be constructed in Pitt Street near the north-west corner of the intersection with Park Street.



4.6 Assessment of heritage impacts

Item	Criterion Hotel, 258-260 Pitt Street
Map reference	TH1
Image	
Significance	Local – criteria (a), (c), (d), (f) and (g). The Criterion Hotel constructed in the Inter-War Art Deco style is situated in a prominent location on the corner of Pitt and Park Streets in the inner city Town Hall precinct, and has aesthetic significance for the quality of its exterior detailing. The Criterion has significance as the finest of the five remaining hotel buildings constructed in this style in the CBD; the others which all remain operational are the Criterion (Sussex Street), the Great Southern, the Tudor Inn, and the Wynyard. It also has aesthetic significance as an important corner element and for its contribution to the streetscape of the immediate area. The hotel has historic significance for carrying on the name of the Criterion Theatre which formerly occupied the site. The hotel has social significance as a fine, largely intact, and fully operational example of a small inner city corner hotel. The building has social significance as part of the network of purpose built hotels which provided social / recreational venues and budget accommodation for the local community (<i>State Heritage Inventory Database</i>).
Conservation policy	The external form and scale of the building should be retained. The existing functions of a corner hotel should continue to be retained. Adaptation for uses which are complementary to the traditional functions of bar and accommodation would also be acceptable. Future development should not alter or modify external decorative detailing, or original fabric of the building above awning due to the high integrity of the exterior. (<i>State Heritage Inventory Database</i>).
Proposed works	No works are proposed on the Criterion Hotel site.
Heritage impact	Neutral to slight negative, depending on the final design of the new building that replaces the demolished buildings on the opposite corner of Pitt Street, especially Park House. The Criterion would not be directly affected by the work, but its setting would be affected by the new building. The draft Station Plan shows a building with a three-storey podium splayed at the street corner, reflecting the form of the Criterion Hotel, but with a tall building directly above.
Mitigation	The design of the new building on the south-west corner of Pitt and Park Streets should have regard to the setting of the Criterion Hotel.

Item	Pilgrim House, 262-264 Pitt Street
Map reference	TH2
Image	
Significance	Local – criteria (a), (c), (d) and (f). Pilgrim House is a seven storey commercial building in the Commercial Palazzo style, which forms part of a varied streetscape within Pitt Street. The building has high historic significance in the history of the Australian Broadcasting Commission as the first Federal head office of the ABC and as a venue for the ABC's live studio broadcasts until 1970. The building has high social significance for its ability to reflect the social justice concerns of the Uniting Church. The building has high aesthetic significance as a rare Commercial Palazzo building with a triumphal arch motif. The building has a high level of exterior and interior fabric with outstanding potential to be restored. (<i>State Heritage Inventory Database</i>)
Conservation policy	The overall form of Pilgrim House, formerly Broadcast House, should be retained and conserved. All remaining intact fabric on the external facades and interior such as the ground floor entry foyer and first floor auditorium should be retained and conserved. Future refurbishment should attempt to recover significance by revealing more of the original fabric and reconstructing fabric in highly significant areas in particular the auditorium. As the original building is a significant feature within the Pitt Street streetscape the addition of further floors to the building should not be contemplated. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the Pilgrim House site.
Heritage impact	Neutral to slight negative, depending on the final design of the new building that replaces the demolished buildings on the opposite corner of Pitt Street, especially Park House. Pilgrim House would not be directly affected by the work, but its setting would be affected by the new building. The draft Station Plan shows a tall building directly opposite Pilgrim House.
Mitigation	The design of the new building on the south-west corner of Pitt and Park Streets should have regard to the setting of Pilgrim House.

Item	Pitt Street Uniting Church, 264A Pitt Street
Map reference	TH3
Image	
Significance	State – criteria (a) and (c). Pitt Street Uniting Church is aesthetically significant as an exceptional example of a church in the Old Colonial Grecian style by John Bibb. It was opened in 1846, with later extensions by G A Mansfield (1866). It is historically and socially significant as a centre of worship and community activity of the Congregational and Uniting Churches for 150 years, and is associated with prominent members of the congregation including retailer David Jones. The building's scientific significance derives from potential archaeological deposits beneath the floor of the original section of the building. (<i>State Heritage Inventory Database</i>)
Conservation policy	The Pitt Street Uniting Church should be conserved largely in its existing form and scale, and should continue in its existing use. A conservation plan should be prepared prior to any major changes to the place. Features of high significance, especially those dating from before 1870 should be conserved, and those which have been damaged or concealed by later work should be restored or reconstructed. Surfaces never intended for painting, notably face brickwork and sandstone should remain unpainted, while surfaces such as stucco and timber which were originally painted should continue to be painted in appropriate colours. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the Church site.
Heritage impact	Neutral to moderate positive, depending on the final design of the new building that replaces the demolished buildings on the opposite side of Pitt Street. The Church would not be directly affected by the work, but its setting would be affected by the new building. The draft Station Plan shows a new building separated from the adjoining building in Pitt Street, allowing views from the Town Hall (George Street) and the civic square towards the church. These views have historically never been available, and it is arguable that a sympathetically designed building form that reinforces the street wall would result in a more appropriate urban design relationship with the church and other listed heritage buildings in Pitt Street.
Mitigation	The design of the new building on the south-west corner of Pitt and Park Streets should have regard to the setting of the Pitt Street Uniting Church.

Item	Lincoln Building, 280-282 Pitt Street
Map reference	TH4
Image	
Significance	Local – criteria (a), (c), and (g). The Lincoln Building is an L shaped ten storey building of Inter War Commercial Palazzo Style with facades facing Pitt Street and Bathurst Street. The Lincoln Building, together with the 1908 corner building 'Speedwell House' (refer to International House below), has historic significance for its former long association with the firm of Bennett & Wood. It is an important building in the professional work of the noted architectural partnership of Spain and Cosh. The building is aesthetically significance as an excellent example of a highly intact original commercial exterior with outstanding potential, due to its degree of integrity, to continue in its original state. The building is well resolved in its detailing in its exterior and is particularly noted for its use of classical imagery. The L shaped building plan is, with Culwulla, unusual and one of only two in the city with facades fronting two streets. (<i>State Heritage Inventory Database</i>)
Conservation policy	The overall form of the Lincoln Building should be retained and conserved. Finishes never intended for painting such as the granite, face brick and sandstone should continue to be appropriately maintained. Surfaces intended for painting should continue to be painted in appropriate colours. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on this site.
Heritage impact	Neutral to slightly negative, depending on the final design of the new building that replaces the demolished buildings on the opposite side of Bathurst Street. The Lincoln Building would not be directly affected by the work, but its setting would be affected by the new building. The draft Station plan shows a potential future new building more than twice the height of the Lincoln Building, with provision for venting above street level to be constructed as part of the Metro works.
Mitigation	The design of the new building on the south side of Bathurst Street should have regard to the setting of the Lincoln Building. 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.

Item	International House, 284-292 Pitt Street
Map reference	TH5
Image	 Refer to Lincoln Building. International House is the corner building.
Significance	Local - criteria (a), (c) and (g). International House has historical significance as the home for over 50 years of Bennett and Wood, a well-known Sydney supplier of motor cycles and parts which is still in business today. It has aesthetic significance as a good and restrained example of the Federation warehouse style, largely intact externally, which achieves prominence because of its corner location, and exhibits the typical curved corner with timber windows curved in plan. (<i>State Heritage Inventory Database</i>)
Conservation policy	International House should be conserved largely in its existing form and scale, with no additions that would compromise the appearance of the facade when viewed from Bathurst and Pitt Streets. Intrusive elements such as window air conditioners should be removed. Surfaces never intended for painting, mainly face brick and sandstone, should remain unpainted, and where they have been painted (such as the parapet) should be cleaned or have appropriate signage restored. If the original part of the building again becomes separate from the adjoining 'Lincoln Building' section, the street entrance, lift and stairs should preferably be reinstated in their original locations. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on this site.
Heritage impact	Neutral to slightly negative, depending on the final design of the new building that replaces the demolished buildings on the opposite side of Bathurst Street. International House would not be directly affected by the work, but its setting would be affected by the new building. The draft Station plan shows a potential future building more than twice the height of International House, with provision for venting above street level to be constructed as part of the Metro works.
Mitigation	The design of the new building on the south side of Bathurst Street should have regard to the setting of International House. 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.

Item	Edinburgh Castle Hotel, 295 -301 Pitt Street
Map reference	TH6
Image	
Significance	Local - criteria (a), (c), (d) and (f). The Edinburgh Castle Hotel, a three storey hotel of Inter War Georgian Style, is located on a prominent corner site. The building has historic significance for its embodiment of a lengthy tradition of hotel trading on this site and for the continuity of the hotel name from the 1860s. It is an important building in the professional work of the noted architectural partnership of Rudder and Grout. The building has aesthetic significance as rare and outstanding example of a highly intact original hotel exterior. The building is significant for its contribution as a landmark building to the corner of Pitt and Bathurst Streets. The building is socially significant as it has remained a hotel of the same name on the same site since the 1885's and prior to that on the diagonally opposite corner. (<i>State Heritage Inventory Database</i>)
Conservation policy	The overall form of the Edinburgh Castle Hotel should be retained and conserved, and the building should continue to be used as a hotel. As the original building is surrounded by adjacent buildings of greater height the addition of a maximum of one floor to the building may be acceptable. Any additional floor should be stepped back behind the facade so as not to impact on the existing view of the cornice from the street. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the hotel site, but the adjoining building in Bathurst Street would be demolished followed by the erection of a new building.
Heritage impact	The heritage impact on the hotel of the demolition of the adjoining building and excavation of the adjoining site is considered to be neutral. The existing building at 125-129 Bathurst Street detracts from the setting of the hotel, so that there is potential for a positive heritage impact if the new building is of more sympathetic design. However, the draft Station Plan shows a potential future new building six times the height of the hotel. Although it is recognised that this illustrates only development potential, it will be difficult to achieve a sympathetic design relationship to the adjoining heritage building with such a disparity in size between the two.
Mitigation	The design of the new building on the adjoining site should have regard to the setting of the Edinburgh Castle Hotel. 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 that will not allow the vent(s) to detract from the setting of the hotel.

Item	Park House, 295 -301 Pitt Street
Map reference	TH7
Image	
Significance	Park House is not a listed heritage item. Its scale and bulk are similar to that of the listed Criterion Hotel on the opposite corner.
Conservation policy	None located.
Proposed works	Park House would be demolished for the new station and replaced on a consolidated site by a new building which is likely eventually to be considerably taller, although the draft Station Plan indicated that the Metro works will involve a building some three to four storeys in height.
Heritage impact	The heritage impact of the demolition itself is considered to be neutral. The impact of any new building on the site would be related to its effect on listed heritage items in the vicinity, and is dealt with under these items.
Mitigation	No mitigation measures are considered necessary.

Item	Coronation Hotel, 5-7 Park Street
Map reference	TH8
Image	
Significance	The Coronation Hotel is not a listed heritage item. Its scale and bulk are similar to that of the listed Criterion Hotel on the opposite corner of Pitt Street.
Conservation policy	None located.
Proposed works	The Coronation Hotel would be demolished for the new station and replaced on a consolidated site by a new building which is likely to be considerably taller.
Heritage impact	The heritage impact of the demolition itself is considered to be slight negative, as the hotel is a relatively rare example of a city hotel not located on a street corner. The impact of any new building on the site would be related to its effect on listed heritage items in the vicinity, and is dealt with under these items.
Mitigation	No mitigation measures are considered necessary.

Item	Woolworths building, 532-540 George Street
Map reference	TH9
Image	
Significance	The Woolworths building, formerly Bebarfald's furniture store, is not heritage listed. It has some significance as the long-term home of Bebarfalds, who moved to the site in 1894 and in around 1907 constructed a new four-storey building there. In 1929, the company replaced it with a new eight-storey building designed by architects Kent & Massie. In 1931 the company had invited Woolworths to open a new branch of their store across a section of the ground floor space, and in 1965 Woolworths obtained the long-term lease of the whole building. It was presumably at around this time that two further storeys were added to the building, resulting in the removal of the heavy cornice. (<i>Historic Houses Trust of NSW</i>)
Conservation policy	None located.
Proposed works	The Woolworths building would be demolished as part of the establishment of the construction site for the Metro station. The draft Station Plan shows the site being developed as a civic square in front of the Town Hall.
Heritage impact	The heritage impact of the demolition of the Woolworths building is considered to be slight to moderate negative, given the long history of a retail building on the site. At the same time it gives rise to urban design opportunities for a new civic square.
Mitigation	Any adverse heritage impact could be reduced through appropriate interpretation of the demolished buildings on the site of the new civic square.

Item	Britannia House131-135 Bathurst Street
Image	
Significance	Britannia House is not a listed heritage item. It is 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.
Conservation policy	None located.
Proposed works	Britannia House would be demolished and replaced on a consolidated site by a new building incorporating a services facility for the new station.
Heritage impact	The heritage impact of the demolition itself is considered to be neutral. The impact of any new building on the site would be related to its effect on listed heritage items in the vicinity, and is dealt with under those items.
Mitigation	No mitigation measures are considered necessary

5 Martin Place Station

5.1 Study area

The study area is shown in the map below.



Figure 5.1 Study area for Martin Place Station.

Source: SKM Manidis Roberts

5.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- Commonwealth Bank, 48-50 Martin Place (State Heritage Register) [map reference MP1]
- CityRail's Martin Place Railway Station (State Heritage Register) [MP2]
- MLC Building, 42-46 Martin Place (State Heritage Register) [MP3]
- Martin Place Special Area including Martin Place heritage streetscape (LEP listing) [MP4]
- Commonwealth Bank, 108-120 Pitt Street (LEP listing) [MP5]
- APA Building, 53-63 Martin Place (State Heritage Register) [MP6]
- Former Ushers Hotel, 64-68 Castlereagh Street (LEP listing) [MP8]
- Main Sydney Hospital buildings, Sydney Hospital Group, Macquarie Street (LEP listing) [MP10].

The following item within the study area, although not on any statutory heritage list, is considered to have heritage significance and would be affected by the works:

- Apartment building, 7 Elizabeth Street [MP11].

The following heritage items, although within the study area, are not considered to be affected by the works:

- The Trust Building, 72-72A Castlereagh Street (State Heritage Register) [MP7]
- Former Surrey Hotel, 153 King Street (LEP listing) [MP9]
- Former CBC Bank, 343 George Street [MP12]
- Westpac Bank, 341 George Street [MP13]
- Former ANZ Bank, 354 George Street [MP14]
- Challis House, 4-10 Martin Place [MP15]
- Colonial Mutual Life Building, street facades, 10A-16 Martin Place [MP16]
- The Reserve Bank, 65 Martin Place [MP17]
- GIO Building, 60-70 Elizabeth Street [MP18]
- Sydney General Post Office, 1 Martin Place (Commonwealth Heritage Listing) [MP19]
- Culwulla Chambers, 65-71 Castlereagh Street [MP20].

5.3 Brief history of the study area

Martin Place commenced as a narrow lane, which ran between George Street and Pitt Street and was widened into a substantial thoroughfare as part of the setting for the General Post Office in 1891. The stretch between Pitt Street to Castlereagh Street was known as Foxlow Place after the maiden name of the wife of Mr Hosking, the first elected Mayor of Sydney, in office between 1842 and 1843. Foxlow Place was renamed Moore Street during the 1870s, in honour of Alderman Charles Moore, Mayor of Sydney 1867-69.

The development of the built environment of Martin Place occurred in four distinct phases. Firstly, there was the construction of the General Post Office during the 1870s and 1880s, followed by the second stage consisting of the development of the western end of the street by such buildings as the Bank of Australasia, Challis House and the CML Building around the turn of the century. The third major period of activity began with the construction of the Government Savings Bank (now the Commonwealth Bank) in 1928 and ended with the opening of the Prudential Building in 1939. The fourth stage was the extension to Macquarie Place.

Following the 1890 Great Fire of Sydney the Government passed an Act that enabled Council to acquire enough land to widen Moore Street such that it would continue from the first section between George Street and Pitt Street. The pedestrian lane connecting George Street and Pitt Street, popularly known as Post Office Place or Lane, was named Martin Place in 1891 in memory of former Premier and Chief Justice of NSW, Sir James Martin. It was not until January 1921 that Moore Street was renamed Martin Place.

Martin Place had a strong civic and ceremonial tradition regularly reinforced by the Anzac Day marches and services, public ceremonies associated with royal visits and the celebrations at the end of both world wars. The arrival of the American Fleet of 1908, the Coronation of 1911, Hospital Saturday Collections, Button Days, Recruiting, Armistice Day, Anzac Day, were always best celebrated in Martin Place. The entire Martin Place precinct became a place for the people and by 1935 was the centre of activity within the city and a meeting place for various nationalistic movements, surrounded by buildings, commensurate with its importance to the community.

The decision to proceed with the extension of Martin Place was finally implemented by the State Government in 1923 and it was agreed to acquire enough land on either side of the extension so that



when it was sold at an increased value it would pay for the new street. In January 1926 the resumptions were gazetted but the affected properties were leased back to the existing tenants until sufficient funds were available for the works. In 1926 the Municipal Council of Sydney purchased a number of properties in Macquarie and Phillip Streets in anticipation of the extension of Martin Place east to Macquarie Street. These properties included those which would later be demolished for the building of the Reserve Bank head office building. Funding cuts and altered traffic flow proposals resulted in no progress being made on the Martin Place extension for some years. Eventually, in June 1934, Martin Place was extended from Castlereagh Street to Elizabeth Street and the final extension to Macquarie Street was opened in April 1935.

Following the opening of the extension of Martin Place to Macquarie Street, a series of development sites along each side of the new thoroughfare were made available by the Sydney Municipal Council. The first two sites sold were those between Elizabeth Street and Phillip Street. The northern block was sold to the Rural Bank of NSW and the southern block was purchased by the Australian Provincial Assurance Company Ltd on May 23, 1935, for the sum of 83,000 pounds. Blocks to Macquarie Street were not sold until after World War II, and it was not until the late 1960's that the twin towers of the Westpac Building and the Reserve Bank were constructed to complete the development of Martin Place.

Martin Place is probably unique in the history of the urban development of Sydney, in that the street was deliberately created between the years 1892 and 1935 to be a great urban thoroughfare. An incidental result of the development of Martin Place is that the blocks becoming available along both sides of the thoroughfare were taken up by major commercial and professional organisations for the purpose of developing quality office buildings to house their head offices. Consequently, Martin Place became the most prestigious address in the business area of Sydney, and remains so to this day.

The idea of developing a pedestrian square in front of the GPO was again proposed in 1954 by town planners George Clarke and Geoffrey Faithful. Development of a civic plaza was seen as a viable solution to alleviate the increasing congestion of traffic and people in this area. Twelve years later, the idea had gained wide support and in 1966 Clarke, Gazzard and partners together with Professor Denis Winston (then Professor of Town Planning at the University of Sydney) proposed a scheme which subsequently gained the support of city Council. Stage two between Pitt and Castlereagh Streets was opened in July 1976, and stage five between Phillip and Macquarie Streets in September 1977. The remaining stages from Castlereagh to Phillip Streets, with Elizabeth Street between were completed concurrently with Martin Place railway station. Martin Place station was finally put into service in 1980.⁸

5.4 Cultural significance

Martin Place has historic and aesthetic significance for its ability to evidence the development of Victorian and Interwar Sydney as a prestige address for institutional buildings, and to reflect the status of Sydney because of its relationship with institutional buildings. It is also significant for its ability to contribute to understanding nineteenth and twentieth century town planning intentions. It has an ability to evidence key period of building activity during the Victorian period and later the Inter-war and post-war periods in direct response to the Height of Building controls. Martin Place has historic association significance for its association with Sir James Martin, premier and Chief Justice of NSW.⁹

The significance of each of the items assessed is described below in Section 5.6.

⁸ Adapted from State Heritage Inventory Database

⁹ Reproduced from NSW Heritage Database entry for MartinPlace streetscape



5.5 General description of works

A group of buildings on a block between Elizabeth and Castlereagh Streets, behind 55 Hunter Street, would be demolished for the major shaft excavation and construction site. The group includes the buildings at 9 Elizabeth Street, and the BNP building at 8-12 Castlereagh Street. The station itself would be constructed under Pitt Street. A smaller construction site and excavation would be established on Castlereagh Street. On both sites, new services and egress buildings would be constructed, with potential for future development of new buildings over the remainder of the sites of the block between Elizabeth and Castlereagh Streets. Construction zones would also be established around the existing entrance to CityRail's Martin Place Station on the west side of Castlereagh Street, within which the CityRail existing entrance would be altered to give access also to the Metro Martin Place Station.

5.6 Assessment of heritage impacts

Item	Commonwealth Bank, 48-50 Martin Place
Image	
Significance	State - criteria (a), (c), (d), (e) and (f). The Commonwealth Bank at 48 Martin Place is culturally significant at a National level as a rare example of Inter-War Beaux-Arts architecture demonstrating outstanding technical accomplishment. It is also of exceptional local and State significance. Located at a prominent address on Martin Place, the building played an important role in the development of the economy in New South Wales during the 1920s. The building was constructed between 1925 and 1928 and is one of the most important examples of its style and type within New South Wales and Australia. 48 Martin Place is one of the finest banking institutions in Australia and the finest in New South Wales. The cultural significance of 48 Martin Place and its

	setting would be maintained through its association with the Commonwealth Bank of Australia. (<i>State Heritage Inventory Database</i>)
Conservation policy	The overall form of the Commonwealth Bank should be retained and conserved and continue as the location of the Commonwealth Bank or similar institution. As the original building has already been extensively extended, the addition of further floors should not be contemplated. Further Heritage Assessment is required prior to any proposal for new works which may impact on the exterior form and finishes or intact interiors. Any future development should preserve the existing form, external surfaces and materials of the facade and door and window openings should not be enlarged or closed in. Any intact original fabric on the external facades should be retained and conserved. The facade finishes which were never intended for painting should remain unpainted and continue to be appropriately maintained. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the Bank site, but the adjoining buildings in Castlereagh and Elizabeth Streets would be demolished and a deep excavation would be undertaken on the adjacent site, followed by the erection of a new building.
Heritage impact	The heritage impact of the adjacent demolition and excavation on the Bank is considered to be neutral. The existing buildings at 8-12 Castlereagh Street and 9 Elizabeth Street contribute little to the setting of the bank, so that there is potential for a positive heritage impact if the new building is of more sympathetic design. The draft Station Plan shows a 13-level building with a ventilation outlet at low level immediately adjacent to the Bank building.
Mitigation	The design of the new building to the north of the Commonwealth Bank should have regard to its setting. In particular in relation to the ventilation outlet. 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.
Item	CityRail's Martin Place Station
Map reference	MP2
Image	
Significance	State - criterion (f). Martin Place underground railway station is significant as a representative of the latest major railway construction undertaken in the State in the eastern suburbs railway line. The whole of the structure being

	underground is a development of the structures built in the city in the 1930's and represents the latest in technology at the time. (<i>State Heritage Inventory Database</i>)
Conservation policy	None located.
Proposed works	The entrance to the CityRail station on the west side of Castlereagh Street is to be enlarged and altered for access to the Metro station, with new concourses, escalators and lifts.
Heritage impact	The works would not affect the main CityRail station concourse which is to the east of Elizabeth Street, the existing entrances east and west of Elizabeth Street, or any of the main areas of the station at lower levels. The affected areas of the station are mainly walkways with associated retail areas leading to the station proper, and (although no formal assessment of elemental significance has been made) these are likely to be of lower significance than the main concourse and platforms of the CityRail station. It is therefore considered that the heritage impact of the proposal would be neutral.
Mitigation	Minimise impact to significant fabric from the 1980s
Item	MLC Building, 42-46 Martin Place
Map reference	MP3
Image	
Significance	State - criteria (a), (c), (f) and (g). The former MLC Building is aesthetically significant as one of the best inter-war commercial office buildings in Sydney, and the best example in Australia of the exterior use of Egyptian derived motifs in such buildings. Its quality of design and use of materials make it one of the principal contributors to the architectural character of Martin Place which is recognised as one of Sydney's finest urban spaces. The building contains a substantially intact insurance chamber and relocated boardroom, ante-room and lift lobby and relocated remnants of other architectural features. The former

	MLC Building is historically significant as one of a small group (about a dozen) of major commercial office buildings constructed in Sydney during the second half of the 1930s. It is associated with the well known Melbourne architects Bates, Smart & McCutcheon, and as the winner of a design competition reflects the architectural taste of the period. <i>(State Heritage Inventory Database)</i>
Conservation policy	The building should continue to be conserved and used for commercial purposes. Fabric of high significance should be retained, preferably in its original location, and future adaptations carried out in areas which have already been altered. Because the original parapet and tower are essential to the significance of the building, no additions should be permitted at roof level. <i>(State Heritage Inventory Database)</i>
Proposed works	No works are proposed on this site. A new lift structure about 4.5m high would be built in the centre of Martin Place in front of the building as part of the new Metro entrance, requiring an altered entrance to the CityRail station.
Heritage impact	The new lift structure in front of the building would detract somewhat from its setting within Martin Place and its height and footprint suggest that its heritage impact would be at least slight negative.
Mitigation	If possible the lift structure should be reduced in height and footprint to minimise its disruption to the setting of the building.
Item	Martin Place Special Area
Map reference	MP4
Image	
Significance	Local - criteria (a), (b), (c), (d), (e), (f) and (g). Martin Place is of historical and social significance as the site of various monuments, in particular the Cenotaph, as well as the site of many historical events which reinforce its image as the civic and ceremonial heart of the City. The planned evolution and development of Martin Place illustrates the application of city planning principles in the 1880s to the 1930s, which culminated in complete pedestrianisation in 1970. Martin Place also functions as a financial centre of the City, containing significant public and financial buildings. Martin Place is of aesthetic significance for its cohesive group of architecturally distinguished buildings of the late 19th and early 20th centuries. Martin Place is also significant for its supportive network of lanes, being rare examples of Victorian Sydney laneways, such as Angel Place and Ash Street. <i>(State Heritage Inventory Database)</i>

Conservation policy	The significance of Martin Place as one of central Sydney's great civic and ceremonial spaces and as a valued business location is to be conserved and enhanced. Sun access and reflected sunlight to Martin Place during lunchtime hours from mid-April to the end of August is to be protected and extended. Existing significant vistas to the east and west are to be protected and new development is not to detrimentally affect the silhouette of the GPO clock tower. The urban character, scale and strong linear enclosure of Martin Place is to be retained and enhanced by requiring new buildings to be built to the street alignment, to have street frontage heights consistent with the prevailing form of buildings in the area, and to have building setbacks above those street frontage heights. Human scale is to be retained at street level, which respecting and positively responding to the monumental nature of the place. (<i>State Heritage Inventory Database</i>)
Proposed works	Within Martin Place, the existing CityRail station entrances are to be enlarged and altered for access to the Metro station. Physical works within Martin Place would include new escalators and stairs and their surrounding balustrades, and at least one lift tower 4.5m high.
Heritage impact	The introduction of new lift structures and any other vertical elements along the axis of Martin Place would create some interruption to views east and west, and is considered to be a moderate negative impact to the Martin Place Special Area.
Mitigation	The lift structures should be designed so that their height and footprint are as low as possible, to minimise their visual intrusion into Martin Place.
Item	Commonwealth Savings Bank, 102-108 Pitt Street
Map reference	MP5
Image	
Significance	Local - criteria (a), (c), (d) and (f). The Commonwealth Bank is of architectural and environmental significance as an important component of the Martin Place streetscape. It is of historical significance as the principal and first building for

	the Commonwealth Bank and reflects the importance of the CBD as a focus for national finance. It is of considerable significance as the head office building of the Commonwealth Bank, due to its public recognition as a national symbol over a prolonged period since 1916, and its association with the early days of the bank, and in particular with the governor, Denison Miller and the architect, John Kirkpatrick. It was the first fully steel framed building in Sydney and an early manifestation of the Commercial Palazzo style. The building contributes visually to the Martin Place precinct due to its handsome external architectural quality. The building also derives significance from the spatial qualities of the banking chamber, the intactness of the safe deposit vault, and the recoverable architectural form of the ninth floor dining room with its vaulted lantern roof. The inclusion of a governor's suite and the quality of most of its material and detailing is also notable. (<i>State Heritage Inventory Database</i>)
Conservation policy	Given the high level of significance of the Pitt Street Commonwealth Bank, any future use, management and maintenance should be in accordance with the existing conservation plan by J. S. Kerr. Future development should preserve the surviving external building form, materials, details and finishes, in accordance with the conservation plan. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the Bank site. A new lift structure 4.5 m high would be built in the centre of Martin Place to the north of the building.
Heritage impact	The new lift structure would detract somewhat from the setting of the Bank within Martin Place, impeding views towards the building from the north and its heritage impact would be slight negative.
Mitigation	If possible the lift structure should be reduced in height and footprint to minimise its disruption to the setting of the Bank.
Item	APA Building, 53-63 Martin Place
Map reference	MP6
Image	
Significance	State - criteria (a), (c), (e) and (f). The APA Building exhibits a high level of architectural quality in terms of its proportions, facade treatment and vocabulary of detail. The building is representative of the brief period of economic

	expansion between the end of the depression and the Second World War. The APA building is the last remaining example in Martin Place of what was a consistent group of structures exhibiting a conformity of scale, facade treatment and vocabulary of detail. <i>(State Heritage Inventory Database)</i>
Conservation policy	Conservation of the building and site should be in accordance with the Burra Charter principles. Certain qualities of the building have been identified as being of exceptional significance. The scope of work applied to these areas of the building should be limited to maintenance, preservation, restoration, and the minimum necessary reconstruction to retain this significance. Certain areas previously subject to unsympathetic alteration would not be compromised by further adaptation. <i>(State Heritage Inventory Database)</i>
Proposed works	No works are proposed on this site. A new lift structure 4.5m high would be built in the centre of Martin Place to the north-west of the building.
Heritage impact	The new lift structure in Martin Place may detract from the setting of the APA building, although its heritage impact is likely to be neutral.
Mitigation	If possible the lift structure should be reduced in height and footprint to minimise its disruption to the setting of the building.
Item	Former Ushers Hotel, 64-68 Castlereagh Street
Map reference	MP8
Image	
Significance	Local - criteria (a), (c), (d) and (g). Generally, the former Usher's Metropolitan Hotel [British Airways House] reflects a long period of development important for city, from the early 1900s through to the 1930s. The many changes made to the building reflect the changing needs of this central part of the city. It is representative of the work of the architectural firm of H E Ross & Rowe in the city context. The building is particularly noteworthy as an early example of the importance of the hospitality industry in Sydney, in its former use as a hotel. It is representative of the Commercial Palazzo style, and also displays Georgian Revival details. It contributes to the townscape character of its place within the important Martin Place precinct. <i>(State Heritage Inventory Database)</i> .

Conservation policy	The existing external form and scale of British Airways House should be preserved. Any future development should preserve the exterior sandstone and brick facade to Castlereagh Street. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on the former hotel site, but the adjoining building in Castlereagh Street would be demolished and a deep excavation would be undertaken on the site, followed by the erection of a new building.
Heritage impact	The heritage impact on the former Usher's Hotel of the demolition of the adjoining building and excavation of the adjoining site is considered to be neutral. The design of the existing Cullinan Building at the corner of Castlereagh and King Streets is not altogether sympathetic to the heritage listed buildings on the other side of King Street, so that there is potential for a positive heritage impact if the new building is of more sympathetic design. The draft Station Plan shows a building taller than the existing Cullinan Building, which has the same street wall height as both the Trust Building and British Airways House (which were built to the old 150-foot height limit for city buildings that preceded the Height of Buildings Act in the 1950s).
Mitigation	The design of the new building on the adjoining site should have regard to the setting of the former Usher's Hotel, in particular by adopting a similar podium height (as shown in the draft Station Plan) and street wall height, possibly with a taller element at the street corner.
Item	Main Sydney Hospital Buildings, Macquarie Street
Map reference	MP10
Image	
Significance	Local - criteria (a), (c), (d) and (g). The Main Buildings of the Sydney Hospital complex are designed in the Victorian Free Classical style and located on Macquarie Street adjacent Martin Place. The buildings are located in a prominent position and form an important visual focus to Martin Place. The buildings have an important visual and contextual relationship with the other buildings in the Sydney Hospital complex, and other government buildings along Macquarie Street, and together form the Macquarie Street Heritage Precinct. The buildings are of aesthetic significance being well crafted in fine materials, and reflecting important stylistic influences in the later part of the nineteenth century. The complex has historic significance being the oldest

	working hospital in Australia and having a lengthy association with a variety of historically important persons in New South Wales. It has social significance as an important symbol for the social history of the nation being a purpose built hospital complex demonstrating the growth and change of the institution of HealthCare. It has scientific significance as an example of the method used in HealthCare administration at the turn of the century. The main building is significant as it replaced the former Rum Hospital building. It is the only hospital building of the 72 buildings in the style in the city, and as such is significant as a fine and largely intact example of the style. (<i>State Heritage Inventory Database</i>)
Conservation policy	As the site of the oldest working hospital in Australia, all significant buildings and fabric should be retained. The existing conservation plan should be updated and used to guide the future works and maintenance of the complex. The form and scale of the buildings should be retained. Surfaces never intended for painting, notably sandstone, should remain unpainted, while surfaces such as timber or render which were originally painted should continue to be painted in appropriate colours. Window and door openings should not be enlarged or filled in and replacements should be complementary to the style of the building. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed on or near the hospital site. Two new lift structures 4.5m high would be built in the centre of Martin Place.
Heritage impact	The new lift structures in the centre of Martin Place would disrupt views eastwards towards the hospital, which forms the visual closure at the top of Martin Place. The heritage impact of the lift structures is considered to be moderate negative.
Mitigation	The design of new vertical structures in Martin Place needs to take account of the significant views up Martin Place to Sydney Hospital. In particular, the lift structures should be designed with height and footprint as small as possible, to minimise their disruption to views towards the hospital.
Item	Apartment building, 7 Elizabeth Street
Map reference	MP11
Image	

Significance	This building is not currently listed, but is under consideration for statutory listing as a heritage item by the City of Sydney. The building is historically significant because it is the only block of flats constructed in the City of Sydney during the 1930s to have survived and still fulfil its function as a residential building. The building is aesthetically significant because of its associations with two prominent and influential designers, architect Emil Sodersten and interior designer Marion Hall Best. Emil Sodersten was one of the most important architects to have practised in New South Wales during the 1920s and 1930s. Famous for the residential flat buildings that were designed in his office, this is the only one known to have been constructed in the CBD and shows the influence of the modernist European architecture on his work. Its interiors were an early and well publicised example of the work of Marion Hall Best, who went on to exercise a great influence on interior design in this state during the three decades after World War II. (<i>City of Sydney Heritage Database May 2008</i>)
Conservation policy	The building should be retained and conserved. A Heritage Assessment and Heritage Impact Statement or a Conservation Management Plan should be prepared for the building prior to any major works being undertaken. There shall be no vertical additions to the building and no alterations to the facade of the building other than to reinstate original features. The principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved. Any additions and alterations should be confined to the rear in areas of less significance, should not be prominent and shall be in accordance with the relevant planning controls. (<i>City of Sydney Heritage Database May 2008</i>)
Proposed works	The building would be adjacent to the proposed construction site for the Martin Place station. Buildings in Castlereagh Street to the rear would be demolished.
Heritage impact	Provided the construction works are managed to avoid physical damage to the building. The heritage impact of the work is expected to be neutral.
Mitigation	No mitigation measures are considered necessary.



6 Barangaroo-Wynyard Station

6.1 Study area

The study area is shown in the map below.



Figure 6.1 Study area for Barangaroo-Wynyard Station and pedestrian link

Source: SKM Manidis Roberts

6.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- The former Big House Hotel, 20-26 Sussex Street (State Heritage Register) [map reference BW1]
- Trees and sandstone walls at the corner of Sussex and Napoleon Streets (LEP listing) [BW2].
- The former Railway House, 11-31 York Street (State Heritage Register) [BW3]
- Wynyard Railway Station (LEP listing) [BW4]

The following heritage items, although within the study area, are not considered to be affected by the works:

- Wynyard Park, York, Margaret and Carrington Streets (LEP listing) [BW5]
- Scots Church, 2 York Street (LEP listing) [BW6]

6.3 Brief history of the study area

The area now called Wynyard is a remnant of the open space that was once Sydney's first military barracks. Leseuer's plan of the town of Sydney in 1802 shows the barracks established in this location, while Meehan's survey of 1807 indicates a large parade ground between the barracks buildings to the west and George Street to the east. By 1822, Governor Macquarie had brought order to the formerly haphazard Sydney streets. A plan prepared just after his departure from the colony shows York Street terminating at what is now Barrack Street at the southern end of the military parade ground. By 1854, after the army had relocated to Victoria Barracks on South Head Road, York Street had been extended through the former parade ground, creating the open space bounded by George, Margaret, York and Barrack Streets known as Wynyard Square. Wynyard Square is said to have been named after Lieut Col Robert Henry Wynyard, Commander of the 58th Regiment of Foot from 1843 to 1859. The Regiment was originally quartered at the George Street Barracks and moved to Victoria Barracks in 1847. At the end of the 19th century, Wynyard Square remained a large open space surrounded mainly by residential buildings.

John Young's visionary proposal of 1879 for the City Railway showed a loop line through Circular Quay. However, it was not until 1915 that Parliament adopted a proposal for an underground electric railway through the City, by J.J C Bradfield, Chief Engineer for Metropolitan Railway Construction. It was part of a comprehensive upgrade of the system which included a harbour bridge. Financial restrictions delayed construction until the 1920s. The first section of the current CityRail City line was the eastern branch to Museum and St James Stations, on which the first underground electric train ran on 20 December 1926. Much of the line was constructed by open cut tunnelling. The western section of the line, through Town Hall and Wynyard stations, was begun at about this time. The same 'open-cut' construction methods were used. The new line was completed in 1932, in conjunction with the opening of the new Sydney Harbour Bridge. Although the Government allocated funds to complete the City Railway loop line connecting Wynyard and St James stations via Circular Quay, it was not until after the Second World War that this work was undertaken.

The Railway headquarters had been located in various city buildings, including Central Station after its completion in 1901. However, the expansion and upgrading of the State railway network between 1920 and 1932 led to a need for greater and more modern accommodation. Accordingly, the Department of Railways began planning for a head office at the new Wynyard Station. The designers of the building that was eventually constructed were architects Henry E Budden & Mackey. Construction of the new building began in the early 1930s and was completed in 1936. It was one of the most modern buildings in Sydney, and the first to be designed with an integral air-conditioning system, the main duct of which was built into the corridor ceilings. The building also made extensive use of green glazed terracotta facing, now considered the most impressive in Sydney. Railway House had been planned as part of a group of buildings and facilities around Wynyard Square, connected through the station. These included a new hotel (the Plaza, which had frontages to Wynyard Square and George Street), and the Railway Refreshment Rooms located off the concourse to Wynyard Station. Both have since been demolished.

In 1947, the Railways Department was already thinking of enlarging its headquarters. An architect's drawing shows a proposal to extend the building northwards to Margaret Street in the same style as the original. However, the extension was not commissioned until 1970, and it was then designed in a completely different style by architects Peddle Thorp and Walker. The new building, renamed Transport House, was opened in 1973. Many of the original interiors, notably the main entrance, main stair and lift lobbies, were removed or altered as part of the work, but the distinctive tiled corridors remained.¹⁰

¹⁰ Adapted from Interpretation Panels for Railway House (*Orwell & Peter Phillips, 2004*)



6.4 Cultural significance

The significance of each of the items assessed is described below in Section 6.6.

6.5 General description of works

Two buildings in Clarence Street, on the opposite side of York Lane from Railway/Transport House, would be demolished for the main shaft, and the new station platform would be constructed under Margaret Street.

A new building would be constructed on the site of the demolished buildings in Clarence Street, for the new Barangaroo-Wynyard Station entrance, also containing services and access for the station and pedestrian link. The existing entrance to Railway House in York Lane would be widened, and a new link would be constructed through the basement of Railway House to connect the Metro entrance with the CityRail station concourse.

A second shaft and construction site would be established within the Barangaroo site on the western side of Sussex Street. In addition to the station, the Barangaroo pedestrian link would be constructed with a footbridge over Sussex Street beside the former Big House Hotel, and a tunnel above the station cavern in Margaret Street, with connections to CityRail's Wynyard Station.

On the Barangaroo site, a new entrance structure containing the service and access equipment would be constructed, which may in future be incorporated into a new building within the Barangaroo development. At the rear of the former Big House Hotel, Napoleon Street would be redesigned to have two lanes of access only, and a larger public open space would be created between the street and the hotel.



6.6 Assessment of heritage impacts

Item	The former Big House Hotel, 20-26 Sussex Street
Map reference	BW1
Image	
Significance	State - criteria (a), (c) and (d). Moreton's Hotel [the former Big House Hotel] is significant as a fine and largely intact example of the Federation Free Style used in a large corner hotel. The building has aesthetic significance for its prominent siting at the edge of the waterfront dockyards on Sussex Street as well as for the strong contribution it makes to the character of the immediate area. It has historic significance for the continuation of the hotel trade on or near the site since the area was reclaimed from Darling Harbour. The building is significant as the largest of the group of hotels constructed by the Sydney Harbour Trust to replace those demolished in the early years of the twentieth century following the 1900 plague. (<i>State Heritage Inventory Database</i>)
Conservation policy	The form and scale of the building should be retained. As the building remains largely intact externally and internally, and is such a prominent landmark in the area, there should no alterations which break through the skyline or rise above the parapet limits. All original external fabric such as face brick, sandstone and ceramic tiling which was originally unpainted should remain unpainted, while those materials which originally had a paint finish could be repainted in appropriate colours. (<i>State Heritage Inventory Database</i>)
Proposed works	There are no works proposed to the hotel itself. A footbridge, part of the Barangaroo pedestrian link, would be built across Sussex Street, to the south of the stone steps beside the southern facade to the building, with an optional link potentially to be constructed to the north of the hotel.
Heritage impact	The new footbridge would interfere to some extent with the setting of the hotel as viewed from Sussex Street. It is considered that the footbridge would give rise to at least a slight negative impact, and that the preferred location is to the south of the building. The public open space to the east could have a slight positive impact on the setting of the hotel, depending on its final design.
Mitigation	The new footbridge should be carefully designed to minimise its visual impact to Moreton's Hotel.

Item	Trees and sandstone walls at the corner of Sussex and Napoleon Streets	
Map reference	BW2	
Image		
Significance	Local - criterion (a). Of historic significance as an example of early 20th Century townscape elements. (<i>State Heritage Inventory Database</i>)	
Conservation policy	None located	
Proposed works	There are no works proposed to this item. However, the construction zone is shown extending across Sussex Street to the area where the trees are located. The sandstone wall along the east of the site could potentially be affected by the proposed construction works associated with the modifications to Napoleon Street and the design of the new public open space.	
Heritage impact	The trees are within the triangular shaped land shown on Figure 6.1 (east of BW1), and the sandstone wall runs along the eastern side below Napoleon Street. Heritage impact is expected to be neutral provided care is taken during construction, and there is an appropriate relationship in design and level between the wall and the new public open space.	
Mitigation	Appropriate care and protection of the trees and the sandstone wall should eliminate any adverse heritage impact.	



Item	The former Railway House, 11-31 York Street
Map reference	BW3
Image	
Significance	State - criteria (a), (c) and (f). Railway House ... is considered to be of State significance for the following reasons: • It possesses a high historical significance as an example of early centralisation of the New South Wales Government Railways Department administration offices integrated with the inner city railway network, and for its continuance of use to the present day. • The building is a rare intact example of a highly decorated Art Deco Inter War architectural style earning both the NSW Sulman Award for architectural excellence in a public building and the Royal Institute of British Architects medal in 1936. • The building represents a continuing contribution to the social and commercial fabric of the city due to its landmark access to Wynyard Station and its relationship to the Wynyard Park precinct of the City of Sydney • The building is a rare example of scientific and technical pioneering value due to its extensive use of highly crafted glazed terra cotta facing tiles to amplify its Art Deco style. The building has historic associations with a major Australian building product manufacturer, Wunderlich Limited of Redfern. (<i>Railway House draft Conservation Management Plan</i>)
Conservation policy	Transport House [as Railway House was renamed after the 1970s alterations] is of such high significance that a conservation plan is warranted to guide future management, use and maintenance. The overall form of the building should be preserved. Any future development should preserve all external envelope materials and details in accordance with the Conservation Plan. Original internal fabric and finishes should be restored or reconstructed in accordance with the Conservation Plan, where appropriate research has been undertaken. (<i>State Heritage Inventory Database</i>)

Proposed works	The ground floor of the 1970's extension to the original Railway House would be altered to reduce the area of the retail tenancy on the corner and provide pedestrian access to York Lane. The existing entrance from York Lane to Railway House would be increased in width, taking three structural bays for a new ramp and steps and adjacent retail tenancy, demolishing an existing retail tenancy in the escalator lobby as well as metal-framed windows, rendered masonry and modern metal louvres in the external wall to York Lane. At the level of the CityRail station concourse, a new pedestrian link would be constructed through the basement of Railway House, with some existing structural columns demolished and replaced by transfer beams.
Heritage impact	The alterations within the 1970's addition to Railway House are considered to give rise to a neutral heritage impact, as this part of the building is not assessed as being significant. It is noted that refurbished sections of the original Railway House building (such as the lift lobbies) still contain significant fabric, including terrazzo floors and fibrous plaster cornices, concealed beneath later finishes. It is important that original significant fabric in the affected parts of the older building is not inadvertently lost during demolition for the new pedestrian access. The removal of the retail tenancy in the escalator lobby would result in a neutral heritage impact, as the fabric of this element is of little significance within a space assessed in the draft CMP as being of considerable significance (the highest rating in the draft CMP), but the widening of the rear entrance (also listed in the draft CMP as fabric of considerable significance) could result in a slight to moderate negative impact, which could be mitigated by careful design of the new entrance (refer below). The rear windows and walls to be removed for the construction of the new entrance and adjacent retail area appear to be assessed in the draft CMP as being of little significance, so their removal is considered to result in a neutral heritage impact. The basement area through which the new pedestrian link will be constructed also appears to be assessed in the draft CMP as being of little significance, and the heritage impact of the proposed pedestrian link is therefore considered to be neutral.
Mitigation	The risk of damage to original significant fabric concealed beneath later finishes can be reduced by careful planning and execution of demolition under heritage advice and supervision. The design of the new entrance from York Lane and the adjacent retail area should preserve the whole of the existing symmetrical entrance with its rendered decoration, and be detailed as separate new openings of sympathetic modern appearance within the original structural bays.



Item	CityRail's Wynyard Railway Station
Map reference	BW4
Image	
Significance	Local. The State Heritage Inventory database contains no information on the significance of the station. It is considered to have historical significance as part of the City Railway and Sydney Harbour Bridge phases of the development of the NSW railway system under J J C Bradfield.
Conservation policy	None located
Proposed works	There are no works proposed within the CityRail station except for connections to the existing concourse below street level.
Heritage impact	The heritage impact of the proposed connections between the existing CityRail station and the new work is considered on present information to be neutral, as the connections appear to occur in areas where finishes are of recent origin and little significance.
Mitigation	Existing fabric at Wynyard Station should be investigated prior to demolition to determine if any significant fabric is concealed beneath later finishes and would be damaged by the works.

7 Pyrmont Station

7.1 Study area

Two alternatives for Pyrmont Station are assessed. The study areas are shown in Figures 7.1 and 7.2.

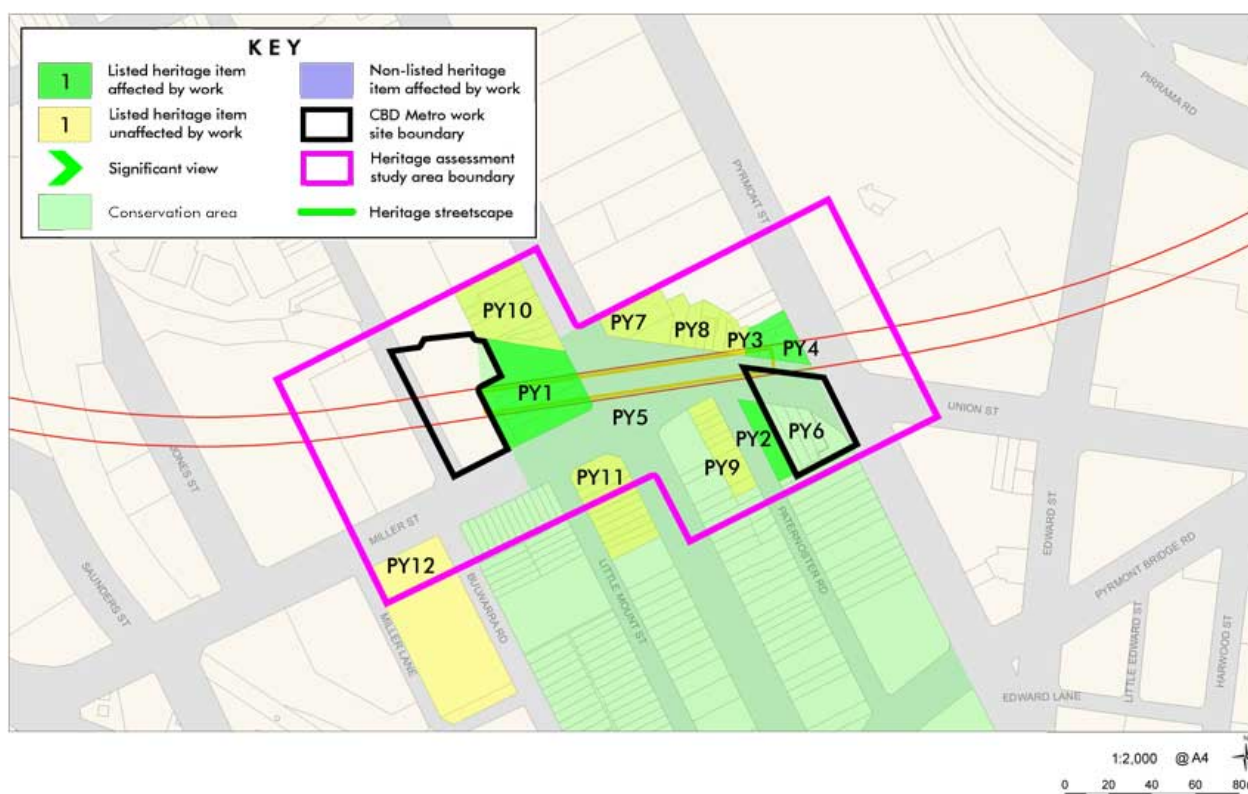


Figure 7.1 Study area for Pyrmont Station Alternative 1

Source: SKM Manidis Roberts

7.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works proposed in both Alternative 1 and Alternative 2:

- Commercial Terrace, 117-125 Harris Street (LEP listing) [map reference PY1]
- Former Australian Joint Stock Bank, 1 Union Street (LEP listing) [PY2]
- Victorian Georgian sandstone cottage, 18 Union Street (LEP listing) [PY3]
- Victorian Georgian shop and residence, 22 Union Street (LEP listing) [PY4]
- Pyrmont Heritage Conservation Area (LEP listing) [PY5].

The following item within the study area is within the listed conservation area and would be directly affected by the works in both Alternative 1 and Alternative 2:

- Victorian commercial buildings, 3-9 Union Street [PY6]

The following heritage items, although within the study area, are not considered to be affected by the works:

- Pymont Post Office, 148 Harris Street (Commonwealth Heritage List and State Heritage Register) [PY7]
- Commonwealth Bank, 2 Union Street, Victorian Filigree terrace, 4 Union Street, sandstone single-storey mid-Victorian cottage, 6 Union Street, and mid-Victorian sandstone terraces, 8-16 Union Street (LEP listing) [PY8]
- Mid-Victorian terrace, 1 Paternoster Row, and mid-Victorian terraces, 3-21 Paternoster Row (LEP listing) [PY9]
- Victorian Georgian terrace, 105-115a Harris Street (LEP listing) [PY10]
- Mid-Victorian terrace and corner shop, 135-141 Harris Street (LEP listing) [PY11]
- Inter-War Warehouse, 63-79 Miller Street (LEP listing) [PY12]
- Harris Street (Harris at Union and Miller Streets) (REP listing) [PY13]
- War Memorial, Union Square (LEP listing) [PY14].

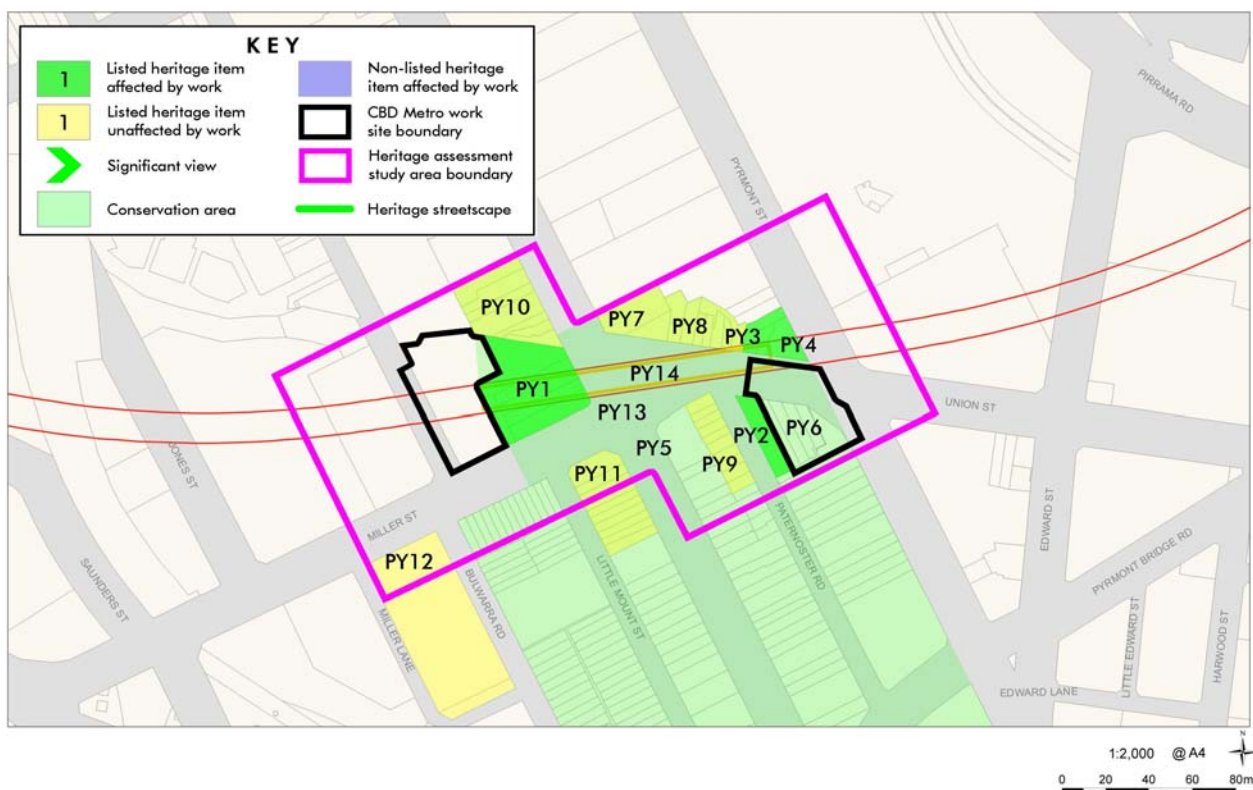


Figure 7.2 Study area for Pymont Station Alternative 2

7.3 Brief history of the study area

Most of the north-eastern end of the Pymont peninsula, known as Jones' Farm was acquired by John Macarthur in 1806. The present Union Street marks the boundary of Macarthur's Pymont Estate, which is shown in Wells' 1843 map as being partially developed along the northern side of what is now Union Square. Robert Saunders of the Saunders sandstone quarries is said to have built around 50 buildings, including most of the sandstone buildings on the northern side of Union Street.

The land to the south was granted to John Malone, and remained largely undeveloped until the 1880s. The bank and shops/dwellings on the block bounded by Paternoster Row, Union Street and Pymont Street were all built in the early 1880s when the land had been leased to George Pile the auctioneer. In 1896 the buildings were owned by the Permanent Trustee Company and were properties for rent; they remained as such until the late 1950s.

A new Pymont Post Office was built at the corner of Union and Harris Streets in 1901, reflecting the importance of the junction of Harris, Miller and Union Streets as a nodal point for Pymont. The war memorial in what is now known as Union Square was unveiled by the State governor in April 1922.¹¹

7.4 Cultural significance

The significance of each of the items assessed is described below in Section 7.6.

7.5 General description of works

For Alternative 1, the main shaft and construction zone would be established on a site on the south-west corner of Mount and Miller Streets, below the sandstone cliff face. Existing commercial and industrial buildings on this site would be demolished. Four buildings on the south-east corner of Union and Pymont Streets would also be demolished for a second shaft and construction zone. New buildings would be constructed on both sites to house services and access for the new station platform, which would be built in a cavern beneath Union Square. The existing arrangement of the eastern end of Union Square (at Union Street) would be reinstated at the end of the works.

For Alternative 2, the worksite area and works proposed on the site at the corner of Mount and Miller Streets would be very similar to Alternative 1, although the locations of new elements would be altered to suit a slight change in the station alignment underground to the north. The front sections of the four buildings at 3-9 Union Street would be retained, with the rear wings of these buildings being demolished for the construction of a new services building. A new three-storey building would be constructed at the vacant corner of Union and Pymont Streets to accommodate a station entrance, and Union Square would be extended to the east through Union Street, with flush skylights incorporated into the paving.

¹¹ Adapted from information provided by Dr Rosemary Annable and *Pymont & Ultimo Under Siege* (Fitzgerald and Golder)



7.6 Assessment of heritage impacts

Item	Commercial Terrace, 117-125 Harris Street
Map reference	PY1
Image	
Significance	Local - criteria (a), (c), (f) and (g). Of architectural and aesthetic significance as a fine example of a Victorian Regency commercial building with corner and street front addresses along Miller and Harris Streets. Of environmental significance to an architecturally diverse and historically important commercial streetscape. Of environmental significance for its visual prominence in its Harris Street context, in the heart of the retail centre of Pyrmont, and sited prominently on the ridgeline. (<i>State Heritage Inventory Database</i>)
Conservation policy	The building should be retained and conserved. A Heritage Assessment and Heritage Impact Statement, or a Conservation Management Plan, should be prepared for the building prior to any major works being undertaken. There shall be no vertical additions to the building and no alterations to the façade of the building other than to reinstate original features. The principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved. Any additions and alterations should be confined to the rear in areas of less significance, should not be visibly prominent and shall be in accordance with the relevant planning controls. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed to this group. The buildings on the site to the rear would be demolished and replaced by initially a deep excavation and eventually a new building (largely below ground) housing the station entrance and services, with potential for a future development above ground. The draft Station Plan does not show a proposed building envelope for this development.
Heritage impact	The heritage impact of the works proposed for the Pyrmont Station (both Alternatives 1 and 2) is considered neutral at this location, as the structure at the corner of Mount and Miller Streets, although evidently taller than the existing building, appears to be separated from the western boundary of the listed group and the level of the land is lower. Some future impact may arise from the construction of the new station over-site development.
Mitigation	The design of future development on the Mount Street site would need to have regard to the setting of the listed group in Harris Street.

Item	Former Australian Joint Stock Bank, 1 Union Street
Map reference	PY2
Image	
Significance	Local - criteria (a), (c), (e), (f) and (g). The [former Australian Joint Stock Bank] building dates from one of the key period of layers for the development of Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid Victorian former bank on a prominent corner site which makes a positive contribution to the streetscape. (<i>State Heritage Inventory Database</i>)
Conservation policy	The building should be retained and conserved. A Heritage Assessment and Heritage Impact Statement, or a Conservation Management Plan, should be prepared for the building prior to any major works being undertaken. There shall be no vertical additions to the building and no alterations to the façade of the building other than to reinstate original features. The principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved. Any additions and alterations should be confined to the rear in areas of less significance, should not be visibly prominent and shall be in accordance with the relevant planning controls. (<i>State Heritage Inventory Database</i>)
Proposed works	No works are proposed to this building. In Alternative 1, the adjoining buildings at 3-9 Union Street, built at the same time, would be demolished and replaced by initially a deep excavation and eventually a new two-storey building. In Alternative 2, the front sections of the buildings at 3-9 Union Street would be retained, and a new three-storey building constructed on the vacant site at the corner of Union and Pyrmont Streets for the station entrance.
Heritage impact	The existing buildings at 3-9 Union Street have a perceptible design relationship with the listed bank building, which is part of a late 19 th century group at the end of the block bounded by Union Street, Pyrmont Street and Paternoster Row. This row was originally terminated at the opposite end by a three-storey

	Victorian building on the corner of Union and Pymont Streets, demolished several years ago for proposed road widening. The demolition of the buildings at 3-9 Union Street, as proposed in Alternative 1, would thus have a moderate negative impact on the setting of the bank. The retention of the front sections of these buildings, as proposed in Alternative 2, would have a neutral heritage impact, as the present design relationship would be retained, and the construction of a sympathetic new building at the corner could have a slight positive impact as it would reinstate the visual termination of the group.
Mitigation	In Alternative 1, the new building that replaces 3-9 Union Street should be sympathetically designed with regard to the setting of 1 Union Street. In Alternative 2, the design of the new building at the corner of Union and Pymont Streets should be of sympathetic design and provide a similar visual termination to the group at the eastern end as No 1 Union Street does at the western end.
Item	Victorian Georgian sandstone cottage, 18 Union Street
Map reference	PY3
Image	
Significance	Local - criteria (a), (b), (c), (e), (f) and (g). The building dates from one of the key period of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid Victorian sandstone house which makes a positive contribution to the streetscape. (<i>State Heritage Inventory Database</i>)
Conservation policy	The building should be retained and conserved. A Heritage Assessment and Heritage Impact Statement, or a Conservation Management Plan, should be prepared for the building prior to any major works being undertaken. There shall be no vertical additions to the building and no alterations to the façade of the building other than to reinstate original features. The principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved. Any additions and alterations should be confined to the rear in areas of less significance, should not be visibly prominent and shall be in accordance with the relevant planning controls. (<i>State Heritage Inventory Database</i>)
Proposed works	There are no works proposed to this building. In Alternative 1, four buildings opposite in Union Street would be demolished and replaced by a new two-

	storey building, while in Alternative 2 the front sections of these would be retained and a new three-storey building constructed at the corner of Union and Pyrmont Streets.
Heritage impact	The demolition of the buildings opposite, which are of similar scale and design (as proposed in Alternative 1), would have a slight negative impact on the setting of this building. The retention of the front sections of these buildings, as proposed in Alternative 2, would have a neutral heritage impact.
Mitigation	For Alternative 1, adverse heritage impact could be minimised by sympathetic design of the new building that replaces the demolished buildings opposite.
Item	Victorian Georgian shop and residence, 22 Union Street
Map reference	PY4
Image	
Significance	Local. Of environmental significance as part of a complementary group of commercial/residential buildings in the Pyrmont Square group. Of historical significance for its association with early building in the suburb of Pyrmont. Of interpretive significance as a good example of its type and age. (<i>State Heritage Inventory Database</i>)
Conservation policy	Generally as for No 18 Union Street.
Proposed works	There are no works proposed to this building. In Alternative 1, four buildings opposite in Union Street would be demolished and replaced by a new building. In Alternative 2, a new three-storey building would be constructed on the vacant site at the opposite corner of Union and Pyrmont Streets.
Heritage impact	The demolition of the buildings opposite, which are of similar scale and design (as proposed in Alternative 1), would have a slight negative impact on the setting of this building. If the new building on the vacant corner site (as proposed in Alternative 2) is of sympathetic design, and reinstates the built form on this site as it was prior to the demolition of the original corner building for road widening, there is potential for a slight positive heritage impact.
Mitigation	For Alternative 1, adverse heritage impact can be minimised by sympathetic design of the new building that replaces the demolished buildings opposite. For Alternative 2, similarly careful design has potential for positive heritage impact.

Item	Pymont Heritage Conservation Area
Map reference	PY5
Image	
Significance	Local - criteria (a), (c), (e), (f) and (g). The area dates from one of the key period of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape. (<i>State Heritage Inventory Database</i>)
Conservation policy	None located.
Proposed works	In Alternative 1, four buildings within the conservation area, on the south-east corner of Union and Pymont Streets, would be demolished and replaced with a new building. In Alternative 2, the front sections of these buildings would be retained, and a new three storey building constructed on the vacant site at the corner of Union and Pymont Streets. The rear wings of the buildings at 3-9 Union Street would be demolished and replaced by a new services building.
Heritage impact	As the buildings to be demolished are all considered to be contributory buildings to the conservation area, their demolition (as proposed in Alternative 1) is considered to be a moderate negative heritage impact. It is unlikely that the new building, because of its new functional requirements, would fully recover the contribution made to the conservation area by the existing buildings. The draft Station Plan shows two-storey buildings adjacent to the former bank at 1 Union Street, and a three-storey building at the corner, which is an appropriate building envelope. The retention of the front sections of the existing buildings, and the construction of a new building on the vacant corner site (as proposed in Alternative 2) has potential for a slight positive heritage impact if the new building is sympathetically designed to become a contributory element to the conservation area. As the rear sections of the Union Street buildings have been considerably altered, their demolition is considered to have a neutral heritage impact, as is the construction of the new services building which will be largely concealed from view.
Mitigation	For Alternative 1, careful sympathetic design of the new station entry and services building would minimise the loss of heritage impact. The demolished buildings should also be interpreted on the site of the new works. For

	Alternative 2, sympathetic design of the new corner building to interpret the original building, and relate to the existing buildings opposite and adjacent, has potential for the recovery of significance and a slight positive heritage impact.
Item	Victorian commercial buildings, 3-9 Union Street
Map reference	PY6
Image	
Significance	Local. These buildings are not individually listed, but are contributory elements within the Pyrmont Heritage Conservation Area (see above).
Conservation policy	None located
Proposed works	In Alternative 1, these buildings would be demolished for the construction of the Pyrmont Station entrance and service building. In Alternative 2, the front sections of these buildings would be retained, and the rear sections demolished and replaced by a new services building. A new building would be constructed on the vacant site at the corner of Pyrmont and Union Streets.
Heritage impact	For Alternative 1, as the buildings to be demolished are all considered to be contributory buildings to the conservation area, their demolition is considered to be a moderate negative heritage impact. It is unlikely that the new building, because of its new functional requirements, would fully recover the contribution made to the conservation area by the existing buildings. The draft Station Plan shows two-storey buildings adjacent to the former bank at 1 Union Street, and a three-storey building at the corner, which is an appropriate building envelope. The retention of the front sections of the buildings, and the construction of a new building on the vacant corner site (as proposed in Alternative 2) has potential for a slight positive heritage impact if the new building is sympathetically designed to become a contributory element to the conservation area. As the rear sections of the Union Street buildings have been considerably altered, their demolition is considered to have a neutral heritage impact.
Mitigation	For Alternative 1, careful sympathetic design of the new station entry and services building would minimise the loss of heritage impact. The demolished buildings should be interpreted on the site of the new works. For Alternative 2, sympathetic design of the new corner building to interpret the original building, and relate to the existing buildings opposite and adjacent, has potential for the recovery of significance and a slight positive heritage impact.

8 Future White Bay station

8.1 Study area

The study area is shown in the map below.

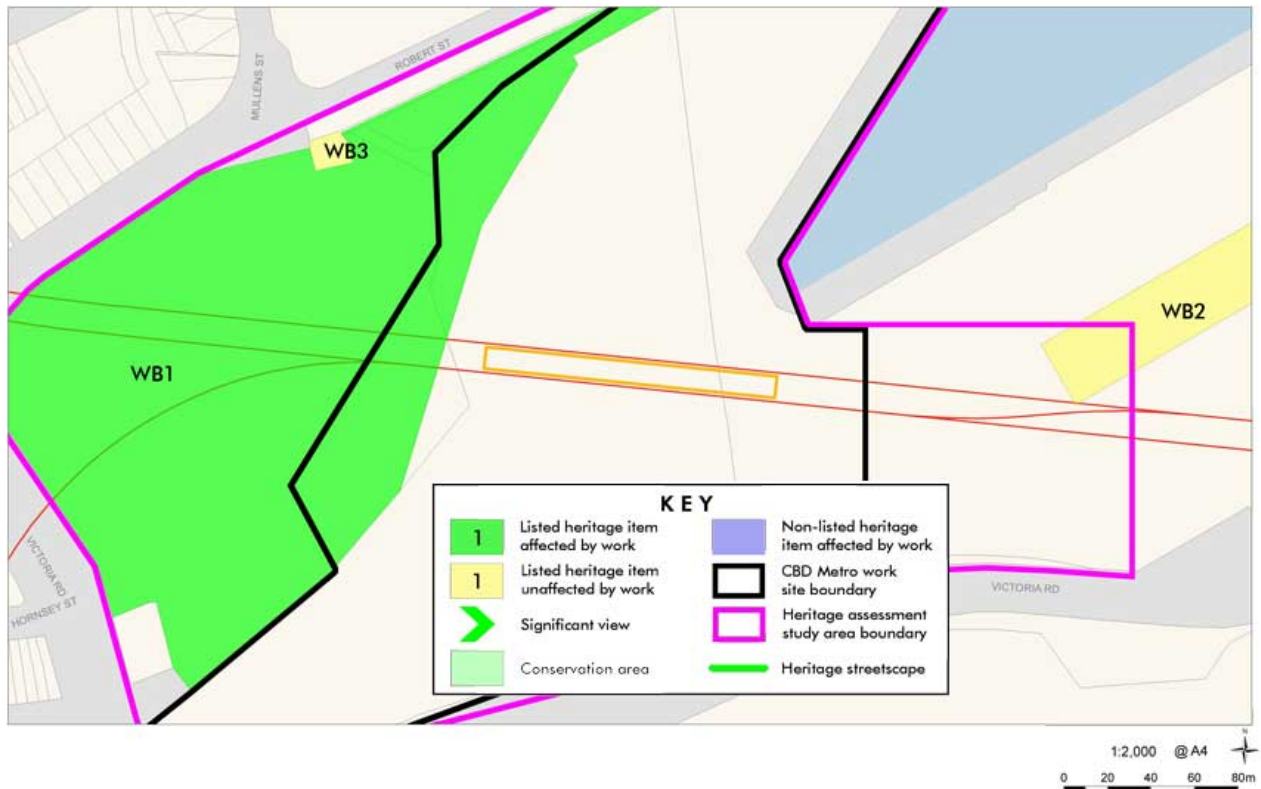


Figure 8.1 Study area for White Bay future station

Source: SKM Manidis Roberts

8.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- White Bay Power Station(State Heritage Register) [map reference WB1]

The following heritage items, although within the study area, are not considered to be affected by the works:

- Glebe Island Wheat Silos (S170 listing) [WB2]
- Sewerage Pumping Station No 7, Robert Street (REP listing) [WB3]

8.3 Brief history of the study area

Before the arrival of the British in 1788, the area around the subject part of the harbour was occupied by the Cadigal band of the Eora nation. The British occupation of the area coupled with the decimating effects of small pox and other diseases, forced Aboriginal people to abandon most of these areas. In 1800 William Balmain was granted by the Crown 550 acres on Rozelle Bay, north of Glebe and across Johnston's Bay thus giving his name to that area. With the spread of industry along the shoreline in the middle years of the 19th Century, there was considerable pressure to subdivide the land for workers housing and related facilities to service such industries as the Abattoirs on Glebe Island, W. Bell Allen's boiling down works, timber milling in Rozelle Bay and Cowan & Israel's Soap and Candle factory on the Annandale foreshores.

By 1855, subdivision was well established around the head of White Bay which was still a mud flat. In 1890 a dyke was built from Balmain across the mud flat to Glebe Island and the land at the head of the bay reclaimed. Mullens Street was extended and housing built. The future site of the White Bay Power Station was subdivided for housing during these years. Some time after 1910 the site was progressively resumed for the purposes of building the power station. It was cleared and construction of the power station began in 1912.

White Bay Power Station was built by the NSW Rail Commissioners originally to provide power for the growing rail network. As demand for power increased across the city, it gradually produced more and more electricity for general use along with the other Power Stations at Ultimo, Pyrmont and Balmain until the more efficient power stations built on the coal fields outside Sydney took over supply in the latter half of the 20th century. This allowed the city power stations to be closed down. Pollution from these had always been a problem. By the 1970s, demand for power from White Bay had diminished to such an extent that the second boiler house was pulled down and the turbines sold off. The power station ceased generating power on Christmas Day 1983.¹²

Glebe Island area was selected as the site for a City Abattoir in 1850, but complaints about pollution led to its closure in 1912. Wharves were then constructed to facilitate wheat and coal handling between rail and sea transport. Bulk wheat handling facilities were developed during the 1920s and 1930s. The existing concrete silos date from the most recent expansion of the facility in 1975.¹³

8.4 Cultural significance

The significance of the elements of the White Bay Power station is shown in Figure 8.2, which reproduces a drawing taken from the Conservation Management Plan. This plan also shows the boundary of the power station site and its relationship to the buildings.

8.5 General description of works

The White Bay site would be the main construction site for the whole of the CBD Metro works. Temporary works at the site would include the construction of new buildings and excavations to serve the management of the project, disposal of excavated spoil and access for tunnel boring machinery. Permanent works would include the construction of an open cut cavern for a future station, which would be covered with a temporary structure.

¹² Adapted from White Bay Power Station CMP

¹³ Adapted from Sydney Ports Corporation Heritage Inventory sheet for Glebe Island Silos





Figure 3.8.2/1
Grading of Significance
SITE PLAN

Figure 8.2 Significant elements of White Bay Power Station (1 exceptional to 4 little or neutral)
Source: White Bay Power Station Conservation Management Plan

8.6 Assessment of heritage impacts

Item	White Bay Power Station
Map reference	WB1
Image	
Significance	State - criteria (a), (b), (c), (d), (e), (f) and (g). White Bay Power Station is of exceptional structural significance to the State of New South Wales. It was the longest serving Sydney power station and is the only one to retain a representative set of machinery and items associated with the generation of electricity in the early and mid twentieth century. It retains within its fabric, and in the body of associated pictorial, written archives and reports and oral history recordings, evidence for the development of technology and work practices for the generation of electrical power from coal and water. This development of power generation at White Bay contributed to the expansion of the economy of Sydney and New South Wales. As a result of its remarkably intact survival, it retains the unique ability to demonstrate, by its location, massing, design, machinery and associated archives, the influence and dominance that early power-generating technology exerted on the lives and urban fabric of inner cities in the first half of the 20th century. Aesthetically, White Bay Power Station contains internal and external spaces of exceptional significance. These spaces include raw industrial spaces of a scale, quality and configuration which is becoming increasingly rare and which inspire visitors and users alike. Externally, it is a widely recognised and highly visible landmark, marking the head of White Bay and the southern entry to the Balmain Peninsula and its industrial waterfront. It retains a powerful physical presence and industrial aesthetic and is the most important surviving industrial building in the area. White Bay Power Station has strong and special associations and meanings for the local community, for former power station workers and for others who have used the site, and is of high social significance. It is a potent symbol of the area's industrial origins and working traditions, aspects of community identity that are strongly valued today by both older and new residents. It is one of the

	few surviving features in the area that provide this symbolic connection. It is the only coal based industrial structure, dependent on a waterside location to survive adjacent to the harbour in the Sydney Region. It also forms part of a closely related group of large scale industrial structures and spaces (White Bay Container Terminal, Glebe Island Silos, Container Terminal and Anzac Bridge) which along with the White Bay Hotel define a major entry point to the city from the west. (<i>White Bay Power Station CMP</i>)
Conservation policy	The former power station should be retained and conserved, interpreted and adapted for new uses in accordance with the detailed policies in the conservation management plan (<i>refer to White Bay Power Station CMP</i>)
Proposed works	No works are proposed to the Power Station buildings. The construction zone extends across the boundary of the site as shown in Figure 8.2, mostly into an area shown as being of little or neutral significance (Grade 4) although it also extends into areas of high significance (Grade 2), for example at the northern end of the site near the northern penstock. However, the permanent works appear to lie outside the boundary of the power station.
Heritage impact	If construction works extend into areas of high significance (1 and 2) there is potential for slight to moderate negative heritage impact to the Power Station.
Mitigation	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.



9 Rozelle Station

9.1 Study area

The study area is shown in the map below.



Figure 9.1 Study area for Rozelle Station

Source: SKM Manidis Roberts

9.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- St Thomas Church Group, Darling Street (LEP listing) [map reference RZ1]
- St Paul's Church, 665a Darling Street (LEP listing) [RZ2]
- York Buildings, 128-132 Victoria Road (LEP listing) [RZ4]
- Balmain-Rozelle Conservation Area (LEP listing) [RZ5].

The following items within the study area are within the listed conservation area and would be directly affected by the works:

- Victorian commercial buildings, 671-691 Darling Street [RZ6]
- Edwardian commercial buildings, 665-669 Darling Street [RZ7]
- Edwardian commercial buildings, 670-672 Darling Street [RZ8].

The following heritage items, although within the study area, are not considered to be affected by the works:

- Rozelle Public School, Darling Street (LEP listing) t [RZ3]

9.3 Brief history of the study area

The site forms part of the original grant of 550 acres to the surgeon William Balmain by Governor Hunter in 1800. Balmain never occupied the land, and transferred it to fellow surgeon John Gilchrist in 1801. Gilchrist died in 1841, but his will was contested and it was not until the 1860s that the land was subdivided.

The land on the north-west corner of Weston Road (now Victoria Road) and Darling Street was divided into two sites, one for the Presbyterian Church and the other for Rozelle School. A weatherboard church was erected on the site in 1876, and a 10-room manse facing Weston Road was completed in 1884. The corner part of the church site was resumed in 1893 by the Minister for Public Works and became the site of the Post Office. An 1895 photograph shows the post office on the corner, the weatherboard church in its original position on Darling Road and the manse on Weston Road. In 1903-4 the weatherboard church was moved to another site on Weston Road and a new brick church (the present St Paul's) was built on the site, to designs by architect A L Elphinstone junior. Some time before 1925, the land to the north of the post office was subdivided and new shops were erected.

Rozelle Public School (known as Balmain West 1878-1884 and Darling Road to February 1907) was built in 1876 in a Gothic style by J Horbury Hunt, to a standard plan by George Allan Mansfield. The school opened in May 1878. The school was enlarged with a separate building in 1884 by W E Kemp, and a further addition was built in 1901 addition by J S Wigram.

On the opposite side of Darling Street, St Thomas' church was built in 1873-4 to designs by Edmund Blacket. The building was extended in 1880-81 by Blacket & Son, who also designed a parsonage and school on the site which were completed by 1885. Between 1910 and about 1925, the land at the corner of the site was subdivided and new shops were erected. Victoria Road was widened in about 1952, resulting in the loss of the corner buildings including the post office.

On the southern side of Weston Road, William Parker druggist owned and occupied the site on the south-west corner from 1877. The corner building and its three neighbours in Darling Street were built between 1881 and 1883, and the buildings to the south progressively over the next decade or so. The subdivision of what is now the Balmain Tigers site did not take place until the late 1870s. Much of the land was soon occupied by residential brick and weatherboard houses, with some commercial buildings off Victoria Road, including a premises used by a coach builder and later a motor vehicle garage.¹⁴

9.4 Cultural significance

The significance of each of the items assessed is described below in Section 9.6.

¹⁴ Adapted from Archaeological Assessment (non-Indigenous) CBD Metro technical paper by Casey & Lowe 2009.



9.5 General description of works

The retail buildings at the south-west, north-west and north-east corners of the intersection of Victoria Road and Darling Street would all be demolished for station cavern construction access and permanent entrances and service buildings for Rozelle Station. The main construction zone would be located on the current Balmain Tigers site, with secondary zones on the sites of the demolished buildings, and also occupying part of the St Paul's Church property. A new building housing the main entrance and services would be built at the south-west corner of the intersection, with a secondary services building at the western side of the Balmain Tigers site.

9.6 Assessment of heritage impacts

Item	St Thomas Church Group
Image	
Significance	Local - criteria (c), (d) and (g). Church and Rectory built by Architects Blacket and Son with excellent diagonal bay-window to dining room. Simple church building. (<i>State Heritage Inventory Database</i>)
Conservation policy	None located
Proposed works	The draft Station Plan shows a landscaped plaza at the street corner, The adjoining buildings at the corner of Darling Street and Victoria Road would be demolished and replaced by a station entrance.
Heritage impact	The demolition of the adjoining buildings would have a neutral to positive impact on the setting of the church group, depending on the final design of the Rozelle Station entrance and its surroundings.
Mitigation	The front fence of the church should be extended in a sympathetic style to enclose the church grounds, thus creating a traditional setting for the group. New landscaping should not extend into the church site. The sympathetic design of the new Metro entrance, including any weather canopies, would minimise any further potential adverse heritage impact.

Item	St Paul's Church
Map reference	RZ2
Image	
Significance	Local - criteria (a), (c), (d) and (g). A good example of a free Medieval Style Church building. Architecturally an important element in the townscape set back from street. A community building retaining its community use although for a different purpose. Group value - with adjacent school buildings. Built 1904. National Estate. (<i>State Heritage Inventory Database</i>) The hall to the west of St Paul's Church has a plaque indicating a construction date of 1931.
Conservation policy	None located
Proposed works	An area at the rear of the church would become part of a construction zone, retaining the existing children's playground and the church hall at the rear of the main building, and a group of tallowwood trees within the construction site. On completion a small area along the southern edge of the site would be occupied by a station entrance. The draft Station Plan also shows a landscaped plaza on the street corner.
Heritage impact	The demolition of the adjoining buildings would have a neutral to positive impact on the setting of the church group, depending on the final design of the Rozelle Station entrance and its surroundings. The remaining works are considered to have a neutral heritage impact.
Mitigation	The front fence and gates of the church should be extended in a sympathetic style to enclose the building in a traditional setting.

Item	York Buildings
Map reference	RZ4
Image	
Significance	Local - criteria (c), (d) and (g). Significant corner building and key townscape element. [Date] (on parapet) 1911 (<i>State Heritage Inventory Database</i>)
Conservation policy	None located.
Proposed works	No works would occur on this site. The buildings on the other three corners of the intersection, dating from the late 19 th or early 20 th centuries, would all be demolished and replaced with station entrances and in the case of the south-west corner a new services building.
Heritage impact	The demolition of buildings on the south-west corner of the intersection is considered to have a slight negative impact on the setting of the York Buildings.
Mitigation	Adverse heritage impacts could be minimised if a sympathetic new building is constructed to replace the demolished buildings.

Item	Conservation Area
Map reference	RZ5
Image	
Significance	Local
Conservation policy	None located.
Proposed works	Commercial buildings at the north-east, north-west and south-west corners of the intersection of Darling Street and Victoria Road would be demolished and replaced by new structures. On the northern side of Victoria Road these are shown as roofed structures above escalators only. On the south-west corner a new station entrance and services building would be constructed.
Heritage impact	The heritage impact of the demolitions alone is considered to be moderate negative, owing to the loss of the traditional character of the street intersection especially on the southern side.
Mitigation	Adverse heritage impacts could be minimised if sympathetic new structures are designed to replace the demolished buildings, and views to the listed heritage items (the two churches) near the northern side of Victoria Road are enhanced.
Item	Victorian commercial buildings, 671-691 Darling Street
Map reference	RZ6
Image	

Significance	Local. These buildings are not individually listed, but are considered to be contributory elements within the Conservation Area (see above).
Conservation policy	None located.
Proposed works	The buildings would be demolished and replaced by a new building housing services and a station entrance. The draft Station Plan shows a two-storey station entrance, with a three storey building to the west.
Heritage impact	Moderate negative, owing to the loss of the traditional character of the street intersection on the southern side.
Mitigation	Adverse heritage impacts could be minimised if a sympathetic new structure is designed 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.
Item	Edwardian commercial buildings, 665-669 Darling Street
Map reference	RZ7
Image	
Significance	Local. These buildings are not individually listed, but are considered to be contributory elements within the Conservation Area (see above).
Conservation policy	None located.
Proposed works	The buildings would be demolished and replaced by a station entrance. The draft Station Plan shows a landscaped plaza on the street corner.
Heritage impact	Slight negative, owing to the loss of the traditional character of the street.
Mitigation	Adverse heritage impacts could be minimised if sympathetic new construction is designed to replace the demolished buildings, and views to St Paul's Church are enhanced while retaining a traditional sense of enclosure to the church grounds.



Item	Edwardian commercial buildings, 670-672 Darling Street
Map reference	RZ8
Image	
Significance	Local. These buildings are not individually listed, but are neutral elements within the Conservation Area (see above).
Conservation policy	None located.
Proposed works	The buildings would be demolished and replaced by a station entrance. The draft Station Plan shows a landscaped plaza on the street corner.
Heritage impact	Slight negative, owing to the loss of the traditional character of the street.
Mitigation	Adverse heritage impacts could be minimised if sympathetic new construction is designed to replace the demolished buildings, and views to the St Thomas Church group are enhanced while retaining a traditional sense of enclosure to the church grounds.

10 Rozelle stabling and maintenance depot

10.1 Study area

The study area is shown in the map below.

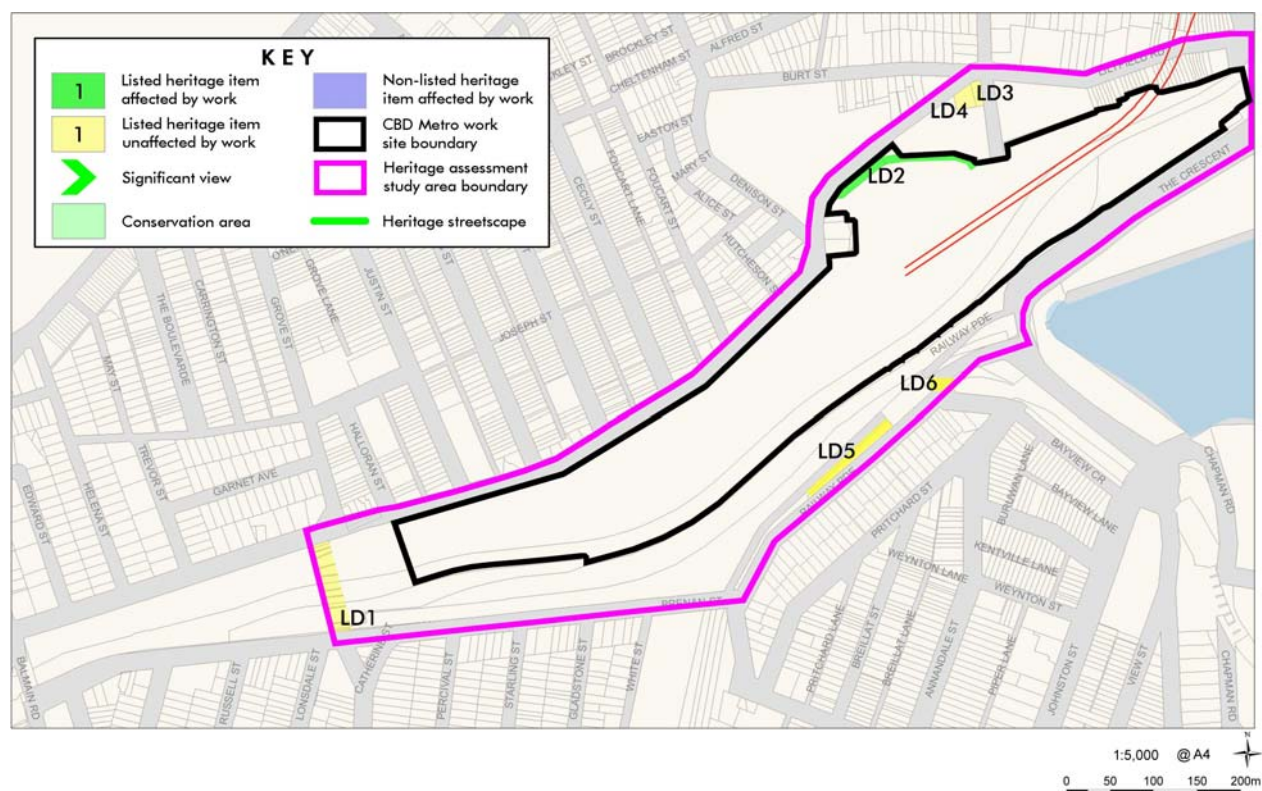


Figure 10.1 Study area for Rozelle stabling and maintenance depot

Source: SKM Manidis Roberts

10.2 Identification of heritage items that may be affected by the works

It is considered that the following heritage items within the study area may be affected by the works:

- Stormwater canal, Lilyfield Road (REP listing) [LD2].

The following heritage items, although within the study area, are not considered to be affected by the works:

- Former hotel, 78 Lilyfield Road [LD3]
- *Cadden Le Messurier*, 84 Lilyfield Road [LD4]
- Railway bridge, Railway Parade [LD5]
- Arched bridge, White's Creek [LD6].
- Catherine Street railway bridge (REP listing) [map reference LD1].

10.3 Brief history of the study area

The former Rozelle Marshalling Yards appear to occupy reclaimed land at the head of Rozelle Bay. The yards are visible on a 1943 aerial photograph, and were presumably constructed at about the same time as the grain and coal handling facilities and wharves were developed at White Bay after the closure of the Glebe Island Abattoir.¹⁵

10.4 Cultural significance

Inquiries have been made with RailCorp's Office of Rail Heritage whether any significant industrial archaeology is present within the former goods yard; they have advised that none of the railway items within the construction zone needs to be retained or salvaged. The significance of each of the items assessed is described below in Section 10.6.

10.5 General description of works

The existing railway infrastructure and buildings on the site, including the container depot at the western end, would be demolished and replaced by new track, roads and buildings for stabling and maintaining the CBD Metro.

10.6 Assessment of heritage impacts

Item	Stormwater canal, Lilyfield Road
Map reference	LD2
Image	

¹⁵ Adapted from Archaeological Assessment (non-Indigenous) by Casey & Lowe.

Significance	Local. No statement of significance located.
Conservation policy	None located.
Proposed works	No works are proposed to the stormwater canal. The parking area for the proposed CBD Metro Administration Building would be constructed on the southern side of the canal, and a future development is shown on the northern side.
Heritage impact	The replacement of the existing structures either side of the canal would have a neutral impact, with potential for positive heritage impact if the new work is designed to take advantage of the heritage item.
Mitigation	Adverse heritage impacts could be minimised through sympathetic design and construction of new elements.



11 Recommendations

11.1 General mitigative measures applicable to all affected sites

The following measures are recommended to mitigate adverse heritage impacts at all of the above ground heritage items and areas affected by the CBD Metro project:

The detailed design, documentation and execution of the works will need to be managed to ensure that any adverse impacts of the work are minimised and that opportunities for enhancement of significance are maximised as described within this report. In particular, where mitigation measures have been identified to reduce negative heritage impacts, and where the extent of heritage impact (positive or negative) depends 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.

It is recommended that management measures include:

- Inclusion of 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.
- Careful design of details for new works within or adjacent to heritage items or heritage conservation areas.
- Archival recording of all affected sites (especially where buildings are to be partly or wholly demolished) prior to commencement of work, and similar recording of any significant heritage fabric uncovered during construction.
- Retention of all significant elements (whether on statutory heritage lists or not) that are not unavoidably affected by the works.
- Use of appropriately experienced and skilled tradespeople in construction works affecting heritage fabric.
- Independent heritage monitoring of the works 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.
- Suitable interpretation of each heritage site and its history and significance.

Where new built elements associated with the Metro project are to be placed in the context of significant heritage buildings or conservation areas, the design of these elements should be guided by established principles for contextual design, such as those set out in the publication *Design in Context*¹⁶.

¹⁶ *Design in Context*. NSW Heritage Office and Royal Australian Institute of Architects, June 2005



Appendix A References

Allman Johnston Associates. *Draft conservation plan for Railway and Transport Houses, 11-31 York Street, Sydney*. Updated August 1999

Apperly R, Irving R, and Reynolds P. *A pictorial guide to identifying Australian architecture: styles and terms from 1788 to the present*. Sydney, Angus & Robertson, 1989

Ashton P and Waterson D. *Sydney takes shape. A history in maps*. Brisbane: Hema Maps, 2000

Australia ICOMOS. The Burra Charter: the Australia ICOMOS charter for places of cultural significance, 1999

Design 5 Architects/Sydney Harbour Foreshore Authority. *White Bay Power Station conservation management plan*. Volume 1 (Executive Summary), January 2004

EDAW (Aust) Pty Ltd/Council of the City of Sydney. *Belmore Park draft plan of management*, November 1993

Fitzgerald S and Golder H. *Pymont & Ultimo under siege*. Sydney: Hale & Iremonger, 1994

Heritage Group, State Projects, NSW Department of Public Works & Services. *Sydney/Central Station conservation management plan*, March 1996

John Graham & Associates. *Heritage assessment of the site of Carrier Airconditioning and Millers Storage in Terry & Wellington Streets, Rozelle*, November 2005

Design in Context. NSW Heritage Office and Royal Australian Institute of Architects, June 2005



Appendix B List of documents reviewed

The following documents detailing the construction zones and design of the built form of the project have been reviewed for the preparation of this report.

Drawings by PBACH:

Drawing No	Rev	Date	Title
CBD-2100-RD-0100-AR-0001	00	04.08.09	Central Station key/staging plan
CBD-2100-CT-0100-CI-0020	B	10.08.09	Central Station project site/temporary areas construction site - plan
CBD-2100-CT-0200-CI-0020	B	10.08.09	Town Hall Square Station project site/temporary areas construction site - plan
CBD-2100-SK-0200-AR-1700	A	15.05.09	Town Hall Square Station location plan
CBD-2100-SK-0200-AR-1710	A	15.05.09	Town Hall Square Station concourse & service plans
CBD-2100-SK-0200-AR-1711	A	15.05.09	Town Hall Square mezzanine & platform
CBD-2100-SK-0200-AR-1740	A	15.05.09	Town Hall Square sections
CBD-2100-SK-0200-AR-1740	A	15.05.09	Town Hall Square sections
CBD-2100-CT-0300-CI-0020	B	10.08.09	Martin Place Station project site/temporary areas construction site - plan
CBD-2100-SK-0300-AR-0900	A	15.05.09	Martin Place Station location plan
CBD-2100-SK-0300-AR-0910	A	15.05.09	Martin Place Station concourse level plan
CBD-2100-SK-0300-AR-0911	A	15.05.09	Martin Place Station mezzanine & platform level plans
CBD-2100-SK-0300-AR-0940	A	15.05.09	Martin Place Station sections
CBD-2100-CT-0400-CI-0020	B	10.08.09	Barangaroo-Wynyard Station project site/temporary areas construction site - plan
CBD-2100-SK-0400-SR-0925	A	04.08.09	Barangaroo-Wynyard Station street plan
CBD-2100-SK-0400-SR-0926	A	04.08.09	Barangaroo-Wynyard Station concourse plan
CBD-2100-SK-0400-SR-0927	A	04.08.09	Barangaroo-Wynyard Station Kent Street link plan
CBD-2100-SK-0400-SR-0928	A	04.08.09	Barangaroo-Wynyard Station mezzanine plan
CBD-2100-SK-0400-SR-0929	A	04.08.09	Barangaroo-Wynyard Station platform plan
CBD-2100-SK-0400-	A	04.08.09	Barangaroo-Wynyard Station basement 1 & 2 and typical



Drawing No	Rev	Date	Title
SR-0930			office level plan
CBD-2100-SK-0400-SR-0940	A	04.08.09	Barangaroo-Wynyard Station Section A
CBD-2100-SK-0400-SR-0941	A	04.08.09	Barangaroo-Wynyard Station Section A enlargement
CBD-2100-SK-0400-SR-0942	A	04.08.09	Barangaroo-Wynyard Station Section B
CBD-2100-SK-0400-SR-0943	A	04.08.09	Barangaroo-Wynyard Station Section 01
CBD-2100-SK-0400-SR-0944	A	04.08.09	Barangaroo-Wynyard Station Section 02
CBD-2100-SK-0400-SR-0945	A	04.08.09	Barangaroo-Wynyard Station Section 03
CBD-2100-CT-0500-CI-0020	B	10.08.09	Pymont Station project site/temporary areas construction site - plan
CBD-2100-SK-0500-AR-1500	A	15.05.09	Pymont Station location plan
CBD-2100-SK-0500-AR-1510	A	15.05.09	Pymont Station landing mezzanine & platform plans
CBD-2100-SK-0500-AR-1540	A	15.05.09	Pymont Station cross sections
CBD-2100-SK-0500-AR-1541	A	15.05.09	Pymont Station long section
		17.08.09	Pymont Station option [Alternative 2]
CBD-2100-CT-0600-CI-0020	B	10.08.09	White Bay Station project site/temporary areas construction site - plan
CBD-2100-SK-0600-AR-0200	A	15.05.09	White Bay location plan
CBD-2100-SK-0600-AR-0210	A	15.05.09	White Bay roof & ground floor plan
CBD-2100-SK-0600-AR-0210	A	15.05.09	White Bay transfer & platform floor plans
CBD-2100-SK-0600-AR-0240	A	15.05.09	White Bay section A-A
CBD-2100-SK-0600-AR-0241	A	15.05.09	White Bay section B-B
CBD-2100-CT-0700-CI-0020	B	10.08.09	Rozelle Station project site/temporary areas construction site - plan
CBD-2100-SK-0700-AR-1500	A	15.05.09	Rozelle Station location plan
CBD-2100-SK-0700-AR-1510	A	15.05.09	Rozelle Station plans
CBD-2100-SK-0700-AR-1540	A	15.05.09	Rozelle Station sections sheet 1
CBD-2100-SK-0700-AR-1541	A	15.05.09	Rozelle Station sections sheet 2
CBD-2100-CT-0800-CI-0020	B	10.08.09	Rozelle Depot project site/temporary areas construction site - plan
CBD-2100-SK-0800-	A	15.05.09	Lilyfield depot site plan



Drawing No	Rev	Date	Title
AR-0100			
CBD-2100-SK-0800-AR-0120	A	15.05.09	Lilyfield depot OCC/Admin building plan
CBD-2100-SK-0800-AR-0121	A	15.05.09	Lilyfield depot maintenance infrastructure plans
CBD-2100-SK-0800-AR-0121	A	15.05.09	Lilyfield depot rolling stock maintenance & car wash plant plans
CBD-2100-SK-0800-AR-0122	A	15.05.09	Lilyfield depot maintenance infrastructure plans
CBD-2100-SK-0800-AR-0140	A	15.05.09	Lilyfield depot sections A-A, B-B & C-C
CBD-2100-SK-0800-AR-0141	A	15.05.09	Lilyfield depot sections D-D, E-E & F-F
CBD-2100-CT-0900-CI-0020	B	10.08.09	Barangaroo pedestrian link project site/temporary areas construction site - plan

Drawings by Hassell + Cox:

Drawing No	Rev	Date	Title
CBD-2109-RD-0100-UD-0100	A	12.06.09	Central Station Plan
CBD-2109-RD-0100-UD-0101	A	12.06.09	Central Station Plan
CBD-2109-RD-0200-UD-0100	A	12.06.09	Town Hall Square Station Plan
CBD-2109-RD-0100-UD-0201	A	12.06.09	Town Hall Square Bathurst Street Service Building Station Plan
		12.06.09	Town Hall Site TH1
		12.06.09	Town Hall Site TH2
CBD-2109-RD-0300-UD-0201	A	12.06.09	Martin Place Elizabeth Street Station Plan
CBD-2109-RD-0300-UD-0202	A	12.06.09	Martin Place King Street Station Plan
CBD-2109-RD-0300-UD-0203	A	12.06.09	Martin Place Plaza Station Plan
		12.06.09	Martin Place Site MP1
		12.06.09	Martin Place Site MP2
CBD-2109-RD-0400-UD-0100	A	12.06.09	Wynyard Station Plan Station Plan
CBD-2109-RD-0400-UD-0201	A	12.06.09	Wynyard Transport House Station Plan
CBD-2109-RD-0400-UD-0202	A	12.06.09	Wynyard Barangaroo Entry Station Plan
		12.06.09	Wynyard Site W1
CBD-2109-RD-0500-UD-0100	A	12.06.09	Pymont Station Plan
CBD-2109-RD-0500-UD-0201	A	12.06.09	Pymont Union Square Entry Station Plan



Drawing No	Rev	Date	Title
CBD-2109-RD-0500-UD-0202	A	12.06.09	Pymont Miller Street Entry Station Plan
Pymont Site P1			
CBD-2109-RD-0700-UD-0100	A	12.06.09	Rozelle Station Plan
CBD-2109-RD-0700-UD-0201	A	12.06.09	Rozelle Northern Entries Station Plan
CBD-2109-RD-0700-UD-0202	A	12.06.09	Rozelle Southern Entry Bus Interchange Station Plan
		12.06.09	Rozelle Site R1



