

Non-Aboriginal heritage

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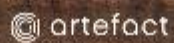
Sydney Metro West

Rail infrastructure, stations, precincts and operations

Technical Paper 5: Non-Aboriginal Heritage

Report to AECOM / Sydney Metro

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EXECUTIVE SUMMARY

Sydney Metro West

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. Sydney Metro is Australia's biggest public transport program.

Sydney Metro West (this project) is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Confirmed stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

The delivery of Sydney Metro West is critical to keeping Sydney moving and is identified in a number of key strategic planning documents including the Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people (Greater Sydney Commission, 2018a), Building Momentum: State Infrastructure Strategy 2018-2038 (Infrastructure NSW, 2018) and Future Transport Strategy 2056 (Transport for NSW, 2018).

Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the Environmental Planning & Assessment Act 1979 (EP&A Act). The previous Sydney Metro West planning applications included:

- The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process, application number SSI-10038), was approved by the Minister for Planning and Public Places on 11 March 2021.
- Stage 2 of the planning approval process includes all major civil construction between The Bays and Sydney CBD. An Environmental Impact Statement for major civil construction between The Bays and Sydney CBD was exhibited between 3 November 2021 and 15 December 2021.

Stage 3 of the planning approval process is seeking planning approval to enable the approved Concept to be realised by carrying out the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line (this proposal).

Major civil construction including station excavation and tunnelling work associated with the previous Sydney Metro West planning applications does not form part of this proposal. This proposal includes the activities required to complete construction ready for operations of Sydney Metro West.

Overview of the project

This proposal would involve:

- Fit-out of tunnels including systems for metro train operations
- Construction, fit-out and operation of
 - Metro station buildings and the surrounding metro precincts
 - A services facility and traction substations
 - A control centre, test track and stabling and maintenance facility at Clyde

- Space for non-station uses at metro stations (e.g. retail, commercial and/or community facilities)
- Provisions for over and / or adjacent station development within metro precincts
- Rail interchange support works, including work to the existing T1 Western Line at Westmead and T9 Northern Line at North Strathfield
- Transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
- Subdivision of sites
- Operation and maintenance of the Sydney Metro West line.

Components of this proposal are subject to further design development, and changes may be made during the ongoing design which take into account the outcomes of community and stakeholder engagement and environmental investigations.

Further details of this proposal are provided in Chapter 5 (Proposal description – operation) and Chapter 6 (Proposal description – construction) of the Environmental Impact Statement.

Approach to Non-Aboriginal heritage assessment

Artefact Heritage (Artefact) has been engaged to prepare a non-Aboriginal heritage assessment for inclusion in the Environmental Impact Statement for this proposal. This Technical Paper considers the impacts on listed heritage items and potential archaeological remains within the study area and includes:

- identification of items and areas of heritage significance from the previous Sydney Metro West planning applications, as well as any items within the additional footprint area for this proposal, that would be materially affected by field survey and research, including any buildings, works, relics, views, or places of heritage significance as part of this proposal.
- consideration of the potential impacts on the values, settings and integrity of heritage items and archaeological remains located within the study area, including items both above and underground and, where such potential exists, the likely significance of those impacts
- outlining the proposed mitigation and management measures and an evaluation of the effectiveness of the mitigation measures.

Overview of potential impacts

An overview of heritage items which would experience non-negligible heritage impacts from this proposal is outlined in the table below.

Table 1: Overview of non-negligible impacts to heritage listed items

Sydney Metro West site	Heritage item	Significance and Register listings	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Parramatta metro station	Horse Parapet Façade (and potential archaeological site)	Local Parramatta LEP Item No. I656	Neutral	Minor to Moderate	Moderate	Moderate

Sydney Metro West site	Heritage item	Significance and Register listings	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impact	Permanent indirect (visual) impact
	Kia Ora (and potential archaeological site)	Local Parramatta LEP Item No. I716	Neutral	Minor to Moderate	Moderate	Minor positive
	Shops (and potential archaeological site)	Local Parramatta LEP Item No. I703	Negligible	Minor to Moderate	Negligible	Negligible
	Convict Drain	Local Parramatta LEP Item No. I647	Moderate	Minor	Neutral	Neutral
	Roxy Theatre	State <ul style="list-style-type: none"> SHR Listing No. 00711 Parramatta LEP Item No. I00711 	Neutral	Minor to Moderate	Negligible	Negligible
	HMV (former Commonwealth Bank) (and potential archaeological site)	Local Parramatta LEP Item No. I658	Neutral	Minor	Negligible	Minor
	Shop (and potential archaeological site)	Local Parramatta LEP Item No. I655	Neutral	Minor	Negligible	Negligible
	Telstra House (former post office) (and potential archaeological site)	Parramatta LEP Item No. I657 Local	Neutral	Neutral	Minor	Minor
North Strathfield metro station	North Strathfield Railway Station Group	Local TAHE s170 SHI# 4801029	Negligible	Neutral	Moderate	Moderate
Burwood North Station	Bath Arms Hotel	Local Burwood LEP Item No. I94	Neutral	Neutral	Negligible	Minor
Five Dock Station	St Alban's Anglican Church	Local Canada Bay LEP Item No. I226	Neutral	Neutral	Negligible	Minor
The Bays Station	White Bay Power Station	State <ul style="list-style-type: none"> SHR Listing No. 01015 Urban Growth NSW Development Corporation s170 4500460 	Minor	Negligible	Minor	Moderate
	White Bay Power Station (inlet) Canal	State Port Authority of NSW s170 4560062	Moderate	Minor	Neutral	Neutral

Sydney Metro West site	Heritage item	Significance and Register listings	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Pymont Station	Pymont Heritage Conservation Area	Local SLEP 2012 Item no. C52	Neutral	Neutral	Minor	Minor
	Former New York Hotel	Local <ul style="list-style-type: none"> SLEP 2012 Item no. I1275 SREP 2005 (City West) Item no. 67 RNE Place ID 100709 	Neutral	Neutral	Minor	Negligible
	Corner Shop and Residence 'Charmelu'	Local <ul style="list-style-type: none"> SLEP 2012 Item no. I1213 SREP 2005 (City West) Item no. 68 	Neutral	Neutral	Minor	Negligible
Hunter Street (Sydney CBD) Station	Skinner's Family Hotel	State <ul style="list-style-type: none"> SHR Item no. 00584 SLEP 2012 Item no. I1766 RNE Place ID 2395 NTR no. 6218 	Neutral	Neutral	Minor	Minor

Summary of mitigation measures

Mitigation measures that would be implemented to address potential impacts on non-Aboriginal heritage sites and areas of archaeological potential are listed in Table 2 below.

Table 2: Non-Aboriginal heritage mitigation measures

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹
EIS-NAH1	Heritage interpretation	Where heritage items, including significant archaeology are impacted by this proposal, they would be considered for inclusion in the Heritage Interpretation Strategy (refer to Appendix K) or place specific interpretation plans prepared as part of this proposal.	All
EIS-NAH2	Permanent indirect (visual) impact	Detailed design for aboveground station elements, ancillary facilities and public domain and landscaping work located in or near to heritage significant items, would respond to the following heritage guidelines during design development in order to minimise indirect (visual) impacts to heritage items identified under this proposal: <ul style="list-style-type: none"> <i>The Burra Charter – The Australia ICOMOS Charter for Places of Cultural Significance</i> (2013), Australia ICOMOS 	PMS, SOPMS, TBS, PS (eastern and western construction sites), HSS (eastern and western construction sites)

¹ WMS: Westmead metro station; PMS: Parramatta metro station; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; PS: Pymont Station; HSS: Hunter Street Station; Metro rail tunnels: Metro rail tunnels not related to other sites (e.g., tunnel boring machine works); CSMF: Clyde stabling and maintenance facility; PSR: Power supply routes.

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹
		<ul style="list-style-type: none"> • <i>Better Placed – Design Guide for Heritage</i> (2019), prepared by the NSW Government Architect • <i>Design in Context</i> (2005), prepared by the NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter • <i>New Uses for Heritage Places</i> (2008), prepared by the Heritage Council of NSW and the Royal Australian Institute of Architects NSW • Draft <i>Connecting with Country Framework</i> (2020), Government Architect NSW. <p>Detailed design would also respond to guidelines and policies outlined in existing Conservation Management Plans or other relevant heritage assessment documents for relevant heritage items (State Abattoir, White Bay Power Station), with particular focus on preserving significant views are preserved towards the item.</p>	
EIS-NAH3	Permanent indirect (visual) impact	<p>In order to mitigate permanent indirect (visual) impacts to heritage items located adjacent to or within the Parramatta metro station site:</p> <ul style="list-style-type: none"> • The new Civic Link would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent 'Roxy Theatre' (SHR # 00711) • The design of any aboveground station elements would consider setbacks from adjacent heritage items ('Kia Ora (potential archaeological site)' (Parramatta LEP item # I716), and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656)) in order to respect the heritage setting of these items and their visual connection to other heritage items in the vicinity • The design of aboveground station elements would respond to the existing alignment and orientation of adjacent heritage items, particularly 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656) which is aligned with the surrounding street development. 	PMS
EIS-NAH4	Direct (physical) and permanent indirect (visual) impacts	<p>An Adaptive Reuse Strategy and Conservation Management Plan would be prepared for heritage items which would be integrated into the proposed metro station precincts. Relevant heritage items include:</p> <ul style="list-style-type: none"> • 'Shops (potential archaeological site)' Parramatta LEP item # I703 • 'Kia Ora' (Parramatta LEP item # I716) • 'Skinners Family Hotel' (SHR # 00584). 	PMS, HSS (west)
EIS-NAH5	Permanent indirect (visual) impact	<p>The new public domain to the west of Richard Johnson Square (SLEP 2012 Item # I1673) would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent item.</p>	HSS (eastern construction site)
EIS-NAH6	Archaeology	<p>Non-Aboriginal archaeology at the Parramatta metro station construction site would be managed in accordance with the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038.</p>	PMS

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹
EIS-NAH7	Archival recording and archaeological management	Prior to the removal of the Convict Drain (Parramatta LEP Item # I647) associated with the excavation for basement structures, it would be archivally recorded as part of archaeological management in accordance with relevant recording provisions outlined in the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021). The convict drain must have its location precisely surveyed and integrity investigated, in accordance with condition of approval D15 of SSI-10038.	PMS
EIS-NAH8	Archaeology	An addendum to the existing Archaeological Research Design/s or a new Archaeological Research Design/s would be prepared to identify the excavation methodology for predicted locally significant non-Aboriginal archaeological remains for the additional footprint area at the Bays construction site. Archaeological mitigation measures recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director with experience in managing locally significant archaeology.	TBS
EIS-NAH9	Archaeology	Preliminary archaeological reports would be prepared within six months of completion of works stage site specific archaeological investigations. Archaeological Excavation Report/s would be prepared by the Excavation Director/s. An executive summary would be prepared for the purposes of publication and communication with community where significant archaeological remains are identified. The final reports would be provided to the NSW Heritage Division within twenty-four months of the completion of archaeological excavations specified in the archaeological research design(s).	TBS
EIS-NAH10	Direct and indirect heritage impacts	In order to mitigate direct (physical) and permanent indirect (visual) impacts to heritage items located within The Bays Station site: <ul style="list-style-type: none"> • The proposed culvert to the north of the White Bay Power Station would not intersect the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 SHI# 4560062) • The design would respond to guidelines and policies outlined in the existing Conservation Management Plan for the White Bay Power Station or as updated. Opportunities to minimise the scale or alter the siting of the proposed traction substation so that the prominence of White Bay Power Station is not obstructed on significant viewlines from the south and south-east would be explored during detailed design • Piling and other foundation work to install the traction substation would be sited and designed so that they do not directly impact the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 4560062). 	TBS

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1.0 INTRODUCTION

1.1 Context and overview

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future.

Sydney Metro is Australia's biggest public transport program. Sydney Metro West (the Concept) is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD. Confirmed stations include Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes.

The delivery of Sydney Metro West is critical to keeping Sydney moving and is identified in a number of key strategic planning documents including the Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people (Greater Sydney Commission, 2018a), Building Momentum: State Infrastructure Strategy 2018-2038 (Infrastructure NSW, 2018) and Future Transport Strategy 2056 (Transport for NSW, 2018).

Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the Environmental Planning & Assessment Act 1979 (EP&A Act). The previous Sydney Metro West planning applications included:

- The Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process, application number SSI-10038), was approved by the Minister for Planning and Public Places on 11 March 2021.
- Stage 2 of the planning approval process includes all major civil construction between The Bays and Sydney CBD. An Environmental Impact Statement for major civil construction between The Bays and Sydney CBD was exhibited between 3 November 2021 and 15 December 2021.

Stage 3 of the planning approval process is seeking planning approval to enable the approved Concept to be realised by carrying out the tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line (this proposal).

Major civil construction including station excavation and tunnelling work associated with the previous Sydney Metro West planning applications does not form part of this proposal. This proposal includes the activities required to complete construction ready for operations of Sydney Metro West.

The main elements of Sydney Metro West are shown in Figure 1.

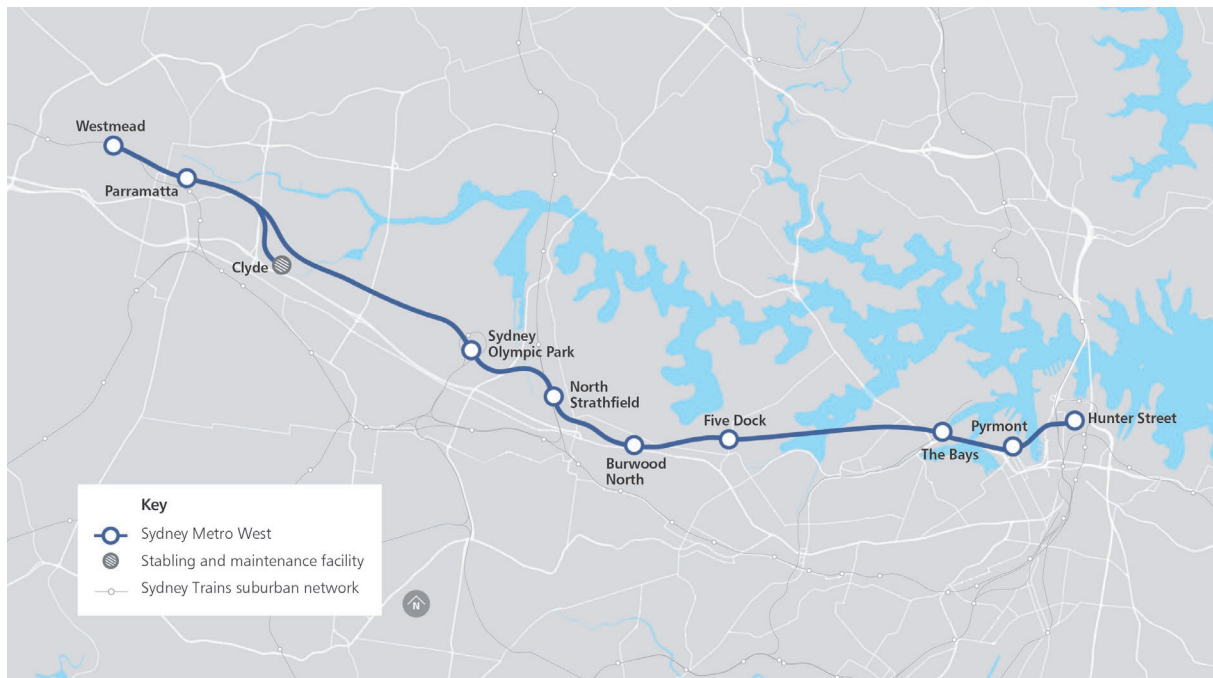


Figure 1: Sydney Metro West

1.1.1 Key features of this proposal

This proposal would involve:

- fit-out of tunnels including systems for metro train operations
- construction, fit-out and operation of:
 - metro station buildings and the surrounding metro precincts
 - a services facility and traction substations
 - a control centre, test track and stabling and maintenance facility at Clyde
- space for non-station uses at metro stations (e.g. retail, commercial and/or community facilities)
- provisions for over and/or adjacent station development within metro precincts
- rail interchange support works, including work to the existing T1 Western Line at Westmead and T9 Northern Line at North Strathfield
- transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
- subdivision of sites
- operation and maintenance of the Sydney Metro West line.

Components of this proposal are subject to further design development, and changes may be made during the ongoing design that take into account the outcomes of community and stakeholder engagement and environmental investigations.

Further details of this proposal are provided in Chapter 5 (Proposal description – operation) and Chapter 6 (Proposal description – construction) of the Environmental Impact Statement.

1.2 Purpose and scope of this report

This technical paper, Technical Paper 5: Non-Aboriginal heritage is one of a number of technical papers that form part of the Environmental Impact Statement. The purpose of this technical paper is to identify and assess the potential impacts of this proposal in relation to the non – Aboriginal heritage impacts during construction and operation. It responds directly to the Secretary's environmental assessment requirements outlined in Section 1.3.

This technical paper considers the potential construction and operation impacts on listed heritage items and potential archaeological remains within the study area and includes:

- identification of items and areas of heritage significance from the previous Sydney Metro West planning applications, as well as any items within the additional footprint area for this proposal, that would be materially affected by this proposal, by field survey and research, including any buildings, works, relics, views, or places of heritage significance
- consideration of the potential impacts on the values, settings and integrity of heritage items and archaeological remains located within the study area, including items both above and underground and, where such potential exists, the likely significance of those impacts
- outlining the proposed mitigation and management measures and an evaluation of the effectiveness of the mitigation measures.

1.3 Secretary's environmental assessment requirements

The Secretary's environmental assessment requirements for this proposal were issued on 16 August 2021. The requirements specific to non – Aboriginal heritage, and where these requirements are addressed in this technical paper, are outlined Table 3.

The Secretary's environmental assessment requirements also make reference to the Sydney Metro West Scoping Report – Rail infrastructure, stations, precincts and operations (Sydney Metro, 2021), which identified the proposed scope of investigations and assessment. How this technical paper addresses these matters is outlined in Table 4.

Table 3: Secretary's environmental assessment requirements – Heritage (Section 5)

Secretary's environmental assessment requirements	Where addressed
1. Impacts to the heritage significance of:	
(a) Environmental heritage, as defined under the <i>Heritage Act 1977</i>	Sections 5.0 through to Section 13.0
(b) Historical and / or maritime archaeology (including reclaimed land and foreshore areas)	Section 5.0, Section 8.0 and Section 11.0
(c) Items uncovered that are found to have heritage significance that have not been assessed under other stages of the Sydney Metro West scheme (SSI-10038 and SSI 19238057)	Section 11.0
(d) Items listed on the State, Commonwealth (where appropriate) and World Heritage Lists	Sections 5.0 through to Section 13.0
(e) Heritage items and conservation areas identified in environmental planning instruments relevant to this proposal area	Sections 5.0 through to Section 13.0
2. An historical and (if relevant) maritime archaeological assessment (including reclaimed land and foreshore areas) should be addressed through assessments prepared by suitably qualified and experienced archaeologist(s) according to NSW Heritage Council Guidelines	Section 5.0, Section 8.0 and 11.0
3. Where impacts to State or locally significant heritage items are identified, the assessment must:	
(a) Include a heritage significance assessment of all heritage items that may be affected by this proposal, a statement of heritage impact for all heritage items and a historical archaeological assessment (where relevant) prepared in accordance with NSW Heritage Council Guidelines	Sections 5.0 through to Section 13.0
(b) Consider and respond to conservation policies of relevant conservation management plans or other strategic heritage planning documents (such as heritage conservation strategy)	Sections 5.0 through to Section 13.0
(c) Consider impacts to the significance of an item caused by, but not limited to, vibration, demolition, archaeological disturbance including new or altered services, change of use, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation, site compounds (as relevant) and whether these are permanent or temporary impacts or structures	Sections 5.0 through to Section 13.0
(d) Outlining measures to avoid and minimise identified impacts during construction and operation in accordance with the current guidelines	Section 16.0
(e) Be undertaken by a suitably qualified heritage consult(s) and / or historical archaeologist (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria 2019)	Section 5.0, Section 8.0 and 11.0

Table 4: Scoping Report investigations and assessment – Non – Aboriginal Heritage

Scoping report investigations and assessment	Where addressed
Identification of known heritage items or areas of archaeological potential that may be directly or indirectly impacted by this proposal, including in and adjacent to this proposal area	Sections 5.0 to 13.0
Identification of any requirements for further analysis, such as archival recording or subsurface investigation	Section 16.0
Assessment of the likely level of impact and/or risk to heritage items and archaeological remains	Sections 5.0 to 13.0
Identification of measures required to avoid or mitigate potential impacts to heritage items including significant archaeological remains and identifying opportunities for heritage interpretation.	Section 16.0

1.4 Structure of this report

This technical paper is structured as follows:

- Section 1 (this chapter) provides the context, overview and key features of this proposal
- Section 2 (Legislative Context) provides an overview of the statutory and non-statutory legislation relevant to this proposal
- Section 3 (Assessment Methodology) outlines the methodology of this proposal
- Section 4 (Project Description) provides an overall description of the proposed works under this proposal
- Section 5 to Section 14 (Heritage Impact Assessments) contains the heritage impact assessments of built heritage and non – Aboriginal archaeological impacts for each station site.
- Section 15 (Cumulative Impact Assessment) provides an overview of the existing and future works proposed within and surrounding the study area and the cumulative impacts of these and works in the context of this proposal.
- Section 16 (Management and Mitigation Measures) outlines the recommended management for archaeological and built heritage impacts for this proposal.

1.5 Authors

This report was prepared by Sophie Barbera (Heritage Consultant) and Duncan Jones (Principal). Management input and review was provided by Dr Sandra Wallace (Director).

The qualifications of the heritage consultants involved in the production of the report are included in Table 5.

Table 5: Qualifications

Name	Qualification	Years' Experience
Sophie Barbera	MA Heritage Conservation BA Librarianship and Corporate Information Management	3 years
Duncan Jones	BA Prehistory and Historic Archaeology (Hons)	12 years
Dr Sandra Wallace	PhD Archaeology BA Prehistoric and Historic Archaeology (Hons)	17 years

2.0 LEGISLATIVE CONTEXT

2.1 The World Heritage Convention

The *Convention Concerning the Protection of World Cultural and National Heritage* (the World Heritage Convention) was adopted by the General Conference of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 16 November 1972, and came into force on 17 December 1975. The World Heritage Convention aims to promote international cooperation to protect heritage that is of such outstanding universal value that its conservation is important for current and future generations. It sets out the criteria that a site must meet to be inscribed on the World Heritage List and the role of State Parties in the protection and preservation of world and their own national heritage.

2.1.1 World Heritage List

The World Heritage List contains sites that have been listed by UNESCO as being of special cultural or physical significance.

There are no items listed on the World Heritage List located within the study area, however, the tunnel alignment is located beneath the curtilage of the Old Government House and Domain within Parramatta, a World Heritage List item listed under the title 'Australian Convict Sites' (Place ID 106209).

Construction noise and vibration levels were assessed as part of the Environmental Impact Statement (EIS) for the previous Sydney Metro West planning applications. It is anticipated that the noise and vibration levels resulting from this proposal would be consistent with or less than that assessed under those EISs. As such, there would be no additional noise and vibration impacts as a result of this proposal and therefore no World heritage listed structures above the tunnel would be impacted.

Ground movement has been assessed as part of the EIS for the previous Sydney Metro West planning applications, identifying that no World heritage listed structures above the tunnel would be impacted. This proposal includes fit-out work within the already constructed tunnels, that would not result in further ground movement impacts compared to those assessed in the preceding EISs and therefore there are no items on the World Heritage List affected by this proposal. No further consideration of items on the World Heritage List has been carried out as part of this assessment.

2.2 Environmental Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Department of the Environment and Minister for the Environment (hereafter Minister). The Minister would then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity”. The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed, and the matter would not be referred to the Minister.

There would be no direct impacts to heritage items listed in the World Heritage List or National Heritage List as a result of this proposal. As such, referral to the Minister in relation to non-Aboriginal heritage impacts is not required.

2.2.1 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Aboriginal and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

There are no items listed on the Commonwealth Heritage List located within the study area of this proposal.

2.2.2 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Aboriginal places that are of outstanding national heritage value to the Australian nation.

The tunnel alignment is located beneath the curtilage of the former Governor’s Domain and Civic Precinct, a National Heritage List item listed under the title ‘Royal Botanical Gardens and Domain (including Governor’s Domain and Civic Precinct)’ (Place ID 106103). Potential impacts to this item have been considered as part of the previous Sydney Metro West planning application.

There are no other items listed on the National Heritage List located within or near to the study area of this proposal. As such, this proposal would not result in any direct (physical) or indirect (visual) impact to an item on the National Heritage List.

2.3 New South Wales Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of ‘environmental heritage’ in NSW. ‘Environmental heritage’ includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the state are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

Although the requirements for approvals under the Heritage Act are not required for an approved State significant infrastructure project, the Heritage Act is relevant in that it guides assessment and defines statutory listed items. Relevant regulations are also required to be used under the Secretary’s Environmental Assessment Requirements (SEARs) and certain sections of the Heritage Act potentially relevant to this proposal, such as Section 146 (notification of a relic) are still applicable to approved Critical State Significant Infrastructure projects.

2.3.1 State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Council of NSW via Heritage NSW, a division of the Government of New South Wales Department of Premier and Cabinet, and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

There are **11** items listed on the SHR located within the study areas of this proposal (refer to the Parramatta metro station heritage curtilage mapping in Figure 29, the Bays metro station heritage curtilage mapping in Figure 50 and the Hunter Street metro station heritage curtilage mapping in Figure 62).

2.3.2 Section 170 registers

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 (s170) of the Heritage Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. It is the due diligence of all NSW State agencies to ensure that all items inscribed on its list are maintained in accordance with State Owned Heritage Management Principles approved by the NSW Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

There are **nine** items listed on the s170 Register located within all study areas of this proposal (refer to Figure 20, Figure 32, Figure 39, Figure 44, Figure 47, Figure 50, Figure 59, Figure 62)

2.3.3 Conservation Management Plans

A Conservation Management Plan (CMP) is a heritage management document which, according to Section 38A (3) of the Heritage Act:

- identifies the state heritage significance of an item
- sets out policies and strategies for the retention of that significance
- is prepared in accordance with the guidelines for the preparation of conservation management plans (if any) publicly issued from time to time by the Heritage Council.

As a requirement under Section 38A (1) of the Heritage Act, CMPs were required to be submitted to the NSW Heritage Council for endorsement. From December 2020, this requirement was removed, bringing the NSW Heritage process in line with other jurisdictions across Australia.

The following **five** SHR listed items have CMPs previously prepared:

- Abattoir Heritage Precinct (State Environmental Planning Policy (State Significant Precincts) 2005 Listing No. A; Sydney Regional Environmental Plan No 24 – Homebush Bay Area Item No. 1 “State Abattoirs Conservation Area”). This item is located adjacent to the construction site for this proposal and this proposal is assessed against policies in this CMP in Section 7.4.3.1

- White Bay Power Station (SHR Listing No. 01015). This heritage item is located within the construction site for this proposal and this proposal is assessed against policies in this CMP in Section 11.4.2.8
- The Tank Stream, Sydney (SHR item no. 00636). This item is located within the construction site for this proposal and this proposal is assessed against policies in this CMP in Section 13.4.2.1
- 'Perpetual Trustee Company' building at 33-39 Hunter Street, Sydney (SHR Item no. 00678). This item is located opposite the Hunter Street Station (Sydney CBD) eastern construction site on Hunter Street
- 'City Mutual Life Assurance Building' at 60-66 Hunter Street, Sydney (SHR Item no. 00585). This item is located opposite the Hunter Street Station (Sydney CBD) eastern construction site, on the corner of Hunter and Bligh Streets.

2.3.4 Archaeological relics and works

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

"...any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance"*

Sections 139 to 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or, under Section 60 for impacts within SHR curtilages. An application for an excavation permit must be supported by an Archaeological Research Design (ARD) and Archaeological Assessment prepared in accordance with the NSW Heritage Division archaeological guidelines. Minor works that would have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act. However, this proposal is subject to Part 5.2 (State significant infrastructure) provisions of the EP&A Act, and therefore excavation permits, or exceptions would not be required.

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to past evidence of infrastructure. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not trigger reporting obligations under the Heritage Act. The following examples are commonly considered to be 'works': Former road surfaces or pavement, kerbing, evidence of former infrastructure (such as drains or drainage pits where there are no relics in association), tram and train tracks and ballast and evidence of former rail platforms and bridges.

2.4 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning, development consent and environmental impact assessment processes. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans [LEPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

The study area falls within the boundaries of several Local Government Areas (LGAs), including Cumberland, Parramatta, City of Canada Bay, Burwood, Inner West and City of Sydney. The proposed alignment also passes through the Strathfield LGA underground. The study area is therefore subject to the following LEPs:

- Cumberland LEP 2021
- Parramatta LEP 2011
- Canada Bay LEP 2013
- Burwood LEP 2012
- Ashfield LEP 2013, which applies to the Inner West LGA
- Leichhardt LEP 2013, which applies to the Inner West LGA
- City of Sydney LEP 2012.

The aim of the LEPs in relation to heritage is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings, views and archaeological sites. The LEP's list items of heritage significance within the LGA.

Sydney Olympic Park, located in the Parramatta LGA is subject to *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP) (refer to Section 2.4.1). This excludes the application of the Auburn LEP to land subject to this listing.

The *Sydney Regional Environmental Plan No.26 – City West* applies to The Bays (refer to Section 11.0 below). The plan repeals local environmental plans and other planning instruments that would otherwise apply.

2.4.1 State Environmental Planning Policy (State Significant Precincts) 2005

The *State Environmental Planning Policy (State Significant Precincts) 2005* (State Significant Precincts SEPP) identifies precincts which are of State importance. This plan aims to (among other things) facilitate the orderly use, development or conservation of State significant precincts for the benefit of the State.

Sydney Olympic Park is identified in Schedule 3 of the State Significant Precincts SEPP as one such site. This listing identifies two heritage conservation areas, of which one is located within the study area.

2.4.2 Sydney Regional Environmental Plan No 24 – Homebush Bay Area

The study area falls within the boundaries of the Homebush Bay Area which is administered by the *Sydney Regional Environmental Plan No 24 – Homebush Bay Area*. The aim of this plan is to encourage co-ordinated and environmentally sensitive development of the Homebush Bay Area. The plan outlines development in relation to heritage under Part 4. The plan identifies heritage conservation areas under Schedule 4, heritage items under Schedule 5, and potential historical archaeological sites under Schedule 6.

2.4.3 Sydney Regional Environmental Plan No 26 – City West

The study area falls within the boundaries of the Ultimo-Pyrmont precinct and The Bays which are administered by the *Sydney Regional Environmental Plan No 26 – City West*. The aim of this plan is to guide development of the identified precincts. The plan outlines development in relation to heritage under Division 6. The plan identifies heritage conservation areas under Division 6, heritage items under Schedule 4, and potential historical archaeological sites under Division 6.

There are **11** items listed on the Sydney Regional Environmental Plan No 26 – City West located within the study areas for this proposal.

2.4.4 Sydney Olympic Park Authority Act 2001

The *Sydney Olympic Park Authority Act 2001* (SOPAA) aims to ensure that Sydney Olympic Park becomes an active and vibrant centre within metropolitan Sydney, and premium destination for cultural, entertainment, recreation and sporting events. It ensures that any new development carried out in the designated Sydney Olympic Park precinct accords with best practice accessibility, environmental and planning standards. Provisions outlined in the SOPAA, and subordinate statutory documents applies to the area of Sydney Olympic Park.

2.4.5 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The study area falls within the area administered by the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*. The aim of the plan is to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained. The plan identifies items of the heritage significance in Schedule 4.

2.5 Sydney Olympic Park Master Plan 2030

Sydney Olympic Park Master Plan 2030 (SOPMP) is a statutory document under the SOPAA which provides detailed design controls for development proposals. In relation to heritage, the SOPMP states that development should: Conserve heritage items including the Abattoir Heritage Conservation Area, Showground Road and significant trees (SOPMP 2010: 30). The SOPMP also stipulates planning principles for preserving existing views. The SOPMP was reviewed in 2018 and proposed changes were suggested to the boundary of the State Abattoirs Conservation Area.

2.6 Non-statutory heritage registers

2.6.1 National Trust Register (NSW)

The National Trust of Australia (NSW) is a community organisation established in 1945 to protect and promote Australia's heritage, with the other States establishing National Trust offices during the 1950's and 60's. The Trust's mission is the conservation of the built, natural and cultural heritage of

Australia for future generations. The National Trust owns or manages over 300 heritage places across Australia and the National Trust of Australia (NSW) maintains a Register of landscapes, townscapes, buildings, industrial sites, cemeteries and other items or places which the Trust determines have cultural significance and are worthy of conservation. Currently, there are over 12,000 items listed on the National Trust Register.²

There are **17** items on the NSW National Trust Register within the study area for this proposal.

2.6.2 Register of National Estate

The Register of National Estate (RNE) was originally established under the *Australian Heritage Commission Act 1975* which was repealed in 1999 by the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). The RNE was officially closed in 2007 with all references and register items removed from the EPBC Act on 19 February 2012. Prior to its repeal, the RNE was a statutory register of more than 13,000 places – including many places of local or state significance.³

There are **22** items on the RNE within the study area for this proposal.

2.6.3 The Australian Institute of Architects Register of Significant Architecture

The NSW Chapter of the Australian Institute of Architects (AIA) has maintained a register of significant architecture in NSW since 1949, focusing on twentieth century heritage. The register not only focuses on twentieth century heritage but seeks to preserve buildings of merit and award-winning status. The register has over 3,000 buildings listed on the register.⁴

There are **three** items on the Australian Institute of Architects Register of Significant Architecture within the study area for this proposal.

2.7 Policy context

2.7.1 Bays West Place Strategy (2021)

The Bays West Place Strategy (2021) represents a strategic planning initiative to guide the development of the Bays West area into the future. This strategy covers the areas of Rozelle Bay, White Bay and Glebe Island. The objective of the strategy is to support the development of the area into a diverse mixed-use precinct with residential, employment and recreational opportunities. It identifies a series of key 'directions' required to achieve this and divides the area into sub-precincts with tailored directions and strategies. Five key actions are prescribed by the strategy, the most relevant to this proposal being:

Big Move 5: Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development that has a strong dependence on public and active transport.

Throughout the planning initiative, the delivery of the Sydney Metro station is identified as a catalyst for change for The Bays precinct. The provision of Sydney Metro services to The Bays is considered critical to building the infrastructure and transport connectivity of the area and increasing its integration into surrounding areas. The establishment of these services and infrastructure would allow the area to reach 'Transport and movement' Directions 8, 9 and 10 as outlined in the strategy.

² nationaltrust.org.au/heritage-register-2/, accessed 11/05/21.

³ <https://www.environment.gov.au/heritage/places/register-national-estate>, accessed 11/05/21.

⁴ <https://architectureau.com/articles/aia-heritage-upgrade/>, accessed 11/05/21.

In addition to these, the following Directions focus on celebrating the heritage opportunities for redevelopment at the Bays:

Direction 11 *Bring new life to existing diverse assets and uses, integrating rich layers of creativity, heritage and culture across the precinct.*

Direction 12 *Ensure that future developments recognise, embrace and create opportunities for deeper understanding of our culture, stories and continued cultural practices*

2.7.2 Pyrmont Peninsula Place Strategy (2020)

The Pyrmont Peninsula Place Strategy (PPPS) creates a 20-year vision and planning framework to support the NSW Government's vision to transform the Pyrmont Peninsula, while meeting the aspiration of the business, industry, visitors, local and future residents of the Peninsula. The Place Strategy is led by the NSW Government's Economic Development Strategy which supports the Government's decision to invest in a Sydney Metro station in Pyrmont (the subject of this technical paper), and recognises the potential for transformation in the area, building upon the Peninsula's existing heritage, character, anchors and attractors, as well as its close proximity to the CBD and connections to the Innovation Corridor. The Strategy identifies 10 Directions which address matters of strategic economic, social and environmental significance in the Pyrmont Peninsula that will guide the future growth and change in the area to 2041.

The most relevant of these Directions to this proposal being:

Direction 6: Creativity, culture and heritage

Direction 7: Making it easier to move around

Direction 6 recognises the Peninsula's unique combination of arts, culture and heritage, and seeks to promote these attributes through various initiatives including interpretation of the Aboriginal, Industrial and Residential heritage of the area, enhancing the historic urban spine of Harris Street and improvements to heritage streetscapes, buildings and elements, creating an integrated plan for the Ultimo creative precinct and improve access to the heritage buildings and spaces in the area.

Direction 7 recognises that the nature of the Peninsula, at times, makes it difficult to traverse and has been shaped by its isolation. Despite its constraints, the area proves to have higher rates of sustainable transport. The response seeks to encourage further use of sustainable modes of transport such as walking and cycling networks (and enhancing these streetscapes as per Direction 6), as well as providing safe and legible interchange between bus, light rail, ferry and a metro station at Pyrmont. The PPPS seeks to guide improved transport integration which considers and respects the heritage and existing built form and character of the area in future planning processes.

A non-Aboriginal cultural heritage study⁵ was commissioned as part of the strategy to understand the non-Aboriginal heritage located within the PPPS study area, identify key characteristics of this cultural heritage, provide strategic advice to support the strategy and provide recommendations for planning controls for the study area. Principles and recommendations relevant to this proposal include a focus on the protection of heritage items, precincts and areas within the PPPS study area. These conservation principles are outlined in the masterplan for precincts and places, historic cultural landscapes and renewal. Key recommendations are provided in relation to form, character, scale,

⁵ GML, Pyrmont Peninsula Place Strategy – Final Report. Report prepared for Department of Planning and Environment (October 2020)

setbacks and place planning. Interpretation, transition zones, building articulation, landscape and views were also identified as key planning issues under the strategy.

3.0 ASSESSMENT METHODOLOGY

3.1 Study area

For the purpose of this investigation, the study area for each site has been defined as including a 50 metre buffer around each of the station sites that incorporates the proposed construction and operations works, including public domain and surrounding roadway works.

The use of a study area (encompassing the buffer) helps to identify heritage items potentially within the visual catchment of this proposal where visual impacts on that item may occur. It also supports assessment of other indirect (visual) impacts on heritage fabric (for example, as a result of vibration). Any reference to the 'study area' in this chapter includes reference to the 50 metre buffer around the station sites, unless otherwise stated.

A 25 metre buffer was selected for Pyrmont Station sites and Hunter Street Station (Sydney CBD) sites due to the heavy built environment within the setting of the station sites and the absence of extended view lines due to this built environment.

The indicative alignment for this proposal is shown in Figure 1. The proposed alignment extends between Westmead in the west to Sydney CBD in the east. The study area for this proposal is shown in the maps presented in Figure 2 to Figure 11.

3.1.1 Streetscapes and surrounding setting

The surrounding streetscapes and setting at each site were assessed in detail as part of the non-Aboriginal heritage assessments for the previous Sydney Metro West planning applications and have been footnoted in the below assessments for each site.⁶ Works under this proposal are located almost entirely within the construction sites for the previous Sydney Metro West planning applications, with some minor additions (Westmead, Sydney Olympic Park, North Strathfield and The Bays) and exclusions (Clyde stabling and maintenance facility and Rosehill services facility) to specific construction sites (specific locations are identified in Table 6). The existing streetscape and surrounding setting of the station site have been included where this proposal has exceeded the construction sites assessed as part of the EIS for the previous Sydney Metro West planning applications. Specific heritage significant view lines associated with heritage items are discussed individually in each significance and heritage impact assessment.

3.1.2 Baseline environment

The baseline environment for each study area has been outlined within each station site description. The baseline environment within this report has been determined to be the existing environment following the completion of the proposed works under the previous Sydney Metro West planning applications. Therefore the baseline environment assumes that:

- With the exception of two heritage items within the Parramatta metro station construction site, the façade and its supporting structure of one heritage item at the Clyde stabling and maintenance facility and Rosehill services facility construction site and one heritage item within the Hunter Street Station (Sydney CBD) western construction site, all buildings within

⁶ Artefact Heritage 2020; 2021

the construction sites would have been demolished (inclusive of any potential unlisted heritage items)

- Major excavation for station and ancillary infrastructure sites and the tunnel alignment is completed, noting some additional excavation is proposed as part of this proposal, including: at Westmead metro station, Parramatta metro station, North Strathfield metro station and The Bays Station)
- All archaeological investigations within the construction sites for the previous Sydney Metro West planning application (including investigation/s of potential archaeological non-Aboriginal and Aboriginal significant remains) have been conducted and relics/works would have been removed. Any archaeological remains located within additional footprint areas for this proposal would still be present. Any archaeological remains still present at the Parramatta metro station construction site would be managed under the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038. Any archaeological remains still present at The Bays Station construction site would be managed as an addendum to the Archaeological Research Design and Excavation Methodology (ARD&EM) prepared for that site under Condition of Approval D25 or via the preparation of a new Archaeological Research Design and Excavation Methodology (ARD&EM) for the additional footprint areas
- It is assumed that the heritage item ‘Convict Drain’ (Parramatta LEP I647) would not have been removed from within the Parramatta metro station construction site as part of work carried out under the previous Sydney Metro West planning application
- Any required temporary construction site structures, hoarding, laydown areas, acoustic sheds and heritage protection proposed as part of the work carried out under the previous Sydney Metro West planning application would have been already constructed. The environmental baseline however does not include structures, or relocated structures, which are part of the scope of works for this proposal.



Figure 2: Westmead metro station construction site study area map

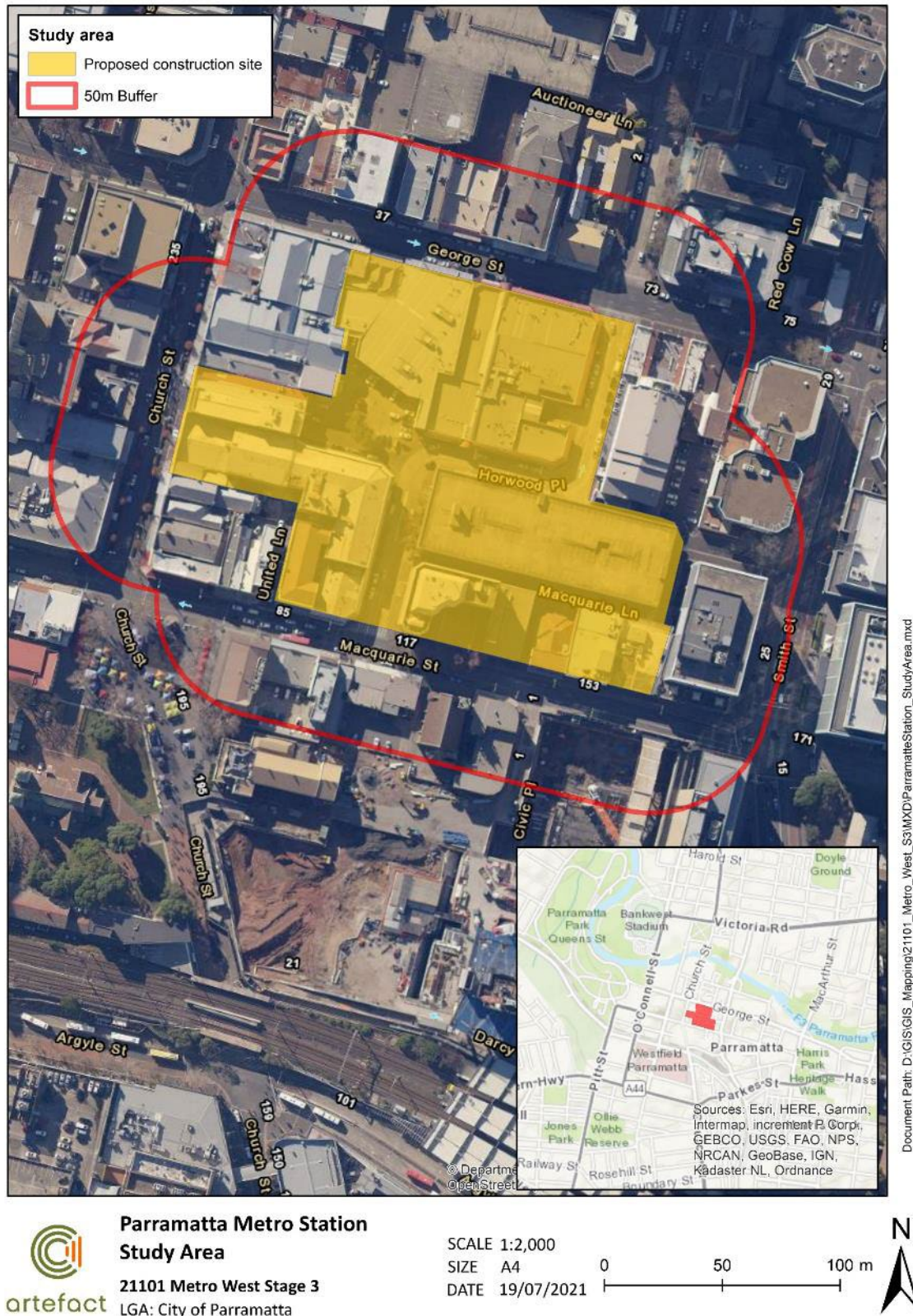
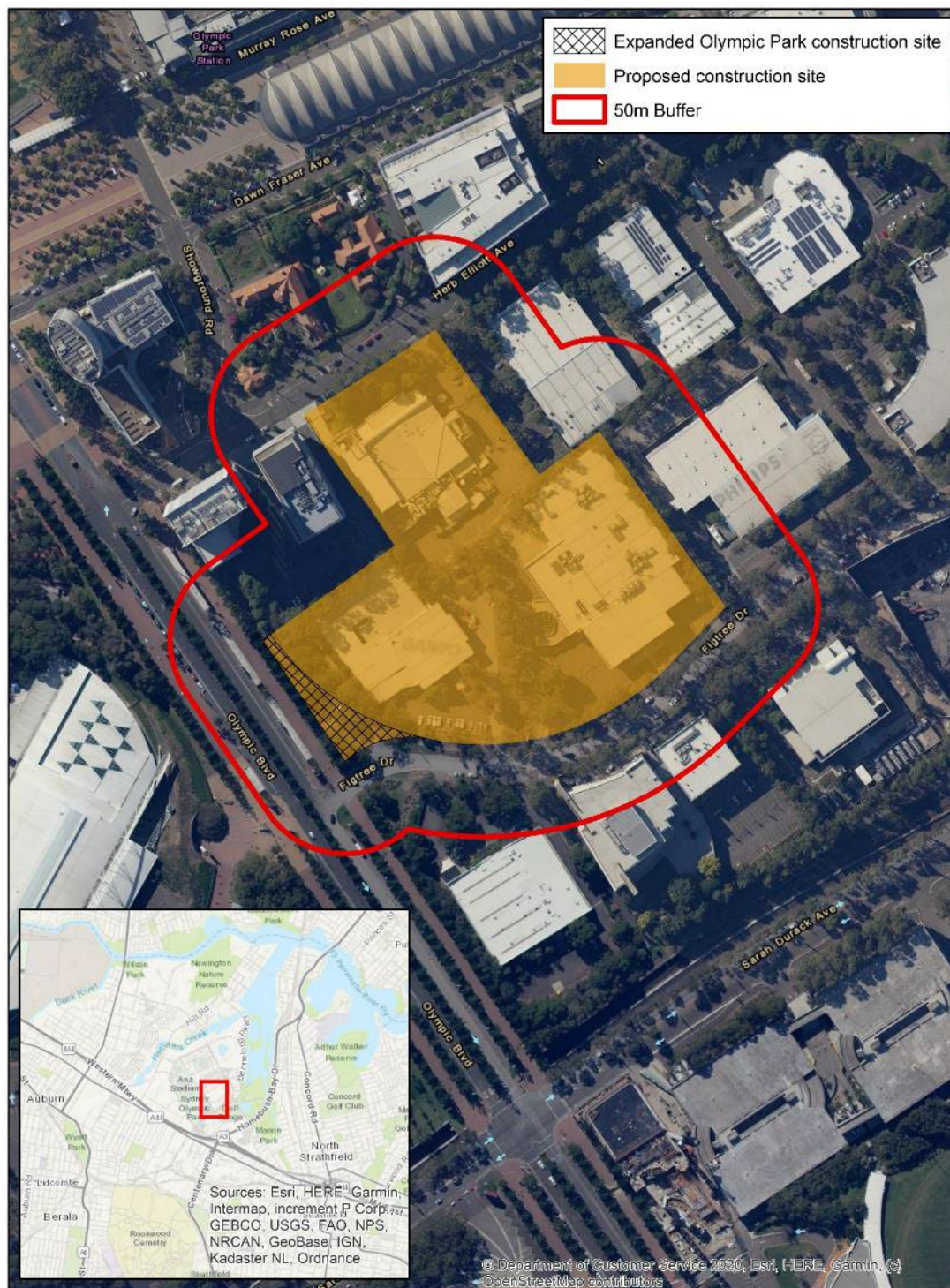


Figure 3: Parramatta metro station construction site study area map



**Sydney Olympic Park Metro
Station - Study Area**
21101 Metro West Stage 3
LGA: City of Parramatta

SCALE 1:2,750

SIZE A4

DATE 20/10/2021

0 60 120 m



Figure 4: Sydney Olympic Park metro station construction site study area map



Figure 5: North Strathfield metro station construction site study area map

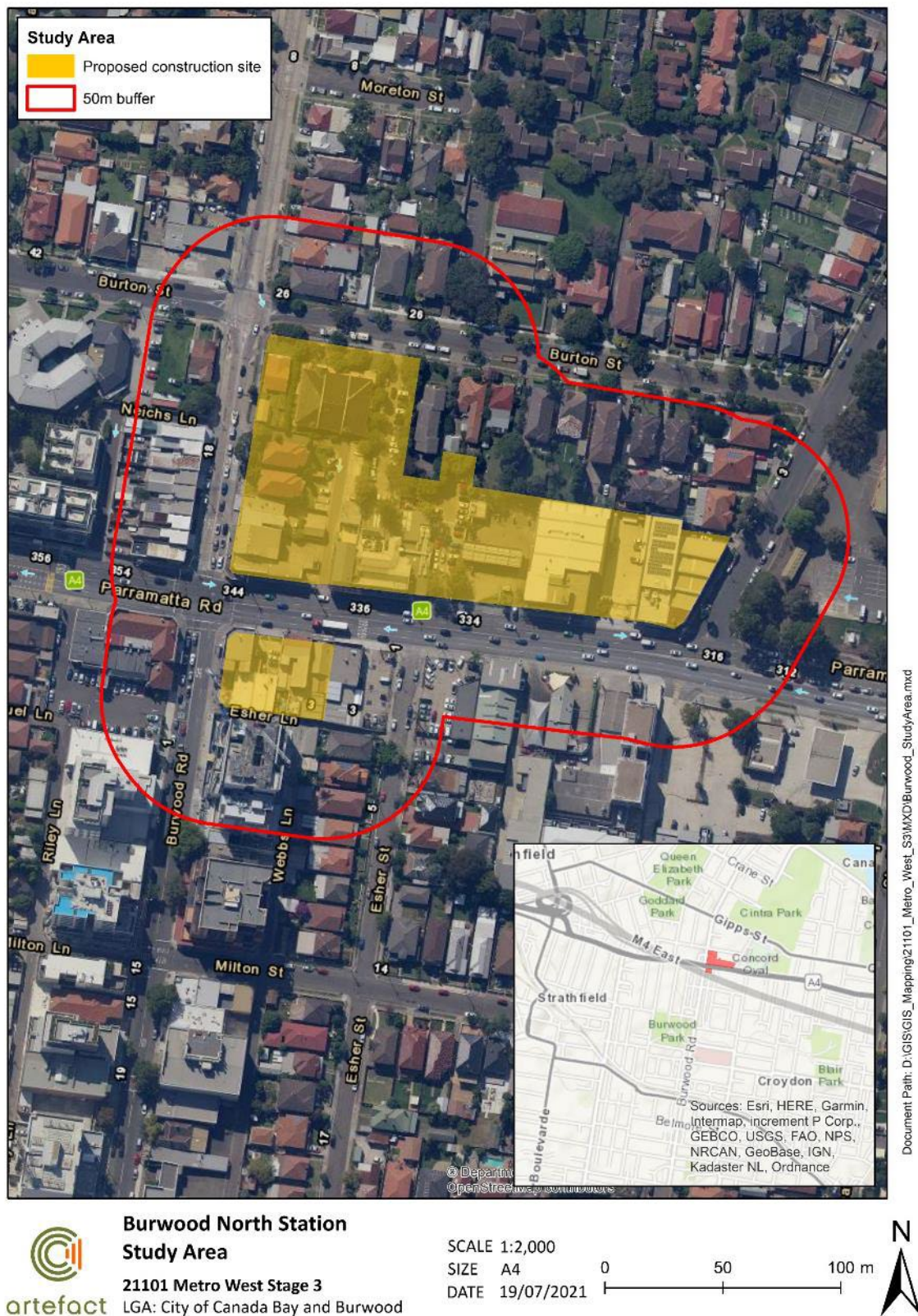
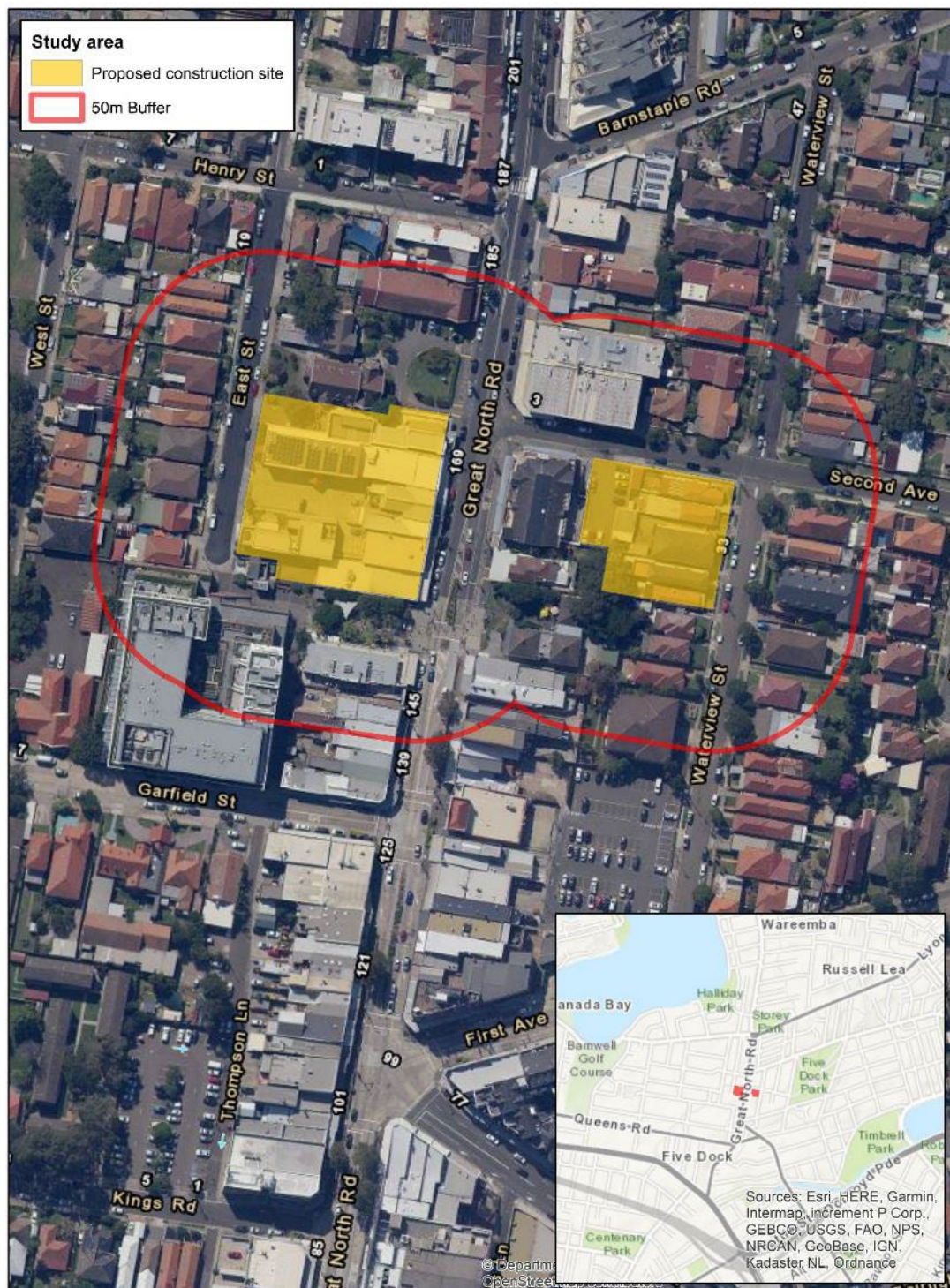


Figure 6: Burwood North Station construction site study area map



Five Dock Station
Study Area
21101 Metro West Stage 3
LGA: City of Canada Bay

SCALE 1:1,800
SIZE A4
DATE 19/07/2021

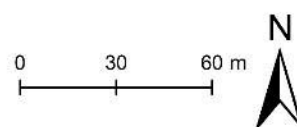


Figure 7: Five Dock Station construction site study area map



Document Path: D:\GIS\GIS_Mapping\21101_Metro_West_S3\MXD\Bays_StudyArea.mxd

The Bays Station
Study Area
21101 Metro West Stage 3
LGA: Inner West

SCALE 1:4,000
SIZE A4
DATE 20/10/2021

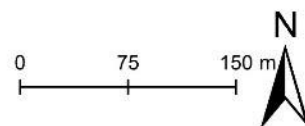


Figure 8: The Bays Station construction site study area map



Document Path: D:\GIS\GIS_Mapping\21101_Metro_West_S3\MXD\Pyrmont_construction_sites_study_area.mxd

Figure 9: Pyrmont Station construction sites study area map



Figure 10: Hunter Street Station (Sydney CBD) construction sites study area map

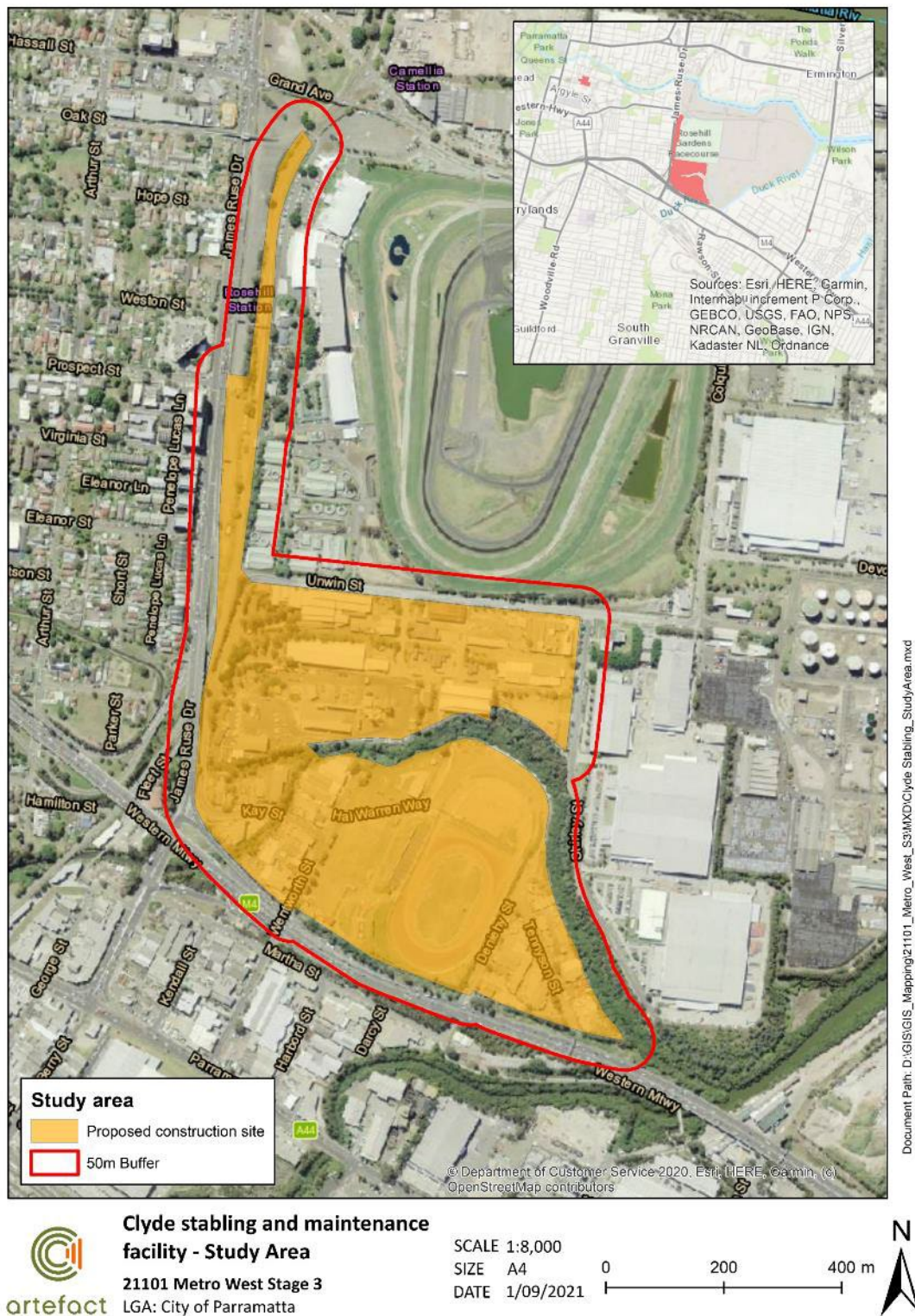


Figure 11: Clyde stabling and maintenance facility and Rosehill services facility construction site study area map

3.1.3 Construction footprint changes

A summary of the changes in the footprint at each construction site between that assessed as part of the previous Sydney Metro West planning applications and the scope of work for this proposal is provided in Table 6.

Table 6: Construction footprint changes between the previous Sydney Metro West planning applications and this proposal

Construction site	Site location (as identified in the previous Sydney Metro West planning applications)	Site location (as identified in this proposal)
Westmead metro station	The block bounded by Hassall Street, Bailey Street and Hawkesbury Road, and extending across Alexandra Avenue and partly within the rail corridor, Westmead.	The study area extends across Hassall Street, Bailey Street, Hawkesbury Road, Alexandra Avenue and Railway Parade. Inclusive of the existing Westmead Railway Station and rail corridor.
Parramatta metro station	Within the block bounded by George Street, Church Street, Macquarie Street, and Smith Street, Parramatta.	No change to site location
Clyde stabling and maintenance facility	Within land bounded by Grand Avenue, James Ruse Drive, Unwin Street, Shirley Street, and the M4 Western Motorway, Clyde.	No change to site location
Sydney Olympic Park metro station	Between Herb Elliot Avenue and Figtree Drive, Sydney Olympic Park with a portion extending through to Dawn Fraser Avenue.	Between Herb Elliot Avenue and Figtree Drive, Sydney Olympic Park. The subsurface connection extending to Dawn Fraser Avenue has been removed from this proposal and an additional area of land north of the intersection of Olympic Boulevard and Figtree Drive is included.
North Strathfield metro station	Generally, within the rail corridor and wholly to the east of the railway line, between the existing North Strathfield Station and Queen Street, North Strathfield.	Within the rail corridor over the existing North Strathfield Station to the western boundary of Queen Street, North Strathfield.
Burwood North Station	Fronting Parramatta Road between Burwood Road and Loftus Street, Concord, with a portion extending to Burton Street; and on the south-eastern corner of Parramatta Road and Burwood Road, Burwood.	No change to site location
Five Dock Station	Between Great North Road and East Street to the north of Fred Kelly Place; and on the south-western corner to Waterview Street and Second Avenue, Five Dock.	No change to site location
The Bays Station	Adjacent to White Bay Power Station, Robert Street, Rozelle.	Site location as per the previous Sydney Metro West planning applications, with additional areas to the southwest, north and southeast
Pymont Station	Located in the block bound by Pymont Bridge Road, Union Street and Edward Street with an additional station entrance in the block bound by Pymont Bridge Road, Paternoster Row and Pymont Street	No change to site location
Hunter Street Station (Sydney CBD)	Located at the block bound by Hunter Street, George Street and includes De Mestre Place, with an additional station entrance located on the site bound by Hunter Street, Bligh Street and O'Connell Street	No change to site location

3.2 Identification of heritage listed items

A heritage register search was carried out in June 2021. Heritage listed items within the study area of each site were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List
- Commonwealth Heritage List
- National Heritage List
- State Heritage Register
- State Significant Precincts SEPP – Sydney Olympic Park site
- *Sydney Regional Environmental Plan No 26 – City West*
- *Sydney Regional Environmental Plan No 24 – Homebush Bay Area*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- Cumberland LEP 2021
- Parramatta LEP 2011
- Auburn LEP 2010
- Canada Bay LEP 2013
- Burwood LEP 2012
- Ashfield LEP 2013
- Leichhardt LEP 2013
- City of Sydney LEP 2012
- Section 170 Heritage and Conservation Registers for Sydney Water, Roads and Maritime, Railcorp, University of Western Sydney, Port Authority of NSW, Department of Health, NSW Police Service
- NSW State Heritage Inventory database
- National Trust
- Institute of Architects Register of Significant Buildings
- Register of the National Estate.

Items listed on these registers have been previously assessed against the NSW Heritage Assessment guidelines. Statements of heritage significance, based on the NSW Heritage Assessment guidelines, as they appear in relevant heritage inventory sheets and documents, are provided throughout this assessment.

In addition to the heritage items identified in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and the *Sydney Metro West Environmental Impact Statement – The Bays and Sydney CBD* (Sydney Metro, 2021), two additional heritage items were identified within the buffer zone of the Westmead metro station construction site. One Heritage Conservation Area (HCA) was identified within the buffer zone of The Bays Station construction site.

Where relevant Conservation Management Plans (CMP's) and other heritage management documents (such as the Parramatta Historical Archaeological Landscape Management Strategy

(PHALMS)) (GML November 2000) and guidelines have been used to provide additional information regarding heritage significance. Where used, these have been cited.

3.3 Identification of potential unlisted heritage items

This assessment involves a preliminary assessment of potential unlisted heritage items that are located within the sites, which would be directly impacted by this proposal. Potential unlisted items assessed in this report were identified in the non-Aboriginal heritage technical papers prepared as part of the previous Sydney Metro West planning applications.⁷⁸ No further site inspection has been conducted for the preparation of this proposal at this time and assessments of potential unlisted heritage items has been undertaken by desktop analysis.

3.4 Significance assessments

3.4.1 NSW heritage assessment criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter) by the International Council on Monuments and Sites (ICOMOS). The principles of the Burra Charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.⁹

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the Heritage Act.

'State heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.¹⁰

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.

The heritage significance assessment criteria were taken into consideration during the preparation of the built heritage assessment and the non-Aboriginal archaeological impact assessment. Built heritage items are listed along with their State Heritage Inventory (SHI) Statements of Significance which were written based on the heritage significance assessment criteria. In addition, potential unlisted heritage items were assessed for significance using the criteria. Similarly, archaeological

⁷ Artefact Heritage 2020, pp151 – 158; 200 – 206; 233 – 235

⁸ Artefact Heritage 2021 pp 145 – 147; 193 - 196

⁹ Heritage Office and Department of Urban Affairs and Planning 1996. *NSW Heritage Manual*; 25-27

¹⁰ This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

impacts take into consideration the criteria when assessing significance of potential archaeological remains. Each listed or unlisted potential heritage item is assessed against the seven criteria outlined in Table 7.

The heritage significance assessment criteria are as follows:

Table 7: NSW heritage assessment criteria

Criteria	Description
A – Historical significance	An item is important in the course or pattern of the local area or states cultural or natural history.
B – Associative significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's or State's cultural or natural history.
C – Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area or state.
D – Social significance	An item has strong or special association with a particular community or cultural group in the local area or state for social, cultural or spiritual reasons.
E – Research potential	An item has potential to yield information that will contribute to an understanding of the local area's or State's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's or State's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area or state).

3.5 Heritage impact assessment

This Technical Paper has been prepared in accordance with the NSW Heritage Office and Department of Urban Affairs and Planning *NSW Heritage Manual*¹¹ and the NSW Heritage Office *Statements of Heritage Impact*.¹² The guidelines pose a series of questions and prompts to aid in the consideration of impacts due to this proposal.

Impacts to heritage significance of items can be caused by project activities which would overall result in the reduction in the significance of an item. The assessment of the impacts to the heritage significance of an item are twofold: assessment of the impact to the overall heritage significance; and an assessment of the specific impacts from particular works or activities to the impacted fabric or element (including views).

The assessment of views takes into consideration the item's heritage curtilage which is defined by the NSW Heritage Office as "the area of land (including land covered by water) surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply to either – land which is integral to the heritage significance of items of the built heritage; or a precinct which includes buildings, works, relics, trees or places and their setting."¹³ As such, heritage curtilage for properties within the study area are subject to the following types of heritage curtilage:

- Lot Boundary Heritage Curtilage: where the lot would adequately contain the heritage significance of the place, including buildings, gardens and other significant features such as walls, fences and driveways that contribute to the heritage significance of the place

¹¹ NSW Heritage Branch, 1996. *NSW Heritage Manual*.

¹² NSW Heritage Office, 2002. *Statements of Heritage Impact*.

¹³ NSW Heritage Office, 1996, *Heritage Curtilages*

- **Expanded Heritage Curtilage:** where an area larger than the lot boundary is required to retain the heritage significance of the place, including its landscape setting or visual catchment.

Specific categories of impact types have been developed based on guidelines outlined in the ICOMOS document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*.¹⁴ It is noted that these guidelines have been prepared specifically for holistic assessments of heritage impacts against WHL items. As such the definitions of these impacts have been developed from the ICOMOS guidelines to address assessment requirements outlined in the Secretary's Environmental Assessment Requirements for classifying direct and indirect (visual) impacts, for a consistent measure of environmental impacts for this proposal overall.

A description of each type of impact is provided in Table 8.

Table 8. Terminology for heritage impact types

Impact	Definition
Direct	Impacts resulting from works that would result in physical alterations or damage to the item that would alter its heritage significance.
Indirect	Impacts to significant view lines as well as heritage vistas and setting of the item, which would alter its heritage significance. These impacts may be temporary as a result of the establishment and use of the construction site, or permanent as a result of the station buildings.
Settlement and vibration	Possible impacts resulting from vibration and ground settlement which may result in changes to a heritage item. While these impacts would result in potential physical alterations to heritage significant items, these categories of impacts have been separated from other direct impacts to provide clarity in management response.
Cumulative	Cumulative impacts represent the incremental loss or reduction in significance. Cumulative impacts take into account both this proposal and other projects which may also have contributed to a reduction in significance.
Archaeological	Impacts to potential archaeological remains predicted within the study area.

3.5.1 Assessment of direct and indirect (visual) impacts

In order to consistently identify the magnitude of impact resulting from this proposal, terminology and definitions adapted from ICOMOS guidelines¹⁵ will be used throughout this document. These categories are also consistent with Heritage NSW guidelines on assessing the degree of heritage impact.¹⁶ The terminology is consistent with assessment terminology provided in the non-Aboriginal heritage assessments for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and the *Sydney Metro West Environmental Impact Statement – The Bays to Sydney CBD* (Sydney Metro, 2021) and is described in Table 9.

Table 9. Terminology for assessing the magnitude of direct and indirect heritage impacts

Grading	Definition
Major	<p>Actions that would result in a permanent and substantial loss of significance. Major impacts would result in comprehensive and irreversible changes to the significance of the historic building elements, intangible cultural heritage values, or significant archaeological materials, setting, landscape, or character of heritage items.</p> <p>These actions cannot be adequately mitigated and would result in irreversible changes to the significance of the item.</p>

¹⁴ ICOMOS, January 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. Accessed online at: https://www.icomos.org/world_heritage/HIA_20110201.pdf

¹⁵ ICOMOS, January 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. Accessed online at: https://www.icomos.org/world_heritage/HIA_20110201.pdf

¹⁶ Heritage NSW 2020. *NSW Material Threshold Policy*.

Grading	Definition
Moderate	Actions involving considerable changes to a heritage item which would impact the significance, including altering the setting or landscape of a heritage item, partially removing archaeological remains, the alteration of significant elements or fabric from historic structures. Moderate impacts may involve considerable changes to intangible cultural heritage. The impacts arising from such actions may be able to be partially mitigated.
Minor	Actions that would result in slight impacts to the significance of a heritage item, through arising from such actions can usually be mitigated.
Negligible	Actions that would result in very minor changes to the significance of heritage items. These impacts would not usually require mitigation.
Neutral	Actions that would have no change and therefore no impact to the significance of a heritage item.
Positive	Actions which improve the condition of fabric or local setting which improves the legibility of the significance of the heritage item.

3.5.2 Assessment of potential vibration and settlement impacts

In locations where heritage items are located above the tunnel alignment (in relation to metro operations) or adjacent to proposed construction sites, an assessment of potential vibration impacts has been undertaken as part of the Operational Noise and Vibration Technical Paper (Technical paper 3) and the Construction Noise and Vibration Technical Paper (Technical Paper 4) of the Environmental Impact Statement.

Ground-borne vibration associated with the operation of this proposal is predicted to be well below human comfort criteria, which is also well below the thresholds associated with cosmetic building damage. As such, no cosmetic damage to structures (and therefore no structural damage) is predicted at any location due to the operation of this proposal. As such, there is no further consideration of potential operation phase vibration impacts in this report.

The potential vibration and settlement impacts as a result of construction of this proposal are considered as part of the relevant heritage impact assessments within this report.

3.5.3 Assessment of cumulative impacts

Cumulative impacts represent the incremental loss of – or modifications to – a heritage or environmental resource over time. These can result from individually minor, but collectively significant, actions and must therefore be considered in the wider developmental context in order to minimise impacts.

In order to address cumulative impacts, major infrastructure and commercial developments in the vicinity of this proposal are examined and the combined impact on the heritage significance is assessed. Infrastructure and commercial developments which are assessed include only those developments for which publicly available project impact information is available, and/or for those projects which have been approved for commencement. The cumulative impact assessment methodology for this proposal, including the process for filtering projects subject to the cumulative impact assessment, is described in Chapter 19 of this Environmental Impact Statement.

This Technical Paper assesses the impacts to individual items within the station sites, within a 25 to 50-metre buffer of each station site – buffer zone sizes have been kept consistent with heritage assessments previously prepared for earlier stages of the Project. These impacts are then compared against impacts to heritage items assessed in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and the *Sydney Metro West Environmental Impact Statement – The Bays and Sydney CBD* (Sydney Metro, 2021) as well as other impact assessments for other projects. The potential cumulative impacts to a class, category or

type of heritage resource (built heritage and archaeological artefacts) impacted by this proposal have not been assessed in this Technical Paper.

3.6 Non-Aboriginal archaeological assessment

3.6.1 Assessment of archaeological potential

The assessment of historical archaeological potential discusses the study area's potential to contain historical archaeological remains. This assessment is based on consideration of historic land use, current ground conditions, analysis of the historical development of the study area, and considering whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses.

'Archaeological potential' refers to the likelihood that an area contains physical remains associated with an earlier phase of occupation, activity or development of that area. This is distinct from 'archaeological significance' and 'archaeological research potential'. 'Archaeological significance' refers to the cultural value of the known items within an area, whilst 'archaeological research potential' refers to the cultural value of the potential archaeological remains in an area. Both 'archaeological significance' and 'archaeological research potential' are the primary basis of the mitigation measures included in this document (refer Section 3.6.2).

Knowledge of previous archaeological investigations, and an understanding of the potential archaeological remains have been assessed with due consideration of the historic land use and previous ground disturbance that may have impacted any subsurface archaeological remains. This is presented using the grades of archaeological potential provided in Table 10.

Table 10. Grades of archaeological potential

Grading	Justification
Nil	No evidence of historical development or use, or where previous impacts such as deep basement structures would have removed all archaeological potential.
Low	Little or low intensity historical development, or where there have been substantial previous impacts, disturbance and truncation in locations where some archaeological remains such as deep subsurface features (privies, cesspits or wells) may survive.
Moderate	Known historical development and some previous impacts, but it is likely that archaeological remains survive with some localised truncation and disturbance.
High	Evidence of multiple phases of historical development and structures with minimal or localised later development impacts, and it is likely the archaeological resource would be largely intact.

3.6.2 Research potential and archaeological significance

In 1984, Bickford and Sullivan¹⁷ examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological remains can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:

¹⁷ Bickford, A. and S. Sullivan, 1984. "Assessing the research potential of historic sites" in *Sites Surveys and Significance Assessment in Australian Archaeology*.

- General questions about human history?
- Other substantive questions relating to Australian history?
- Other major research questions?

In the 2009 guidelines *Assessing Significance for Historical Archaeological Sites and 'Relics'*, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site's intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes.¹⁸ A site can have high potential for archaeological remains, and yet still be of low research potential if those remains are unlikely to provide significant information or make contributions to our current state of knowledge.

In addition, these archaeological guidelines address the potential significance of archaeological remains against the NSW Heritage Assessment Criteria. A discussion of how these criteria apply to assessments of archaeological remains has been extracted from the 2009 guidelines and provided in Table 11.

Table 11. NSW Heritage criteria for assessing significance related to archaeological sites and relics¹⁹

Criteria	Discussion
Archaeological research potential (criterion E)	Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'. The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.
Associations with individuals, events or groups of historical importance (criteria A, B & D)	Archaeological remains may have particular associations with individuals, groups and events which may transform mundane places or objects into significant items through the association with important historical occurrences.
Aesthetic or technical significance (criterion C)	Whilst the technical value of archaeology is usually considered as 'research potential' aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or 'feeling' as expressed in the Burra Charter. Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.
Ability to demonstrate the past through archaeological remains (criteria A, C, F & G)	Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common. A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.

¹⁸ NSW Heritage Branch 2009

¹⁹ *ibid*

3.6.3 Regional archaeological studies

3.6.3.1 Parramatta Historical Archaeological Landscape Study (PHALMS)

Godden Mackay and Logan prepared an overarching assessment of historical archaeological potential and significance for the Parramatta area in 2000. The Parramatta area was divided into a number of discrete areas of land, with short histories and assessments of archaeological potential provided for each area. Each of these areas was designated as an Archaeological Management Unit (AMU).

For those sites that form part of this proposal located within the Parramatta LGA (Westmead, Parramatta as well as the Clyde stabling and maintenance facility and Rosehill services facility), the AMUs which are located in the construction site are discussed in their respective subsections below. The PHALMS listings are used as a guide for archaeological research and are not considered binding determinations on archaeological potential and significance for the Parramatta area.

3.6.3.2 City of Sydney Archaeological Zoning Plan

The Central Sydney Archaeological Zoning Plan (1997) surveys and assesses the CBD and surrounding suburbs within the City of Sydney and assess its archaeological potential. Identifying the level of disturbance of sites and extant development, the plan divides sites into categories that gauge the likelihood that they contain below-ground archaeological remains. They are classified as either an Area of Archaeological Potential (AAP), an Area of Archaeological Potential – Partially Disturbed (AAP – PD), an Area of Archaeological Potential / Deeper Sub-surface Features only (AAP - DSF) or an Area of little or no Archaeological Potential. The data informing this plan was collected and collated following site inspections to the properties within the study area. The document also provides general guidelines for the ongoing management of those sites with identified potential.

As the City of Sydney Archaeological Zoning Plan was prepared in 1997, the proposed archaeological potential classifications have been updated in the non-Aboriginal archaeological assessment section of this report.

3.7 Limitations and constraints

This report provides an assessment of non-Aboriginal (historical) built heritage and potential archaeological remains only and does not provide a review of the potential for Aboriginal archaeological evidence in the area.

The non-Aboriginal archaeological assessment in this report provides an overview of predicted archaeological remains and their significance, as well as an assessment of potential impacts that would occur as a result of this proposal.

As discussed in section 3.1.2 above, all archaeological investigations within the construction site areas for the previous Sydney Metro West planning applications (including investigation/s of potential archaeological non- Aboriginal and Aboriginal relics and works) are assumed to have been conducted and relics/works removed.

This assessment does not provide detailed archaeological management or archaeological research designs for potential archaeological impacts identified for this proposal.

Site inspections were not conducted for this assessment due to Covid-19 health restrictions which prevented safe access to proposed construction sites during the preparation of this assessment. This assessment has been informed by previous site inspections and heritage assessments undertaken as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and*

Sydney CBD (Sydney Metro, 2020a) and the *Sydney Metro West Environmental Impact Statement – The Bays to Sydney CBD* (Sydney Metro, 2021).

4.0 PROJECT DESCRIPTION

4.1 Overview and key components

This proposal would involve:

- fit-out of tunnels including rail systems for metro train operations
- construction, fit-out and operation of
 - metro station buildings and the surrounding metro precincts
 - a services facility and traction substations
 - a control centre, test track and stabling and maintenance facility at Clyde
- space for non-station uses at metro stations (e.g. retail, commercial and/or community facilities)
- provisions for over and/or adjacent development within metro precincts
- rail interchange support works, including work to the existing T1 Western Line at Westmead and T9 Northern Line at North Strathfield
- transport network modifications such as new interchange facilities and changes to public transport networks to serve metro stations
- subdivision of sites
- operation and maintenance of the Sydney Metro West line.

Components of this proposal are subject to further design development, and changes may be made during the ongoing design that take into account the outcomes of community and stakeholder engagement and environmental investigations.

Further details of this proposal are provided in Chapter 5 (Proposal description – operation) and Chapter 6 (Proposal description – construction) of the Environmental Impact Statement.

The proposed alignment and indicative station locations and ancillary facilities are shown in Figure 12.

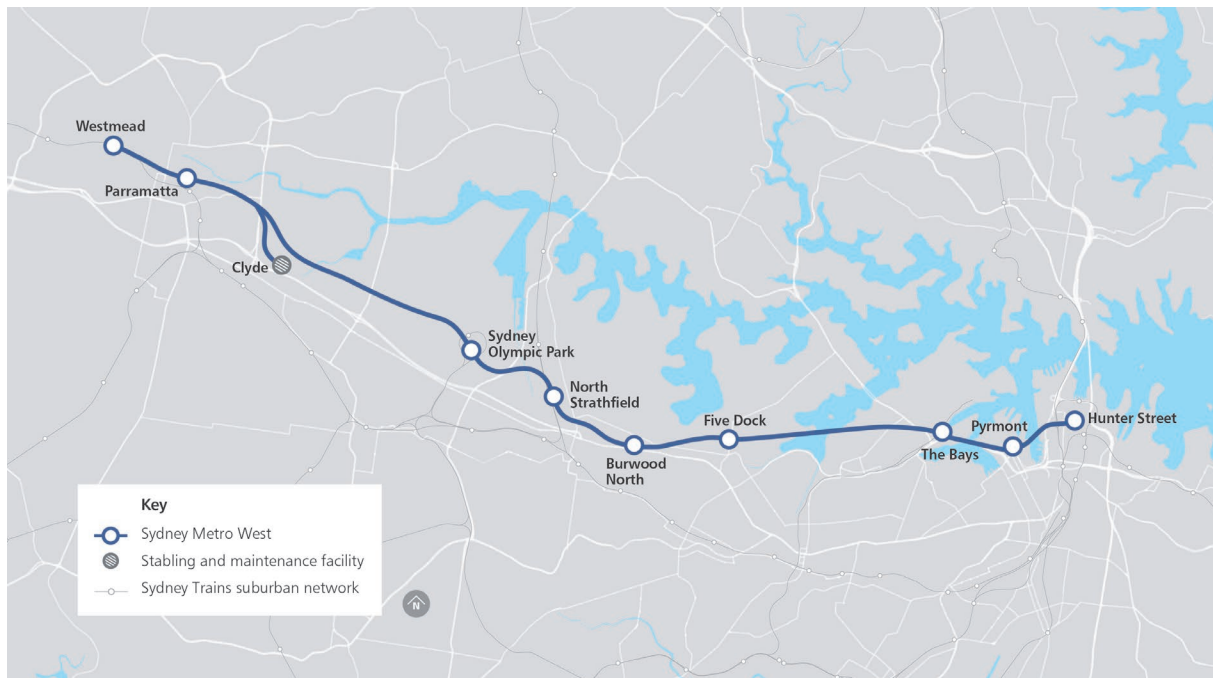


Figure 12: Sydney Metro West

4.2 Overview of proposed construction work

Key construction elements completed as part of the previous Sydney Metro West planning applications would include:

- enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network
- tunnel excavation including tunnel support activities
- excavation for the new metro stations and ancillary infrastructure
- civil work for the future Clyde stabling and maintenance facility include filling to the final formation level and construction of structure for watercourse crossings.

These construction elements do not form part of this proposal and are assessed separately in the following documents:

- Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD (Sydney Metro, 2020a)
- Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report (Sydney Metro, 2020b)
- Sydney Metro West Westmead to The Bays and Sydney CBD – Submissions Report (Sydney Metro, 2020c)
- Sydney Metro West Environmental Impact Statement – The Bays and Sydney CBD (Sydney Metro, 2021).

The key construction activities that would be carried out for this proposal include:

- enabling and site establishment work
- construction of stations and structures for non-station use

- station fit-out
- station precinct and interchange work including provisioning for over and/or adjacent station development, where relevant
- construction and fit-out of the stabling and maintenance facility and services facility
- tunnel fit-out and rail systems work
- finishing work, testing and commissioning.

4.3 Overview of proposed operation

4.3.1 Infrastructure maintenance

Maintenance planning would generally allow for routine and major periodic maintenance of infrastructure with a view to maximising service availability and minimising impacts on customers. Scheduled maintenance would generally occur between the last and first train services, or during planned weekend maintenance periods, when train services would not be in operation on parts of the line.

Rail maintenance vehicles would be able to use the network and provide access for maintenance crews. The following types of maintenance activities would be required:

- Scheduled maintenance – involving routine inspections and repairs to enable operations at prescribed levels of safety, reliability and service frequency. This type of maintenance would be performed on a regular and recurring basis at specified intervals
- Non-scheduled maintenance – involving emergency repairs, vandalism and breakage that would impact on prescribed levels of safety, reliability and/or service frequency. This type of maintenance would be performed as needed
- Overhaul and repairs – involving the repair, replacement and testing of infrastructure that has been removed from its working location.

4.3.2 Services facility

A services facility would be located at Rosehill (within the Clyde stabling and maintenance facility). The services facility would include an above ground building for mechanical, electrical and ventilation equipment, with a vertical shaft to connect to the tunnels below. Excavation of the vertical shaft will be completed as part of the work carried out under the previous Sydney Metro West planning application.

4.3.3 Clyde stabling and maintenance facility

The Clyde stabling and maintenance facility would be connected to the mainline tunnels via a section of above ground track, a dive structure and tunnel portal located in Rosehill and underground connecting tunnels. The facility would operate 24 hours per day, seven days per week.

4.4 Avoidance and minimisation of impacts through design

The design development of this proposal has sought to minimise impacts to non-Aboriginal heritage items. This has included:

- Components of this proposal which would impact heritage listed items or conservation areas during construction and operation but would be designed to minimise potential visual impacts through sympathetic design intervention adjacent to significant heritage items wherever possible. This has included:
 - Retention of the North Strathfield platform station building as part of the North Strathfield metro station interchange works
 - Retention and inclusion of Skinner's Hotel within the proposed Hunter Street station precinct
 - Retention of significant view lines identified within the White Bay Power Station CMP at The Bays to retain clear sight lines towards White Bay Power Station
 - Providing adequate set back for new buildings near built heritage, such as between Five Dock Station and the adjacent St Albans Church
- Station place and design principles have been identified for Sydney Metro West that will address how station precincts are designed to be sympathetic to, and reflect the heritage context and values of, adjacent listed heritage items. These design principles will be supported by the Sydney Metro Design Quality Framework, Design Advisory / Review Panel and Design Guidelines.
- Ongoing review of opportunities for non-Aboriginal heritage interpretation being investigated during design development.

5.0 WESTMEAD METRO STATION

5.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts of the proposed works within the Westmead site. The construction site for this proposal has been expanded from that identified in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD*²⁰ and now includes works to surrounding streets as well as the existing Westmead Station and rail corridor.

As this proposal includes an expansion of the construction site at this location, historical, environmental and archaeological assessments (Sections 5.0, 6.0 and 7.0) have been included and expanded from the Technical Paper 3 (Non – Aboriginal Heritage) from the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and provided in the subsections below.²¹

5.2 Study area

5.2.1 Surrounding setting

The existing setting around the study area is predominantly suburban, comprising low density Inter-War residential dwellings and low to medium density modern apartments set on relatively quiet streets off Hawkesbury Road. Hawkesbury Road is situated on a ridgeline and roadways adjacent to the proposed construction site slope east and west from Hawkesbury Road. Westmead Public School (Cumberland LEP Item #1295) is located along the western boundary of Hawkesbury Road, while the dominant landmark in the area, the Western Sydney University building (Parramatta LEP Item # I628) and Victorian residence (in grounds of UWS) (Parramatta LEP Item #I629) are located north of the T1 Western Line and west of Hawkesbury Road. The existing Westmead Station forms part of the proposed construction site.

One heritage item is directly affected the Westmead metro station construction site. **Two** heritage items are located within the buffer zone.

5.2.2 Baseline environment

The construction site for this proposal has been expanded from the work carried out under the previous Sydney Metro West planning application to include the existing Westmead Station, parts of the existing rail corridor and road margins on the surrounding streets of Hassall Street, Hawkesbury Road, Alexandra Parade, Railway Parade and Bailey Street. Heritage listed items within the 50 metre buffer zone include Westmead Public School (Holroyd LEP Item #1153) to the west of the construction footprint, and the University of Western Sydney (Holroyd LEP Item # I628) and Victorian residence (in grounds of UWS) (Holroyd LEP Item #I629) to the northwest of the construction site.

All areas within the construction site for the work carried out under the previous Sydney Metro West planning application, would be cleared of all existing structures, the tunnels would have been constructed and the station box excavated. Temporary structures established and plant and equipment required as part of work carried under the previous Sydney Metro West planning application would be removed. Hardstand already established at the site, site hoarding and infrastructure to secure the site would remain. All views towards heritage items located within the

²⁰ Sydney Metro 2020

²¹ Artefact April 2020, pp 42 – 46; 117 – 123; 244 - 246

buffer zone that have been identified in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) would have been retained.



Figure 13: View southwest towards the Westmead Public School from the Westmead metro station site



Figure 14: View north along Hawkesbury Road showing streetscape surrounding the Westmead metro station site



Figure 15: View southwest across Alexandra Avenue towards the Westmead metro station site



Figure 16: View east from Alexandra Avenue to the existing Westmead Station and rail corridor

5.3 Site history

The Westmead metro station site is located within the original curtilage of the Government Farm and Government Domain, developed from 1788. However, there is no clear evidence of cultivation at the study area during this period. The site was advertised for subdivision from 1903. The site extends into the Main Western Line rail corridor which had been established in 1861, and the Alexandra Avenue roadway which is known to have been vacant land up until the residential subdivisions.

1943 aerial imagery shows residential housing present within the construction site at this point. A number of these structures are extant today. In addition, a portion of the site remained undeveloped, including Lot 1 DP4036 and Lot 1 DP1409 which remain undeveloped today.

5.3.1 Westmead Railway Station

The Main Western Line from Sydney was constructed through Westmead in 1861, however, the suburb was not provided a station at this time. In early 1883, Westmead residents petitioned the Railways Department and by April the suburb boasted the newest station along the Main Western Line. The station was upgraded in 1914 with a new ticket office and further development including the

introduction and extension of the platforms and additional station upgrades took place in the 1930s, 1960s, 1990s and the early 2000s, resulting in the complete removal of any original and early structures.



Figure 17: Westmead Railway Station, c1883-1899²²

5.4 Proposed works

The proposed works for Westmead metro station (Figure 18 and Figure 19) include work inside and outside of the construction site for the previous Sydney Metro West planning application, including work within the existing rail corridor and at the existing Westmead Station (which is not an item of heritage significance).

5.4.1 Construction work

Construction work at Westmead metro station (Figure 18) under this proposal would include:

- enabling and site establishment work
- station construction and fit-out and construction of structures for non-station uses
- construction of station precinct and interchange facilities including widening of Hawkesbury Road Bridge to accommodate bus stops
- work within the existing rail corridor to enable integration of this proposal with the existing Sydney Trains suburban network, including:
 - construction and fit-out of a new aerial concourse above the existing rail corridor to the east of the existing Hawkesbury Road overbridge
 - upgrade work to the western side of the Hawkesbury Road overbridge
 - construction and fit-out of the new underground concourse which would connect to the existing Sydney Trains suburban network
 - demolition of the aerial concourse at the existing Westmead Station
 - track realignment in the vicinity of the existing Westmead Station
 - lengthening and widening of Platform 1 and Platform 4 of the existing Westmead Station
 - excavation and fit-out of a new underground concourse from the metro station extending beneath the existing station
 - localised excavations of the existing platforms to allow for vertical transport (lifts and escalators) from the proposed underground concourse
 - widening of an embankment (to the south of the rail tracks) within the existing rail corridor and west of the Hawkesbury Road overbridge to support track realignment

²² Australian Railway Historical Society, c. late 1800s, cited in Parramatta Heritage Centre, 2018. 'World leading Westmead Hospital'. Accessed 2 July 2019, <http://arc.parracity.nsw.gov.au/blog/2018/07/20/world-leading-westmead-hospital/>

- use of the existing rail corridor between Bridge Road in the west and Park Avenue in the east to support the above work
- finishing work, testing and commissioning.

Sydney Metro is continuing to investigate options for the layout and use of Alexandra Avenue between Hawkesbury Road and Hassall Street, including the potential for this section of road to be narrowed and used for bus and emergency services only.

5.4.2 Operations

Operation of this proposal (Figure 19) for the Westmead metro station would include:

- Permanent aboveground infrastructure (canopies over new station entry plazas adjacent to Hawkesbury Road, station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements would form part of the operational station precinct
- Operation of the new metro line, including train and station operations
- Ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for the Westmead metro station are provided in Chapter 7 of the Environmental Impact Statement.

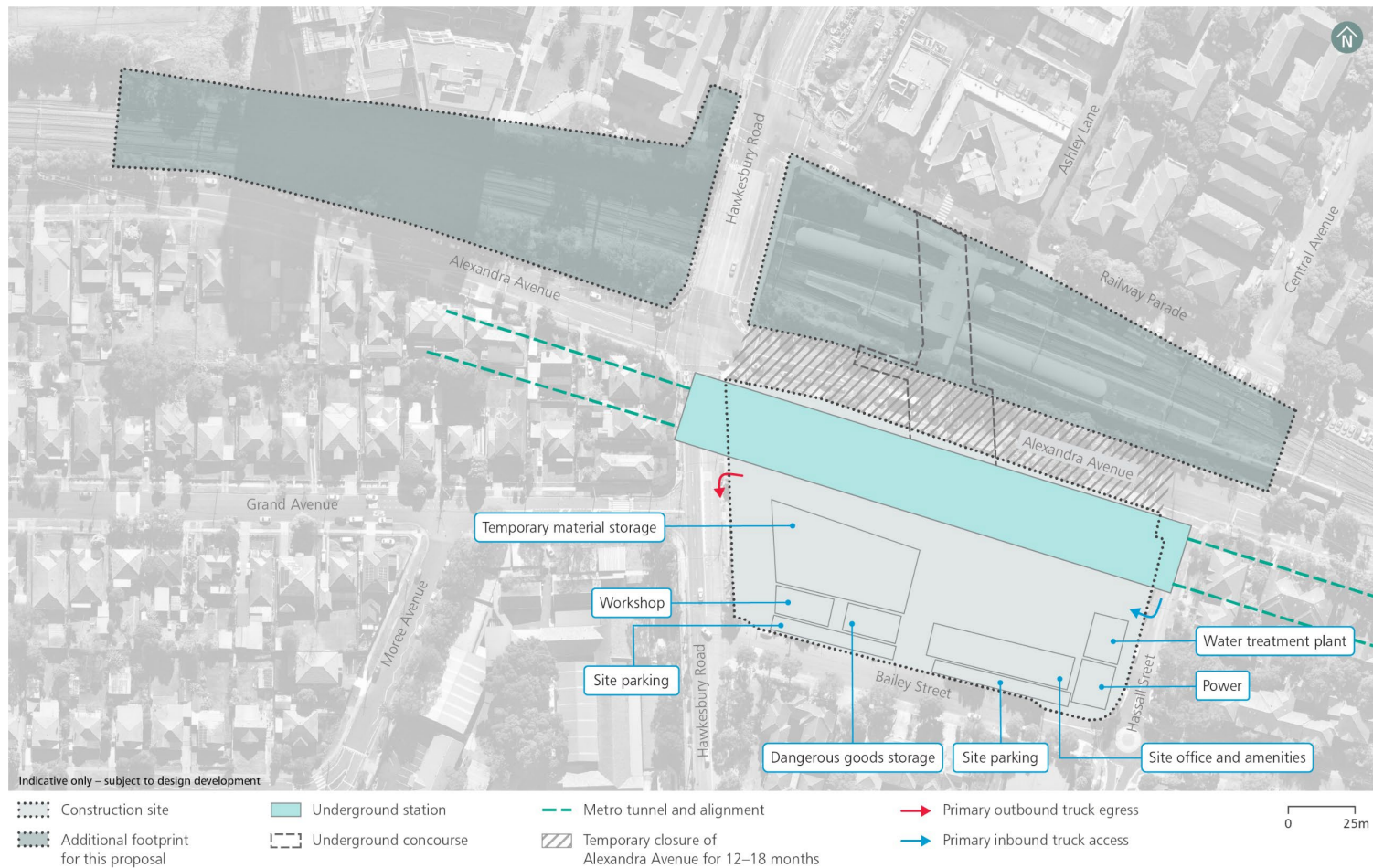


Figure 18: Westmead metro station site indicative layout (construction)

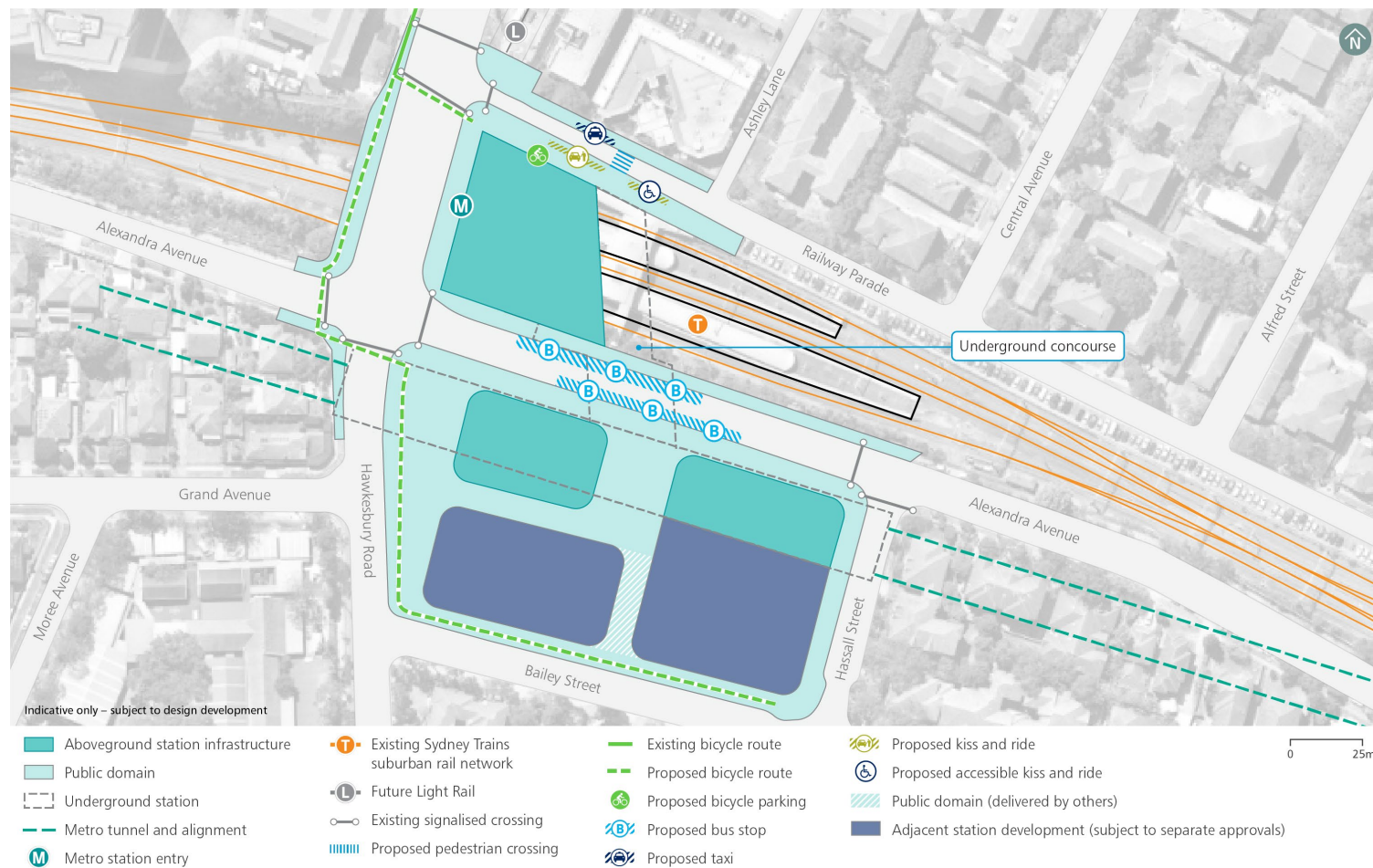


Figure 19: Westmead metro station site indicative layout (operation)

5.5 Built heritage impact assessment

5.5.1 Summary of heritage listed items

Table 12 provides a summary of the listed heritage items within and surrounding the Westmead metro station site. The heritage curtilages of these listed heritage items are illustrated in Figure 20 below.

Table 12: Identified Heritage items in relation to the Westmead metro station site

Heritage item	Register listings	Address	Significance	Relationship to the site
Westmead Public School, c1917	Cumberland LEP Item No. I295	150 Hawkesbury Road, Westmead, NSW 2145	Local	Within buffer zone; immediately adjacent (west) to the site
Western Sydney University (UWS)	Parramatta LEP Item No. I628	158 Hawkesbury Road Westmead 2145	Local	Footpath works within curtilage of item
Victorian residence (in UWS grounds)	Parramatta LEP Item No. I629	158 Hawkesbury Road Westmead 2145	Local	Within buffer zone; over 100 metres northwest of the site



Figure 20: Westmead metro station site heritage items map

5.5.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 13 to Table 15) identify the heritage listings and significance for each item. Historical backgrounds, descriptions and statements of significance for each item were provided in detail (Section 6.2) as part of the Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

5.5.2.1 Westmead Public School (c1917)²³

Table 13: Westmead Public School (c1917) heritage impact assessment

Westmead Public School²⁴	
Heritage listing/s	Cumberland LEP Item No. I259
Significance	Local
Statement of Significance	<i>Westmead Public School has local historic and social significance from its role as the local public school for the area since 1917. The building group also provides evidence of the growth of community facilities which accompanied the increase in population throughout Holroyd in the Interwar years. Aesthetically the site has local significance being enhanced by the degree to which its buildings have retained early fabric and detailing. Mature tree planting also enhances the aesthetic significance of the site as an attractive and notable local landmark.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located southwest of the intersection of Grand Avenue and Hawkesbury Road and directly opposite the proposed Westmead metro station precinct, with the existing Westmead Station about 90 metres northeast of the item. This proposal includes construction and operation of the station and station services as well as public domain work and roadworks at Hawkesbury Road. These works would result in neutral direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Roadwork proposed at Hawkesbury Road would be the closest source of potential construction vibration to this heritage item. Construction vibration levels are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impact: The item features an aesthetically significant architectural style and landscaping that contributes to the streetscape and the items' significance.</p> <p>Construction of this proposal would require the continued use of the Westmead metro station construction site to the east of Hawkesbury Road including site perimeter hoarding and construction vehicle egress onto Hawkesbury Road. There would be site offices and construction equipment throughout the site. Construction activity would extend north and across the rail corridor as well as requiring localised road work along Hawkesbury Road. However, the removal of the acoustic shed established for work under the previous Sydney Metro West planning application may reduce obstructions toward the heritage item and minimise visual impacts. Temporary indirect (visual) impacts are considered negligible in the context of this heritage item and its setting.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: This proposal includes the introduction of a new metro station, including station services buildings about five to six storeys tall (about 18 metres tall) and public domain, transport integration work including bus interchange and upgrades to the existing Westmead Station, including a new aerial concourse over the existing railway line, however the aerial concourse is located some distance from this item.</p>

²³ Artefact Heritage, 2020. Sydney Metro West, Concept and Stage 1 (major civil construction between Westmead and The Bays). Technical Paper 3: Non-Aboriginal Heritage. Report to Sydney Metro. pg. 122 -123

²⁴ Cumberland Council, 1992. *Westmead Public School*. Holroyd Heritage Study 1992 – Building & Other Work.

Westmead Public School ²⁴	
	<p>The new station services building would be up to six storeys in height, located on the north-western corner of Hawkesbury Road and Alexandra Avenue. The height of this new structure would be sufficiently offset from the public school that it would not overshadow the heritage significant buildings of the item – which are located in the southern portion of the curtilage of the item. As such, the infrastructure introduced as a result of this proposal would not obstruct or overshadow existing views to the item or alter its visual setting.</p> <p>Permanent indirect (visual) impact: Neutral</p>

5.5.2.2 University of Western Sydney

Table 14: University of Western Sydney heritage impact assessment

University of Western Sydney ²⁵	
Heritage listing/s	Parramatta LEP Item No. I628
Significance	Local
Description	<p><i>Multi-storeyed brick barrack building with prominent gables at front and stone facings. Rendered brick walls with ashlar markings and Marseille tiled roof. Steep gabled roof with three breakfronts across front elevation with brick buttresses each end and parapeted gables mounted by a cross. Sandstone stringline above ground floor and window openings. Two narrow towers with shingled candle-snuffer roofs mounted by decorative cast iron finials. Verandah has steep pitched roof now reduced and floor added. Verandah under main roof on upper level enclosed between breakfronts. Verandah Supports: Arcaded loggia supported by brick piers between breakfronts. Windows have sloping sandstone sills. Front door in modern entry porch cut through central breakfront which destroys symmetry of building. Original entrance is to right under loggia. Stained glazed transom and sidelights flank timber panelled front door. Using leadlight in left sidelight says: St. Vinc Constr Year: c.1899 then 1911, 1915 and 1938. The roof was raised, and another floor added instead of attic rooms. Fence is solid brick fence with bullnose brick coping and brick piers with sandstone pyramid tops.</i></p>
Statement of Significance	<p><i>The UWS building at 6a Hawkesbury Road is of significance for the local area for historical and aesthetic reasons, and as representative evidence of the major regional role of institutions in history of Parramatta. The building makes an important contribution to the townscape character, being readily identifiable as part of the historic building stock in the area and presents a relatively rare three-storey institutional building with elements of Federation Anglo-Dutch architectural style.</i></p>
Heritage impact assessment	<p>Direct impact: The main façade of the heritage item is located along the western side of Hawkesbury Road, about 40 metres northwest of the existing Westmead Station. The proposed upgrade of the western side of Hawkesbury Road overbridge would require tie-in work within the heritage curtilage of this item. The significance of the item is associated with the UWS building to the northeast of the proposed works, which would be protected during the construction phase of works and no inadvertent impacts are anticipated to the fabric of the item during this phase.</p> <p>Public domain and transport integration work would include the introduction of a lower speed environment along Railway Parade, to the east of the item (the opposite side of Hawkesbury Road). Additional roadworks / road treatments would be required for the introduction of the aerial concourse on the eastern side of the Hawkesbury Road overbridge and upgrade work to the western side of the overbridge immediately south of the item. These works are sited partly inside of the heritage curtilage of the item but would not result in any adverse direct (physical) impacts.</p> <p>Direct impact: Negligible</p> <p>Settlement and vibration impacts: The proposed upgrade of the western side of the Hawkesbury Road overbridge would require tie-in work within the heritage curtilage of this item, however construction vibration levels are predicted to be below the cosmetic damage screening criteria for this item.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impact: Construction of this proposal would require the continued use of the Westmead metro station construction site to the east of Hawkesbury</p>

²⁵ DPE. 2002. *Western Sydney University*. Accessed 29/06/21 from:
<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2240281>

University of Western Sydney ²⁵	
	<p>Road including site perimeter hoarding and construction vehicle egress onto Hawkesbury Road. There would be site offices and construction equipment mobilised on the site.</p> <p>Construction activity would extend north and across the rail corridor as well as requiring localised road work along Hawkesbury Road and Railway Parade. Work would also be required within the existing rail corridor and to the existing Westmead Station. Temporary indirect (visual) impacts are considered negligible in the context of this heritage item and its setting.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: This proposal includes the introduction of a new metro station, including a station services building about five to six stories (18 metres) and public domain (about 40 metres southeast of this item), transport integration work including bus interchange and upgrades to the existing Westmead Station, including the new aerial concourse and canopy, to a height of about 9 metres on the eastern side of the Hawkesbury Road bridge.</p> <p>The proposed station services building would be located on the opposite side of the railway corridor from this heritage item. While this structure would be up to 18 metres in height, it would be located around 90 metres away from it, which would not overshadow or obstruct views of the heritage item, nor compete with the item's visual prominence on the street.</p> <p>The proposed station concourse and plaza would be low level and the open plan development would not obstruct views towards the item from the surrounding Hawkesbury Road streetscape. Additionally, due to the siting of the proposed works, the development would not alter the visual setting and context of the item overall.</p> <p>Surrounding ancillary works include the introduction of bus stops along Alexandra Avenue and a low speed environment to the north of the existing Westmead Station, directly opposite the item. The proposed bus stops and canopies up to 9 metres in elevation would be located about 100 metres south-east of the street frontage of this item. This would not obstruct significant views of the heritage significant street frontage and would not alter the context or setting of the item. The proposed introduction of the lower speed environment is consistent with the existing roadway of Railway Parade.</p> <p>Permanent indirect (visual) impact: Negligible</p>

5.5.2.3 Victorian residence (in grounds of UWS)

Table 15: Victorian residence (in grounds of UWS) heritage impact assessment

Victorian residence (in grounds of UWS)	
Heritage listing/s	Parramatta LEP Item No. I629
Significance	Local
Description	<p><i>Two storey rendered masonry late Victorian residence with hipped roof clad with galvanised iron. Two-storey section has hip roof with single-storey skillions either side of building. Indented decoration above single-storey segmented bay with hip corrugated iron roof. Verandah with skillion corrugated iron roof with hip corners along north side. On single storey addition to south side, roof extends from main roof over verandah with pedimented entrance porch and return to both sides. Verandah floor with sandstone flagging. Timber posts stop chamfered to north side skillion. Painted columns support roof above entrance on south side. Verandah decoration: north verandah has crossed timber post balustrade around staircase leading to cellar. Windowsills are sandstone, painted with simple brackets. Window arches: rendered decorative architraves above bay window with open scroll design flanking window to height of middle sash. Exterior doors: transom light and sidelights above timber door with six glazed panes in upper panels and bolection moulded panels below. Front door has double glazed fanlight and sidelights flank timber bolection mould front door. Skillions and addition of room made c.1990. Set in grounds of University of Western Sydney, Westmead Campus. Maple tree outside building.</i></p>
Statement of significance	<p><i>The residence at 6d Hawkesbury Road is of significance for the local area for historical and aesthetic reasons, and as a locally representative example of a two-storey residential building with elements of Victorian Georgian style. The building, created c. 1880s, makes</i></p>

²⁶ DPE. 2002. *Victorian residence (in grounds of UWS)* Accessed 29/06/21 from: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2240282>

Victorian residence (in grounds of UWS)	
	<i>an important contribution to the townscape character, being readily identifiable as part of the historic building stock in the area.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located over 100 metres northwest of the proposed Westmead metro station construction sites and road works would not intrude into the curtilage of the item. This proposal would not directly impact the item. The proposed works would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p>
	<p>Settlement and vibration impact: The heritage item is located over 100 metres northwest of the station construction site. At this distance construction vibration levels are predicted to be below the cosmetic damage screening criteria.</p> <p>Settlement and vibration impact: Neutral</p>
	<p>Temporary indirect (visual) impacts: Site hoarding, facilities and heavy machinery would be located within the construction site. Due to the siting of these structures, their temporary installation would not alter the existing view-lines, setting and context of the item. Construction activity would extend north and across the rail corridor as well as requiring localised road work along Hawkesbury Road and Railway Parade. Work would also be required within the existing rail corridor and to the existing Westmead Station. However, due to the set back of this item from Hawkesbury Road, there would be no views between this item and the area of proposed works. Temporary indirect (visual) impacts are considered neutral in the context of this heritage item and its setting.</p> <p>Temporary indirect (visual) impacts: Neutral</p>
	<p>Permanent indirect (visual) impacts: The item is located over 100 metres northwest of the station. The item is setback from Hawkesbury Road by approximately 50 metres. There are no existing view lines to the item from the station site due to the siting of the heritage item located to the south and southeast of the item (University of Western Sydney, LEP #I628), which blocks views to the two-storey building. No views would be obstructed and the existing visual setting within the campus would be retained. As such, the new station buildings and structures (about five to six storeys in height) are considered to have a neutral indirect (visual) impact. Additional ancillary roadworks to the southeast of the item along Railway Parade and Hawkesbury Road would not be visible from the item due to its siting and the building to the south and southeast of the item (University of Western Sydney, LEP #I628).</p> <p>Permanent indirect (visual) impacts: Neutral</p>

5.5.3 Overview of heritage impacts

Table 16 provides an overview of the proposed heritage impacts associated with Westmead metro station construction site.

Table 16: Heritage impacts for Westmead metro station construction site

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Westmead Public School, c1917	Cumberland LEP Item No. I295	Local	Neutral	Neutral	Negligible	Neutral
Western Sydney University	Parramatta LEP Item No. I628	Local	Negligible	Neutral	Negligible	Negligible
Victorian residence (in grounds of UWS)	Parramatta LEP Item No. I629	Local	Neutral	Neutral	Neutral	Neutral

5.6 Non-Aboriginal archaeological impact assessment

5.6.1 Introduction

The Westmead metro station construction sites include additional footprint areas (as indicated in Figure 2) not required as part of the previous Sydney Metro West planning application – an area within the existing railway corridor in and around Westmead Station, an area generally within the railway corridor the west of Hawkesbury Road and work within some road corridors (Railway Parade, Hawkesbury Road).

An archaeological assessment of the Westmead metro station construction sites for the previous Sydney Metro West planning application was presented in Section 7.2 of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). The following archaeological impact assessment focusses on the additional footprint areas required by this proposal and is based primarily on historical research, land use phasing and archaeological assessments originally prepared for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a).

5.6.2 University of Western Sydney heritage item

A small area of additional construction footprint is situated within the southern portion of the lot of the University of Western Sydney heritage item (discussed in Section 5.5.2.2 above). This was originally part of the Government Domain until 1860, when the area was subdivided for private sale. This plot of land was purchase by grazier and parliamentarian George Oakes by 1861 (Figure 23). Oakes held numerous land holdings throughout Sydney in the late 1800s and there is no evidence he or his family resided on the Westmead property. Subdivision plans from 1896 do not show any structures present on the property at that time (Figure 24).

The St Vincent de Paul Orphanage (now University of Western Sydney building) was constructed in 1896 on the site. Aerial imagery from 1943 shows that the front yards were landscaped with street-facing plantings and footpaths (Figure 25). A portion of the expanded Westmead metro station construction footprint coincides with this front yard path area. Modern landscaping in this area today largely coincides with landscaping present in 1943.

Archaeological remains located within this area of the University of Western Sydney site would be limited to former landscaping or footpaths of the St Vincent de Paul Orphanage constructed in 1896. It is likely that current landscaping has been developed on the same footprint as earlier landscaping and that any buried remnants of former landscaping would be at best weakly archaeologically distinguishable from modern landscaping.

No significant archaeological remains are predicted to be located within the property of the University of Western Sydney heritage item,

5.6.3 Westmead Station and railway corridor

The Main Western Line was constructed through Parramatta and Westmead to Blacktown in 1860, involving the excavation of the local topography at Westmead to install the level grade railway. This created the steep railway cutting which the railway line is currently located in. The excavation of this cutting would have removed all physical remains associated with prior land-use in this area.

When the railway line was constructed in 1860, no station was provided at Westmead. However, a station was eventually constructed as a double side-platform station in March 1883. Subdivision plans

from 1896 show one side platform on the northern side of the rail corridor with a single structure located on this platform and a photo from that same year also shows both side platforms, both with small station buildings.

The platform on the southern side of the rail corridor was removed prior to 1943 with the construction of an island platform (currently the southern island platform at the modern station). The platform on the northern side of the rail corridor was converted into an island platform in 1986. The former platform station structure identifiable in a 1943 aerial image would have been removed by this time, and the area where this former station building was positioned is currently open rail corridor at track level to the east of the northern island platform. Ancillary rail buildings identifiable in the 1943 aerial are now located over an area where the quadruplicated rail track is situated.

The renovation of the station to construct the two current island platforms over time and the quadruplication of the railway line would have removed all physical remnants of both side platforms and their former buildings.

A single line for moving passengers and agricultural produce from the Hills District (Baulkham Hills and Castle Hill) had been developed from Parramatta in 1902 as a tram line and was converted to a railway line in 1919. In 1922 a branch line of this street-level single-line railway was constructed linking the existing line in Northmead with the Main Western Line in Westmead. The railway line was not commercially viable against bus services between Parramatta and Castle Hill, and the use of the line was decommissioned in 1932. The line was constructed to the west of Westmead Station and is not located within the construction sites for this proposal (shown in Figure 25).

No significant archaeological remains are predicted to be located within the railway corridor at Westmead Station.



Figure 21: Photograph of Westmead Railway Station between 1896 and 1899; St Vincent de Paul Orphanage visible in background, north-west aspect.²⁷

5.6.4 Road reserve

Work is proposed within the road reserves for Hawkesbury Road, Alexandra Avenue, Hassall Street and Bailey Street around this proposal's construction sites.

²⁷ Australian Railway Historical Society, c. late 1800s, cited in Parramatta Heritage Centre, 2018. 'World leading Westmead Hospital'. Accessed online, <http://arc.parracity.nsw.gov.au/blog/2018/07/20/world-leadingwestmead-hospital/>

The first road marked out in the vicinity of the Westmead metro station construction sites was Hawkesbury Road (then Fullagars Road), the alignment of which is shown in plans from 1860. Following that, Alexandra Avenue (then Station Street), Bailey Street and Hassall Street (then Railway Street) are visible on subdivision plans in 1903.

During utility investigation works in 2021, work crews identified buried sandstone road paving (Figure 22) below the road surfaces on Hawkesbury Road, Alexandra Avenue, Hassall Street and Bailey Street (locations shown in Figure 26).²⁸ These sandstone surfaces were evidence of the former ballast layers of a sandstone-surfaced road or Telford road. Historical research into the construction of these roads concluded that Telford roads were constructed in the 1920s in Westmead. Former sandstone road remnants were assessed as having local heritage significance.



Figure 22: Buried sandstone road surface at Hassall and Priddle Street in Westmead, identified during utility investigation work for the previous Sydney Metro West planning application ²⁹

²⁸ RPS 2021. *Sydney Metro West Westmead and Weastmead ASP3 – Additional Assessment of Road Ballast*. Report prepared for Sydney Metro.

²⁹ RPS 2021, p. 13.



Figure 23: Plan of Parramatta 1860, showing additional Westmead metro station construction footprint and first private land grants.³⁰

³⁰ NSW Department of Lands, 1860. 'Plan of portions near Parramatta, in the Parish of St John being part of the Old Domain'. Accessed online: <https://collection.sl.nsw.gov.au/record/74Vv7BeJN7m3>

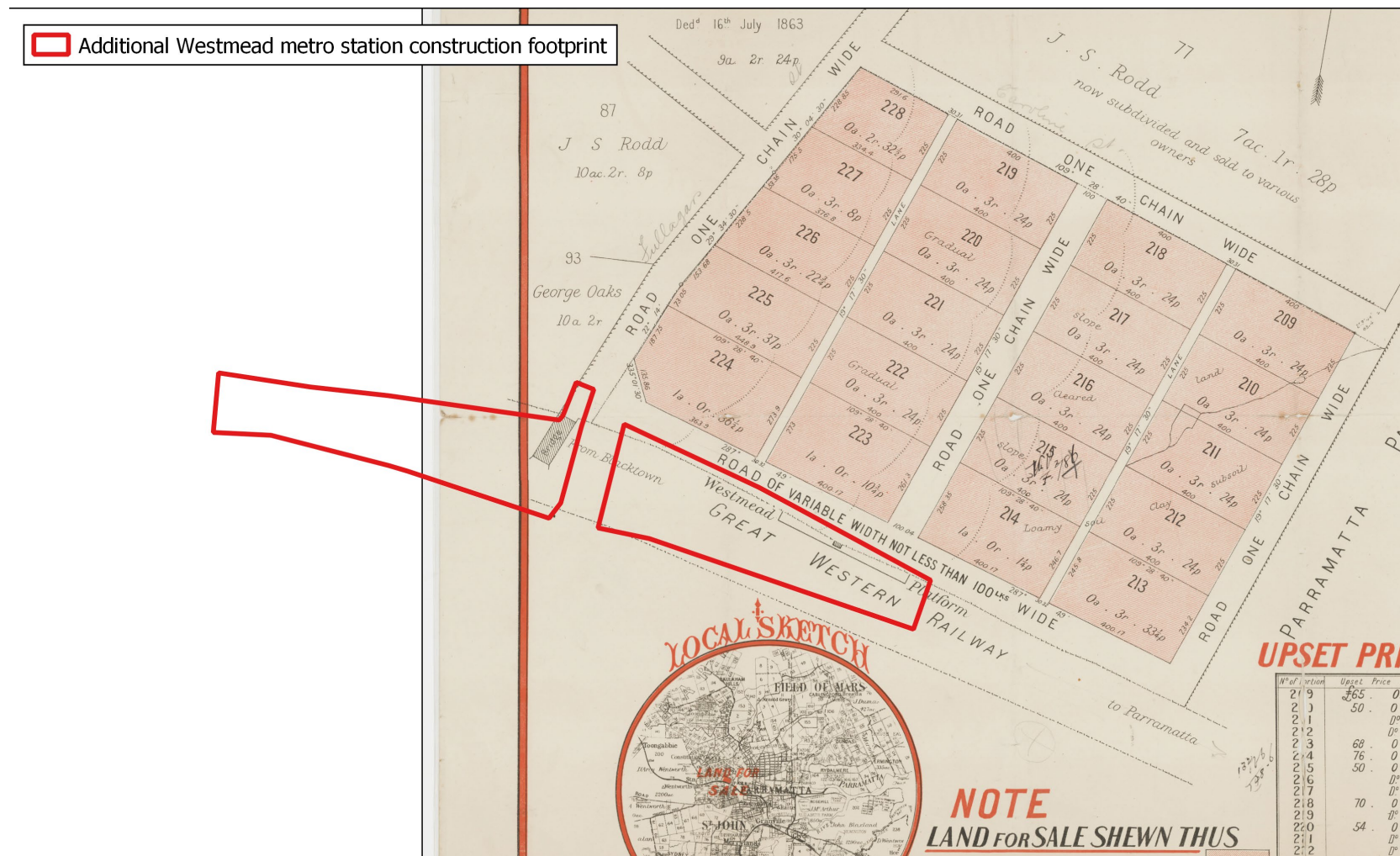


Figure 24: Subdivision plan of Westmead, 1896 showing additional Westmead metro station construction footprint .³¹

³¹ State Library of NSW Westmead subdivision records. "Plan 005 – Z/SP/W10/5 Crown Lands on the ground near Westmead Railway – Parramatta". Accessed online: https://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE9127248&change_ing=

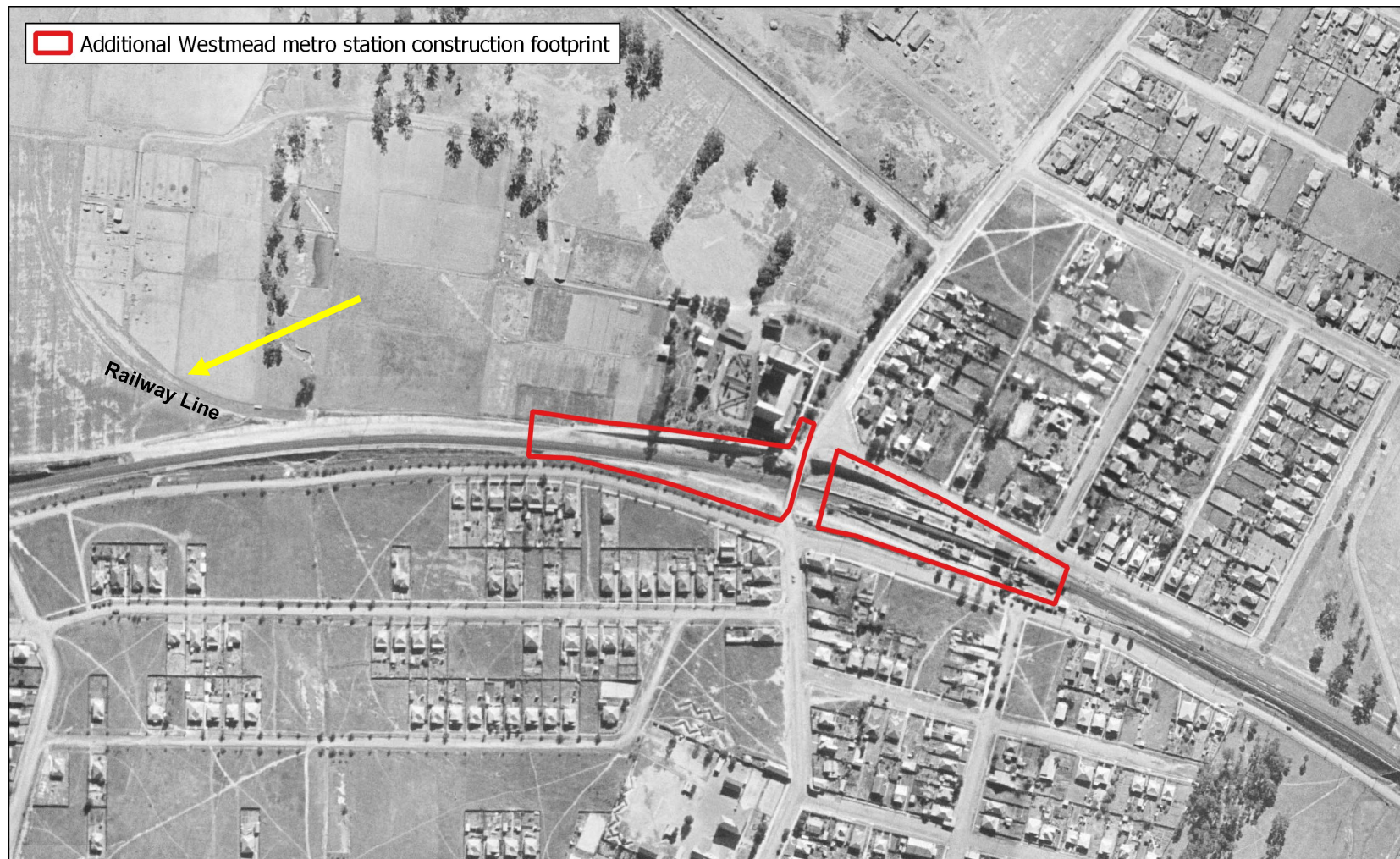


Figure 25: 1943 historical aerial image showing additional Westmead metro station construction footprint. Branch of former Westmead to Rouse Hill railway line indicated with yellow arrow.

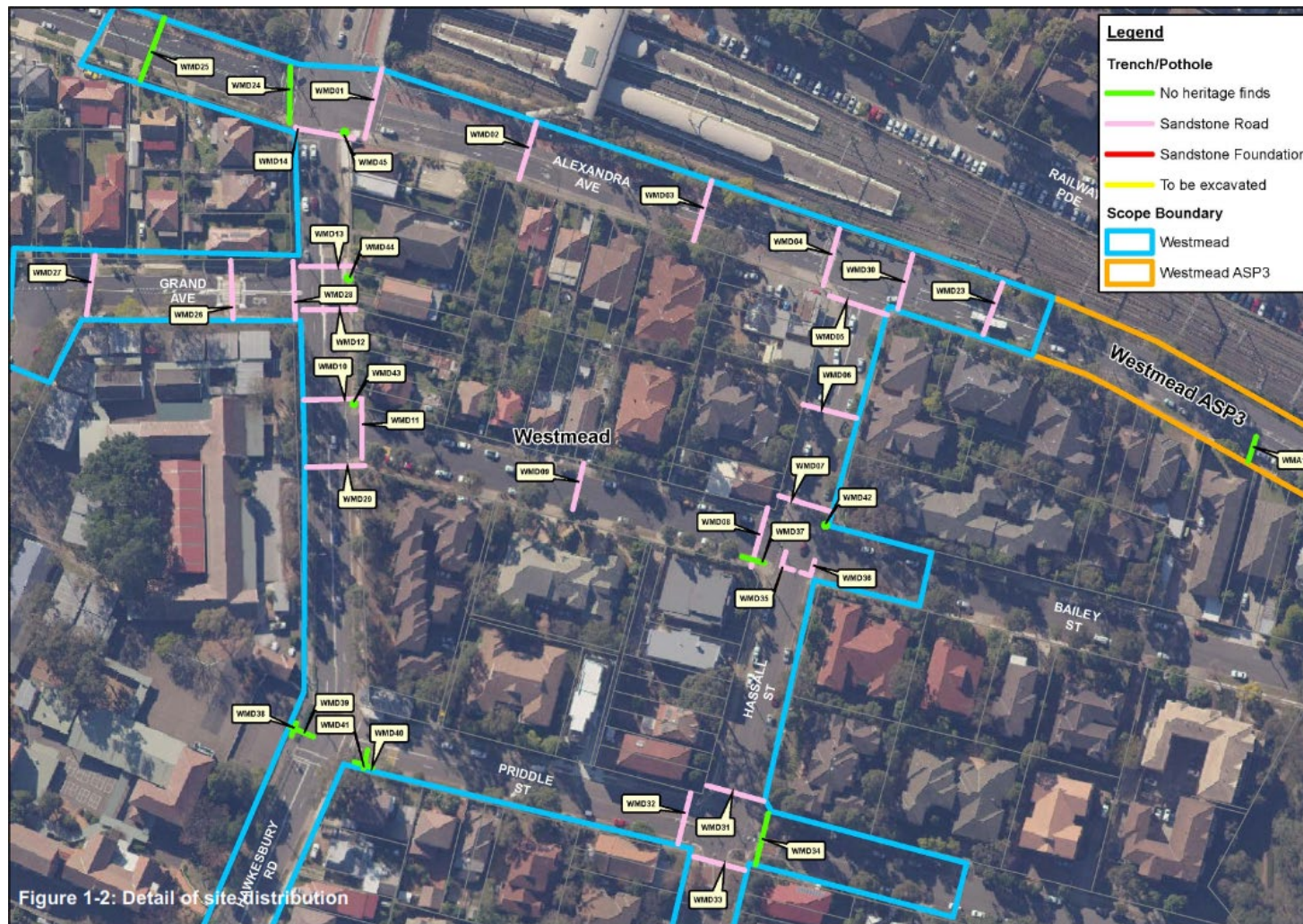


Figure 26: Location of sandstone road surfaces identified during utility investigation work at Westmead for the previous Sydney Metro West planning application.³²

³² RPS 2021. p. 8

5.6.5 Assessment of archaeological potential and significance

Archaeological remains related to former Telford road surfaces have been demonstrated to be present within the road reserves around the Westmead metro station construction sites. These remains have been ascribed to road construction activities from the 1920s. As they are a previously identified archaeological item, the potential for these remains to be present within the road reserves around the Westmead construction sites is high.

Previous assessment of these remains has concluded that former road surfaces are of local heritage significance.

A summary of the archaeological potential and significance of archaeological remains within the expanded Westmead metro station construction sites is provided in Table 17. Land use phasing information has been developed from original archaeological phasing outlined in Section 7.2 of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a).

Table 17: Predicted archaeological remains and significance at expanded Westmead metro station construction sites

Phase	Site feature	Potential archaeological remains	Potential	Significance
Phase 2 (1860 – 1943)	Late 19 th and early 20 th c. road developments	Road formalisation occurred when subdivision of the estate was developed throughout the late 19 th and early 20 th centuries. Sandstone ballast for former Telford road surfaces from the 1920s previously identified in the road corridors around the Westmead construction sites	High	Local

5.6.6 PHALMS listings and discussion for the expanded Westmead construction footprint

The expanded Westmead construction footprint only includes one additional PAMU compared to the PAMUs assessed under the previous Sydney Metro West planning application. This additional PAMU is discussed below.

5.6.6.1 Parramatta Archaeological Management Unit (PAMU) 2893

A small area of the expanded Westmead metro station construction sites is located within Parramatta Archaeological Management Unit 2893, which is described as follows: ³³

This AMU has moderate archaeological research potential.

³³ Godden Mackay Logan, 2001. *Parramatta Archaeological Management Unit 2893*, accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/View/Item?itemId=2242893>

This area was part of the Government Domain (1810-1859). The Westmead Boys Home occupied the site from 1915-1985, when it was adapted for reuse as a tertiary education institution.

The physical archaeological evidence within this area may include built landforms, structural features, intact subfloor deposits, open deposits and scatters, ecological samples and individual artefacts which have potential to yield information relating to major historic themes including Education, Agriculture, Environment, Industry and Government and Administration.

Archaeological evidence at this site is likely to be subject to minor disturbance, with some areas of major disturbance.

This AMU is of Local significance.

The portion of the Westmead metro station construction sites which is situated within this PAMU is located in the south-eastern forecourt in front of the former Westmead Boys Home. There is no historical or archival evidence suggesting structures were present in this area when it was part of the Government Domain, and no evidence that structures were present on the site until the Boys Home was constructed in 1896 (noting that the PAMU dates for the structure are in error). The use of the portion of the expanded Westmead metro station construction sites within this PAMU since the construction of the Boys Home has been used for landscaping and footpath works, which continue to this day. Archaeological remains associated with early farming would be considered highly ephemeral and would be disturbed by even relatively shallow excavation works for landscaping and pathway installation in this area. As such, no significant and intact non-Aboriginal archaeological remains would be predicted to be located within the expanded portion of the Westmead metro station construction sites and this assessment does not corroborate the statement of significance outlined in PAMU 2893.

5.6.7 Archaeological impact assessment

Service and road surfacing works on the streets around the Westmead metro station construction sites would have the potential to impact locally significant remains associated with 1920s-era Telford road sub-surfaces. Impacts would be localised to specific areas of road works and would not result in the total removal of the resource. The works would result in a **minor** impact to the archaeological resource.

5.6.8 Mitigation and management measures

Archaeological remains of the former Telford road surfaces and ballast substrate within the original Westmead metro station construction sites would be managed as part of the previous Sydney Metro West planning application.

Localised road works to be conducted under this proposal would be managed in accordance with Sydney Metro's Unexpected Heritage Finds Procedure.

6.0 PARRAMATTA METRO STATION

6.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts of this proposal within the Parramatta study area. The proposed construction site is consistent with the construction site assessed for the major civil construction work between Westmead and The Bays. No new heritage items have been identified within or surrounding the study area.

The historical, environmental and archaeological assessments for the study area (Sections 5.0, 6.0 and 7.0) were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.³⁴

6.2 Study area

6.2.1 Surrounding setting

The existing environment around the study area comprises a combination of medium density commercial and retail buildings, and open civic public spaces set near the historic focal point of Parramatta CBD. These developments are situated along the historic road network in this part of Parramatta comprising Macquarie Street, George Street, Church Street and Smith Street. Historical commercial and retail buildings within the study area generally include a variety of single and two storey Victorian, Federation and Art Deco style buildings. Towards the eastern end of the study area, development increases in density to the modern commercial, government and institutional buildings located near the corner of Macquarie Street and Smith Street. The open and historic layout of Centenary Square, located to the southwest of the study area, combined with the major pedestrian route along Church Street create a distinctive civic character in this part of the study area.

Five heritage items are located within or adjacent to the Parramatta metro station construction site. **Thirteen** heritage items are located within the buffer zone.

6.2.2 Baseline environment

The proposed site is located within the block bounded by George Street, Church Street, Macquarie Street, and Smith Street. Heritage items are located along all streets surrounding the site. Two heritage items are located inside the construction site 'Kia Ora (potential archaeological site)' (Parramatta LEP item # I716) and 'Shops (potential archaeological site)' (Parramatta LEP item # I703). The third heritage item located within the construction site is an archaeological item 'Convict Drain' (Parramatta LEP item #I647). Two heritage items are located adjacent to the construction site; 'Roxy Theatre' (SHR # 00711) and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656).

Under the previous Sydney Metro West planning application, the Parramatta metro station construction site would be cleared of all existing structures (with the exception of the three heritage listed items located within the construction site), and excavation of the station box (and associated support activities) would be carried out. Temporary structures established and plant and equipment required under the previous Sydney Metro West planning application would be removed. Hardstand established at the site, site hoarding and infrastructure to secure the site would remain.

³⁴ Artefact April 2020, pp. 49 – 58; 124 – 158; 247 – 278.

Because the exact location (extent and depth) of excavation was not confirmed at the time, the archaeological assessment for the previous Sydney Metro West planning application at Parramatta metro station considered archaeological potential across the full extent (including depth) of the site. In carrying out construction activities for the previous Sydney Metro West planning application, all relevant conditions of approval will be met. As such, the baseline archaeological environment defined for this proposal assumes that potential archaeological impacts at the Parramatta metro station construction site would be managed under the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038 (which would be adopted for this proposal) and therefore no further non-Aboriginal archaeological assessment of the Parramatta metro station construction site would be required for this proposal.

6.3 Proposed works

Activities required for this proposal at the Parramatta metro station (Figure 27 and Figure 28) would occur within the construction footprint for the previous Sydney Metro West planning application.

6.3.1 Construction works

Construction work for the Parramatta metro station (Figure 27) under this proposal would include:

- enabling and site establishment work, including:
 - installation of an acoustic shed (or other acoustic measures) over the rail systems fit-out shaft at the western end of the station box
 - installation or retention of protection around heritage structures including Kia Ora, Roxy Theatre and heritage-listed shop at 45 George Street
- station construction and fit-out
- excavation for basement structures for over and adjacent station development
- construction of station precinct and interchange facilities, including:
 - public domain works including the for the Civic Link within the footprint of the construction site
 - provisioning for adjacent and over station development
- access for tunnel fit-out and rail systems work
- finishing work, testing and commissioning.

6.3.2 Operations

Operation of this proposal (Figure 28) for the Parramatta metro station would include:

- permanent aboveground infrastructure (station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements which would form part of the operational station precinct
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for the Parramatta metro station are provided in Chapter 8 of the Environmental Impact Statement.

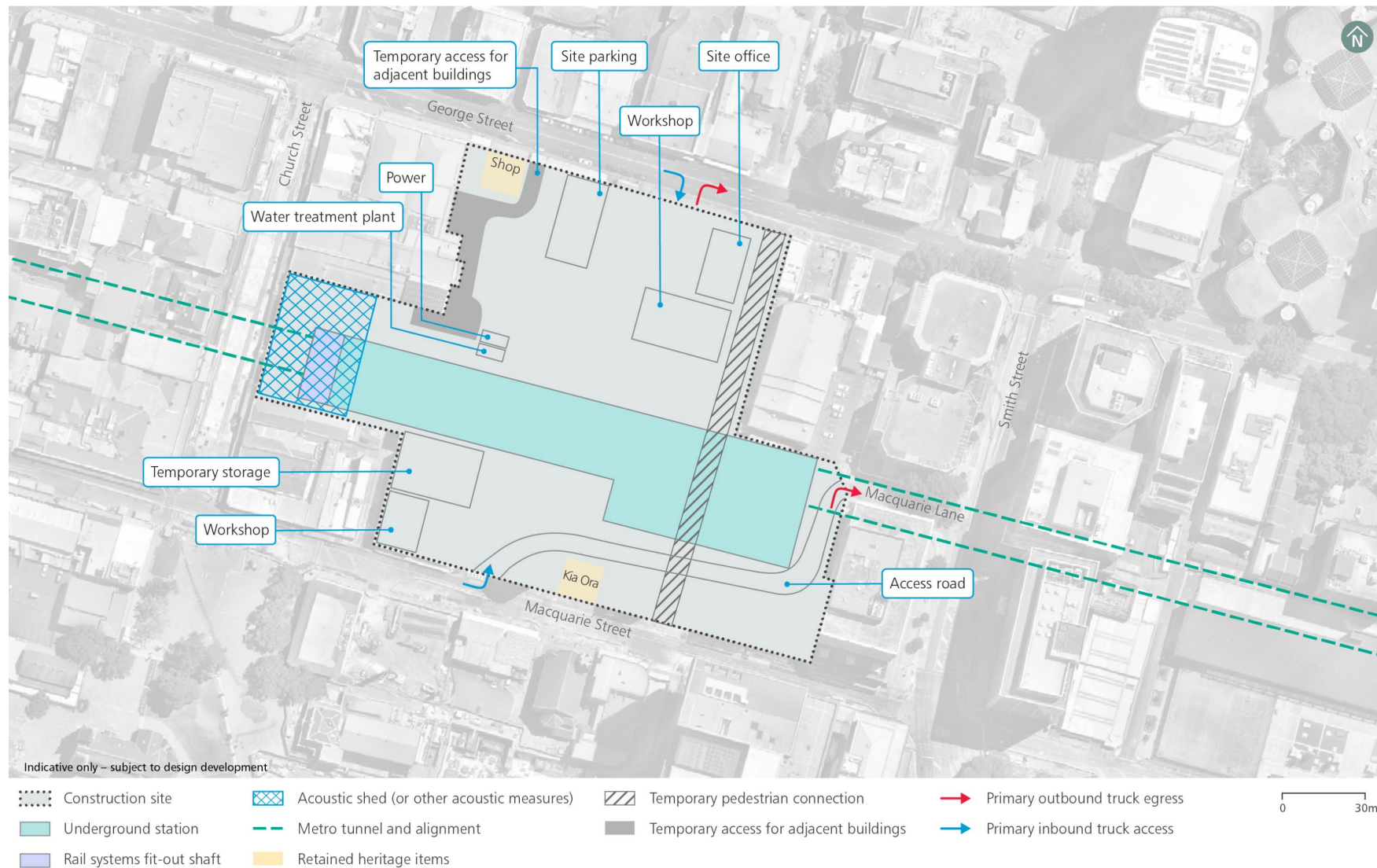


Figure 27: Parramatta metro station indicative layout (construction)

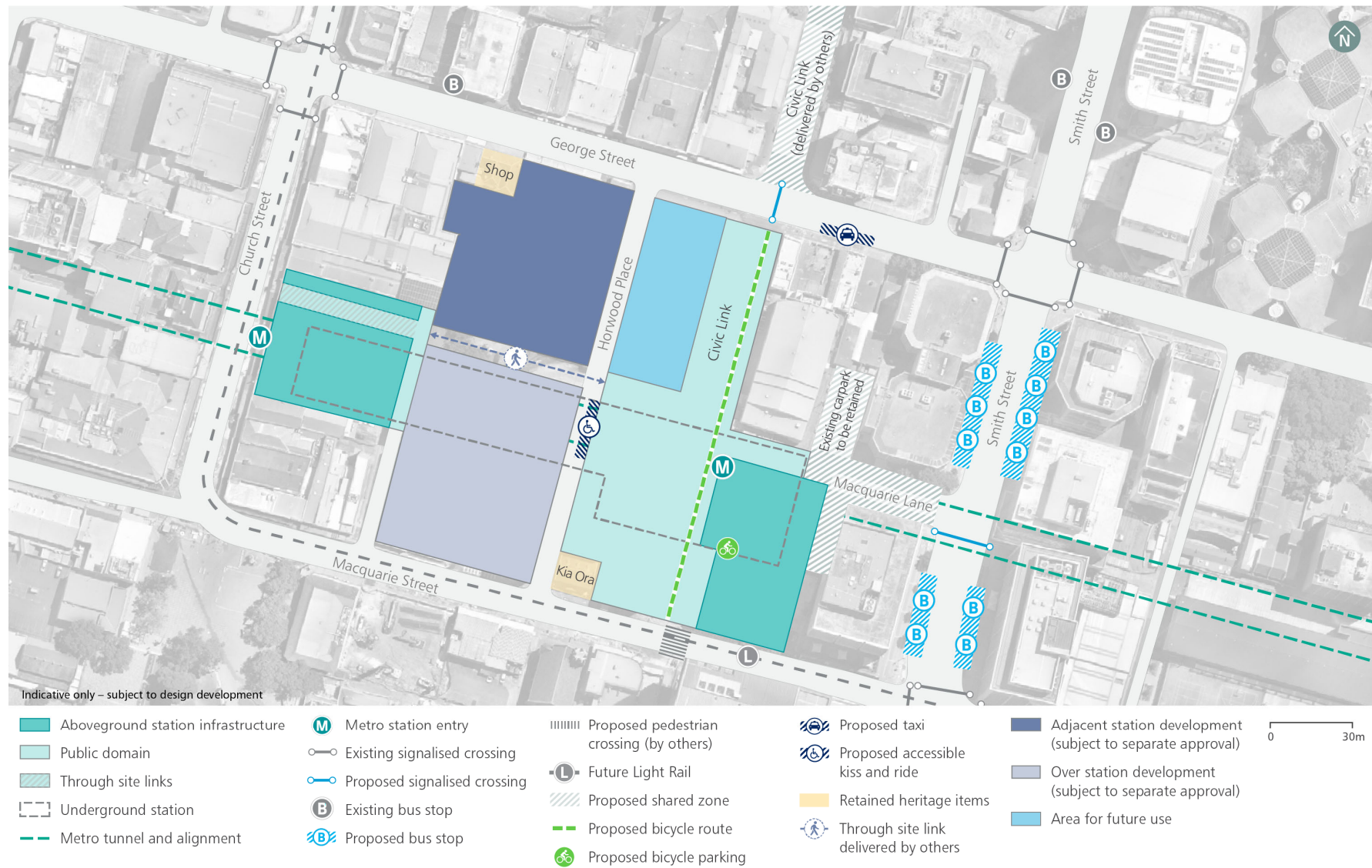


Figure 28: Parramatta metro station indicative layout (operation)

6.4 Built heritage impact assessment

6.4.1 Summary of heritage listed items

Table 18 provides a summary of the listed heritage items located within the study area surrounding the Parramatta metro station site. The heritage curtilages of these listed heritage items are illustrated in Figure 29 below.

Table 18: Heritage items in relation to the Parramatta metro station site

Heritage item	Register listings	Address	Significance	Relationship to the site
Shops (and potential archaeological site)	Parramatta LEP Item No. I703	41-59 George Street, Parramatta, NSW 2150	Local	Within site
Convict Drain	Parramatta LEP Item No. I647	1, 1A and 3 Barrack Lane, 174 Church Street, 71, 83, 85 and 126–130 George Street, 72, 74, 119 and 119A Macquarie Street, 72B, 72C, 76 and 80A Phillip Street and 18 and 25 Smith Street, Parramatta, NSW 2150	Local	Partially within site
Roxy Theatre	<ul style="list-style-type: none"> SHR Listing No. 00711 Parramatta LEP Item No. I00711 RNE #3040 	69 George Street, Parramatta, NSW 2150	State	Within buffer zone; immediately adjacent (east) of site
Horse Parapet Façade (and potential archaeological site)	Parramatta LEP Item No. I656	198-216 Church Street, Parramatta, NSW 2150	Local	Within buffer zone; immediately adjacent (southwest) of site
Murrays' Building (and potential archaeological site)	Parramatta LEP Item No. I652	188 Church Street, Parramatta, NSW 2150	Local	Within buffer zone; about 20 metres south of site
Kia Ora (and potential archaeological site)	<ul style="list-style-type: none"> Parramatta LEP Item No. I716 RNE #3088 	62-64 Macquarie Street, Parramatta, NSW 2150	Local	Within site
Dr Pringle's Cottage	Parramatta LEP Item No. I705	52 George Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres north of the site
Redcoat's Mess House	<ul style="list-style-type: none"> SHR Listing No. 00218 Parramatta LEP Item No. I00218 	2 Horwood Place, Parramatta, NSW 2150	State	Partially within buffer zone; about 40 metres north of the site
Civic Arcade (former theatre) (and potential archaeological site)	Parramatta LEP Item No. I704	48 George Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres north of the site
Westpac Bank	Parramatta LEP Item No. I665	264 Church Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 40 metres northwest of the site
Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site)	Parramatta LEP Item No. I659	223 and 235 Church Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 40 metres northwest of the site

Heritage item	Register listings	Address	Significance	Relationship to the site
HMV (former Commonwealth Bank) (and potential archaeological site)	Parramatta LEP Item No. I658	215 Church Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres west of the site
Telstra House (former post office) (and potential archaeological site)	<ul style="list-style-type: none"> • Parramatta LEP Item No. I657 • RNE #3037 	211 Church Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres west of the site
Shop (and potential archaeological site)	Parramatta LEP Item No. I655	197 Church Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres west of the site
Bicentennial Square and adjoining buildings	Parramatta LEP Item No. I651	188, 188R (part of Church Street Road reserve) and 195 A Church Street, 38 Hunter Street and 83 Macquarie Street, Parramatta, NSW 2150	Local	Partially within buffer zone; about 20 metres south of the site
Centennial Memorial Clock	<ul style="list-style-type: none"> • Parramatta LEP Item No. I654 • RNE #3087 	Bicentennial Square (opposite 196 Church Street), Parramatta, NSW 2150	Local	Partially within buffer zone; about 40 metres south of the site
Leigh Memorial Uniting Church	Parramatta LEP Item No. I719	119 Macquarie Street, Parramatta, NSW 2150	Local	Within buffer zone; about 20 metres south of the site

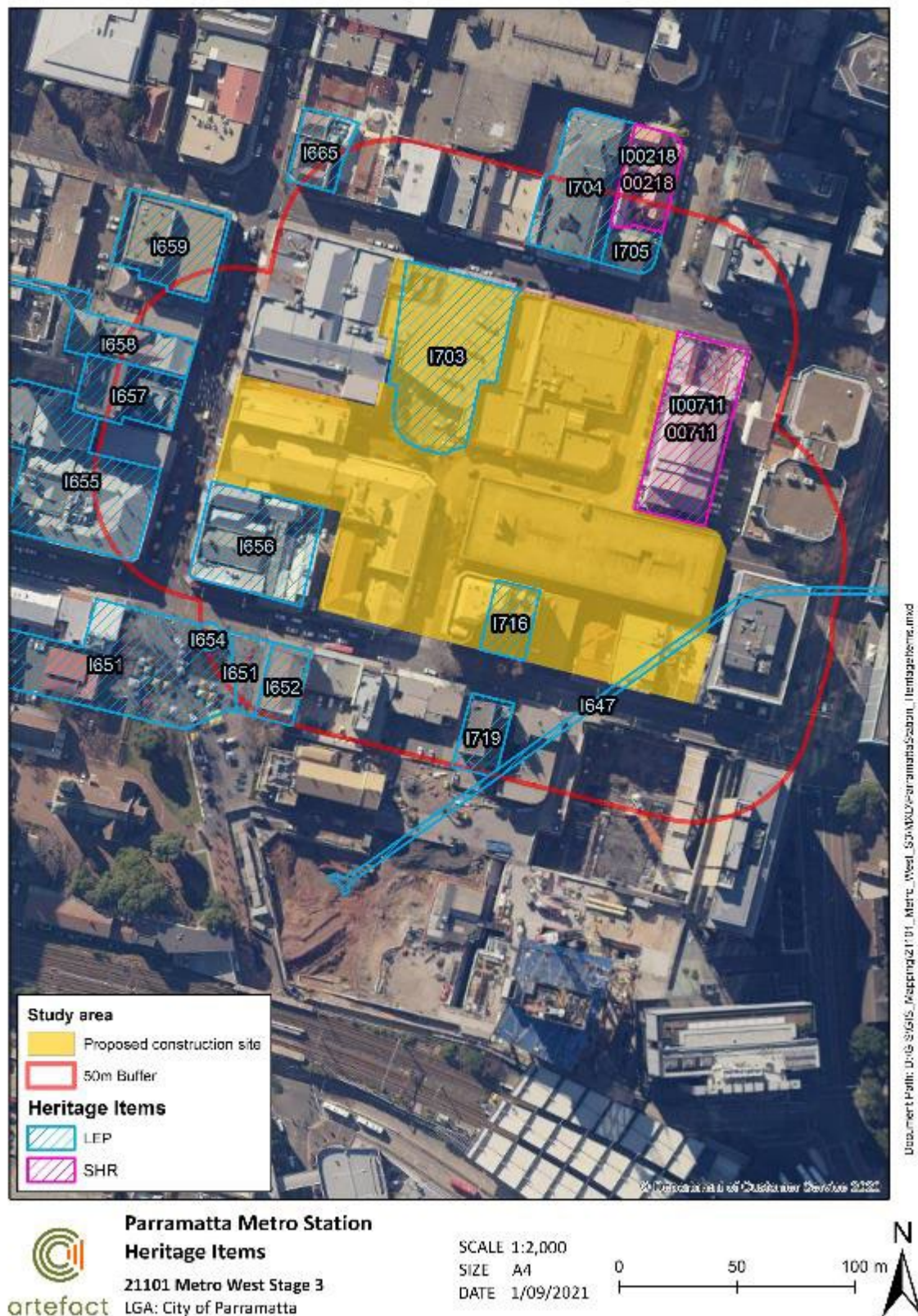


Figure 29: Parramatta metro station site heritage items map

6.4.2 Significance and impact assessments for individual items

The following heritage impact assessments, presented in Table 19 to Table 35, provide the associated heritage listings and significance for each item. Historical backgrounds for each item were provided in detail (Section 6.3) as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

6.4.2.1 Shops (potential archaeological site)

Table 19: Shops (potential archaeological site) heritage impact assessment

Shops (potential archaeological site)³⁵	
Heritage listing/s	Parramatta LEP Item No. I703
Significance	Local
Description	<i>This two-storey Victorian Regency structure was developed between 1823 and 1845. The building consists of a façade of plain sandstone with modest string course and architrave mouldings. In addition, the front walls are made with ashlar sandstone; the side walls are colonial bond brick; and the hipped roof with shallow parapet was constructed using slate and metal ridge capping. The verandah stretches across all shop fronts and comprises a skillion corrugated iron roof supported by timber stop chamfered posts with curved timber valance. Additional features include sandstone stringline between floors, rendered brick chimneys, sandstone brackets, arches and sills within windows and incised pilasters between each shop front.</i>
Statement of Significance	<i>The Victorian Regency two-storey shop building at 43-47 George Street is of significance within NSW for historic, aesthetic and scientific reasons and for reasons of rarity. The site has high archaeological potential and may contain relics of State Significance relating to the c1790 convict huts recorded in a 1792 map. Physical archaeological evidence may include structural features, intact subfloor deposits and individual artefacts which have potential to yield information relating to major historic themes including convict, commerce and persons. The existing building is a rare example of an early commercial / residential building built before 1844, this both rare and representative of its type and date of creation.</i>
Heritage impact assessment	<p>Direct impact: This heritage item is located within the proposed Parramatta metro station construction site. The item consists of the Victorian Regency structure at 43-47 George Street, which would be retained as part of works carried out under the previous Sydney Metro West planning application. The heritage curtilage included adjoining modern buildings to the south and east which will be removed under work carried out under the previous Sydney Metro West planning application. During these works, the building would be protected in accordance with condition of approval D16. The item is also identified as a potential archaeological site – archaeological remains located within the curtilage of the item but outside of the building footprint would be excavated and managed in accordance with the approved ARD for the previous Sydney Metro West planning application.</p> <p>Under this proposal, construction of the western station services building, including a station entrance onto Church Street would be sited about 80 metres southwest of the item. Additionally, the construction of the Civic Link and the eastern station services structure (including metro station entry would be located over 100 metres southeast). As works for this proposal, including basement excavation for adjacent and over station development, would not physically alter the heritage significant structure, and all archaeological remains within the curtilage (outside the building footprint) would have been managed under the previous Sydney Metro West planning application and remains below the building would not be impacted by this proposal. As such, this proposal would result in a negligible direct (physical) impact to the heritage significance of the item.</p> <p>Direct impact: Negligible</p> <p>Settlement and vibration: The heritage item is located within the Parramatta metro station construction site. Excavation for basement structures for over and adjacent station development would be the closest source of potential construction vibration to this heritage</p>

³⁵ Artefact Heritage, 2020. *Sydney Metro West, Concept and Stage 1 (major civil construction between Westmead and The Bays). Technical Paper 3: Non-Aboriginal Heritage*. Report to Sydney Metro. Pgs130 - 131

Shops (potential archaeological site) ³⁵	
	<p>item. Construction vibration levels are predicted to be above the cosmetic damage screening criteria which may result in physical damage to the structure during construction works.</p> <p>Ground movement assessment has identified a greater degree of ground settlement over that predicted under the previous Sydney Metro West planning application. This may result in additional superficial damage but is unlikely to result in damage to the structure of the item.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor to Moderate</p> <p>Temporary indirect (visual) impact: This proposal would require continued use of the Parramatta metro station construction site approved as part of the previous Sydney Metro West planning application. Site hoarding, site offices as well as construction equipment would be visible from the item during the construction phase. At the western end of the site, facing Church Street, an acoustic shed (or other acoustic measures) would be installed for part of the construction phase to support tunnel fit-out and associated activities, although this would not be clearly visible from the street frontage of the heritage item.</p> <p>Any temporary impacts to view lines or alteration of the setting of the item would not result in any loss of significance to the heritage item.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The item is located along the northern boundary of the Parramatta metro station site. The building is a visible and contributory structure within the George Street streetscape as a rare example of an early commercial / residential building built before 1844. The building shares view lines towards surrounding heritage items along George Street, including 'Civic Arcade (former theatre) (and potential archaeological site)' (Parramatta LEP Item # 1704) and 'Westpac Bank' (Parramatta LEP Item # 1665).</p> <p>The proposed western station services infrastructure and entry along Church Street would be located about 80 metres from the rear of the building to be retained and would be located about 30 metres from the southern edge of the curtilage of the item. Currently the rear elevation of the original 1840s shopfront is in an unknown condition. Following removal of the modern rear additions to the building as part of the previous Sydney Metro West planning application, the rear of this building would be made visible. However, due to intervening structures, there would be no direct view line from the rear of the 1840s structure to the proposed five to seven storey (around 21 metres in height) western station services building, as the latter would be largely blocked by existing two-storey structures on Church Street. There would be limited views of the western station services building. However, the station services building introduced as part of this proposal would be approximately 100 metres away and would not obstruct or overshadow views of heritage significant elements (the street frontage on Church Street) of the heritage item from this siting.</p> <p>Overall, this proposal would have negligible permanent indirect (visual) impact on the heritage significance of the item.</p> <p>Permanent indirect (visual) impact: Negligible</p>

6.4.2.2 Convict Drain

Table 20: Convict Drain heritage impact assessment

Convict Drain ³⁶	
Heritage listing/s	Parramatta LEP Item No. 1647
Significance	Local
Description	<i>This convict drain was created to disperse stormwater and runs on an alignment from the Church and Darcey Street junction, discharging into the Parramatta River. The 1 metre diameter circular brick barrel drain consists of two courses of sandstock bricks loosely cemented with mud mortar and packed with sand and clay.</i>

³⁶ Artefact Heritage, 2020 pgs. 132 - 133

Convict Drain ³⁶	
	<p>An assessment and comparative analysis of the convict drain undertaken by GML Heritage³⁷ assessed the likely remaining fabric of the heritage item in the context of excavation and modern development in Parramatta. Based on previous archaeological investigations they identified that the southern portion of the convict drain (located in and near the project study area) consisted originally of a sandstone box culvert constructed in the 1840s and is around two metres in width and between 1.2 metres and 1.3 metres in depth.</p> <p>GML Heritage estimated, based on the results of previous archaeological investigation in Parramatta that “c. 180 metres [of the item] survives, c. 270 metres... survival is unknown and c. 250 metres has been removed”.³⁸</p>
Statement of significance	<p><i>The brick barrel drain in Parramatta is of significance for the local area for its historical and aesthetic values, for its rarity and scientific potential. The drain, believed to be built in the 1820s, has historical significance as the oldest known example of its type in NSW. The item has aesthetic / technological significance for its ability to convey information on the design and construction technology of this type of item. It is a rare surviving example of early colonial period engineering and town planning practices in Parramatta. The grounds surrounding the item may provide potentially important further information to future researchers.</i></p>
Heritage impact assessment	<p>Direct impact: A portion of the convict drain heritage item is located within the south eastern corner of the proposed Parramatta metro station construction site, however the majority of this item is located outside the proposed construction site. The exact location and fabric condition of the portion of the drain within the construction site is presently unknown. Excavation of basement structures for over and adjacent station development as part of this proposal would remove any remnant portion of the drain where it is located within the Parramatta metro station construction site.</p> <p>Condition D15 of the previous Sydney Metro West planning application requires that ‘before commencement of any excavation at the Parramatta metro station construction site, a detailed investigation must be undertaken to precisely locate the Parramatta Convict Drain’. Furthermore, Condition D26 of the previous Sydney Metro West planning application requires that the ‘revised Archaeological Research Design and Excavation Methodology(s) must include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology or subterranean heritage items in the research design to inform excavation in these areas. This investigation must include the Parramatta Convict Drain and would be completed prior to construction for this proposal.</p> <p>The area of intersection of the convict drain with the basement excavation at the Parramatta metro station construction site is approximately 50 metres in length. The listed extent of the convict drain is approximately 800 metres in length. However, portions of the drain have been removed and replaced over time.</p> <p>As detailed sub-surface investigations of the convict drain in this area have not yet been conducted, the extent to which original 1840s brick and sandstone fabric of the drain may be present at the Parramatta metro station construction site is not yet known. While modern development is currently located above the drain, this development does not have an identified basement level and previous development on the site was not likely to have had deep footings.</p> <p>The removal of about 50 metres of the convict drain would result in the potential loss of original and highly rare early Victorian drainage infrastructure in Parramatta. However, this would not remove the whole of the item. The removal of this segment of the drain would impact the significance of the item. However, it would not irreversibly change the overall significance of the item and in accordance with the heritage impact assessment methodology outlined in Table 9 (Section 3.5.1) of this report, would result in a moderate direct impact to its heritage significance.</p> <p>Direct impact: Moderate</p> <p>Settlement and vibration: Excavation for basement structures for over and adjacent station development and public domain work, including construction of the Civic Link would be the closest source of potential construction vibration for sections of this heritage item that would be retained, located outside of the construction site on Macquarie and Smith Streets. Construction vibration levels are predicted to be above the cosmetic damage screening criteria for remnant portions of the drain.</p>

³⁷ GML Heritage, December 2021. *Parramatta Convict Drain – Advice*. Memo prepared for Sydney Metro.

³⁸ *Ibid* p. 8.

Convict Drain ³⁶	
	<p>Potential direct impacts associated with vibration to segments of the drain outside of the construction site have the potential for permanent physical damage to the item. It is anticipated that vibration impacts would only occur to the drain in areas which are immediately adjacent to the construction site, resulting in only localised vibration damage to the remnant fabric of the item.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor</p> <p>Temporary indirect (visual) impact: Potential indirect (visual) impacts are not applicable in the case of this subsurface item of infrastructure and associated archaeological remains.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: Potential indirect (visual) impacts are not applicable in the case of this subsurface item of infrastructure and associated archaeological remains.</p> <p>Permanent indirect (visual) impact: Neutral</p>

6.4.2.3 Roxy Theatre

Table 21: Roxy Theatre heritage impact assessment

Roxy Theatre ³⁹	
Heritage listing/s	<ul style="list-style-type: none"> • SHR Listing No. 00711 • Parramatta LEP Item No. I00711 • RNE #3040
Significance	State
Description	<p><i>The Roxy Theatre is a purpose-built cinema that was developed from 1930 in the InterWar Spanish Mission style. The main central building is set back from George Street and comprises a large 'picture palace', flanked on both western and eastern sides by loggias containing small shops. The landmark structure is symmetrical, centred on an arch set into the ornate central tower, over the main theatre entrance which is reached via a grand staircase. The fabric consists of stuccoed brick, internally and externally, terracotta flooring and roofing, painted timber, wrought iron and moulded plaster decoration internally. Additional features include a set of timber-framed and glazed main doors, original Spanish Mission style light fittings, furniture, joinery and floor tiles. Modifications were made into the 1980s.</i></p>
Statement of Significance	<p><i>The Roxy Theatre has high cultural significance as a good and relatively intact representative example of the 'Picture Palaces' of the interwar period; its overall form and surviving original fit out and fabric displaying the major attributes of this building type. More particularly, it is an excellent example of 'Interwar Spanish Mission' style, displaying features typical of this style but also with a notable individuality and quality of architectural design.</i></p> <p><i>The theatre also provides evidence of the changing nature of film theatres and theatre going since the 1920s. Its architectural character and function have been influenced by both national and international developments in film technology and theatre visitation since the advent of the 'Talkies' – ranging from large single auditorium regularly seating nearly 2000 to the present multi-theatre configuration. The size and architectural character of the building also reflect American cultural influences in the interwar period and the profitability of 'Picture Palaces'.</i></p> <p><i>The location and origins of the theatre are closely associated with the growth of Sydney's suburbs in the interwar years and Parramatta in particular. It is an attractive and distinctive local landmark and particularly valued by the regular theatre-goers of its early years and those interested in movie and architectural history (its retention in the 1970s being in large measure due to intervention by such groups).</i></p>

³⁹ Artefact Heritage, 2020 pgs133 - 134

Roxy Theatre ³⁹	
	<i>Professional, trade and manufacturing practice – example of the work of notable Moore & Dyer in association with Herbert & Wilson architects. Evidence of social and cultural life.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located to the south of George Street and immediately east of the proposed Civic Link. The proposed Civic Link is located outside of the heritage curtilage of the item and would not result in any adverse direct (physical) impacts to the building.</p> <p>The proposed taxi zone on George Street to the north of the heritage item would be sited outside of the heritage curtilage of the item and would not result in any adverse direct (physical) impacts.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: The heritage item is located to the north/northeast of the proposed eastern station services buildings and excavation for basement structures for over and adjacent station development as part of this proposal would result in vibration levels that exceed the cosmetic damage screening criteria. Excavation activities may result in permanent physical damage to the structure.</p> <p>Ground movement assessment has identified an additional 5 mm of ground settlement over the settlement predicted under the previous Sydney Metro West planning application. Additional ground movement would not result in substantial impacts to the heritage item in excess of ground movement predicted as part of the previous Sydney Metro West planning application.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration impacts: Minor to Moderate</p> <p>Temporary indirect (visual) impact: Construction of this proposal would require continued use of the Parramatta metro station construction site and would not extend the site beyond that approved as part of the previous Sydney Metro West planning application. Site hoarding and site offices as well as construction equipment would be visible around and potentially above the building during construction.</p> <p>The setting of the item would have been altered, including as a result of the removal of all infrastructure within the proposed Parramatta metro station construction site as a result of the previous Sydney Metro West planning application.</p> <p>Hoarding along the western façade of the heritage item would not obstruct or limit views from George Street towards the significant front façade of the building and would only obscure the lower portions of the western façade of the building, allowing higher elevation detail to still be visible during construction works.</p> <p>Other construction elements (such as an acoustic shed or other acoustic measures facing Church Street) would not interrupt or overshadow the heritage significance façade of the building nor would they intrude on the less significant views of the western façade.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The item is a landmark structure within the streetscape due to its Interwar Spanish Mission architectural style, dominant scale and strong social significance values in the Parramatta community. This proposal would not modify this heritage item, nor would it introduce any structure that would affect the street frontage of this heritage item.</p> <p>This proposal includes the introduction of a new Civic Link, a north/south pedestrian space and landscaped public domain connecting George and Macquarie streets. A new station services building around five to seven storeys in height (about 21 metres) would be constructed to the south of the item on the other side of a new public plaza.</p> <p>The Civic Link would be located directly west of this heritage item and would conserve the current open views that exist to the item from Horwood Place, with landscaping to surround and enhance the station entrance to the southwest of the item. It would also introduce new views to the rear of the building, however modern alterations to the rear of the structure have</p>

Roxy Theatre ³⁹	
	<p>concealed some of its original fabric and there are few ornamental or decorative elements along this elevation of the building.</p> <p>The new station services building would be of noticeable height but would be of similar height to the rear portion of the Roxy Theatre as well as being offset from it by around 20 metres. The similar scale and sufficient separation between the two items would ensure that the heritage items would not be obstructed or overshadowed. The station services building would also not be clearly visible from the street frontage of the item on George Street, and would therefore not impact its prominence or significance in the streetscape.</p> <p>Subject to design development, the proposed taxi zone to the north of the item would be consistent with existing street furniture and operation and would not obstruct or detract from significant views of the building's northern façade.</p> <p>Permanent indirect (visual) impact: Negligible</p>

6.4.2.4 Horse Parapet Façade (and potential archaeological site)

Table 22: Horse Parapet Façade (and potential archaeological site) heritage impact assessment

Horse Parapet Façade (and potential archaeological site)	
Heritage listing/s	Parramatta LEP Item No. I656
Significance	Local
Description	<i>Built in c1881, the Horse Parapet Façade heritage item comprises a Victorian Italianate style two-storey shop and office structure. The corner building features two parapets that are decorated with plaster horses. The building fabric consists of rendered brick with decorative stringline, decorated pilasters, window sills and mould arches above windows. In addition, the skillion shop awning skillion roof has been constructed using corrugated iron.</i>
Statement of Significance	<i>The group collectively known as 'Horse Parapeted Shops' is of significance for the Parramatta area for historical and aesthetic reasons and as a representative example of Victorian Italianate shops in the area. Built c1881, it makes a major contribution to the streetscape and presents a landmark in the centre of Parramatta. This group of commercial building makes a major presence at a major intersection and demonstrates the commercial role of Parramatta in the nineteenth century. The site possesses potential to contribute to an understanding of early urban development in Parramatta.</i>
Heritage impact assessment	<p>Direct impact: This heritage item is located on the northeast corner of the intersection of Church Street and Macquarie Street. It is not located within the proposed Parramatta metro station construction site. A station services building about two storeys in height, including a station entrance onto Church Street would be sited immediately adjacent and to the north of this item. Protective site boundary hoarding would be installed with the advice of an experienced built heritage expert as part of the previous Sydney Metro West planning application as required by condition of approval D14, which would be retained for this proposal so that there would be no accidental damage to the structure during construction of this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Construction of the station and excavation for basement structures for over and adjacent station development as part of this proposal would be the closest sources of construction vibration and would result in vibration levels that exceed the cosmetic damage screening criteria. Excavation activities therefore have the potential to result in permanent physical damage to the significant fabric of the item.</p> <p>Ground movement assessment has identified an additional 5 mm of ground settlement over settlement predicted under the previous Sydney Metro West planning application. Additional ground movement would not result in significant impacts to the heritage item in excess of ground movement predicted as part of the previous Sydney Metro West planning application.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p>

⁴⁰ Artefact Heritage, 2020 pgs. 135 - 136

Horse Parapet Façade (and potential archaeological site)	
	<p>Settlement and vibration impacts: Minor to moderate</p> <p>Temporary indirect (visual) impact: Construction of this proposal would require continued use of the Parramatta metro station construction site and would not extend the site beyond that for the previous Sydney Metro West planning application. Site hoarding and site offices as well construction equipment would be present near to the building and may be seen from the heritage significant south-western corner façade of the building during construction.</p> <p>At the western end of the site, facing Church Street, and immediately north of this item, an acoustic shed (or other acoustic measure) would be installed for part of the construction phase to support tunnel fit-out and associated activities. This acoustic shed would conceal the northern elevation of the Horse Parapet item, which is not considered a significant wall of the structure. While the shed would not conceal the heritage significant southern and western-facades of the item, the scale, mass and size of the acoustic shed (or other acoustic measure) would partly overshadow this façade from the north and would temporarily isolate the building from the wider streetscape of which it is a heritage significant landmark.</p> <p>Temporary indirect (visual) impact: Moderate</p> <p>Permanent indirect (visual) impact: The item is a visible and contributory structure within the streetscapes of both Church Street and Macquarie Street as a 19th century Victorian Italianate group of buildings located at a major intersection within Parramatta CBD. Due to its landmark corner location, the item shares primary views to surrounding heritage items, including 'Shop (and potential archaeological site)' (LEP Item # I655), 'Bicentennial Square and adjoining buildings' (LEP Item # I651) and 'Centennial Memorial Clock' (LEP Item # I654).</p> <p>This proposal includes the introduction of the western station entry and station services building, which would be around five to seven storeys in height (about 21 metres). The proposed station entry would front onto Church Street would connect with the active street frontage on Church Street. While the buildings to the north of the horse parapet would already have been removed as part of work carried out under the previous Sydney Metro West planning application, the station entry would introduce a tall (seven storey) new building directly abutting this heritage item. In addition to the incorporation of modern design materials and forms for a station entry which, with wayfinding, would compete with the prominence of the Horse Parapet street-frontage façade from Church Street and would result in a moderate change to the building's heritage significant landmark location within the streetscape.</p> <p>Permanent indirect (visual) impact: Moderate</p>

6.4.2.5 Murrays' Building (and Potential Archaeological Site)

Table 23: Murrays' Building (and Potential Archaeological Site) heritage impact assessment

Murrays' Building (and potential archaeological site) ⁴¹	
Heritage listing/s	Parramatta LEP Item No. I652
Significance	Local
Description	<i>The three-storey corner Murrays' Building was developed between 1911 and 1926. The structure is an urban civic building constructed using stuccoed brickwork, an unconcealed hipped tiled roof, heavy string courses, Doric pilasters and a metal awning.</i>
Statement of Significance	<i>Murrays' Building has an association with notable events or people and building or work associated with notable people. Namely, the major department store of Murray Bros. The site possesses the potential to contribute to an understanding of early urban development within Parramatta. In addition, Murrays' Building is an important element of the buildings around Bicentennial Square, at the heart of Parramatta.</i>

⁴¹ Artefact Heritage, 2020 pgs. 136 - 137

Murrays' Building (and potential archaeological site) ⁴¹	
Heritage impact assessment	<p>Direct impact: The heritage item is located on the southern side of Macquarie Street, south of the Parramatta metro station construction site. Due to the siting of the item in relation to the proposed construction site, construction and operation of this proposal would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p>
	<p>Settlement and vibration impacts: This heritage item is located on the opposite (southern) side of Macquarie Street from the proposed Parramatta metro station construction site. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur over 60 metres away from the item. Construction vibration levels for this proposal are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p>
	<p>Temporary indirect (visual) impact: Site hoarding and site offices as well as construction equipment and machine plant would be visible from the heritage item. This item would be located directly opposite construction-phase structures, however they would not obstruct or overshadow views towards the item from Macquarie Street. As such, these works would result only negligible temporary indirect (visual) impacts.</p> <p>Temporary indirect (visual) impact: Negligible</p>
	<p>Permanent indirect (visual) impact: Murrays' Building is an important element of setting of Bicentennial Square, at the heart of Parramatta and given the location of the item relative to the proposed station, view lines towards the item from the streetscape would be maintained. This proposal (the introduction of station infrastructure, public domain and proposed Civic Link) would not significantly alter the visual setting of the item. As such, this proposal would result in a negligible indirect (visual) impact.</p> <p>Permanent indirect (visual) impact: Negligible</p>

6.4.2.6 Kia Ora (and Potential Archaeological Site)

Table 24: Kia Ora (and Potential Archaeological Site) heritage impact assessment

Kia Ora (and potential archaeological site)	
Heritage listing/s	<ul style="list-style-type: none"> • Parramatta LEP Item No. I716 • RNE #3088
Significance	Local
Description	<i>Kia Ora was developed from 1841 and is a two-storey townhouse on sandstone foundations constructed using rendered brick with a gabled slate roof. The structure is symmetrically designed and features small paned windows with shutters, sandstone sills and brick flat arches, and a six panelled timber simple mould door with elliptical fanlight and sidelights with glazed upper panels and timber below the lock rails. Additional elements include a sandstone verandah and fence foundations.</i>
Statement of Significance	<i>Kia Ora House at 64 Macquarie Street, built in c1841, is of significance within the local area for historical and aesthetic reasons and as a representative example of a Colonial Georgian townhouse. It is a rare example of this age and quality within the local area. This house is associated with John Batman, one of the founders of Melbourne, who was born here. The house makes a major contribution to the Parramatta townscape. The site possesses potential to further contribute to an understanding of early urban development in Parramatta.</i>

⁴² Artefact Heritage, 2020 pgs. 137 - 138

Kia Ora (and potential archaeological site)	
Heritage impact assessment	<p>Direct impact: This heritage item is located within the Parramatta metro station construction site but the original building would be retained under the previous Sydney Metro West planning application and as part of this proposal.</p> <p>This proposal includes the realignment of Horwood Place (located directly west of the item) and the introduction of the eastern metro station entry, public domain (and Civic Link) and station services infrastructure to the northeast (rear) of the item.</p> <p>Construction work for this proposal would be located within the heritage curtilage of the item. However, the physical fabric of the building would not be modified.</p> <p>Direct impact: Negligible</p>
	<p>Settlement and vibration: This proposal includes excavation for basement structures for over and adjacent station development, which would be the closest source of construction vibration and would result in vibration levels that exceed the cosmetic damage screening criteria. Excavation activities therefore have the potential to result in permanent physical damage to the heritage significant fabric of the item.</p> <p>Ground movement from settlement has not been predicted for this item in excess of that anticipated under the previous Sydney Metro West planning application.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor to moderate</p>
	<p>Temporary indirect (visual) impact: As a rare and representative example of a colonial Georgian townhouse dated from the 1840s, the item makes a major contribution to the surrounding Macquarie Street streetscape.</p> <p>Construction of this proposal would require continued use of the Parramatta metro station construction site and would not extend the site beyond that approved as part of the previous Sydney Metro West planning application. All buildings and structures surrounding this item would have been removed as part of work carried out under the previous Sydney Metro West planning application, substantially altering the setting of this heritage item.</p> <p>Site hoarding and site offices as well as tall machinery and plant would be seen during construction. Hoarding would be established around the whole of the building except for a small pathway to access the building from Macquarie Street. This hoarding would obscure the whole lower elevation of the street façade of the building and temporarily prevent views of the Georgian townhouse building during the construction phase.</p> <p>Temporary indirect (visual) impact: Moderate</p>
	<p>Permanent indirect (visual) impact: This proposal would situate Kia Ora within the public domain of the Parramatta metro station site. Views of all elevations of the building would be publicly accessible and the building would be in a highly prominent place within the revised public streetscape, allowing better public appreciation of the heritage item.</p> <p>The proposed eastern station services building would be located about 80 metres to the east of Kia Ora and would not obscure or overshadow the heritage item from that distance. Likewise the western station services building would be located more than 100 metres to the west and would not alter views of the Georgian building.</p> <p>Permanent indirect (visual) impact: Minor positive</p>

6.4.2.7 Dr Pringle's Cottage

Table 25: Dr Pringle's Cottage heritage impact assessment

Doctor Pringle's Cottage⁴³	
Heritage listing/s	Parramatta LEP Item No. I705
Significance	Local
Description	<i>Dr Pringle's Cottage is a two storey building including three shops facing George Street. It includes features such as a gabled corrugated steel roof; upper floor enclosed verandahs, with corbels supporting brick balustrade coping; and solid brick eastern and northern walls with string course at original eaves line.</i>
Statement of Significance	<i>Dr Pringle's Cottage is of significance for Parramatta for historical, scientific and reasons of rarity. This two-storey Colonial Georgian house, built in c1832 with incorporated c1911 shops, demonstrates changes in use and fabric since early settlement and has the potential to provide further information on the local history</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the northern boundary of George Street, to the east of 'Civic Arcade (former theatre) (and potential archaeological site)' (Parramatta LEP Item # I704) and directly west of the northern section of Horwood Place. The item is not located within the construction site for this proposal.</p> <p>The proposed metro station (station services infrastructure and entries) would be located over 100 metres south of the item, resulting in no direct (physical) impacts. The northern limit of the proposed Civic Link delivered as part of this proposal would be located about 15 metres south of the item, resulting in no adverse direct (physical) impacts.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located on the opposite (northern) side of George Street from the proposed Parramatta metro station construction site. Construction of the station and associated services infrastructure (more vibration intensive construction activities) would occur about 100 metres away from the item. Construction vibration levels for this proposal are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration or settlement are not anticipated</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding and site offices as well as tall machinery and plant would be visible from this item during construction. These elements of construction infrastructure would not impede views of the significant fabric of the item (including its Georgian-period original construction combined with early 20th century commercial renovations).</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The northern limit of the proposed Civic Link delivered as part of this proposal would be located about 15 metres south of the item. The Civic Link would preserve views of the item currently seen from Horwood Place. Other built elements of this proposal (eastern and western station services building) would not be noticeable from the building due their distance (in excess of 100 metres). The heritage significant views of the original Georgian building are predominantly located on Horwood Place north of George Street and this proposal would not affect those views in any way.</p> <p>Permanent indirect (visual) impact: Neutral</p>

⁴³ Artefact Heritage, 2020 pg. 139

6.4.2.8 Redcoats Mess House (and potential archaeological site)

Table 26: Redcoats Mess House (and potential archaeological site) heritage impact assessment

Redcoats Mess House (and potential archaeological site) ⁴⁴	
Heritage listing/s	<ul style="list-style-type: none"> • SHR Listing No. 00218 • Parramatta LEP Item No. I00218
Significance	State
Description	<i>The Redcoats Mess House, built from 1830, is a two-storey gabled structure with painted Flemish bond brickwork and corrugated iron roof. The structure comprises a verandah with skillion corrugated iron, painted timber supports and timber ladder balustrade decorations. Additional features include a painted sandstone stringline on the first floor; small paned sash windows and a timber tongue and groove door. The southern portion is slightly higher than the rest of the building. A modern building is also on the site to the east of the historic building, running immediately alongside Horwood Place.</i>
Statement of Significance	<i>Evidence of the major role of the Colonial and State Government within Parramatta. The site possesses potential to contribute to an understanding of early urban development within Parramatta.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located approximately 40 metres north of the construction site. The item faces the northern extension of Horwood Place and is located directly north of 'Doctor Pringle's Cottage' (LEP Item # I705). This proposal would not result in any direct (physical) impact to the heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located to the north of the proposed Parramatta metro station construction site and to the rear (north) of the Dr Pringle's Cottage heritage item fronting George Street. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 100 metres away from the item. Construction vibration levels for this proposal are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration or settlement are not anticipated</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: The Redcoats Mess House is located approximately 40 metres to the north of the Parramatta metro station construction site, and to the rear of the Dr Pringle's Cottage heritage item fronting George Street. There are no direct views of this heritage item from the Parramatta metro station construction site. While tall construction equipment may be visible from the heritage significant elements of the building located behind a modern structure on Horwood Place, these would not overshadow or obstruct the limited public views of the 1830s significant architectural elements of the structure.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: This proposal would introduce no new structures which would be visible from this heritage item. Limited public views towards the significant 1830s building would not be impeded in any way.</p> <p>Permanent indirect (visual) impact: Neutral</p>

6.4.2.9 Civic Arcade (and potential archaeological site)

Table 27: Civic Arcade (and potential archaeological site) heritage impact assessment

Civic Arcade (and potential archaeological site)	
Heritage listing/s	Parramatta LEP Item No. I704
Significance	Local
Description	<i>The Civic Arcade building was developed from 1924 in the Inter-War Art Deco style. The structure was built using rendered brick and a parapeted, breakfront, barrel vaulted roof built using corrugated fibro. Additional features include flagpoles extending above parapets,</i>

⁴⁴ Artefact Heritage, 2020 pg. 140

⁴⁵ Artefact Heritage, 2020 pgs. 141 - 142

Civic Arcade (and potential archaeological site)	
	<i>aluminium and fixed glazed double hung windows, suspended pressed metal lined and rivetted steel awning, and five pebblecrete pilasters flanking door openings.</i>
Statement of Significance	<i>The Civic Arcade is of historical and social significance as the site of the first cinema in Parramatta. Together with successive cinema structures this site has been used socially for entertainment for 50 years. Although gutted internally, the George Street façade retains most of its form, the high parapet wall and main cinema building envelope and rivetted steel awning. The site has archaeological potential related to European occupation since 1790.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the northern side of George Street, to the west of the heritage item 'Doctor Pringle's Cottage' (LEP Item # I705). The item is not located within the construction site.</p> <p>Due to the location of the item, the proposed works would not result in any adverse direct (physical) heritage impacts to the heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located on the opposite (northern) side of George Street from the proposed Parramatta metro station construction site. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 100 metres away from the item. Construction vibration levels for this proposal are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding and site offices as well as tall machinery and plant would be visible from this item during construction. However these construction phase buildings and plant would not impede or overshadow views of the heritage significant façade of the former 1920s cinema.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The proposed metro station entrance and station services structures would be located over 100 metres south of the item and would not impede views of or overshadow the heritage significant façade of the former cinema.</p> <p>The realignment of Horwood Place would result in a direct view of the street frontage of the building from the south, providing an additional view line toward the aesthetically significant Art Deco façade of the building, which would be a positive heritage outcome.</p> <p>Permanent indirect (visual) impact: Negligible positive</p>

6.4.2.10 Westpac Bank

Table 28: Westpac Bank heritage impact assessment

Westpac Bank⁴⁶	
Heritage listing/s	Parramatta LEP Item No. I665
Significance	Local
Description	<i>The Westpac Bank building was constructed from 1938. The structure was built using ashlar sandstone with a hipped roof splayed at the corner with parapeted balustrade and cornice and dentils below. The main entrance sits at a distinctive 45-degree chamfered street corner and is flanked by two sandstone columns. The columns are set on pedestal forms between each window. Additional features include a coat of arms in transom light above a four-panelled timber double door with bolection moulded panels.</i>
Statement of Significance	<i>Westpac Bank at 264 Church Street is of significance within the Parramatta area for historical and aesthetic reasons and as a representative example of an Interwar Classical bank building in the area. Built c1938 on a prominent street corner, it is readily identifiable as part of historical building stock and strongly contributes to the streetscape.</i>

⁴⁶ Artefact Heritage, 2020. Pgs. 142 - 143

Westpac Bank ⁴⁶	
Heritage impact assessment	<p>Direct impact: The heritage item is located at the north eastern corner of the George and Church Street junction. Its landmark location is about 45 metres north west of the Parramatta metro station construction site. Due to its location outside the construction site for this proposal, there would be no adverse direct (physical) impact to this item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located north eastern corner of the George and Church Street junction. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 100 metres away from the item.</p> <p>Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding, site offices and acoustic sheds (or other acoustic measures) would not be visible from this item. Tall machinery and plant and construction equipment may be visible from this item, but they would not impede views of its significant street frontage or diminish the prominence of the item on the corner of George and Church Street intersection.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The proposed western station services building would not be visible from this item and the proposed works to integrate the realigned Horwood Place into George Street would not affect the streetscape that this significant building contributes to.</p> <p>Permanent indirect (visual) impact: Neutral</p>

6.4.2.11 Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site)

Table 29: Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site) heritage impact assessment

Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site) ⁴⁷	
Heritage listing/s	Parramatta LEP Item No. I659
Significance	Local
Description	<i>The former courthouse wall was constructed in 1838. The wall is located at the rear of a property on Church Street, and is constructed of sandstone blocks with curved coping. The wall is about 3.5 metres in height. At the rear of the allotment, a single storey sandstone cell block also survives. The wall and sandstone cell block are the only remnants of the former Mortimer Lewis Courthouse.</i>
Statement of Significance	<i>Stone wall at rear of the buildings at 223-235 Church Street is of significance for the local area for historical and scientific reasons, as it can demonstrate the earlier development on the site and has the potential to contribute to a further understanding of the early urban development in Parramatta.</i>
Heritage impact assessment	<p>Direct impact: The heritage curtilage of the item is located about 40 metres to the northwest of the Parramatta metro station construction site and the stone wall physical fabric is located over 100 metres from the construction site. Due to the location of the construction site and siting of the item, no permanent construction or operational works would be conducted to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: As the significant elements within the heritage curtilage of this item are located more than 40 metres northwest from the construction site and more than 100 metres from the physical fabric of the item, potential direct impact by vibration is not anticipated.</p> <p>Settlement and vibration: Neutral</p>

⁴⁷ Artefact Heritage, 2020 pgs. 143 - 144

Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site) ⁴⁷	
	<p>Temporary indirect (visual) impact: There would be no view lines to or from this heritage item and subsequently no adverse indirect (visual) impacts.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: There would be no view lines to or from this heritage item and subsequently no adverse indirect (visual) impacts.</p> <p>Permanent indirect (visual) impact: Neutral</p>

6.4.2.12 HMV (former Commonwealth Bank) (and potential archaeological site)

Table 30: HMV (former Commonwealth Bank) (and potential archaeological site) heritage impact assessment

HMV (former Commonwealth Bank) (and potential archaeological site) ⁴⁸	
Heritage listing/s	Parramatta LEP Item No. I658
Significance	Local
Description	<i>The two-storey HMV building was developed from 1927 onwards. The structure was constructed on grey granite foundations, clad in sandstone and includes a balustrade sandstone parapet with frieze set on two wide-banded piers. In addition, two Ionic fluted columns, set on grey granite pedestals, flank the main entrance. The rear of the building is roofed using a terracotta hipped roof; whereas the front of the structure is roofed using a corrugated iron skillion roof from the parapet. Additional features include a mirrored glass window wall which was installed in c1965.</i>
Statement of Significance	<i>The building at 215-217 Church Street, built c1927, is of significance within Parramatta for historical and aesthetic reasons and as a representative example of an Interwar Stripped Classical architectural style building that demonstrates the commercial role of Parramatta in the twentieth century. The site possesses potential to contribute to an understanding of early urban development in Parramatta.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the western boundary of Church Street and about 25 metres northwest of the construction site for this proposal. Due to the siting of the item and the location of this proposal, these works would not result in any direct (physical) impacts.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: The heritage item is located about 25 metres to the west of the Parramatta metro station construction site. Construction of the western station entry and associated services infrastructure would be the closest source of potential construction vibration to this heritage item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential impacts associated with vibration are not anticipated.</p> <p>Ground movement has been predicted to be greater than that assessed under the previous Sydney Metro Planning application. This additional ground movement may result in superficial damage but unlikely to result in structural impacts.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor</p> <p>Temporary indirect (visual) impact: An acoustic shed (or other acoustic measures) would be constructed facing Church Street nearly directly opposite this item. The aesthetic significance of the item is associated with its Inter-War colonnade and façade. While the acoustic shed (or other acoustic measures) would be a noticeable physical mass and size, this would not detract from the prominent position of the heritage item on Church Street nor obscure views of the building and therefore the potential indirect (visual) impact would be negligible.</p>

⁴⁸ Artefact Heritage, 2020 pgs. 144 - 145

HMV (former Commonwealth Bank) (and potential archaeological site) ⁴⁸	
	Temporary indirect (visual) impact: Negligible
	Permanent indirect (visual) impact: The proposed western station services building would be around five to seven-storeys high (about 21 metres) which would exceed the existing two-storey commercial buildings on the western side of Church Street. While this new structure would not obstruct existing view-lines towards the structure, it would compete with the Inter-War Classical prominent façade of the building, resulting in a minor reduction in its prominence in the streetscape.
	Permanent indirect (visual) impact: Minor

6.4.2.13 Telstra House (former post office) (and potential archaeological site)

Table 31: Telstra House (former post office) (and potential archaeological site) heritage impact assessment

Telstra House (former post office) (and potential archaeological site) ⁴⁹	
Heritage listing/s	Parramatta LEP Item No. I657
Significance	Local
Description	<i>The two-storey Telstra House building was constructed from 1880 in the Victorian Mannerist style. The sandstone building is arcaded on both storeys with grey marble columns on the upper arcade. The roof is hipped with a projecting central bay. Additional features include a fanlight over central French doors, Victorian label moulds over windows, and two rendered chimneys with cornice decorations.</i>
Statement of Significance	<i>The building at 213 Church Street is of significance for the Parramatta area for historical and aesthetic reasons and as representative example of a Victorian Mannerist building and post office in the area. Built in c1880, it makes major contribution to the streetscape and is an example of the work of notable architect James Barnett.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the western boundary of Church Street and about 20 metres west of the Parramatta metro station construction site. As the item is located outside of the construction footprint this proposal would not result in any adverse direct (physical) impacts.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: The heritage item is located about 20 metres to the west of the Parramatta metro station construction site. Construction of the western station entry and associated services infrastructure would be the closest source of potential construction vibration to this heritage item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: At the western end of the site, facing Church Street, an acoustic shed (or other acoustic measures) would be installed for part of the construction phase to support tunnel fit-out and associated activities. This would be a large structure of physical mass and size and would temporarily visually compete with the heritage item and its prominent contribution within the streetscape.</p> <p>Temporary indirect (visual) impact: Minor</p> <p>Permanent indirect (visual) impact: The item is a notable building within the streetscape as an early 1880 Victorian Mannerist building designed by notable architect James Barnett. The item is located approximately 20 metres west of the proposed western station entry and station services building. The proposed station entry and services building would be about five to seven storeys in height (about 21 metres) which is inconsistent with existing buildings that front Church Street on the western side. This new structure would not obstruct views of the item from the street but its height and mass would partially overshadow the heritage item, resulting in a minor impact to its heritage significant prominence on Church Street.</p> <p>Permanent indirect (visual) impact: Minor</p>

⁴⁹ Artefact Heritage, 2020 pg. 146

6.4.2.14 Shop (and potential archaeological site)

Table 32: Shop (and potential archaeological site) heritage impact assessment

Shop (and potential archaeological site) ⁵⁰	
Heritage listing/s	Parramatta LEP Item No. I655
Significance	Local
Description	<i>The two-storey shop building was developed from 1925 in the Interwar Stripped Classical style. Constructed using stuccoed brickwork, the outer walls have a distinctive decorative stringline and parapet above the entablature and splayed entrance. The building comprises a flat awning with Wunderlich ceilings and a memorial stone, inscribed with 'Murray Bros. Parramatta Ltd.' flanked by decorations.</i>
Statement of Significance	<i>The building at 197 Church Street is of significance for the Parramatta area for historical and aesthetic reasons and as a representative example of an Interwar period Stripped Classical architectural style that demonstrates the commercial role of Parramatta in the twentieth century. The building is a related place to a number of buildings associated with the Murray Bros., being a former major department store of this group. Today, it is an important element of the streetscape in Church Street, contributing strongly to the townscape. The site has potential to contribute to an understanding of early urban development of the area.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located at the north western corner of Macquarie Street and Church Street, about 20 metres west of the Parramatta metro station construction site. Due to the siting of the item and location of the proposed construction site, there would not be a direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: The heritage item is located about 20 metres to the west of the Parramatta metro station construction site. Construction of the western station entry and associated services infrastructure would be the closest source of potential construction vibration to this heritage item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Ground movement from settlement has been identified to be increased over settlement predicted to this item under the previous Sydney Metro planning application. This would result in superficial damage to the item, however it would not result in structural damage.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor</p> <p>Temporary indirect (visual) impact: An acoustic shed (or other acoustic measures) would be established at the western entrance to the Parramatta metro station construction site from Church Street, about 20 metres of the heritage item. The acoustic shed (or other acoustic measures) would be of large size and scale and would be a prominent element of the Church Street streetscape. However, the heritage significant commercial façade of the former department store is focussed on the Church Street and Macquarie Street intersections; and while decorative architectural elements are present on the second storey of the eastern façade, views of these significant decorative elements would not be obstructed or overshadowed by the nearby acoustic shed (or other acoustic measures).</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The western station services building would be constructed on the opposite side of Church Street to the north-eastern corner of this heritage item and would be about five to seven storeys in height (about 21 metres). The new station building while tall, is sufficiently offset that it would not overshadow the former department store heritage item on the opposite side of the road, nor overshadow the heritage building's significant corner prominence on Church Street and Macquarie Street.</p> <p>Permanent indirect (visual) impact: Negligible</p>

⁵⁰ Artefact Heritage, 2020 pgs. 147 - 148

6.4.2.15 *Bicentennial Square and adjoining buildings*

Table 33: Bicentennial Square and adjoining buildings heritage impact assessment

Bicentennial Square and adjoining buildings⁵¹	
Heritage listing/s	Parramatta LEP Item No. I651
Significance	Local
Description	<i>Bicentennial Square was developed from 1888 to 1988 and is an important open civic space surrounded by a variety of historic two-storey structures. The square comprises Bicentennial Square, the Victorian Free Classical drinking fountain monument, the amphitheatre, memorial gates and clock. Significant views include vistas to St Johns, the Parish Hall, Town Hall, Centennial Memorial, the Murray Bros Buildings and the Victoria Façade with Horse Parapet.</i>
Statement of Significance	<i>Bicentennial Square is of significance for the local area for historical and aesthetic reasons, and as a locally unique set of examples of various types of buildings that collectively and individually form local landmarks. The Square provides evidence of local and regional amenities and services in Parramatta.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the southern boundary of Macquarie Street and about 30 metres southwest of the Parramatta metro station construction site. The proposed construction and operational works under this proposal would not impact the heritage curtilage of the item, resulting in no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located about 30 metres to the south of the Parramatta metro station construction site. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 60 metres away from the item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding and site offices as well construction machinery and plant would be partly visible from this heritage item during the construction phase of this proposal. At the western end of the site, facing Church Street, an acoustic shed (or other acoustic measures) would be installed for part of the construction phase to support tunnel fit-out and associated activities, however this would be partly screened by intervening buildings.</p> <p>The heritage significance of the item is associated with its civic associations, heritage significant civic architecture (gates, fountains and clocks) and its ongoing use as a public plaza. The activity and construction work within the Parramatta metro station construction site would not impede the public appreciation of these significant elements.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The construction of the eastern and western station services buildings would not be visible from the heritage item. The nearest prominent works of this proposal would include development of the Civic Plaza where it links with Macquarie Street near the heritage item Kia Ora. This would not alter the setting or context of the heritage item, nor obstruct or overshadow views of the heritage significant elements of this item.</p> <p>Permanent indirect (visual) impact: Neutral</p>

⁵¹ Artefact Heritage, 2020 pgs. 148 - 149

6.4.2.16 Centennial Memorial Clock

Table 34: Centennial Memorial Clock heritage impact assessment

Centennial Memorial Clock ⁵²	
Heritage listings	Parramatta LEP Item No. I654
Significance	Local
Description	<i>The Centennial Memorial Clock was erected in 1888 in the Victorian Free Classical style. Built using sandstone and incorporating a four-faced clock, it is flanked by circular sandstone steps. The clock tower is set upon Victorian columns with four splayed faced containing drinking fountains upon raised circular plinth steps. Additional features include a marble tablet inscribed with the names of Mayor Charles J Byrnes and eleven aldermen in office during 1888. The memorial clock is an important element within the civic setting of its location in Bicentennial Square.</i>
Statement of Significance	<i>The Centennial Memorial Clock is significant within Parramatta historically and aesthetically in addition to its association with the founding of the colony and town of Parramatta and Mayor Charles J. Byrnes.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located to the south of Macquarie Street within item 'Bicentennial Square and adjoining buildings' (Parramatta LEP Item # I651) and about 30 metres southwest of the construction site.</p> <p>Construction and operation of this proposal would not impact upon the heritage curtilage of the item, resulting in no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located about 30 metres to the south of the proposed Parramatta metro station construction site. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 60 metres away from the item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding and site offices as well as construction machinery and plant would be partly visible from this heritage item during construction. At the western end of the Parramatta metro station construction site, facing Church Street, an acoustic shed (or other acoustic measures) would be installed for part of the construction phase to support tunnel fit-out and associated activities, however this would be mostly screened by intervening buildings.</p> <p>The activity and construction work within the Parramatta metro station construction site would not obstruct or overshadow views of the memorial clock in any way and the construction activities within site would not alter the setting of this heritage item.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The only works for this proposal visible from this heritage item would be the development of the Civic Link. These works would not result in obstruction of the significant memorial clock or any alteration to its heritage significant setting.</p> <p>Permanent indirect (visual) impact: Neutral</p>

⁵² Artefact Heritage, 2020 pgs. 149 - 150

6.4.2.17 Leigh Memorial Uniting Church

Table 35: Leigh Memorial Uniting Church heritage impact assessment

Leigh Memorial Uniting Church ⁵³	
Heritage listing/s	Parramatta LEP Item No. I719
Significance	Local
Description	<i>Leigh Memorial Uniting church was constructed between 1834 and 1835 from speckled tuck-pointed brick upon sandstone foundations. The structure comprises a parapeted slate gable roof with large stone turrets on tower buttresses, sandstone label moulds above windows and doors, and a double front door with diagonal timber tongue and groove panelling and decorative cast iron hinges. Additional features include an octagonal belfry on the square tower.</i>
Statement of Significance	<i>Leigh Memorial Uniting Church, at 119 Macquarie Street, is of significance for Parramatta area for historical and aesthetic reasons and as a representative example of a Victorian Free Gothic style church. Built c1834, it gives evidence of social and cultural life in the nineteenth and twentieth centuries and continues to contribute to the streetscape.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located along the southern boundary of Macquarie Street, about 20 metres directly south of the Parramatta metro station construction site and the heritage item 'Kia Ora (potential archaeological site)' (Parramatta LEP item # I716). Construction and operation of this proposal would occur outside the heritage curtilage of the item. As such, this proposal would not result in any direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: This heritage item is located about 20 metres to the south of the Parramatta metro station construction site. Construction of the station and associated services infrastructure (the more vibration intensive construction activities) would occur about 40 metres away from the item. Vibration levels from the surrounding works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding would be established directly across Macquarie Street from this heritage item and would entirely obscure the majority of the northern side of the street. Tall machine plant would be visible behind this hoarding during the construction phase. While the heritage item is significant to its contribution to the character of the Macquarie Street streetscape, the site hoarding and construction activity across the road would not diminish from the church's prominent position on Macquarie Street.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The eastern metro station entry and services building would be located about 40 metres to the northeast of this item and would be clearly visible across the proposed public plaza and Civic Link. However, this new building would not be situated on Macquarie Street nor alter the character of that streetscape and would not adversely affect the heritage significant views of the façade of the building.</p> <p>In addition, the new Civic Link would provide additional views of the Leigh Memorial Uniting Church front façade while and allow better sight lines towards the prominent building. This would be a positive heritage outcome for the item.</p> <p>Permanent indirect (visual) impact: Negligible positive</p>

⁵³ Artefact Heritage, 2020 pgs. 150 - 151

6.4.3 Overview of heritage impacts

Table 36 provides an overview of the potential heritage impacts associated with the construction and operation of Parramatta metro station.

Table 36: Heritage impacts for Parramatta metro station site on listed heritage items

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Shops (and potential archaeological site)	Parramatta LEP Item No. I703	Local	Negligible	Minor to moderate	Negligible	Negligible
Convict Drain	Parramatta LEP Item No. I647	Local	Moderate	Minor	Neutral	Neutral
Roxy Theatre	SHR Listing No. 00711 Parramatta LEP Item No. I00711	State	Neutral	Minor to moderate	Negligible	Negligible
Horse Parapet Façade (and potential archaeological site)	Parramatta LEP Item No. I656	Local	Neutral	Minor to moderate	Moderate	Moderate
Murrays' Building (and potential archaeological site)	Parramatta LEP Item No. I652	Local	Neutral	Neutral	Negligible	Negligible
Kia Ora (and potential archaeological site)	Parramatta LEP Item No. I716	Local	Neutral	Minor to moderate	Moderate	Minor positive
Dr Pringle's Cottage	Parramatta LEP Item No. I705	Local	Neutral	Neutral	Neutral	Neutral
Redcoat's Mess House	SHR Listing No. 00218 Parramatta LEP Item No. I00218	State	Neutral	Neutral	Neutral	Neutral
Civic Arcade (former theatre) (and potential archaeological site)	Parramatta LEP Item No. I704	Local	Neutral	Neutral	Neutral	Negligible Positive
Westpac Bank	Parramatta LEP Item No. I665	Local	Neutral	Neutral	Neutral	Neutral
Former Courthouse Wall and Sandstone Cellblock (and potential archaeological site)	Parramatta LEP Item No. I659	Local	Neutral	Neutral	Neutral	Neutral
HMV (former Commonwealth Bank) (and potential archaeological site)	Parramatta LEP Item No. I658	Local	Neutral	Minor	Negligible	Minor

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration	Temporary indirect (visual) impact	Permanent indirect (visual) impact
archaeological site)						
Telstra House (former post office) (and potential archaeological site)	Parramatta LEP Item No. I657	Local	Neutral	Neutral	Minor	Minor
Shop (and potential archaeological site)	Parramatta LEP Item No. I655	Local	Neutral	Minor	Negligible	Negligible
Bicentennial Square and adjoining buildings	Parramatta LEP Item No. I651	Local	Neutral	Neutral	Negligible	Neutral
Centennial Memorial Clock	Parramatta LEP Item No. I654	Local	Neutral	Neutral	Neutral	Neutral
Leigh Memorial Uniting Church	Parramatta LEP Item No. I719	Local	Neutral	Neutral	Negligible	Negligible Positive

6.5 Non – Aboriginal archaeological impact assessment

As identified in Section 6.2.2 above, because the exact location (extent and depth) of excavation was not confirmed at the time, the archaeological assessment for the previous Sydney Metro West planning application at Parramatta metro station considered archaeological potential across the full extent (including depth) of the site. In carrying out construction activities for the previous Sydney Metro West planning application, all relevant conditions of approval will be met.

As such, the baseline archaeological environment defined for this proposal assumes that potential archaeological impacts at the Parramatta metro station construction site would be managed under the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038 (which would be implemented for this proposal) and no further non– Aboriginal archaeological assessment of this location would be required for this proposal. This would include any management and mitigation measures for the Convict Drain heritage listed item, which has been assessed in Section 6.4.2.2 above.

Refer to pages 247 to 278 of the Technical Paper 3 (Non – Aboriginal Heritage; Section 7.0) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) for an assessment of potential archaeological impacts associated with the Parramatta metro station construction site.⁵⁴

⁵⁴ Artefact Heritage April 2020.

7.0 SYDNEY OLYMPIC PARK METRO STATION

7.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts of this proposal within the Sydney Olympic Park study area. The proposed Sydney Olympic Park metro station construction site includes an area of additional footprint required for this proposal that was not identified as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). No new heritage items have been identified within or surrounding the study area. Under the conditions of approval for the previous Sydney Metro West planning application, all archaeological remains within the Sydney Olympic Park metro station study area would have been managed in accordance with those approvals.

The historical, environmental and archaeological assessments for the study area (Sections 5.0, 6.0 and 7.0) were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020)a and are footnoted accordingly below.⁵⁵

7.2 Study area

7.2.1 Surrounding setting

The study area is located between Herb Elliot Avenue and Figtree Drive. The urban context surrounding the Sydney Olympic Park metro station comprises a combination of commercial buildings, retail development and high-density residential apartment buildings. Sydney Olympic Park was designed to cater for high volume events, although since its original design parts of the park have been converted for residential and commercial use. Demonstrative of its original design for high volume events, the surrounding road network comprises wide multi-lane roads. A distinctive component within the existing modern environment of Sydney Olympic Park is the remnant built and landscape elements associated with the heritage listed State Abattoirs (State Environmental Planning Policy (State Significant Precincts) 2005 Listing No. A). This includes an assortment of attractive Federation era brick buildings with terracotta tiled roofs and plastered walls, a carriage loop, palm grove, garden beds, interpretive elements, and other landscaping. Of particular interest, a small single-storey face brick building, the former Gatehouse, is located on the corner of Showground Road and Herb Elliot Avenue.

There are **no** heritage items located within the Sydney Olympic Park metro station site. There is **one** heritage item located within the buffer zone.

7.2.2 Baseline environment

As part of work carried out under the previous Sydney Metro West planning application, all buildings within the construction site would be demolished and the site cleared and excavation of the station box carried out. The station would be located on a northwest to southeast axis from Herb Albert Avenue to Figtree Drive.

Temporary structures established and plant and equipment required under the previous Sydney Metro West planning application would be removed. Hardstand established at the site, site hoarding and infrastructure to secure the site would remain. All views towards the one heritage item located within the buffer zone (the State Abattoir - SREP No 24 – Homebush Bay Area Item No. 1) that have

⁵⁵ Artefact April 2020, pp. 76 – 84; 173 – 182; 289 - 291.

been identified in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) would have been retained.

In carrying out the construction activities for the previous Sydney Metro West planning application, all relevant conditions of approval will be met which includes provisions for ensuring that the State Abattoir heritage item is not modified or impacted in any way (Condition D17). In addition, the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) did not identify any significant non-Aboriginal archaeological remains at the Sydney Olympic Park metro construction site.

7.3 Proposed works

Work required as part of this proposal at the Sydney Olympic Park metro station site would occur within the construction site identified in Figure 30, which includes an area of additional footprint required for this proposal that was not identified as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a).

7.3.1 Construction works

Construction activities at the Sydney Olympic Park metro station construction site (Figure 30) for this proposal would include:

- enabling and site establishment work
- earthworks to level the site with the surrounding road network
- station construction and fit-out and construction of structures for non-station uses
- construction of station precinct and interchange facilities, including provisioning for adjacent and over station development
- finishing work, testing and commissioning.

7.3.2 Operations

Operation of this proposal (Figure 31) for the Sydney Olympic Park metro station would include:

- permanent aboveground infrastructure (station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements would form part of the operational station precinct
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for the Sydney Olympic Park metro station are provided in Chapter 9 of the Environmental Impact Statement.

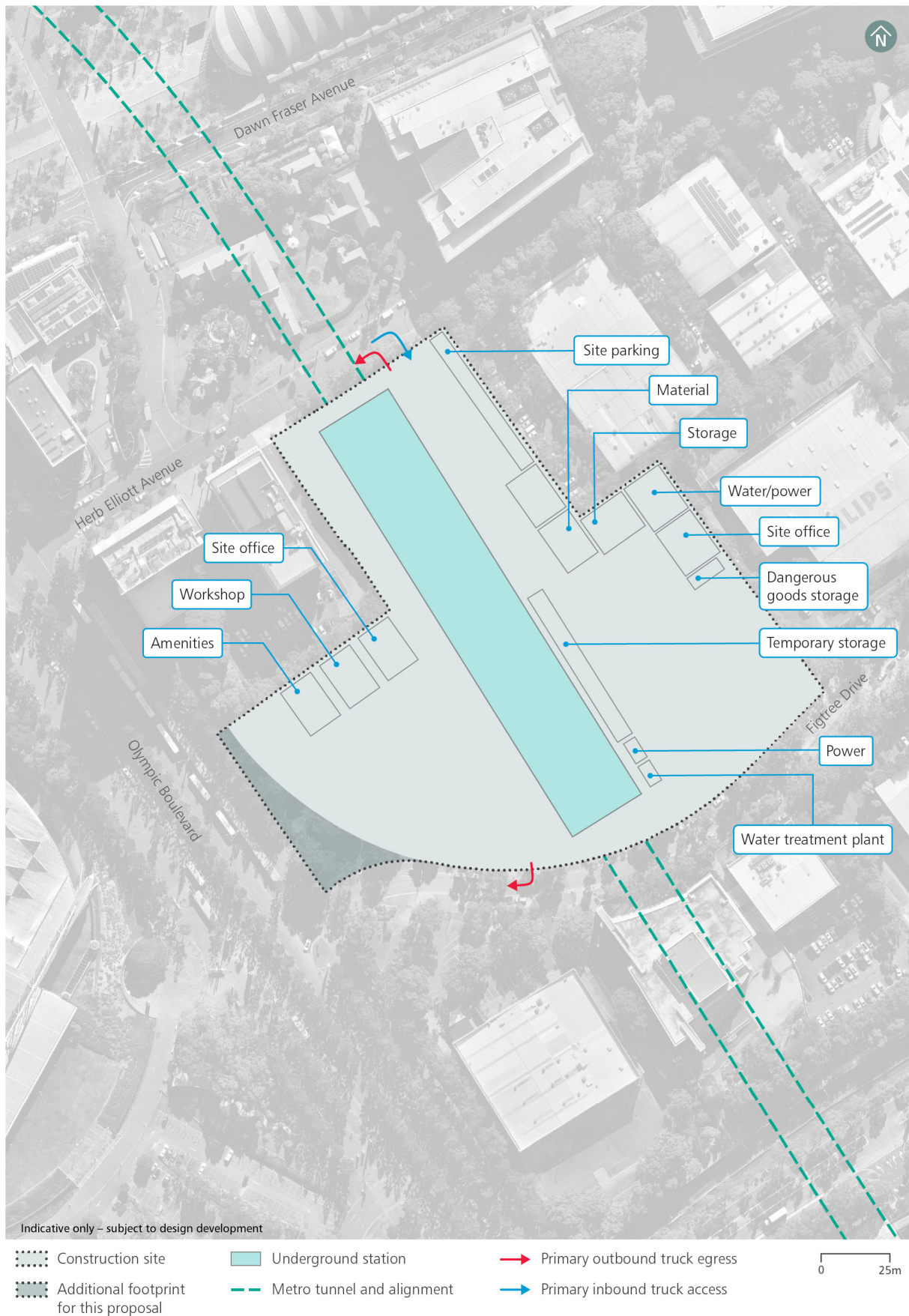


Figure 30: Sydney Olympic Park metro station indicative layout (construction)



Figure 31: Sydney Olympic Park metro station indicative layout (operation)

7.4 Built heritage impact assessment

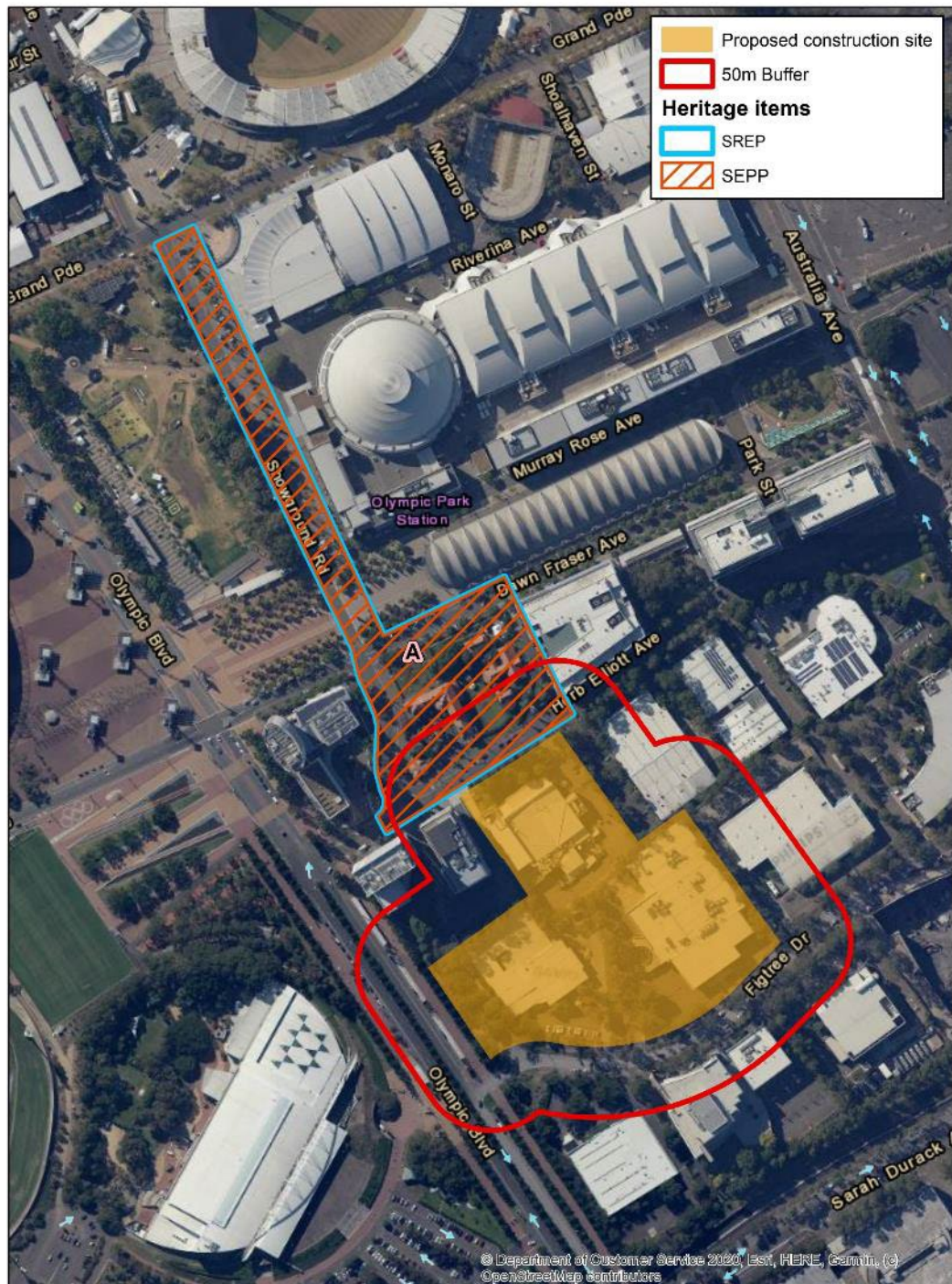
7.4.1 Summary of heritage listed items

Table 37 provides a summary of the listed heritage items located within the study area surrounding the Sydney Olympic Park metro station study area. The heritage curtilages of these listed heritage items are illustrated on the following Figure 32.

Table 37: Heritage items within Sydney Olympic Park metro station study area

Heritage item	Register listings	Address	Significance	Relationship to the site
State Abattoirs ⁵⁶	State Environmental Planning Policy (State Significant Precincts) 2005 Listing No. A; Sydney Regional Environmental Plan No 24 – Homebush Bay Area Item No. 1	Showground Road, Sydney Olympic Park, NSW 2127	State	Adjacent to the site and within the buffer zone

⁵⁶ The State Abattoirs are listed as State significant on the State Environmental Planning Policy (SEPP) and the Sydney Regional Environmental Plan (SREP), however, the item is not listed on the State Heritage Register (SHR).



**Sydney Olympic Park Metro
Station - Heritage Items**
21101 Metro West Stage 3
LGA: City of Parramatta

SCALE 1:3,600
SIZE A4
DATE 20/10/2021

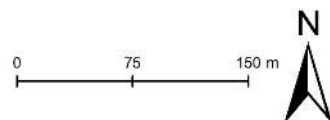


Figure 32: Sydney Olympic Park metro station study area heritage items map

7.4.2 Significance and impact assessments for individual items

The following heritage impact assessment (Table 38) outlines the associated heritage listings and significance for the item. The historical background for the item was provided in detail (Section 6.6) as part of Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and is footnoted accordingly below. Impact assessments are for items affected by this proposal only.

7.4.2.1 State Abattoirs

Table 38: State Abattoirs heritage impact assessment

State Abattoirs ⁵⁷	
Heritage listing/s	State Environmental Planning Policy (State Significant Precincts) 2005 Listing No. A; Sydney Regional Environmental Plan No 24 – Homebush Bay Area Item No. 1
Significance	State ⁵⁸
Description	<p><i>The State Abattoirs were developed between 1913 and 1988. Significant remnant elements within the former abattoir site include a collection of five distinctive Federation style buildings designed by Government Architect Walter Liberty Vernon, set within attractive landscaped gardens that were designed by Government Botanist and Director of Sydney Botanic Gardens Joseph Maiden.</i></p> <p><i>The buildings are constructed using face brickwork with terracotta tiled hipped roofs, with varying decorative features including sandstone and/or brick banding, roughcast render, chimneys, timber-framed windows and panelled timber doors. Several of the buildings feature large verandahs.</i></p> <p><i>Of particular relevance to this assessment is the former State Abattoirs gatehouse. The gatehouse structure is a small single storey face brick building with hipped terracotta shingled roof. The structure comprises a dressed sandstone plinth and banding, verandah with boarded ceilings, a central chimney, and a c1950s northern extension with skillion roof. Significant landscape elements around the gatehouse include a gate post and wall on the eastern side of Showground Road, garden beds and palm grove associated with the adjacent carriage loop, and several pieces of agricultural themed timber furniture.</i></p> <p><i>The State Abattoirs heritage item also includes an avenue of Canary Island Date Palms that are located along the eastern side of Showground Road to the intersection at Grand Parade. These palms are an important element in the State Abattoir landscaping, dating to the early twentieth century</i></p>
Statement of Significance	<p><i>The Abattoir Heritage Precinct at Sydney Olympic Park is of State significance as a rare, intact and extant component of the Homebush State Abattoirs, dating from 1913-1988. The State Abattoirs was Australia's largest and most modern abattoir during this period, responsible for the centralised control of meat slaughtering, sale and distribution in Sydney. The Precinct became an integral part of the activities during the Sydney 2000 Olympic and Paralympic Games.</i></p> <p><i>The complex has local significance for its historical associations with D'Arcy and William Charles Wentworth, Government Architect Walter Liberty Vernon who designed the buildings and Joseph Maiden, Director of Sydney Botanic Gardens and Government Botanist who designed the gardens. The Precinct is also significant for its association with the Sydney 2000 Olympic and Paralympic Games.</i></p> <p><i>The site has aesthetic significance at a local level as an attractive group of Federation era buildings within landscaped gardens and lawns and as a historic landmark within a contemporary urban landscape. The buildings are representative examples of Federation period architecture, set within a good example of Federation period landscaping, with many elements, materials, plants, layout and details typical of this period.</i></p>
Heritage impact assessment	Direct impact: The heritage curtilage of the item extends south towards the northern boundary of the Sydney Olympic Park metro station construction site. No construction work would be located within the heritage curtilage of the item, however a new taxi zone is proposed on the northern side of Herb Elliot Avenue directly adjacent to the heritage

⁵⁷ Artefact Heritage, 2020 pgs. 178 - 181

⁵⁸ The State Abattoirs are listed as State significant on the State Environmental Planning Policy (SEPP) and the Sydney Regional Environmental Plan (SREP), however, the item is not listed on the State Heritage Register (SHR).

State Abattoirs ⁵⁷	
	<p>significant Gatehouse and a new zebra pedestrian crossing would be provided across Herb Elliott Avenue. The construction of this taxi zone and pedestrian crossing would be located within the heritage curtilage but also within the existing road corridor where there is existing car parking. As such, no physical elements of significant structures or landscaping of the State Abattoir would be modified by this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Buildings forming part of this heritage item are located directly across Herb Elliott Avenue. Construction of the Sydney Olympic Park metro station and associated services infrastructure (the more vibration intensive construction activities) would occur about 30 metres away from the item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site hoarding and site offices as well as tall construction equipment and machinery and plant would be situated at the Sydney Olympic Park metro station construction site located within 25 metres of the heritage significant gatehouse building and would be clearly visible. The aesthetic significance of the item is associated with its landscaped gardens and Federation building design. While the Sydney Olympic Park metro station construction site would be in close proximity to these elements, they would not overshadow or obstruct views of that space.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The northern station entry and services building would be around 18m high and located directly across Herb Elliott Avenue from the item. This new construction would be relatively consistent with an existing multi-storey commercial building situation to the west of the construction site, and the additional new structure would not result in overshadowing of the significant elements of the State Abattoir item.</p> <p>The construction of a new taxi zone and pedestrian crossing on Herb Elliott Avenue in front of the Gatehouse building would not obstruct views of that building nor of the landscaping that surrounds it and would be located within the road corridor currently used for car parking. Overall, these works would result in negligible indirect (visual) impacts to the heritage significance of the item.</p> <p>Permanent indirect (visual) impact: Negligible</p>

7.4.3 Assessment against conservation management policies

7.4.3.1 State Abattoirs

The conservation policies provided in the Conservation Management Plan (CMP) prepared for the Abattoir Heritage Precinct have been reviewed. Policies provided in the CMP relevant to assessing the impacts of this proposal have been extracted and provided below for reference.

Table 39: Relevant conservation policies – Abattoir Heritage Precinct Conservation Management Plan⁵⁹

Policy	Assessment of impacts against recommendations
7	<p><i>Though the setting of the precinct does not contribute particularly to its significance, assess the impact of any near-by large-scale development upon the heritage significance of the site.</i></p> <p>As identified in the above policy, the setting is not considered to contribute to the significance of the item and is graded as being of 'low/neutral' significance in the CMP. The proposed station buildings south of the item would not obstruct or overshadow views towards the item and is consistent with the surrounding modern development and the visual setting of the item within the overall precinct. As such, there would be no direct (physical) or indirect (visual) impacts to the item.</p>
8	<p><i>Any proposed new large-scale development in the vicinity should not overshadow the open spaces in the Abattoir Heritage Precinct.</i></p>

⁵⁹ Graham Brooks and Associates Pty Ltd, 2003. 'Abattoir Heritage Precinct, Sydney Olympic Park: Conservation Management Plan'

Policy	Assessment of impacts against recommendations
	This proposal would introduce new structures to the south of the item. The closest building would be around 18m high. Subject to design development, the proposed siting of this building, including setbacks from the surrounding streetscape have avoided potential overshadowing impacts. In addition, the proposed introduction of new public domain spaces to the west and east of the station building would enhance the open spaces in the vicinity of the item. As such, this proposal would not result in any adverse impacts to the item.

7.4.4 Overview of heritage impacts

Table 40 provides an overview of the proposed heritage impacts associated with Sydney Olympic Park metro station site.

Table 40: Heritage impacts for Sydney Olympic Park metro station construction site

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impacts	Permanent indirect (visual) impacts
State Abattoirs	State Environmental Planning Policy 2005 Listing No. A	State	Neutral	Neutral	Negligible	Negligible

7.5 Non – Aboriginal archaeological impact assessment

This proposal includes an area of additional footprint that was not identified as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). No non-Aboriginal archaeological remains were predicted in this area and the additional footprint area would not be subject to excavation as part of this proposal. There is no further non-Aboriginal archaeological assessment required for this site.

8.0 NORTH STRATHFIELD METRO STATION

8.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts that would result from the proposed works within the North Strathfield metro station site. The construction site for this proposal has been expanded from that presented in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) to include work to surrounding streets as well as the current North Strathfield Station and rail corridor. These areas are visible within Figure 5 above.

As this proposal includes an expansion of the construction site in this location, historical, environmental and archaeological assessments (Sections 5.0, 6.0 and 7.0) have been excerpted and expanded from Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are provided in the subsections below.⁶⁰

8.2 Study area

8.2.1 Surrounding setting

The North Strathfield metro station site is alongside the existing North Strathfield Station to the west that is serviced by the T9 Northern Line. The existing environment comprises an open setting located between early 20th century commercial and residential structures of mixed single to three storey developments to the east and the existing rail corridor to the west. A freight line track is located west of the site below ground level, beneath the existing track surface. North Strathfield Station is partly surrounded by a variety of trees and landscaping along the western side of Queen Street, including the heritage listed Street Trees (Canada Bay LEP Item #I397). The eastern side of Queen Street is generally composed of low density single-story residential dwellings and two storey commercial buildings.

The North Strathfield Station Transport Access Program upgrade completed in late 2019 included the introduction of lifts and modifications to the existing overbridge and nearby garden beds.

There is **one** heritage item located within the North Strathfield metro station site and **one** heritage item located within the buffer zone for the site.



Figure 33: View west towards northern rail yard, including parking area and embankment



Figure 34: View north showing asphalted surface within rail yard at North Strathfield Station

⁶⁰ Artefact April 2020, pp. 85 – 89; 183 – 190; 292 – 293.



Figure 35: View of freight line underpass within existing rail corridor at North Strathfield Station



Figure 36: View southeast to main station platform building at North Strathfield Station

8.2.2 Baseline environment

As part of the work carried out under the previous Sydney Metro West planning application, all landscape along the western boundary of Queen Street within the North Strathfield metro station construction site would be removed and the site excavated. During these works, temporary structures would be placed within the construction site and to the south of the station box location to facilitate construction and excavation work. The northern portion of the Queen Street fan garden will be removed as part of work carried out under the previous Sydney Metro West planning application. Protection measures provided for the North Strathfield Station platform building would be retained or reinstated for this proposal.

Any areas of archaeological potential within the North Strathfield metro station construction site identified as part of the previous Sydney Metro West planning application would be managed in accordance with the relevant conditions of approval.

8.3 Proposed works

The proposed work for the North Strathfield metro station study area (Figure 37 and Figure 38) include work inside and outside of the North Strathfield metro station construction site for the previous Sydney Metro West planning application, including work within the existing rail corridor and at the existing North Strathfield Station (which is an item of local heritage significance listed on the TAHE s170 heritage register).

8.3.1 Construction works

Construction activities at the North Strathfield metro station site (Figure 37) for this proposal would include:

- enabling and site establishment work, including installation or retention of protection around heritage structures for North Strathfield Station
- relocation of utilities, including:
 - fibre optic cable relocation works within the rail corridor between Rhodes Station to the north and Strathfield Station to the south
 - signals and communication routes at Platform 3
 - overhead wiring structures

- access to and use of the existing rail corridor between Rhodes Station to the north and Strathfield Station to the south to support work within the rail corridor
- construction and fit-out of a new footbridge (to the north of the existing footbridge) to enable integration of this proposal with the existing Sydney Trains suburban network and to provide access to the existing station and the North Strathfield metro station from the west of the rail corridor. This would include modifications such as localised widening of Platform 3
- station construction and construction of built elements for non-station uses, including fit-out and tie-in work to the area at the existing aerial footbridge on the eastern side of the rail corridor
- the existing aerial footbridge that connects Queen Street, the Sydney Trains station platforms, and the public footpath access to the west of the station (between Pomeroy Street and Hamilton Street East), may require upgrades including the potential widening of the footbridge to provide improved interchange capacity (to be further investigated during design development and subject to stakeholder consultation)
- construction of station precinct and interchange facilities
- finishing work, testing and commissioning.

8.3.2 Operations

Operation of this proposal (Figure 38) for the North Strathfield metro station would include:

- permanent aboveground infrastructure (new footbridge over the existing station, station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements would form part of the operational station precinct
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for the North Strathfield metro station are provided in Chapter 10 of the Environmental Impact Statement.

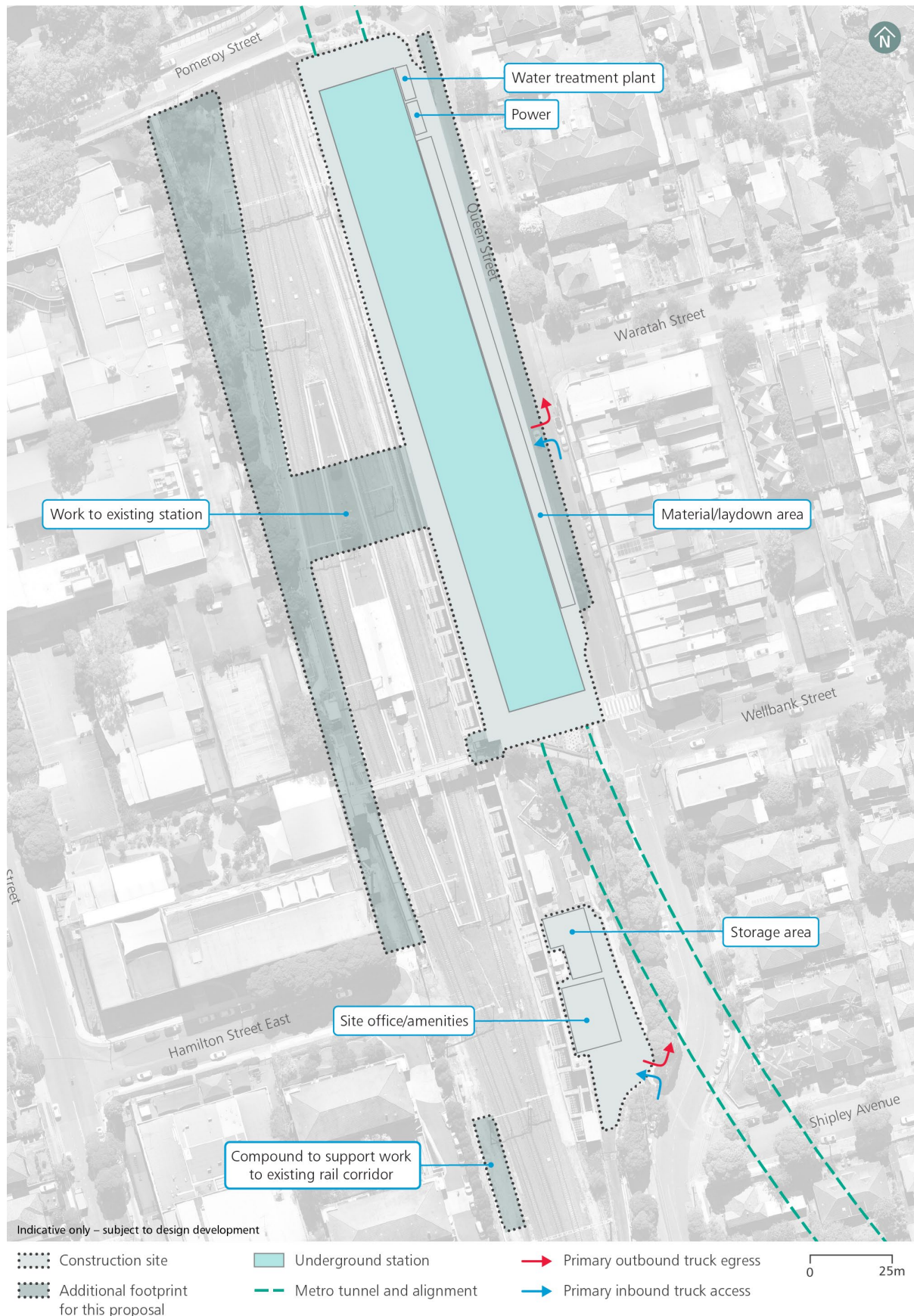


Figure 37: North Strathfield metro station indicative layout (construction)

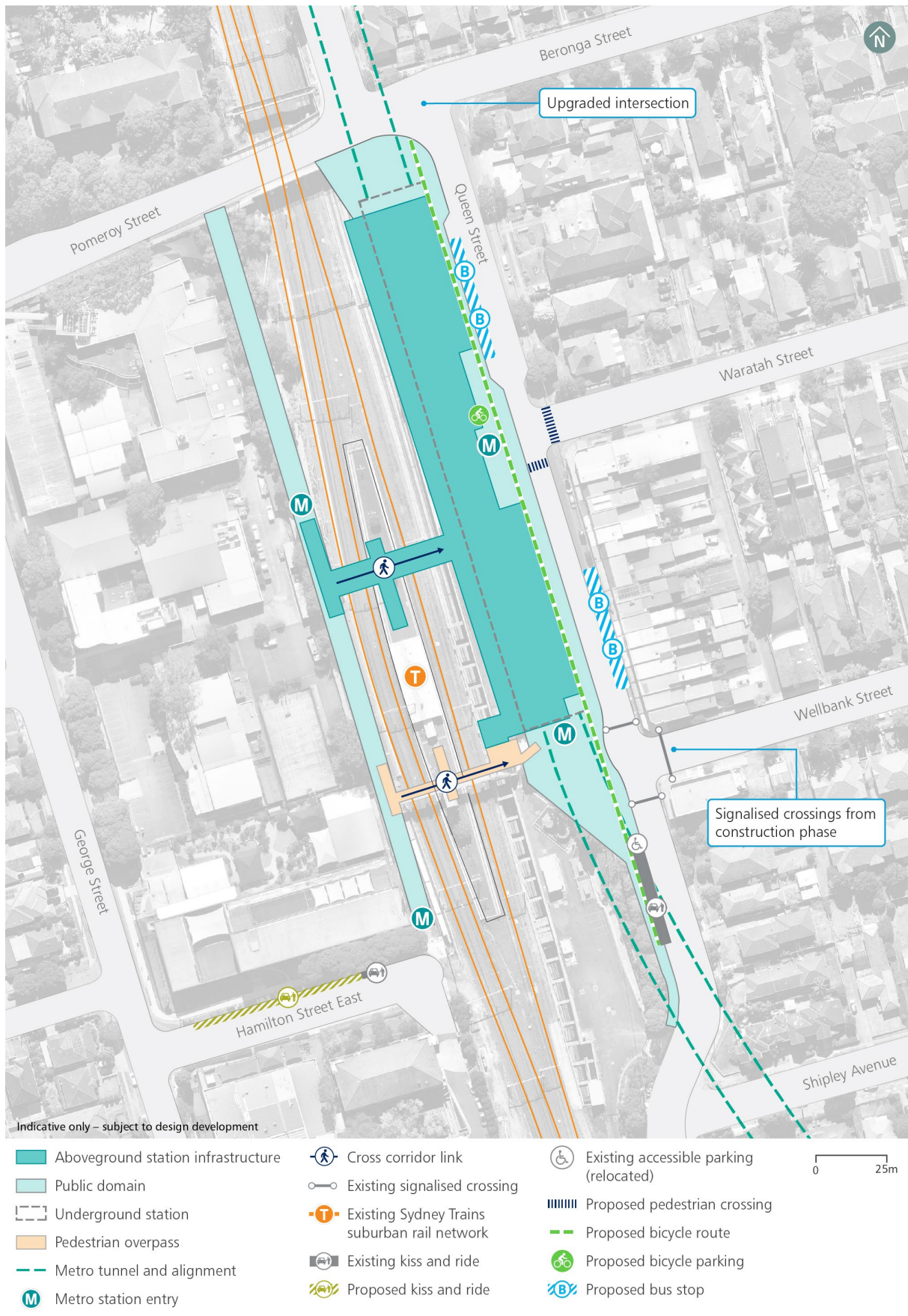


Figure 38: North Strathfield metro station indicative layout (operation)

8.4 Built heritage impact assessment

8.4.1 Summary of heritage listed items

Table 41 provides a summary of the listed heritage items located within the study area surrounding North Strathfield metro station study area. The heritage curtilages of these listed heritage items are illustrated on the following Figure 39.

Table 41: Heritage items within North Strathfield metro station site

Heritage item	Register listings	Address	Significance	Relationship to the site
Street Trees (adjacent to North Strathfield Railway Station)	Canada Bay LEP Item No. I397	Queen Street, North Strathfield, NSW 2137	Local	Directly adjacent to the site and within the buffer zone
North Strathfield Railway Station Group	Railcorp's 170 4801029	Queen Street, North Strathfield, NSW 2137	Local	Within the site



Figure 39: North Strathfield metro station site heritage items map

8.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 42 to Table 43) provide the associated heritage listings and significance for each item. The historical background for the item was provided in detail (Section 6.7) as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

8.4.2.1 Street Trees (adjacent to North Strathfield Railway Station)

Table 42: Street Trees (adjacent to North Strathfield Railway Station) heritage impact assessment

Street Trees (adjacent to North Strathfield Railway Station) ⁶¹	
Heritage listing/s	Canada Bay LEP Item No. I397
Significance	Local
Description	<i>The Street Trees heritage item comprises a row of mature Brush Box trees that are located along the western side of Queen Street, fronting North Strathfield Station. The Brush Box trees were planted around the 1940s.</i>
Statement of Significance	<i>The Street Trees are characteristic street planting of a row of Brush Box from c1940s forming a significant element within the streetscape.</i>
Heritage impact assessment	<p>Direct impact: To the east of the heritage item this proposal includes the extension of the existing kiss and ride parking along Queen Street. This proposal also includes the ongoing use of a construction site located within the rail corridor to the west of this item. These works would be located outside the heritage curtilage of the item and as such, would not result in any adverse direct (physical) impacts.</p> <p>Construction of the North Strathfield metro station and alterations to the North Strathfield Railway Station would be located further north and northwest of the item and as such would not result in any adverse direct (physical) impacts.</p> <p>Public domain works would be located on the western side of Queen Street and would be located within the heritage curtilage of this item. These works would preserve the trees which are present and would be restricted to modifications to the existing footpaths and street kerbs.</p> <p>Direct impact: Negligible</p> <p>Settlement and vibration: Construction of the North Strathfield metro station and associated services infrastructure (the more vibration intensive construction activities) would occur about 20 metres away from the item. The street trees are not anticipated to be physically affected by vibration levels from the surrounding construction works which are below the cosmetic damage screening criteria.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Temporary structures and hoarding located within the North Strathfield metro station construction site would not obstruct or overshadow views towards the item from their locations within the south eastern portion of the construction site. The proposed construction works would not involve modifications to the streetscape in the vicinity of the significant trees there would therefore be negligible temporary indirect (visual) impacts.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The proposed extension of the kiss and ride parking would be located within the current roadway and in an area where existing short-term and disabled parking exists. This would not alter the visual setting of the streetscape and would not impact the significance of the heritage item.</p> <p>Permanent indirect (visual) impact: Negligible</p>

⁶¹ Artefact Heritage 2020 pg. 188

8.4.2.2 North Strathfield Railway Station Group

Table 43: North Strathfield Railway Station Group heritage impact assessment

North Strathfield Railway Station Group ⁶²	
Heritage listing/s	TAHE s170 SHI# 4801029
Significance	Local
Description	<i>North Strathfield Station was developed from 1918 onwards. The station building is a single-storey brick structure with corrugated iron roof, featuring corrugated metal awnings on curved cast iron brackets, four-panelled doors, coloured glass, fanlights and several double-hung sash windows. The station island platforms are constructed with curving face-brick and feature a modern asphalt surface, furniture, bins, and fencing. The station footbridge, constructed c1990, is built with reinforced concrete. Contributing landscaping features within the station complex include the landscaped park/ ornamental garden fronting Queen Street, which includes pathways, garden furniture, small shrubbery and two rows of Brush Box.</i>
Statement of Significance	<p><i>North Strathfield Railway Station has a local heritage significance as the establishment of the station in 1918 encouraged the rapid subdivision and development of the area, particularly to the east of the train line. The station is a highly intact, good example of the standard type railway station that was installed along the Short North line during the late nineteenth and twentieth centuries. The station building contains some significant internal early fabric including a pair of ticket windows with original timber architraves and copper coin trays which are rare as the only known examples of their type extant on the Short North line.</i></p> <p><i>The fan-shaped garden and pathways fronting the Queen Street entrance, and double row of Box Brush trees also along Queen Street, date to the establishment of the station. The form and layout of the garden and tree plantings are also highly intact and area good example of station landscape in the early twentieth century. The landscape also contributes to the overall context setting of the station.</i></p>
Heritage impact assessment	<p>Direct impact: This proposal would introduce a new footbridge to the north of the existing North Strathfield station platform building, which would extend over the rail corridor and provide interchange between the Sydney Metro and Sydney Trains stations and pedestrian access to the western side of the rail corridor.</p> <p>The proposed footbridge would require new footings, landings and lift shafts within the station curtilage. These works would involve excavation into the platform but would not involve excavation or removal of the existing brick platform coping, which is graded of high heritage value to the significance of the station overall⁶³. Areas of piling installation would be installed through sub-platform fill material and would not impact significant fabric.</p> <p>Works would not involve any modification to the station platform building, an element of high value to the heritage significance of the station overall.</p> <p>The northern portion of the fan garden on the eastern side of the existing station would have been removed as part of work carried out under the previous Sydney Metro West planning application. Under this proposal, the remaining (southern) portion of the fan garden would also be removed. The gardens are significant for the item due to their preserved layout demonstrative of early twentieth century landscaping, however the symmetry and form of the garden would have already been impacted by construction work under the previous Sydney Metro West planning application. The removal of the remainder of the garden would complete the removal of this former entry garden. Although the fan garden is significant, and this proposal would complete its removal, given other high heritage value elements are being retained (existing brick platform coping and station platform building) overall, the direct impact to this item as a result of this proposal is considered minor.</p> <p>Direct impact: Minor</p> <p>Settlement and vibration impacts: This proposal includes the installation of the footbridge connecting the proposed North Strathfield metro station with the existing North Strathfield Station. This work would be the closest source of construction vibration to this item and vibration levels are not anticipated to exceed the cosmetic damage screening criteria.</p> <p>Settlement and vibration impacts: Neutral</p>

⁶² Artefact Heritage 2020 pgs. 189 - 190

⁶³ Extent Heritage 2018. *North Strathfield Railway Station Accessibility Upgrade – Statement of Heritage Impact*. Report prepared for WSP Australia, p. 27

North Strathfield Railway Station Group ⁶²	
	<p>Temporary indirect (visual) impact: Temporary hoarding and construction equipment within the construction site at the heritage item, as well as protective hoarding, would largely obscure the station platform building and plant and equipment would result in temporary overshadowing of the structure during construction.</p> <p>Temporary indirect (visual) impact: Moderate</p> <p>Permanent indirect (visual) impact: The proposed North Strathfield metro station footbridge would introduce a new structure that would cross over the railway line and would be of substantial size and bulk. This would remove view lines toward the significant station building and platform coping from Pomeroy Street but would reinstate this view line closer to the structure along the alignment of the new footbridge.</p> <p>The proposed Queen Street entrance to the North Strathfield metro station would be two to three storeys in elevation and would be situated approximately 30 metres northeast of the station platform building. While this new structure would obscure current view lines from Queen Street toward the platform station building, this area is currently not publicly accessible and the proposed route for metro to existing rail interchange would provide a larger viewing area to the east of the existing railway corridor to see the station platform building side-on.</p> <p>While the station platform building would be framed on three sides by modern buildings (north - proposed footbridge; east - proposed Queen Street metro station entrance; and south - existing modern station footbridge and lifts), the aesthetic significance of the station is associated with the exemplar of the early 20th century Type 11 form of the station building and the integrity of some of its original elements (former booking office windows and internal fabric). While the setting of the existing station building would be altered, clear sight-lines towards the heritage significant details of the station building would remain.</p> <p>The removal of the remaining southern portion of the fan garden along Queen Street would impact the visual setting of the item along this vantage point, resulting in the complete removal of a significant element within the heritage curtilage. However, the proposed public domain and landscaping within this area would reduce the overall visual impacts associated with the removal of the fan gardens.</p> <p>Permanent indirect (visual) impact: Moderate</p>

8.4.3 Overview of heritage impacts

The following Table 44 provides an overview of the proposed heritage impacts associated with North Strathfield metro station construction site.

Table 44: Heritage impacts for North Strathfield metro station construction site

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impacts	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Street Trees (adjacent to North Strathfield Railway Station)	Canada Bay LEP Item No. I397	Local	Negligible	Neutral	Negligible	Negligible
North Strathfield Railway Station Group	TAHE s70 SHI# 4801029	Local	Minor	Neutral	Moderate	Moderate

8.5 Non – Aboriginal archaeological impact assessment

8.5.1 Introduction

Work required as part of this proposal at the North Strathfield metro station construction site includes areas of additional footprint that were not identified as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). These additional footprint areas include the following:

- The inclusion of the western platform (Platform 3), walkway and reserved land adjacent to the rail reserve, within the heritage curtilage of North Strathfield Station
- An area of ground located on the western side of the rail line to the south of North Strathfield Station.

The non-Aboriginal archaeological assessment prepared for the North Strathfield metro station construction site as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) provided a detailed history, land-use discussion and assessment of archaeological remains⁶⁴.

Additional footprint areas that form part of this proposal are consistent with the historical and archaeological assessment previously prepared as these areas are almost wholly located within the rail corridor (where no archaeological remains have been predicted) or North Strathfield Station (where archaeological remains are not anticipated prior to 1918).

8.5.2 Former Platform 3 booking office

Historic plans (Figure 40) and aerial imagery (Figure 41) of North Strathfield Station identify a Platform 3 building (including former booking office and waiting room) which was constructed in 1928. The building was constructed of timber weatherboard with an extended platform awning. This building was demolished in 1970s and it is assumed that with the removal of the above-ground portions of the structure, only brick footings would be likely to be preserved below ground.

Archaeological remains relating to the former booking office would likely consist of brick or concrete footings and it is unlikely artefactual remains would be associated with these structural deposits. Construction of the services now present on Platform 3 would have likely impacted any structural elements of these remains.

While intact remains of the booking office would demonstrate the former location and structure of the booking office and waiting room, buildings of this type from the 1920s are not considered rare or unique and with the likely absence of artefactual deposits in association with any structural remnants, would not provide a unique or rare research resource. Archaeological remains related to the former booking office would not reach the threshold for local heritage significance.

⁶⁴ Artefact April 2020, pp. 292 – 293

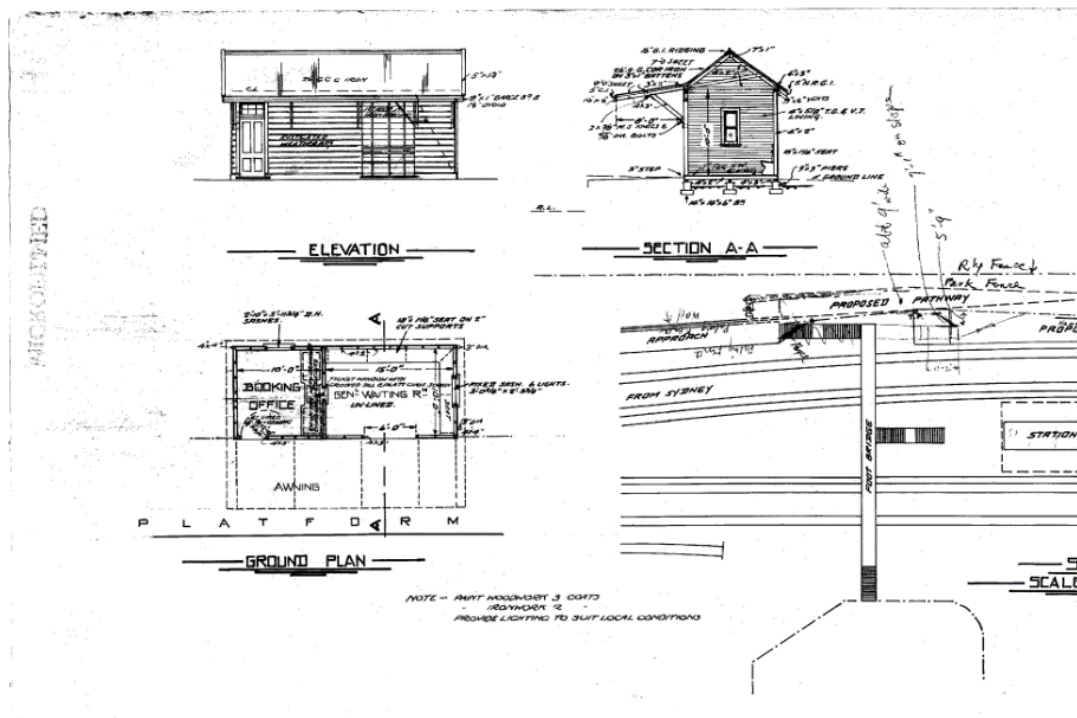


Figure 40: Building diagram for former North Strathfield Platform 3 booking office (Source Sydney Trains Plan Room)

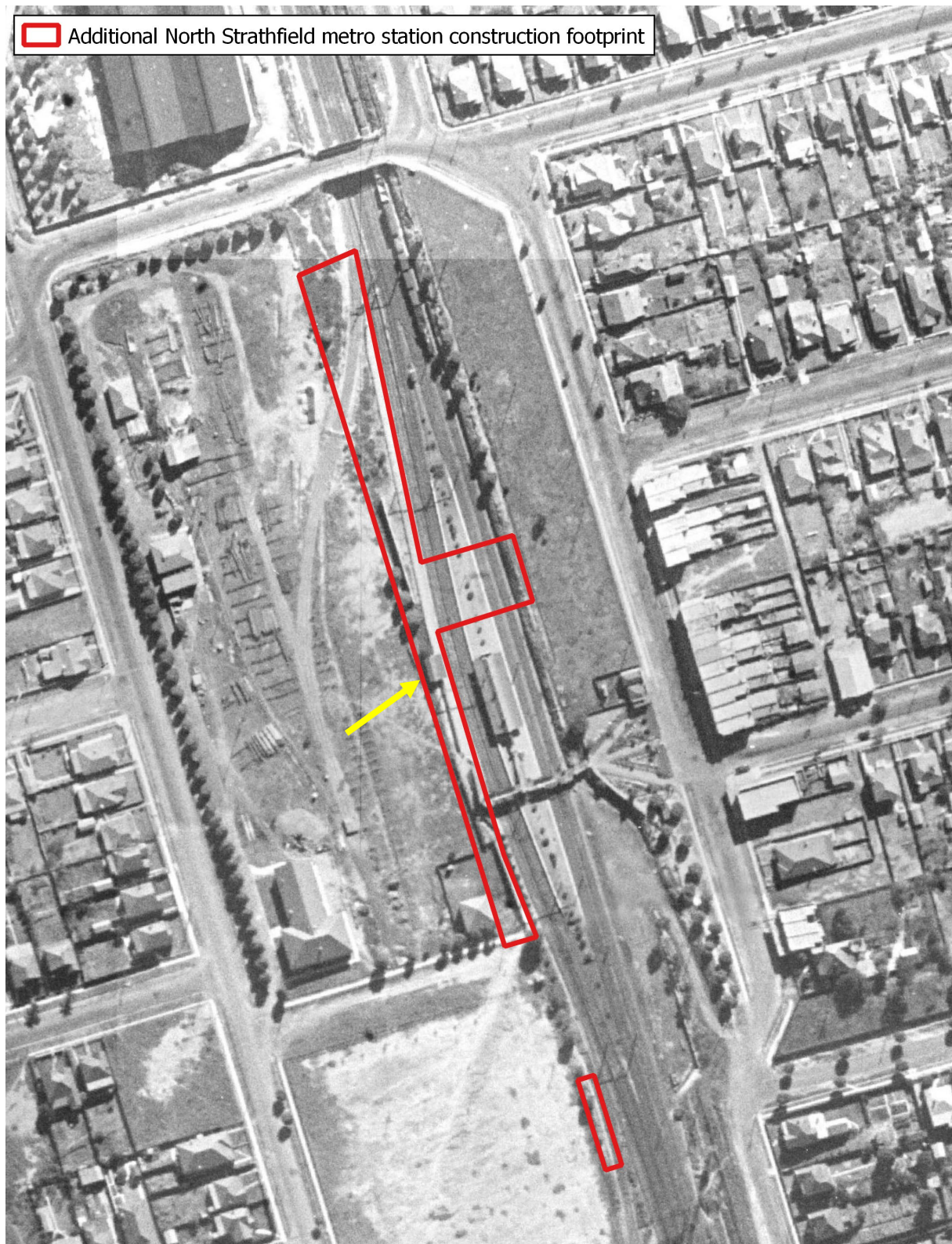


Figure 41: 1943 historical aerial image showing additional North Strathfield construction footprint. Former platform 3 booking office indicated with yellow arrow.

8.5.3 Archaeological impact assessment

Significant archaeological remains are not predicted within additional footprint areas for the North Strathfield metro station construction site. As such construction activities that would result in further ground disturbance as part of this proposal would not result in any impacts to significant archaeological remains.

8.5.4 Mitigation and management measures

This archaeological assessment has concluded that there is no potential for significant archaeological remains within the North Strathfield metro station construction site. Ground disturbing works at the North Strathfield metro station construction site would adhere to Sydney Metro's Unexpected Heritage Finds Procedure.

9.0 BURWOOD NORTH STATION

9.1 Introduction

This section provides an assessment of potential built heritage impacts for this proposal within the Burwood North Station study area. The proposed construction site is consistent with the construction site assessed and approved as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). No new heritage items have been identified within or surrounding the study area.

As all excavation works within the construction site would be carried out under the previous Sydney Metro West planning application, no further non – Aboriginal archaeological assessment of the Burwood North Station study area would be required for this proposal.

The historical, environmental and archaeological assessments for the study area (Sections 5.0, 6.0 and 7.0) were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.⁶⁵

9.2 Study area

9.2.1 Surrounding setting

There are two distinct construction sites at this location, one north, and one south of Parramatta Road. The northern site fronts Parramatta Road between Burwood Road and Loftus Street, Concord, with a portion extending to Burton Street; the southern site is on the south-eastern corner of Parramatta Road and Burwood Road.

Northern site

The urban context surrounding the northern site comprises a combination of low to medium density early to mid-20th century commercial development alongside Parramatta Road and Burwood Road; low density mid to late-20th century suburban residential development along Burton Street to the north; and low density mid to late-20th century residential and commercial development along Loftus Street. The northern site is in the vicinity of the historic and heritage listed St Luke's Anglican Church (Canada Bay LEP Item # I40); and St Luke's Park (Canada Bay LEP Item #I308), also known as Concord Oval.

Southern site

The southern site comprises a corner block bounded by Parramatta Road, Burwood Road and Esher Lane, with low density early to mid-twentieth century commercial development that is one and two-storeys in height within the surrounding streetscape. The southern site is in the vicinity of the historic and heritage listed Bath Arms Hotel (Burwood LEP Item #I94).

No heritage items are located within or adjacent to the Burwood North Station construction site.

Three heritage items are located within the buffer zone.

9.2.2 Baseline environment

All areas within the proposed construction sites for the previous Sydney Metro West planning application, would be cleared of all existing structures, the tunnels would have been constructed and

⁶⁵ Artefact April 2020, pp. 91 – 95; 191 – 206; 294 - 298.

the station box excavated. Temporary structures established and plant and equipment required from work carried out under the previous Sydney Metro West planning application would be removed. Hardstand already established at the site, site hoarding and infrastructure to secure the site would remain.

9.3 Proposed works

The proposed works for the Burwood North Station (Figure 42 and Figure 43) would be within the Burwood North Station construction sites for the previous Sydney Metro West planning application.

9.3.1 Construction works

Construction work for the Burwood North Station (Figure 42) under this proposal include:

- enabling and site establishment work, including installation of an acoustic shed (or other acoustic measures) over the rail systems fit-out shaft at the western end of the Burwood North northern construction site
- station construction and construction of structures for non-station uses, including fit-out of an underground pedestrian link below Parramatta Road providing a permanent connection between two station entrances to the north and south of Parramatta Road
- construction of station precinct and interchange facilities, including provisioning for adjacent station development
- access for tunnel fit-out and rail systems work
- finishing work, testing and commissioning.

9.3.2 Operations

Operation of this proposal (Figure 43) for Burwood North Station would include:

- permanent aboveground infrastructure and public domain and transport integration elements would form part of the operational station precinct
- the structural elements for the space for non-station uses (fit-out and use of these spaces would be subject to separate approval, where required), including structures:
 - between the northern station entry and services building to about the same height as the services building
 - above the southern station entry (about six to seven storeys)
 - connected to the south of the northern entry to about the same height as the services building.
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for Burwood North Station are provided in Chapter 11 of the Environmental Impact Statement.

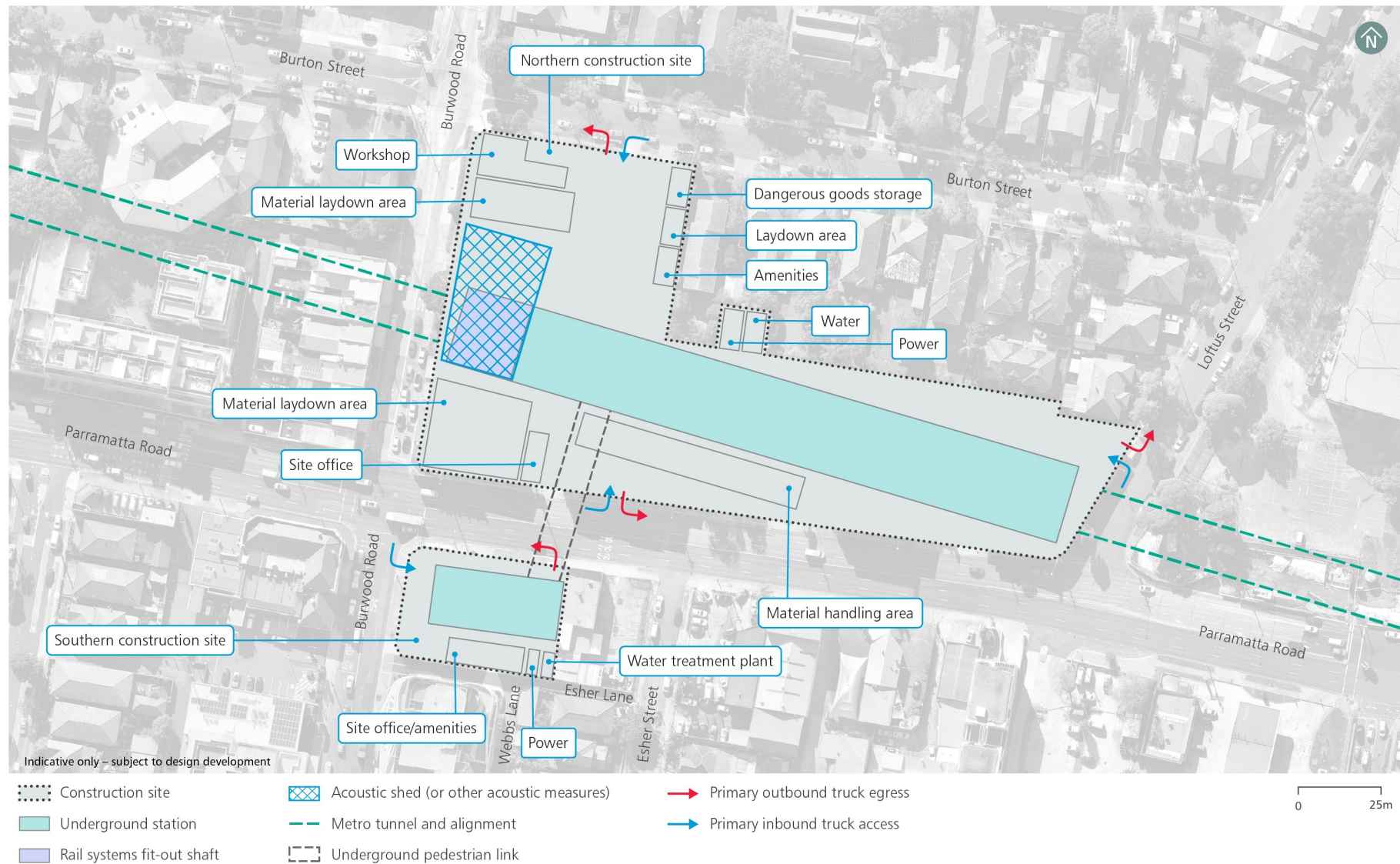


Figure 42: Burwood North metro station indicative layout (construction)



Figure 43: Burwood North metro station indicative layout (operation)

9.4 Built heritage impact assessment

9.4.1 Summary of heritage listed items

Table 45 provides a summary of the listed heritage items located within the study area surrounding Burwood North Station site. The heritage curtilages of these listed heritage items are illustrated on the following Figure 44.

Table 45: Heritage items within Burwood North Station study area

Heritage item	Register listings	Address	Significance	Relationship to the site
St Luke's Park gateway / entrance – gates and trees only	Canada Bay LEP Item No. I308	Loftus Street, Concord, NSW 2137	Local	Partially within buffer zone; 20 metres east of the northern site
St Luke's Anglican Church and grounds	Canada Bay LEP Item No. I40	19 Burton Street, Concord, NSW 2137	Local	Partially within buffer zone; 20 metres north of the northern site
Bath Arms Hotel	Burwood LEP Item No. I94	352-354 Parramatta Road, Burwood, NSW 2134	Local	Partially within buffer zone; 20 metres west of the southern site

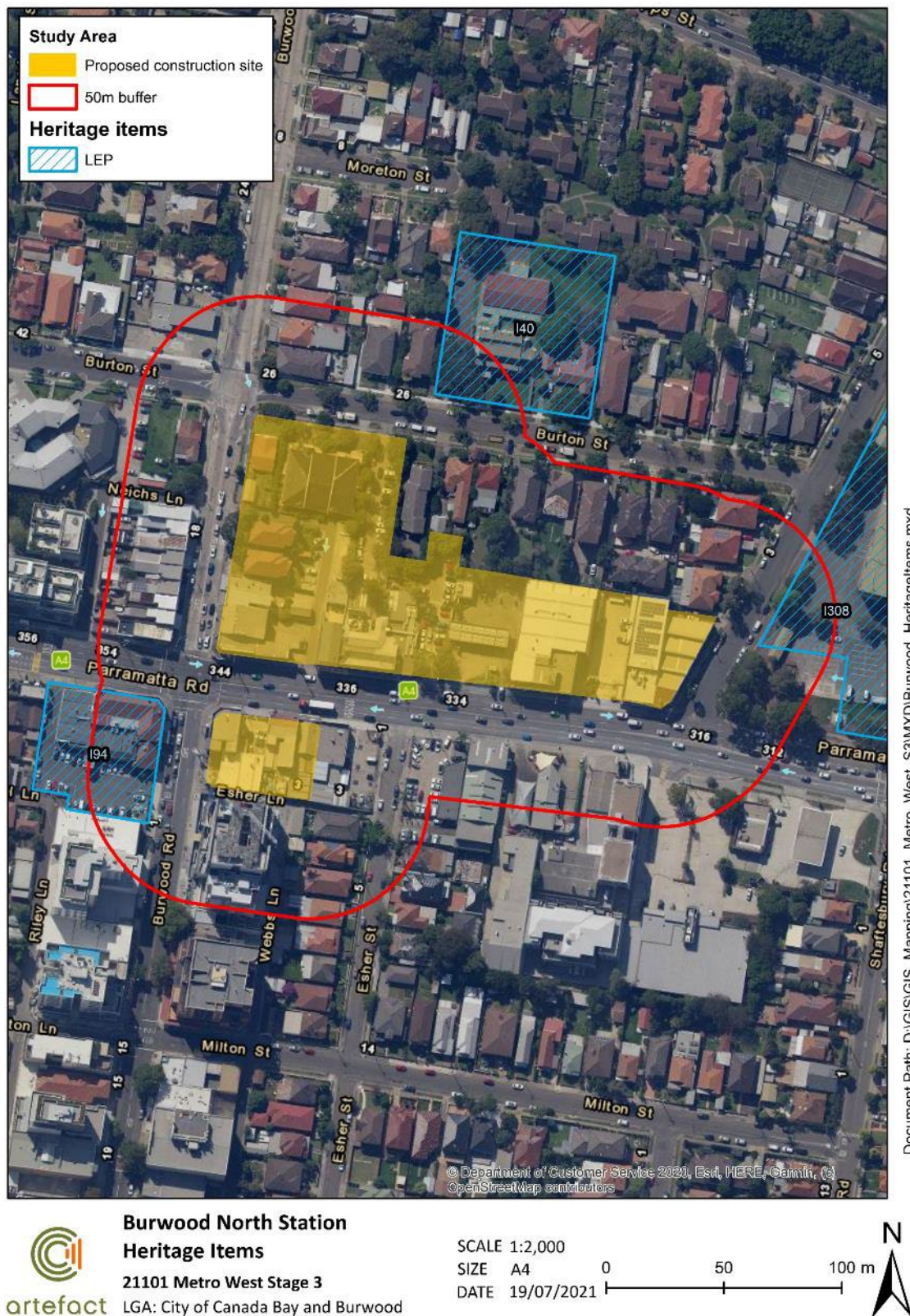


Figure 44: Burwood North Station site heritage items map

9.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 46 to Table 48) provide the associated heritage listings and significance for each item. Historical backgrounds for each item were provided in detail (Section 6.8) as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

9.4.2.1 St Luke's Park gateway / entrance – gates and trees only

Table 46: St Luke's Park gateway / entrance – gates and trees only heritage impact assessment

St Luke's Park gateway / entrance – gates and trees only⁶⁶	
Heritage listing/s	Canada Bay LEP Item No. I308
Significance	Local
Description	<i>The St Luke's Park entrance gates were first erected in 1913, being reconstructed in 1932 using rendered masonry and inscribed with 'concord Oval by B.S.B Stevens Premier of NSW'. The gates are flanked by five mature fig trees in an historic row planation. The species include Morton Bay Fig (c1890s to 1900s) and Brush Box trees (c1930s). In addition, a row of Broadleaf Paperbarks are located along the northern boundary and two mature Camphor Laurels are located along the Parramatta Road verge.</i>
Statement of Significance	<i>St Luke's Park Entrance and row of five mature fig trees from 1890-1920 period form a notable element within the streetscape. The entry gates are an important memorial to former Major of Concord, Daniel Zoeller. In addition, the site is known for the Longbottom Stockade and potential Aboriginal archaeological heritage.</i>
Heritage impact assessment	<p>Direct impacts: The western boundary of the item's heritage curtilage is located over 20 metres east of the Burwood North northern construction site. This proposal would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impacts: Neutral</p> <p>Settlement and vibration: Vibration levels from the proposed construction activities are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Temporary structures, hoarding and plant located within the Burwood North northern construction site would be located about 100 metres to the west of the heritage significant elements of this item (park entrance gates, significant plantings) and would not obstruct or overshadow views of these significant elements.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The proposed station services building and other above-ground infrastructure at the Burwood North northern site would be located to the west of the item. The station services building would be around four to five storeys high and located on the corner of Parramatta Road and Loftus Street. While this would be a prominent new structure in the predominantly single-storey urban context of the area, this new building would not obstruct or overshadow views of the significant elements of the heritage item (entrance gates and plantings on Loftus Street and Parramatta Road), nor would the setting of those significant elements be impacted.</p> <p>Permanent indirect (visual) impact: Negligible</p>

⁶⁶ Artefact Heritage, 2020 pg. 197

9.4.2.2 St Luke's Anglican Church and grounds

Table 47: St Luke's Anglican Church and grounds heritage impact assessment

St Luke's Anglican Church and grounds ⁶⁷	
Heritage listing/s	Canada Bay LEP Item No. 140
Significance	Local
Description	<i>The St Luke's Anglican Church was constructed in the Gothic style between 1859 and 1861. Constructed of rendered brickwork, the church comprises a steep pitched slate roof. Other features of the church include lancet windows with gables and decorative finials, decorative stone quoins, stone window sills, a belfry above the western wall apex and two entryways. The church grounds include a former rectory, lawn areas, garden beds, several large trees and a face brickwork wall.</i>
Statement of Significance	<i>St Luke's Anglican church is the oldest surviving church in the Concord Municipality. The church is a key element in the establishment of the village of Longbottom near the Parramatta Road. St Luke's Church is a fine example of the Victorian Gothic Style, rare in Concord. The Church is an important example of the work of the prominent Victorian architect Edmund Blackett. The Church has major social and historical significance as the focus of Anglican worship since 1861 and along association with the Walker family. The Church grounds conserve the historic entrance and mature trees (including the large Oak tree) and provide an appropriate setting for the Church. St Luke's Church and grounds (include Oak tree) are notable and attractive features in the streetscape and form part of a small group of buildings that together illustrate the Village of Longbottom.</i>
Heritage impact assessment	<p>Direct impacts: The heritage item is located on the northern side of Burton Street, over 20 metres north of the Burwood North northern construction site. This proposal does not include any work to the northern side of Burton Street and therefore would not extend to within the heritage curtilage of the item. As such, the proposed works would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impacts: Neutral</p> <p>Settlement and vibration: Vibration levels from the proposed construction activities are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Site offices, workshops and storage facilities located on the Burton Street frontage of the Burwood North northern construction site would be visible from the street frontage of the heritage item. The acoustic shed (or other acoustic measures) proposed at the western extent of the station box excavation would also be visible from the street frontage of the heritage item. The construction activities and facilities would not overshadow or obstruct the significant views of the church entrance or historic trees of the item that faces Burton Street.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The heritage item is located about 20 metres north of the Burwood North northern site. Permanent works proposed on the Burton Street frontage include public domain and a vehicle service lane as well as use of road space for kiss and ride facilities. The proposed station services building would be located on Burwood Road near its intersection with Parramatta Road and would not be clearly visible from the front of the heritage item. The public domain pedestrian and vehicle laneway would not detract, obstruct or overshadow views of the heritage significant elements of this item (church building, oak tree and fencing facing Burton Street) and infrastructure constructed to support non-station use (fit out and use subject to separate approval, if required) would be sufficiently offset from these elements to prevent overshadowing of them.</p> <p>Permanent indirect (visual) impact: Negligible</p>

⁶⁷ Artefact Heritage, 2020 pgs. 198 - 199

9.4.2.3 Bath Arms Hotel

Table 48: Bath Arms Hotel heritage impact assessment

Bath Arms Hotel ⁶⁸	
Heritage listing/s	Burwood LEP Item No. I94
Significance	Local
Description	<i>The original Bath Arms Inn was established at the Parramatta Road site in 1834. The current Bath Arms Hotel structure that remains extant was built around 1920. The Bath Arms Hotel occupies a prominent corner position at the intersection of Burwood Road and Parramatta Road and is a two-storey brick building featuring decorative mouldings, parapet and a tile ground floor façade.</i>
Statement of Significance	<i>The site of the Bath Arms Inn is of local significance as a historic site, on a prominent corner that represents development from the early nineteenth century.</i>
Heritage impact assessment	<p>Direct impacts: The heritage item is located about 20 metres west of the southern Burwood North southern construction site. No elements of this proposal would be sited within the heritage curtilage of the item. As such, the proposed works would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impacts: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the proposed construction activities are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The heritage item is located about 20 metres to the west of the Burwood North southern construction site. Construction hoarding, machinery, plant and site offices would be visible from across Burwood Road during the construction phase. The Burwood North northern construction site, including acoustic shed (or other acoustic measures) facing Burwood Road, would be located on the diagonally opposite corner of the Burwood Road/ Parramatta Road intersection. These facilities and elements would not disrupt the heritage item's prominence on the Parramatta Road and Burwood Road intersection, nor would they overshadow the structure.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The heritage item is located about 20 metres west of the southern Burwood North Station southern entrance building. The proposed station entry includes infrastructure to support non-station use (fit out and use subject to separate approval, if required) resulting in a seven to ten-storey structure to the east of the item. Although multi-level developments are located directly south of this infrastructure, due to the short distance between the item and this proposal, the new structure would visually compete with the item and its prominent corner location.</p> <p>Permanent indirect (visual) impacts: Minor</p>

⁶⁸ Artefact Heritage, 2020 pgs. 199 - 200

9.4.3 Overview of heritage impacts

The following Table 49 provides an overview of the proposed heritage impacts associated with Burwood North Station site.

Table 49: Heritage impacts for Burwood North Station site

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impacts	Temporary indirect (visual) impacts	Permanent indirect (visual) impacts
St Luke's Park gateway / entrance – gates and trees only	Canada Bay LEP Item No. I308	Local	Neutral	Neutral	Neutral	Negligible
St Luke's Anglican Church and grounds	Canada Bay LEP Item No. I40	Local	Neutral	Neutral	Negligible	Negligible
Bath Arms Hotel	Burwood LEP Item No. I94	Local	Neutral	Neutral	Negligible	Minor

9.5 Non – Aboriginal archaeological impact assessment

The study area identified for this proposal is consistent with the study area identified and assessed as part of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a). As such, archaeological potential (including implementation of an unexpected archaeological finds procedure) would be managed as part of the previous Sydney Metro West planning application. No new archaeological impacts are anticipated as a result of this proposal. Refer to pages 294 to 298 of Technical Paper 3 (Non – Aboriginal Heritage; Section 7.0) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) for archaeological impacts to the Burwood North Station site.⁶⁹

⁶⁹ Artefact April 2020, pp. 294 - 298

10.0 FIVE DOCK STATION

10.1 Introduction

This section provides an assessment of potential built heritage impacts of this proposal within the Five Dock Station study area. The proposed construction sites for this proposal are consistent with the construction sites for the previous Sydney Metro West planning application, and no new heritage items have been identified within or surrounding the study area.

The historical, environmental and archaeological assessments for the study area (Sections 5.0, 6.0 and 7.0) were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.⁷⁰

10.2 Study area

10.2.1 Surrounding setting

The study area comprises two sites, one east and one west of Great North Road. The Five Dock Station western site would be located between Great North Road and East Street to the north of Fred Kelly Place; and the Five Dock Station eastern site would be located on the south-western corner of Waterview Street and Second Avenue.

Western construction site

The existing environment surrounding the Five Dock Station western site mainly comprises mid to late twentieth century, low to medium density commercial development along the Great North Road, within the town centre of the suburb. This includes a variety of Inter-War or otherwise modern commercial buildings. The streetscape surrounding the western site comprises one to three-storey commercial buildings, with Fred Kelly Place located to the south and the historic and heritage listed St Alban's church (Canada Bay LEP Item # I228) precinct to the north of the western site.

Eastern construction site

The Five Dock Station eastern site, at the corner of Second Avenue and Waterview Street, is surrounded by low density residential buildings, including low rise Federation style cottages and two-storey apartment blocks to the east facing Waterview Street.

One heritage item is located adjacent to the Five Dock Station western site. **Three** heritage items are located within the buffer zone of both the eastern and western station sites.

10.2.2 Baseline environment

All areas within the Five Dock station construction sites would be cleared of all existing structures, the tunnels would have been constructed and the station box excavated as part of works carried out under the previous Sydney Metro West planning application. Temporary structures established and plant and equipment required for the previous Sydney Metro West planning application would be removed. Hardstand already established at the sites, site hoarding and infrastructure to secure the sites would remain in place.

⁷⁰ Artefact April 2020, pp. 96 – 104; 207 – 216; 298 - 301.

As all excavation work within the construction sites would be carried out under the previous Sydney Metro West planning application, no further non – Aboriginal archaeological assessment of the Five Dock Station study area would be required under this proposal.

10.3 Proposed works

The proposed works for the Five Dock Station study area (Figure 45 and Figure 46) include:

10.3.1 Construction works

Construction work for the Five Dock Station (Figure 45) under this proposal include:

- enabling and site establishment work, including hoarding, facilities and heavy machinery within the construction site
- station construction and fit-out and construction of built elements for non-station uses
- construction of station precinct and interchange facilities, including upgrades to surrounding roadways, car parking and pedestrian pathways and laneways
- finishing work, testing and commissioning.

10.3.2 Operations

Operation of this proposal (Figure 46) for the Five Dock Station would include:

- permanent aboveground infrastructure (station services infrastructure) and public domain and transport integration elements would form part of the operational station precinct
- built elements and provision of utilities and services to provide space for future non-station uses (fit-out and use of these spaces would be subject to separate approval, where required), including structures connected to the eastern and western sites
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for Five Dock Station are provided in Chapter 12 of the Environmental Impact Statement.

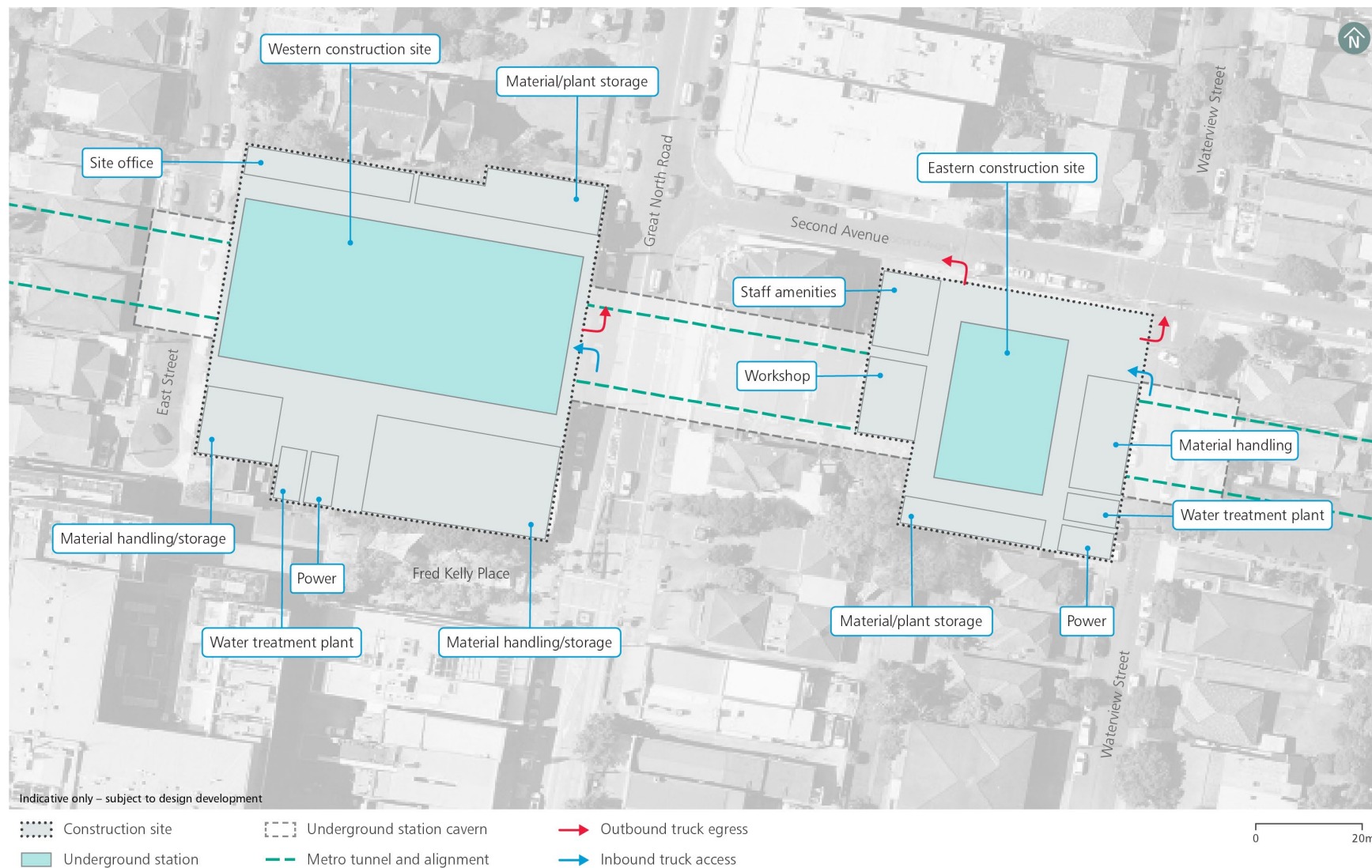


Figure 45: Five Dock Station indicative layout (construction)



Figure 46: Five Dock Station indicative layout (operation)

10.4 Built heritage impact assessment

10.4.1 Summary of heritage listed items

Table 50 provides a summary of the listed heritage items located within the study area surrounding Five Dock Station sites. The heritage curtilages of these listed heritage items are illustrated on the following Figure 47.

Table 50: Heritage items within Five Dock Station site study area

Heritage item	Register listings	Address	Significance	Relationship to the site
St Alban's Anglican Church Hall and Shops	Canada Bay LEP Item No. I228	177-179 Great North Road, Five Dock, NSW 2046	Local	Partially within buffer zone; 30 metres north of the western site
St Alban's Anglican Church Rectory	Canada Bay LEP Item No. I227	175 Great North Road, Five Dock, NSW 2046	Local	Within buffer zone; 20 metres north of the western site
St Alban's Anglican Church	Canada Bay LEP Item No. I226	171-173 Great North Road, Five Dock, NSW 2046	Local	Within buffer zone; adjacent to the western site
Police Station	<ul style="list-style-type: none"> Canada Bay LEP Item No. I211 NSW Police Service s170 4180246 	14 Garfield Street, Five Dock, NSW 2046	Local	Partially within buffer zone; 40 metres southwest of the western site



Figure 47: Five Dock Station site heritage items map

10.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 51 to Table 54) provide the associated heritage listings and significance for each item. Historical backgrounds for each item were provided in detail (Section 6.9) as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

10.4.2.1 St Alban's Anglican Church Hall and Shops

Table 51: St Alban's Anglican Church Hall and Shops heritage impact assessment

St Alban's Anglican Church Hall and Shops ⁷¹	
Heritage listing/s	Canada Bay LEP Item No. I228
Significance	Local
Description	<i>The St Alban's Anglican Church Hall was constructed in 1933. The Inter-War building fronts the Great North Road and is flanked by shops and a central entrance. Built to match the architectural style of the Church, the two-storey structure comprises a large hall, two shops, an entry foyer and a mezzanine.</i>
Statement of Significance	<i>St Alban's Anglican Church Hall is an excellent part of the Church group and an interesting addition to the streetscape with its well-proportioned form, intact original awning and symmetrical design. It retains early shopfronts and detailing. A very unusual example of a Church Hall combined with commercial premises.</i>
Heritage impact statement	<p>Direct impact: The heritage item is part of the church group to the north and south of the heritage curtilage of the item which includes 'St Alban's Anglican Church Rectory' (Canada Bay LEP Item #I227) and 'St Alban's Anglican Church' (Canada Bay LEP Item # I226).</p> <p>The item is located over 30 metres north of the Five Dock Station western construction site. No element of this proposal would be located within the heritage curtilage of the item. As such, there would be no direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Vibration levels from the proposed construction work is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impacts: Construction at the Five Dock Station construction sites would include site hoarding, office and construction facilities and tall machinery and plant. The heritage item is located about 30 metres north of the Five Dock Station western construction site. However, these facilities and activities would not impede, overshadow or obstruct views of the heritage significant elements of the item fronting Great North Road, nor the detailing visible on the southern elevation of the structure.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: A modern station building (about five storeys) would face Great North Road about 30 metres south of the heritage item. While this new building would be prominent within the local urban context and clearly visible from the heritage item, the new building would not obstruct or overshadow significant views (the street frontage and architectural detailing on the southern façade) of the heritage item.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

⁷¹ Artefact Heritage, April 2020 pg212

10.4.2.2 St Alban's Anglican Church Rectory

Table 52: St Alban's Anglican Church Rectory heritage impact assessment

St Alban's Anglican Church Rectory ⁷²	
Heritage listing/s	Canada Bay LEP Item No. I227
Significance	Local
Description	<i>The historic Rectory located adjacent to St Alban's Anglican Church was constructed in 1885 in the Victorian Gothic style. The Rectory is a distinctive two-storey brick building with gabled slate roof and features outstanding decorative stonework around its windows.</i>
Statement of Significance	<i>St Alban's Anglican Church Rectory is a very unusual and rare building with stylistic influences from a range of sources. The Rectory bears no stylistic relationship to the other buildings on the site, has a unique decoration and is a rare building in the area.</i>
Heritage impact assessment	<p>Direct impact: The item is located over 20 metres north of the Five Dock Station western construction site. No element of this proposal would be located within the heritage curtilage of the item. As such, there would be no direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The heritage item is located about 20 metres north of the Five Dock Station western construction site, and during the construction phase site hoarding, construction facilities and tall plant and machinery would be visible from this item. Construction phase facilities and activities however would not obscure or obstruct heritage significant views of the decorative architectural elements of the building, nor intrude into the significant setting of the item and its association with the two nearby heritage listed church items.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: A modern station services building (about five storeys) would be constructed facing Great North Road about 20 metres south of the heritage item. While this new building would be prominent within the local urban context and clearly visible from the heritage item, the new structure would not obstruct or overshadow significant views (of the decorative stonework and gabled roofing) of the heritage item. This proposal would not intrude into the significant setting of the item and its association with nearby church items.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

10.4.2.3 St Alban's Anglican Church

Table 53: St Alban's Anglican Church heritage impact assessment

St Alban's Anglican Church ⁷³	
Heritage listing/s	Canada Bay LEP Item No. I226
Significance	Local
Description	<i>St Alban's Anglican Church was constructed in 1923 in the ecclesiastical Gothic style. The church is set back from the Great North Road to incorporate an attractive lawn and rose garden, which considerably enhance the setting of the church precinct. The church was built using brick in a cruciform plan, with a complex slate roof including parapet gables. Additional features include stone and dark brick bands used for decoration, and stained-glass windows throughout.</i>
Statement of Significance	<i>St Alban's Anglican Church is the site of Five Dock's first church, one of the area's first substantial buildings. The present church is an impressive 1920s example of ecclesiastical Gothic style, little altered. Set in attractive grounds, reminiscent of English village churches,</i>

⁷² Artefact Heritage, 2020.pg 213

⁷³ Artefact Heritage, 2020. pgs. 214 - 215

St Alban's Anglican Church ⁷³	
	<i>and located in the middle of the Five Dock commercial centre. The structure is complemented by the adjoining rectory.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is part of the church group to the north of the heritage curtilage of the item which includes 'St Alban's Anglican Church Rectory' (Canada Bay LEP Item #1227) and 'St Alban's Anglican Church Hall and Shops' (Canada Bay LEP Item # 1228).</p> <p>The item is located directly north of the Five Dock Station western construction site. Although the Five Dock Station western construction site is located adjacent to the item boundary, this proposal would introduce a through site link and public domain area between the station services building and the item. These works would not be located within the heritage curtilage of the item and would not result in any adverse direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impacts: Site hoarding, offices, site facilities and construction machinery would be directly visible from the heritage item and would prevent views of the southern façade of the church. However, heritage significant view lines of the church (from Great North Road and East Street, and from within the church carpark off Great North Road) which show the decorative masonry and architectural form would not be obstructed. The presence of the Five Dock Station western construction site in close proximity to the heritage item could somewhat temporarily overshadow the grounds within which church is located.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: A modern station building (about five storeys) would be about 10 metres to the south of the heritage item, and a narrow open public plaza would be developed between the station building and the heritage item. This proposal would introduce a through site link and public domain area between the station services building and the item, with the proposed station services building set back from the property boundary. The set back of the station building and the through site link would allow better views of the southern side of the church and also allow clear views of the largely obscured southern elevation.</p> <p>The improvement in view-lines towards heritage significant fabric would be offset by the introduction of the proposed station building in close proximity to the significant grounds of the church and its neighbouring heritage listed buildings. This potential overshadowing would alter the heritage significant original village-like setting of the complex of church buildings.</p> <p>Permanent indirect (visual) impacts: Minor</p>

10.4.2.4 Police Station

Table 54: Police Station heritage impact assessment

Police Station ⁷⁴	
Heritage listing/s	<ul style="list-style-type: none"> Canada Bay LEP Item No. I211 NSW Police Service s170 4180246
Significance	Local
Description	<i>The Five Dock Police Station was constructed around 1920 as a single-storey building designed in the Inter-War Arts and Crafts style. The building is of face brick construction with rough cast render. The building comprises a terracotta tiled roof with projecting central gable roofed wing and pilasters.</i>
Statement of Significance	<i>The Five Dock Police Station is an attractive Interwar Arts and Crafts Police Station which has a high degree of aesthetic significance for its former character, materials, detailing and contribution to the streetscape. The Police Station contains many typical decorative features of the Arts and Crafts movement including the use of face bricks and rough cast render dominated by the gable roof massing. The building is historically and socially important for its continuous association with the provision of police services in the local area.</i>

⁷⁴ Artefact Heritage, 2020. pgs. 215 216

Police Station ⁷⁴	
Heritage impact statement	<p>Direct impact: The heritage curtilage of the item is located over 40 metres southwest of the Five Dock Station western construction site. No element of this proposal would be located within the heritage curtilage of the item. As such, there would be no direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: There are commercial and residential structures (about five-stories high) in between the item and the Five Dock Station western construction site. Views of construction equipment or site facilities are unlikely to be present from this heritage item, and the heritage significant views (of Inter-War decorative architectural elements on the southern and western side of the building) would not be obstructed or overshadowed.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: Due to intervening five-storey commercial and residential structures, views of the proposed station building would not be present from this heritage item, and the heritage significant views (of Inter-War decorative architectural elements on the southern and western side of the building) would not be obstructed or overshadowed.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

10.4.3 Overview of heritage impacts

The following Table 55 provides an overview of the potential heritage impacts associated with Five Dock Station.

Table 55: Heritage impacts for Five Dock Station site

Heritage item	Register listings	Significance	Direct impact	Settlement and Vibration Impacts	Temporary Indirect (visual) impacts	Permanent Indirect (visual) impacts
St Alban's Anglican Church Hall and Shops	Canada Bay LEP Item No. I228	Local	Neutral	Neutral	Neutral	Negligible
St Alban's Anglican Church Rectory	Canada Bay LEP Item No. I227	Local	Neutral	Neutral	Neutral	Negligible
St Alban's Anglican Church	Canada Bay LEP Item No. I226	Local	Neutral	Neutral	Negligible	Minor
Police Station	<ul style="list-style-type: none"> Canada Bay LEP Item No. I211 NSW Police Service s170 4180246 	Local	Neutral	Neutral	Neutral	Neutral

10.5 Non – Aboriginal archaeological impact assessment

The construction sites identified for this proposal are the same as those for the previous Sydney Metro West planning application. The vast majority of excavation at this location would be carried out as part of the previous Sydney Metro West planning application. Further, significant archaeological remains were not predicted to be located at the Five Dock Station construction sites. Refer to pages 299 to 301 of Technical Paper 3 (Non – Aboriginal Heritage; Section 7.0) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) for impacts to the Five Dock Station site.⁷⁵ As such, no new archaeological impacts are anticipated as a result of this proposal.

⁷⁵ Artefact Heritage, 2021

11.0 THE BAYS STATION

11.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts that would result from this proposal within The Bays Station study area. The construction footprint for this proposal includes an area of additional footprint that was not required as part of the previous Sydney Metro West planning applications. This proposal includes construction work to the west, north and south of the construction footprint for the previous Sydney Metro West planning applications.

As this proposal includes an expansion of the construction site in this location, historical, environmental and archaeological assessments (Sections 5.0, 6.0 and 7.0) have been excerpted and expanded from Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and provided in the subsections below.⁷⁶ Because the proposed construction site is larger than that identified for the previous Sydney Metro West planning application, an additional heritage item, 'Hornsey Street Heritage Conservation Area' (Leichhardt LEP Item # C19) is now located within the 50 metre buffer zone of The Bays Station construction site. As such, the item has been included in the assessment below.

11.2 Study area

11.2.1 Streetscapes and surrounding setting

The existing environment surrounding The Bays Station site comprises a combination of industrial and maritime development within a harbourside setting near the historic suburbs of Balmain and Rozelle beyond. The site is generally bound by Robert Street and nearby warehouse development to the north, White Bay to the northeast, the Glebe Island Silos to the east, the Anzac Bridge to the southeast, A4 Western Distributor Freeway to the south, Victoria Road to the southwest, and the landmark White Bay Power Station to the west. The Bays Station site itself is situated between the White Bay Power Station and Glebe Island Silos, both of which are listed heritage items. Much of the land within The Bays Station site comprises reclaimed foreshore.

Five heritage items are located within or adjacent to The Bays Station site. **Two** heritage items are located within the buffer zone.

11.2.2 Baseline environment

Under the previous Sydney Metro West planning application, much of the site (area east of the State heritage listed 'White Bay Power Station' (SHR # 01015)) would be cleared of all existing structures, the tunnels would have been constructed and the station box excavated. Temporary structures established and plant and equipment required for works carried out under the previous Sydney Metro West planning application would be removed. Hardstand already established at the site, site hoarding and infrastructure to secure the sites set out in the previous Sydney Metro West planning applications the site would remain in place.

Under the previous Sydney Metro West planning application, all relevant conditions of approval will be met, which includes the preparation and implementation of an Archaeological Research Design Report (ARD) and an Excavation Methodology (EM) (Condition D25) for The Bays Station construction site proposed under the previous Sydney Metro West planning applications and any

⁷⁶ Artefact April 2020, pp. 101 – 117; 217 – 235; 302 - 308.

relics/works removed from that part of the study area. As such the baseline environment assumes that all archaeology within the portion of The Bays Station construction site for the previous Sydney Metro West planning applications would be managed as part of their respective approval processes and further non- Aboriginal archaeological assessment at this location would focus only on the additional construction footprint areas required as part of this proposal.

The heritage items located within the study area, including 'White Bay Power Station' (SHR # 01015), 'White Bay Power Station (inlet) canal' (Port Authority of NSW s170 4560062), 'White Bay Power Station (outlet) Canal' (Port Authority of NSW s170 4560026), 'The Valley Heritage Conservation Area' (Leichhardt LEP Item # C7), the 'Sewage Pumping Station No 7 (SP0007)' (Sydney Water s170 register SHI# 4571705) and 'Beattie Street Stormwater Channel No. 15' (Sydney Water s170 register SHI# 4570329), would be retained. Significant views towards and within the heritage curtilage of the 'White Bay Power Station' (SHR # 01015) were assessed in the White Bay CMP and are assessed in Section 11.4.3 below.

11.3 Proposed works

This proposal involves works for The Bays Station (Figure 48 and Figure 49) and the construction site for this proposal (as shown in Figure 8 above) includes:

- the construction site which was established in *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a)
- the construction site proposed as part of major civil construction described in *Sydney Metro West Environmental Impact Statement – Major civil construction work between the Bays and Sydney CBD* (Sydney Metro, 2021).
- an area to the north of the former White Bay Power Station to allow for the construction of flood mitigation and active transport upgrade works
- an area to the south of the former White Bay Power Station to allow for the construction of a traction substation and station precinct road work.

11.3.1 Construction works

Construction works as part of this proposal at The Bays Station (Figure 48) would involve:

- enabling and site establishment work, including installation of acoustic sheds (or other acoustic measures) over rail systems fit-out shafts
- station construction and fit-out and construction of structures for non-station uses
- construction of station precinct and interchange facilities, including construction of a bus interchange and shelters to service the station entrance, located on both sides of Port Access Road and provisioning for adjacent station development
- provision of infrastructure, such as truck utilities, as well as public domain and landscape works to service the station precinct and future adjacent station development (subject to separate approvals)
- access for tunnel fit-out and rail systems work
- construction of flood mitigation work from Robert Street, near its intersection with Mullens Street, through the site to White Bay, including a culvert beneath the Port Access Road

- road work, including construction of a new precinct street and associated footpaths, which would service existing port uses and the White Bay Cruise Terminal through site access
- construction of a traction substation, including:
 - excavation and construction of foundations
 - placement of underground conduit routes
 - construction of the substation building and yard
 - installation, testing and commissioning of electrical and mechanical equipment
- finishing work, testing and commissioning.

11.3.2 Operations

- The Bays Station (Figure 49) would include a series of precinct and interchange elements including:
- permanent aboveground infrastructure including station services infrastructure and structural elements for non-station uses (including structures connected to the station entry and services building to about the same height as the services building)
- and public domain and transport integration elements would form part of the operational station precinct, including:
 - pedestrian network within the vicinity of the station to enable access to the station
 - delivery of a new precinct street (realigned Port Access Road) and footpaths
 - a new intersection for the new precinct street with Robert Street
 - intake substation operations
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for The Bays Station are provided in Chapter 13 of the Environmental Impact Statement. The detailed design of The Bays Station (including the design of the traction substation, road layout and public domain and interchange works would be subject to ongoing design development and integration with the Bays West Place Strategy in consultation with the Department of Planning and Environment (DPE).

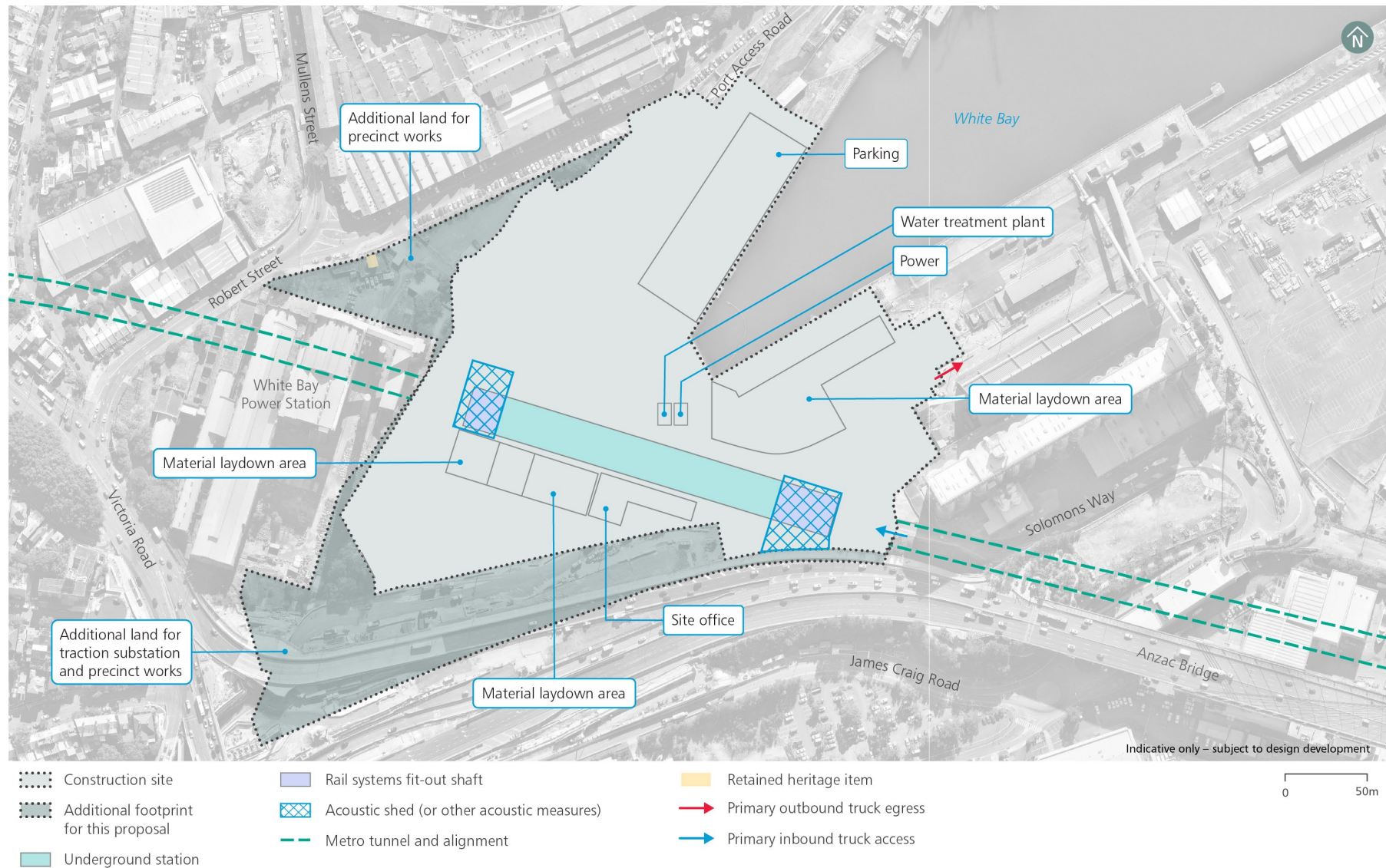


Figure 48: The Bays Station indicative layout (construction)

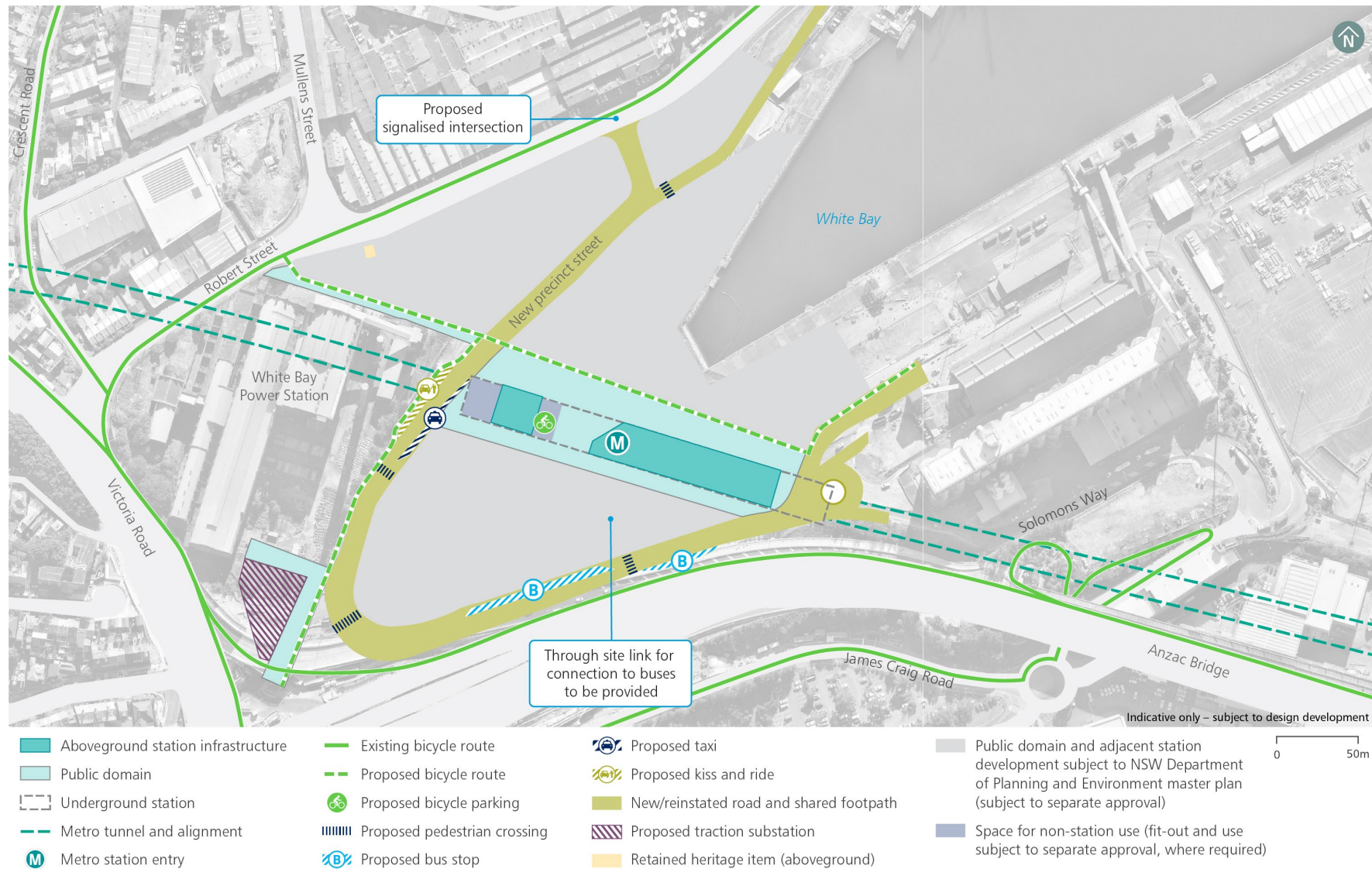


Figure 49: The Bays Station indicative layout (operation)

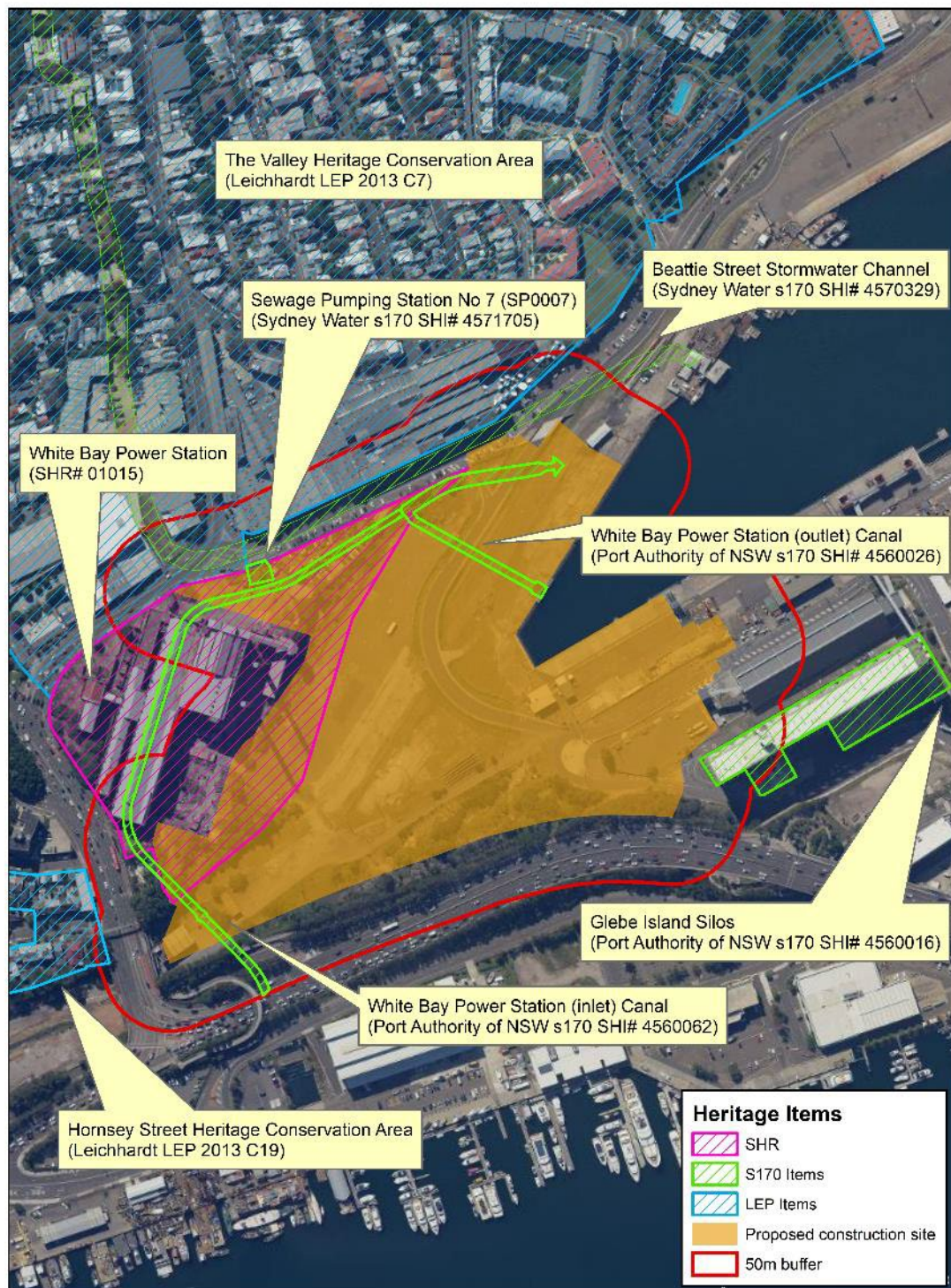
11.4 Built heritage impact assessment

11.4.1 Summary of heritage listed items

Table 56 provides a summary of the listed heritage items located within the study area surrounding The Bays Station construction site. The heritage curtilages of these listed heritage items are illustrated on the following Figure 50.

Table 56: Heritage items within The Bays Station site

Heritage item	Register listings	Address	Significance	Relationship to the site
White Bay Power Station	<ul style="list-style-type: none"> SHR Listing No. 01015 Urban Growth NSW Development Corporation's 170 4500460 SREP No. 26 – City West Part 3 No. 11 	Victoria Road, Rozelle, NSW 2039	State	Within the site
The Valley Heritage Conservation Area	Leichhardt LEP Item No. C7	Balmain, NSW 2041	Local	Adjacent to and partially within the northern boundary of the site
Sewage Pumping Station No 7 (SP0007)	Sydney Water s170 register SHI# 4571705	Robert Street, Rozelle NSW 2039	Local	Within the site
White Bay Power Station (inlet) canal	Port Authority of NSW s170 4560062	Glebe Island, NSW 2040	State	Within the site
White Bay Power Station (outlet) Canal	Port Authority of NSW s170 4560026	Victoria Road, Leichhardt, NSW 2136	State	Within the site
Beattie Street Stormwater Channel No. 15	Sydney Water s170 4570329	Robert Street to Beattie Street, Rozelle / Balmain, NSW	Local	Within the site
Glebe Island Silos	<ul style="list-style-type: none"> Port Authority of NSW s170 4560016 SREP No. 26 – City West Part 3 No. 1 	Victoria Road, Glebe Island, NSW 2040	Local	Partially within buffer zone; about 10 metres east of the site
Hornsey Street Heritage Conservation Area	Leichhardt LEP Item No. C19	Rozelle, NSW 2039	Local	Partially within buffer zone; about 30 metres west of the site



Document Path: D:\GIS\GIS_Mapping\21101_Metro_West_S31MXD\Bays_HeritageItems.mxd

The Bays Station
Heritage Items
21101 Metro West Stage 3
LGA: Inner West



SCALE 1:3,800
SIZE A4
DATE 24/11/2021

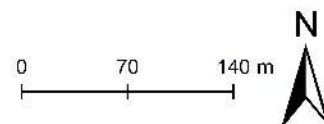


Figure 50: The Bays Station site heritage items map

11.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 57 to Table 63) provide the associated heritage listings and significance for each item. Historical backgrounds, descriptions and statements of significance for each item were provided in detail as part of the non-Aboriginal heritage assessment for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.⁷⁷ Impact assessments for each item are for this proposal only.

11.4.2.1 White Bay Power Station

Table 57: White Bay Power Station heritage impact assessment

White Bay Power Station ⁷⁸	
Heritage listing/s	<ul style="list-style-type: none"> • SHR Listing No. 01015 • Urban Growth NSW Development Corporation's 170 4500460 • SREP No. 26 – City West Part 3 No. 11
Significance	State
Description	<p><i>White Bay Power Station, developed between 1912 and 1948, is bounded by Victoria Road and Robert Street on the Balmain Peninsula. The power station comprises two steel stacks; a coal handling unit serviced by a spur rail line; a turbine hall; building incorporating administration offices; the old laboratory and a workshop; a boiler house; a switch house and substation; and an ancillary structure including coal loading wharf and coal handling system. The White Bay Power Station is a local landmark, and is visible from many vantage points in the surrounding urban and harbour setting.</i></p> <p>Additional elements relevant to the scope of works are described below:⁷⁹</p> <p><i>The channel taking cooling water to the condensers ran the length of the turbine hall: on the basis of experience at Ultimo, it had been designed with particular care to accommodate future turbines of greater power</i></p> <p><i>The Penstocks are two circular brick lined vents to the cooling water channels. Each have associated motor driven sluice gates which opened or closed to control the flow of water to and from the steam condensers of the turbine generators. The southern Penstock lies in land belonging to State Rail.</i></p> <p><i>Circulating Water Penstocks (northern set only). The penstocks comprise a pair of motor-driven lock gates, with one set installed into each of the circulating water canals on the northern side of the power station. The gates are of steel, travelling vertically in steel channels on the sides of the canals and are actuated by the screw effect of threaded shafts turned by small unitary electric motors mounted above the gates on a frame of RSJs.</i></p>
Statement of Significance	<p><i>White Bay Power Station 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 NSW.</i></p> <p><i>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 twentieth century. The extant items within the surviving operation systems are of an impressive scale and exhibit a high degree of creative and technical achievement in their design and configuration. They encompass all aspects of the generation of electrical power and represent all phases from the interwar period through to the more sophisticated technologies of the mid-twentieth century. They are of exceptional technical significance with research potential to yield information not available from any other source.</i></p>

⁷⁷ Artefact April 2020

⁷⁸ Artefact Heritage, 2020. *Sydney Metro West, Concept and Stage 1 (major civil construction between Westmead and The Bays). Technical Paper 3: Non-Aboriginal Heritage*. Report to Sydney Metro. pgs. 222-224

⁷⁹ Design 5 Architects & Sydney Harbour Foreshore Authority (2004). *White Bay Power Station ... conservation management plan : final report, January 2004*. Design 5 Architects, [Chippendale, N.S.W.]

White Bay Power Station ⁷⁸

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 inspires 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. It is of exceptional structural significance to the State of NSW.

Additional elements relevant to the scope of works are added below⁸⁰

The Penstocks were components of the Circulating Water system and were important to the overall operation of the power station. They are representative examples of small motor-driven lock-gates of the mid-twentieth century. The significance grading for the Circulating Water Penstocks (northern set only) is 3/5.

The cooling water system is an integral part of the power station operating complex. The system evidences the way in which steam was converted to water in order to recycle it through the massive cast iron condensers. The cooling water system has the potential to yield information on the technology of power generation that is no longer available from other sources. The significance grading is 1/5.

Significant view lines relevant to this proposal are included below:⁸¹

Distant views of the Power Station

Taking a distant view, the White Bay Power Station is one of the largest structures in the locality providing an industrial scale focal point in many approach vistas in the area. It is visually prominent from a number of significant roads in surrounding suburbs (annotated on map) including: Victoria Road, Mullens Street, White Bay, Johnston Street, Glebe Point Road and Anzac Bridge.

- *Views east and south east from Victoria Road towards billboards, walls, roofs, landscapes and buildings*
- *Descending view along Robert Street as proceed northeast*
- *Views southwest towards northeast façade of power station*
- *High level southwestern views from residential streets and buildings located to the northeast*
- *Long, low- and high-level views west and southwest from Robert Street*
- *Coal handling elements and gables dominate views from the northeast*
- *General views from water, CBD and Harbour Bridge to the east*
- *High and mid-level north western views from Anzac Bridge and Pyrmont*
- *North-western views from Glebe, Glebe Island and Victoria Road*
- *North and north western views from Glebe and cycle path to the south*
- *North-eastern views from Victoria Road towards southern gable ends*

Internal view lines outlined in the CMP include:

- *Axial view under ash handling unit (northeast/southwest axis)*
- *Views along rail axis (northeast/southwest axis)*
- *Views within the Turbine Hall (northeast/southwest axis)*
- *Views to the northern facades of the control room and switch house*

⁸⁰ Design 5 Architects & Sydney Harbour Foreshore Authority (2004). *White Bay Power Station ... conservation management plan : final report, January 2004*. Design 5 Architects, [Chippendale, N.S.W.]

⁸¹ *ibid*

White Bay Power Station ⁷⁸	
Heritage impact assessment	<p>Direct impact: This proposal would directly affect the yards surrounding the White Bay Power Station. This land is associated with the former use of the power station, with much of the proposed construction work located within the former coal wash pit and coal yards to the east of the item. These areas were assessed as having little to moderate heritage significance within the White Bay Power Station Conservation Management Plan (CMP). These areas do not have designated policies within the CMP, however, section 5.1.12 indicates that landscaping elements including yards should be conserved and adapted.</p> <p>This proposal includes the introduction of the metro station service buildings and station entrances within the former yard area, east of the built elements of the item and outside the heritage curtilage. These works would therefore not result in any direct (physical) impacts to the item.</p> <p>The proposed introduction of new roadways, footpaths, bicycle paths, taxi stands, and bus stops are sited to the east of the built heritage elements of the item. Some of these works would be located within the heritage curtilage of the item however they would not impact upon the built heritage fabric located approximately two to 40 metres to the north and west. These works would result in a negligible direct (physical) impact to the item.</p> <p>Some parts of the proposed public domain works are proposed within or adjacent to the former locations of the amenities block and north yard. These areas were assessed as areas of moderate heritage significance within the CMP. As the proposed works are located to the north of the built elements of the item, the proposed introduction of public spaces towards the northern curtilage of the item would result in negligible direct (physical) impacts to the item.</p> <p>The proposed trunk drainage infrastructure would be located approximately 30 metres north of the built elements of the item. These works would not impact the built form of the power station. They would, however, require excavation works and there would be further landscaping and stormwater overland flow areas proposed above the culvert. These works would not alter the existing fabric of the area located within the heritage curtilage of the item, resulting in a negligible direct (physical) impact to the overall item.</p> <p>The proposed traction substation would be located within the former location of the upper and mid-south yards, both assessed as areas of moderate heritage significance within the CMP. Subject to design development, the proposed construction of this structure would require excavation within the heritage curtilage and would result in the alteration of the yard area, however no built fabric of the item would be directly impacted by these works. As such, the proposed introduction of the substation would result in minor direct (physical) impacts to the overall heritage curtilage of the item.</p> <p>Direct impact: Minor</p> <p>Settlement and vibration: The proposed introduction of new roadways, footpaths, bicycle paths, taxi stands, and bus stops are sited to the east of the built heritage elements of the item. Construction of the traction substation would occur to the southwest of the built heritage elements of the item. Some of these works would be located within the heritage curtilage of the item however none of these activities have been identified as being vibration intensive and assessment against the screening criteria has therefore not been separately assessed on the presumption that vibration impacts would not occur.</p> <p>Settlement and vibration: Negligible</p> <p>Temporary indirect (visual) impacts: The Bays Station construction site established for this proposal extends further than the physical area required for ancillary infrastructure and is representative of the area required to deliver the public domain work and supporting transport infrastructure (e.g. new precinct street). Site offices and material lay down areas are proposed next to the station box excavation area, however these items are located outside of the heritage curtilage of the heritage item and are not anticipated to be beyond two storeys in elevation, which would not noticeably obstruct significant view lines of the power station from the east during the construction phase.</p> <p>Two acoustic sheds (or other acoustic measures) would be established on either end of the station box. The western acoustic shed (or other acoustic measure) would be located on the eastern margin of the curtilage of this heritage item and would be up to 15 metres in height and up to 40 metres in length. This structure would temporarily largely obstruct significant views of White Bay Power Station from the east down White Bay. However, the proposed acoustic shed (or other acoustic measure) would be substantially smaller than the large structure of the power station and would not overshadow it.</p> <p>Temporary indirect (visual) impacts: Minor</p>

White Bay Power Station ⁷⁸	
	<p>Permanent indirect (visual) impact: The built form of the White Bay Power Station is a local landmark which is visible from many vantage points from the surrounding streets and harbour. View lines identified in the CMP include views along Victoria Road, views along Mullens Street, views from White Bay, views along Anzac Bridge and along Glebe Point Road and Johnston Street. Additionally, views within the heritage curtilage of the item were also identified including seven view lines from the east of the heritage curtilage towards the eastern elevations of the power station complex, six view lines towards the northern elevation of the building and seven view lines across the western and southern elevations of the complex. Views to and from areas within the heritage curtilage were also documented.</p> <p>The proposed trunk drainage infrastructure to the north of the item would include subsequent landscaping and public domain areas to cover this infrastructure. These works would not result in any indirect (visual) impacts and would retain the views towards the northern elevation of the item from the surrounding streetscape.</p> <p>Due to the nature of the proposed intersection work between the new precinct street and Robert Street, no existing view lines towards the item from this location would be obstructed or overshadowed by the proposed works.</p> <p>The proposed public domain and transport integration work (including new precinct street, kiss and ride and taxi spaces and bus stops and associated street furniture) would be located to the east of the built heritage elements of the item (subject to design development) and would result in limited and localised obstructions along the proposed roadway. These works would be localised and located at a distance from the built fabric of the item, minimising any potential visual impacts. These works would result in a neutral indirect (visual) impact to the item overall. However the overall visual setting of the item as an industrial landscape would be altered by these works, resulting in a minor indirect (visual) impact.</p> <p>The Bays Station services buildings and metro station entrance would be located to the east of the heritage item. These works would be about 20 to 25 metres in height and would largely obstruct views from within the study area towards the eastern façade of the power station complex, as identified in the CMP. However, due to the location and height of the Anzac Bridge, the view lines from this location towards the item would not be obstructed by these works. As such, these elements would result in a minor indirect (visual) impact.</p> <p>A traction substation, about five to six storeys in height would be constructed to the south of the White Bay Power Station building. This would be constructed on an area of ground slightly higher in elevation (around 7 metres AHD) than the surrounding landscape of the construction site to the east of the power station (around three to four metres AHD). The traction substation would directly obstruct clear and heritage significant views of the Turbine Hall, Boiler House and chimneys when viewed from the south. This would directly obstruct prominent and heritage significant views of the building from the Anzac Bridge and from Jubilee / Bicentennial Parks in Glebe. This obstruction would disrupt the visual relationship of the Turbine Hall and Boiler House from these vantage points and would interrupt the landmark quality of the building. The traction substation would diminish the heritage significance of the power station by the introduction of visual clutter from the proposed traction substation.</p> <p>Permanent indirect (visual) impact: Moderate</p>

11.4.2.2 The Valley Heritage Conservation Area

Table 58: The Valley Heritage Conservation Area heritage impact assessment

The Valley Heritage Conservation Area ⁸²	
Heritage listing/s	Leichhardt LEP Item No. C7
Significance	Local
Description	<i>The Valley Heritage Conservation Area comprises a large heritage conservation area covering around 110 hectares within the Balmain Peninsula. The conservation area is roughly bound by Robert Street and Batty Street to the south, Victoria Road, Wellington Street and Darling Street to the west, and Darling Street to the north. The nearby embayment to the southeast of the conservation area is filled and occupied by the White Bay Power Station.</i>

⁸² Artefact Heritage, 2020.pgs 224 -226

The Valley Heritage Conservation Area ⁸²	
	<i>The conservation area comprises a diverse assortment of built heritage and architectural styles and forms a distinctive area in the surrounding suburbs of Balmain and Rozelle.</i>
Statement of Significance	<p><i>The Valley 'Balmain' Distinctive Neighbourhood consists of an urbanised environment dating from the 1850s and has layers of later architectural styles throughout the area. Due to incremental growth and redevelopment over the last 150 years the area exhibits the diversity and layers of development, building style, form, materials and mixed land use that is characteristic of Balmain, particularly away from the foreshores. While the built form is similar to other slopes around Balmain, particularly the southern slopes to Mort Bay, its character is very different, due to the enclosing landlocked landform, and the industrial reminders. Most of the former industrial sites have been redeveloped with town houses. Long views to the City skyline open up on the slopes above Evans Street.</i></p> <p><i>The built environment consists mainly of housing with some commercial and industrial uses along Beattie Street and Mullens Street. The residential components of the neighbourhood are made up of many single storey mid-Victorian cottages with some late Victorian terraces. The main concentration of commercial activity is around the intersection of Beattie and Mullens Streets. This intersection contains most of the Heritage Items in the neighbourhood, including pubs, shops and a row of intact late Victorian shops with posted verandahs over the footpath. Throughout the neighbourhood there are numerous former corner shops and other local commercial sites.</i></p> <p><i>The road pattern in the neighbourhood is based around Darling, Mullens and Beattie Streets. All main traffic flows in the neighbourhood involve traffic leaving and entering the neighbourhood via Victoria Road. Mullens and Beattie Streets carry significant amounts of through traffic from other parts of the peninsula. Laneways are located adjacent to Mullens and Beattie Streets as well as around the steeper sites on the eastern side of the neighbourhood. Sandstone kerbing is still in place throughout the neighbourhood.</i></p> <p><i>The Valley 'Balmain' Distinct Neighbourhood retains a varied and rich character reflecting its multilayered pattern of development. With the exception of Beattie and Mullens Streets, there is a predominantly single storey scale and form in the neighbourhood. The original built form was single storey workers cottages interspersed with two storey Victorian terraces (such as the development along Wortley Street, across from Punch Park). Such two storey development is generally along main thoroughfares or where views are available. Additionally, more recent housing development has seen an increase in two storey development (or additions) replacing older timber cottages.</i></p> <p><i>Currently, housing in the Valley consists of a mix of federation era workers cottages and Victorian Italianate dwellings. Dwelling forms are generally free standing with rows of terraced houses interspersed throughout. Houses in this area are characterised by 1m-3m setbacks, painted masonry, corrugated iron roofing and picket fencing. Roof forms tend to be pitched or hipped, with some notable examples of parapets with skillion roofs behind. Roof forms tend to follow the slope of the land and permit access to views for higher sites. Remnant stone buildings dating from the mid-1800s are also a feature of the neighbourhood. Examples of this can be seen on Palmer Street.</i></p> <p><i>Larger, more elaborate houses can be found in prominent locations throughout the neighbourhood such as in Smith Street. Towards the lower slopes, the built form is more modest. Due to the drainage pattern of the valley, larger remnant sites were located in the centre of the valley between Roseberry and Goodsir Streets. These lots had traditionally been difficult to build on due to drainage issues. Later they were developed for industrial uses and some have more recently been redeveloped for multi-unit residential uses</i></p> <p><i>Street trees and trees within front yards play an important part in the streetscape, especially around Llewellyn Street and within the Palmer Street Sub Area where a distinct cluster of large native trees (over 25 metres) add significantly to the amenity of the area.</i></p> <p><i>There is a great diversity in the architecture and detail in the neighbourhood. A certain unity of built form is achieved by incorporating consistent scale, setbacks, materials and roof forms. Where housing stock has been replaced or houses have been upgraded, the essential scale, siting, materials and form have largely been maintained.</i></p>
Heritage impact assessment	Direct impact: The southern boundary of the Heritage Conservation Area (HCA) is to the north of Robert Street. Due to the configuration of the HCA boundary, a portion of the southwestern boundary of the HCA heritage curtilage is located within the additional footprint for The Bays Station construction site, specifically at the intersection of Robert and Mullens Streets.

The Valley Heritage Conservation Area ⁸²	
	<p>The proposed roadworks along the eastern portion of The Bays Station construction site (those located east of Mullens Street) would be located outside of the HCA curtilage and would therefore not impact the item. The proposed works at the intersection and east of Mullens Street include the introduction of intersection signals and line marking to the existing roadway. These works would be consistent with the existing roadworks within the area and HCA and would not result in any adverse direct (physical) impacts to the HCA overall.</p> <p>The proposed construction works to the south of Robert Street, including the alteration of the car park, introduction of public domain spaces project elements (as detailed above) would be located outside of the area and would therefore not result in any adverse direct (physical) impacts.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impacts: During construction of this proposal, The Bays Station construction site would be surrounded by hoarding on the southern side of Robert Street, and the site would feature large acoustic sheds (or other acoustic measures) and tall machinery and plant which would be visible from within the HCA. However these temporary features would not obstruct or overshadow significant views of historic architectural elements and street frontages, nor detract from the industrial character of the southern portion of the HCA.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Indirect (visual) impact: The permanent station and public domain elements of this proposal (i.e. metro station entrances and service buildings, roadways, bike paths etc) would be located over 100 metres southeast of the southern boundary of the HCA. View lines towards the Robert Street structures within the HCA would not be obstructed by this scope.</p> <p>Roadworks within the HCA include minor localised works including the introduction of traffic signals at the intersection of Mullens Street and Robert Street. These works would be localised and minor in the streetscape setting and within the overall heritage curtilage of the HCA, resulting in no adverse indirect (visual) impacts.</p> <p>The proposed public domain spaces, trunk drainage infrastructure and redevelopment of the car park to the south of the HCA would retain the existing views towards the adjacent heritage item, 'White Bay Power Station' (SHR # 01015). These works would not result in any adverse indirect (visual) impacts.</p> <p>Overall, the works outlined above would result in a neutral indirect (visual) impact to the item overall.</p> <p>Indirect (visual) impact: Neutral</p>

11.4.2.3 Sewage Pumping Station No 7 (SP0007)

Table 59: Sewage Pumping Station No 7 (SP0007) heritage impact assessment

Sewage Pumping Station No 7 (SP0007) ⁸³	
Heritage listing/s	Sydney Water s170 register SHI# 4571705
Significance	Local
Description	<i>SP0007, Rozelle is a low level sewage pumping station prominently located in Robert Street and adjacent to the former White Bay Powerhouse. It consists of two distinct parts: a superstructure comprising a small rectangular single storey loadbearing brick building; and an elliptical shaped flanged cast iron plate substructure which houses machinery and sewage chambers. Architecturally, the building was designed in a utilitarian version of the Federation Queen Anne style. Externally there is a terracotta tiled gable roof with exposed eaves with timber sarking boards; double casement timber windows with multi paned fanlights; timber framed, ledged and sheeted double doors with fanlight; dark red-brown tuck pointed brickwork laid in English bond with a splayed brick plinth; rock faced sandstone sills, lintels</i>

⁸³ Heritage NSW 2021 'Sewage Pumping Station No 7 (SP0007)', heritage management system inventory. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4571705>

Sewage Pumping Station No 7 (SP0007) ⁸³	
	<p>and quoins; and cast iron rainwater heads and downpipe. A rare architectural feature of the building are the elliptical shaped gable end walls. Internally, the ceiling is lined with tongue and grooved boarding and the walls are rendered and lined out to simulate ashlar coursing. The substructure is divided into a machinery well comprising two vertical spindle centrifugal pumps, each direct coupled to electric motors. Adjacent are two sewage wells and an inlet well. The station is located within a exposed yet confined site immediately adjacent to Robert Street. There is a paling fence along the street and west boundary. There are two original timber framed gates which are in good condition and a detached WC. The area surrounding the station is turfed.</p>
Statement of Significance	<p>SP0007 is of historic, aesthetic and technical/research significance. Historically it was part of an original network of twenty low level sewage pumping stations constructed at the end of the 19th century to serve Sydney. The station along with the construction of the Bondi Ocean Outfall Sewer (ten years earlier) formed a part of the major advance in the protection of the public health of Sydney by ending the discharge of sewage into the Harbour. They were built as a direct response to the outbreaks of Enteric Fever (Typhoid) which plagued Sydney from the 1870s to 1890s and the recommendations of the Sydney City and Suburban Health Board (which was established by the NSW Government in 1875 to report on the best means of sewage disposal) which proposed the establishment of outfall sewers. Aesthetically it is a good example of a small scale industrial building designed in the Federation Queen Anne style. In its surviving fabric SP0007 reflects the importance of Federation Period public utilities, which is evident in the technical excellence of the overall design, traditional construction techniques and craftsmanship such as the stone dressings and tuckpointed brickwork. Due to its prominent position in Roberts Street, the station contributes to the local cultural landscape. The pumping station is also technically significant for its continual use nearly a century after its introduction as a low level sewage pumping station as originally designed and constructed, apart from mechanical and electrical modifications. It has educational and interpretation potential to reveal information about sewage pumping engineering and in architectural taste in a period when utilitarian buildings were given as much careful attention as public buildings. Due to its highly prominent location in Robert Street, the station makes a valuable contribution to the townscape and cultural landscape of Rozelle. Its aesthetic significance could be enhanced by reconstructing the slate roof.</p>
Heritage impact assessment	<p>Direct impact: The sewage pumping station is located inside the expanded construction footprint for the Proposal in an area designated as future public domain where no works under this Proposal are indicated. As such, there would be no modification to the physical fabric of this heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The sewage pumping station has aesthetic significance from the Federation architectural style applied to a non-residential infrastructure building. Views of its design are most prominent from Robert Street, while the views of the building from the south from White Bay Power Station are partially blocked by a timber fence. Construction activities would involve the installation of acoustic sheds (or other acoustic measures) approximately 100 metres to the south of the item. These structures are sufficiently distanced to not result in overshadowing or obstructing any view-lines of the façade of the building.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: A new public domain for pedestrian traffic would be installed approximately 15 metres to the south of the item. This would improve public access in proximity to the building and would not include obstructive or overshadowing structures near the item. However, with the fence preserved no new direct views would be provided, resulting in no improvement to view-lines or alteration of the setting of the item.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

11.4.2.4 White Bay Power Station (Inlet) Canal

Table 60: White Bay Power Station (Inlet) Canal heritage impact assessment

White Bay Power Station (Inlet) Canal ⁸⁴	
Heritage listing/s	Port Authority of NSW s170 4560062
Significance	State
Statement of Significance	<p><i>The White Bay Power Station is listed on the State Heritage Inventory and is of State Significance, and the White Bay Power Station (Outlet) Canal running from the Power Station to Blackwattle Bay is listed on the Sydney Ports Corporation s170 register. Together with the White Bay Power Station (Outlet) Canal they form the critical components of the White Bay Power Station and its cooling system, as the choice of site for the power station depended on the supply of water for cooling of the steam condensers.</i></p> <p><i>The White Bay Power Station (Inlet) Canal has historical significance at a State level, and associational significance at a State level, as an integral element critical to the operation of the White Bay Power Station. The existence of the canal is rare, especially in the context of the intact qualities of the surviving White Bay Power Station and the White Bay Power Station (Outlet) Canal. Any potential aesthetic significance of the White Bay Power Station (Inlet) Canal is not known as the structure is not accessible or visible.</i></p>
Heritage impact assessment	<p>Direct impact: The item is located underground and extends from beyond the southwestern boundary of The Bays Station construction site, under the White Bay Power Station before turning sharply east towards the 'White Bay Power Station (Outlet) Canal' (Port Authority of NSW s170 4560026), where it converges near the northern penstock of the water circulating system.</p> <p>A precise survey of the depth, size and remnant fabric of the inlet canal has not yet been conducted. The canal is known to be located at around sea level (0 metres AHD). In the south-western portion of the site, the local ground level is around four metres to 10 metres AHD, below an area where remnant cut sandstone is present. In the northern portion of The Bays Station construction site the ground level is around two metres to three metres AHD. In both locations, it is likely that the upper portion of the canal is above zero metres AHD, representing the upper concrete casing of the canal. An estimate of one metre AHD is provided for the upper concrete casing of the inlet canal.</p> <p>Condition D26 of the previous Sydney Metro West planning application requires that the 'revised Archaeological Research Design and Excavation Methodology(s) must include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology or subterranean Heritage items in the research design to inform excavation in these areas. This must include the White Bay Power Station (inlet) Canal'. This investigation would confirm the final depth, fabric and integrity of the canal prior to the commencement of works outlined in this proposal.</p> <p>This proposal includes the construction of a new traction substation above this heritage item to the south of the White Bay Power Station. It is understood that construction of this traction substation would involve minimal ground excavation to install the new building, and it is presumed to be constructed on the sandstone embankment to the south of the power station complex. However, piling works are anticipated, which may intrude deep into the sandstone below and potentially impact the canal.</p> <p>A box culvert would be introduced for new stormwater drainage between two metres and four metres in depth through the northern part of the construction site footprint. This may involve excavation across the alignment of the inlet canal, resulting in partial removal of significant fabric of the canal.</p> <p>Direct impact: Moderate</p> <p>Settlement and vibration: Ground excavation for the traction substation may result in vibration to the canal below the sandstone outcrop, and piling excavation for the installation of the substation has the potential to result in physical damage to the buried structure.</p> <p>Standard mitigation measures outlined in the Construction Environmental Management Framework (see Appendix F of this Environmental Impact Statement) to manage potential vibration impacts would be adopted and include structural assessment, identification of applicable safe vibration levels and would specifically consider the heritage values of the</p>

⁸⁴ Artefact Heritage, 2020.pgs 227 -228

White Bay Power Station (Inlet) Canal ⁸⁴	
	<p>structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.</p> <p>Settlement and vibration: Minor</p> <p>Temporary indirect (visual) impacts: This heritage item is located below ground and has no significant views or settings which can be impacted.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: This heritage item is located below ground and has no significant views or settings which can be impacted.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

11.4.2.5 White Bay Power Station (Outlet) Canal

Table 61: White Bay Power Station (Outlet) Canal heritage impact assessment

White Bay Power Station (Outlet) Canal ⁸⁵	
Heritage listing/s	Port Authority of NSW s170 4560026
Significance	State
Statement of Significance	<i>The significance of the canal is derived from the significance of the White Bay Power Station Complex. The canal is an integral part of the White Bay Power Station and its cooling system. The canal now also forms part of the ecosystem of the White Bay and Blackwattle Bay areas.</i>
Heritage impact assessment	<p>Direct impact: The item is located underground within The Bays Station construction site and extends from near the southern boundary of Robert Street towards White Bay. This proposal would introduce public domain spaces above this item.</p> <p>A roadway would also be located above a short section of the outlet canal. Construction activity required to deliver these elements would be the limited and involve localised removal of topsoil or excavation. The proposed works would not directly (physically) impact the item as excavation would not require excavation into the fabric of the item below ground.</p> <p>Direct impact: Negligible</p> <p>Settlement and vibration: Construction would occur above this item however these activities have not been identified as being vibration intensive and a separate assessment of vibration impacts has not been prepared on the assumption no impacts would occur.</p> <p>Settlement and vibration: Negligible</p> <p>Temporary indirect (visual) impacts: This heritage item is located below ground and has no significant views or settings which can be impacted.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: This heritage item is located below ground and has no significant views or settings which can be impacted.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

⁸⁵ Artefact Heritage, 2020.pgs 228 - 229

11.4.2.6 Beattie Street Stormwater Channel No. 15

Table 62: Beattie Street Stormwater Channel No. 15 heritage impact assessment

Beattie Street Stormwater Channel No. 15⁸⁶	
Heritage listing/s	Sydney Water s170 4570329
Significance	Local
Description	<i>The Beattie Street Stormwater Channel No. 15 spans an approximate area of 72 ha within the municipality of Leichhardt. Its outlet is located at White Bay, extending from this point, west to Robert Street, crossing Mansfield Road, Goodsir and Reynolds Streets to Beattie Street. Constructed in 1893, the channel ranges in size from 18'2" x 4'6" – 3'3" x 2'4".</i>
Statement of Significance	<p><i>Beattie Street Stormwater Channel No. 15 is one of a group of the first nine purpose built stormwater drains to be constructed in Sydney in the 1890s. Prior to this period, the water courses which served to carry stormwater, were entirely in their natural state and were receptacles of sewage from the large population which had settled in the suburbs. In 1890, the then secretary (minister) for Public Works, the Hon. Bruce Smith, MLA, appalled at the extremely unhealthy conditions prevailing at the time, proposed a separate system of stormwater drains to be built to help alleviate the problem. By 1897 nine had been built, including Beattie Street, which was completed in 1893.</i></p> <p><i>Beattie Street Stormwater Channel No. 15 includes the channel bed, walls and coping. The visual curtilage of the channel would vary along the channel length depending on surrounding land uses. The visual curtilage is limited by the fact that the stormwater channel is located predominantly below ground. A small section of the channel is open between Robert Street and Parson Street. The open section of the channel can only be observed from the roadway and is flanked by industrial properties.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item extends south through Balmain before veering east along Robert Street towards White Bay. The item is located predominately underground until Robert Street, where sections of the channel are visible from the streetscape. This proposal includes minor upgrades to Robert Street including new traffic signals and line marking. These works would be located over a short section of the item, however these works would not result in the direct (physical) impact to the item itself.</p> <p>Furthermore, Condition D26 for the previous Sydney Metro West planning application requires that the 'revised Archaeological Research Design and Excavation Methodology(s) must include provision for early physical investigation of areas of impact identified as likely to contain State significant archaeology or subterranean Heritage items in the research design to inform excavation in these areas. This must include the Beattie Street Stormwater Channel'.</p> <p>Under Condition D26, should design for the previous Sydney Metro West planning application not be able to preserve the channel, further management and mitigation (design justification and detailed subsurface archaeological and archival recording) would be required.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Construction would occur in close proximity to a short section of this item however these activities have not been identified as being vibration intensive. Construction vibration levels for this proposal are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The portion of the channel near to The Bays Station construction site is underground and there are no significant view lines for the item within proximity to the construction site.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The portion of the channel near to The Bays Station is underground and there are no significant view lines for the item within proximity to the station.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

⁸⁶ Artefact Heritage, 2020.pgs 229 - 230

11.4.2.7 Glebe Island Silos

Table 63: Glebe Island Silos heritage impact assessment

Glebe Island Silos ⁸⁷	
Heritage listing/s	<ul style="list-style-type: none"> Port Authority of NSW s170 4560016 SREP No. 26 – City West Part 3 No. 1
Significance	Local
Description	<i>The Glebe Island Silos were progressively developed between 1917 and 1975. The current site contains 30 cylindrical concrete silos that were established on the site in 1975. The silos are 38.4 metres in height, and each have a 2,400 tonne capacity. In addition, there are 14 star shaped interspaced bind each with a capacity of 550 tonnes.</i>
Statement of Significance	<p><i>The extant c1970s silos have local heritage significance for their historic, aesthetic and representative values and for their rarity. The site is significant historically for the development of the bulk wheat storage and export industry in Australia. The former 1917-1925 silo complex (demolished 1999) was the first of its kind in the country and purpose built for the industry. The site was a principal port terminal for the NSW wheat (and other bulk cargoes) trade throughout the twentieth century. The silos are of historical and representative significance for their previous and ongoing operational use. They form part of the larger industrial context of Glebe Island and the Bays Precinct. Although the silos comprise a standard typology and their c1970s fabric is of no significance, their impressive scale, coupled with the consistent rhythmic typology and their prominent location, establishes the site as a prominent Sydney landmark of aesthetic significance. The site makes a significant contribution to Glebe Island and the harbour scape and provides a strong visual link to the history of the site, as the industrial port and storage facilities for Sydney which are now rare. The silos are likely to be valued as a landmark which contributes particularly to the local community's sense of identity; however, this is not readily defined and should be further tested.</i></p> <p><i>The Olympic paint scheme murals are associated with a significant event. However, it is recognised that the relevance of retaining a historical advertisement when there are a number of structures built for the Olympics, which equally stand in memorial for the event, is not of such significance to warrant retention in perpetuity. The advertising billboard is considered intrusive to the overall heritage value of the silos and should be removed. It is also noted that the signage structure is not in good condition. The Silos do not reach the requisite threshold for State heritage listing on the NSW State Heritage Register.</i></p>
Heritage impact assessment	<p>Direct impact: This heritage item is located over 100 metres east of The Bays Station construction site. As such, this proposal would not result in any direct (physical) impacts to this item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Vibration levels from construction work are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impacts: Acoustic sheds would be established within The Bays Station construction site, with the eastern acoustic shed (or other acoustic measures) installed about 60 metres to the west of the heritage item. The acoustic shed would be up to 15 metres in height but would be situated at the current ground level of the site. The heritage item is located on a higher elevation at the centre of Glebe Island and due to this elevation difference the proposed acoustic shed would not obstruct views of the structure from the west. Significant heritage views of the item (from the White Bay foreshore and from the ANZAC Bridge in particular) would not be obstructed.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Temporary indirect (visual) impacts: This proposal includes the introduction of permanent aboveground infrastructure (station services infrastructure and structural elements for non-station uses (fit out and use subject to separate approval, if required) and public domain and transport integration elements (including new precinct street). These new elements and structures would be sited over 100 metres northwest of the item and would not overshadow or obstruct views towards the item.</p>

⁸⁷ Artefact Heritage, 2020.pgs 230 - 231

Glebe Island Silos ⁸⁷	
	<p>In addition, the proposed height of the station services infrastructure (up to 20 metres) is noticeably smaller than the item and would be located at a lower elevation than the silos. The proposed scale of the end state elements of this proposal would retain the visual connection of the closely related industrial structures that was assessed in the White Bay Power Station CMP towards the White Bay Power Station. Additionally, due to the siting of the proposed works, the visual setting of the item would not be significantly impacted by the proposed works to the west.</p> <p>Temporary indirect (visual) impacts: Negligible</p>

11.4.2.8 Hornsey Street Heritage Conservation Area

Table 64: Hornsey Street Heritage Conservation Area heritage impact assessment

Hornsey Street Heritage Conservation Area ⁸⁸	
Heritage listing/s	Leichhardt LEP Item No. C19
Significance	Local
Description	<i>This conservation area is situated around a small knoll of land above Victoria Road, and just above the White's Creek estuary and the industrial areas of Rozelle Bay. There are views across to Rozelle Bay and the city skyline</i>
Statement of significance	<p><i>One of a number of conservation areas which collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (i.e. prior to World War II).</i></p> <p><i>This area illustrates a number of layers of development from an early pre-suburban villa of 1876 to small scale tradesmen and workers' housing from the 1870s through to the 1930s. It is significant for its surviving development from the pre-World War II period (i.e. pre-1939).</i></p> <p><i>Demonstrates the close physical relationship between industry and housing (both middle class and workers' housing) in nineteenth century cities.</i></p> <p><i>Demonstrates the nature of some private subdivisions before the introduction of the Width of Streets and Lanes Act of 1881 required roads to be at least one chain wide.</i></p>
Heritage impact assessment	<p>Direct impact: This HCA is located over 30 metres west of The Bays Station construction site and there would be no direct (physical) impacts to this item as a result of construction or operation of this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction work are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction activities, involving the use of tall plant and machinery and the introduction of site offices and lay down areas, may be visible across Victoria Road from the HCA, however these works would not obscure or overshadow significant views of the late 19th and early 20th century housing and streetscapes or the character of the area.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The proposed station services buildings would be up to 20 metres in height and may be partly visible from the HCA to the west of Victoria Road. While this proposal would not intrude on the heritage significant streetscapes of residential buildings from the 1860s to 1930s, the new traction substation may partially impede heritage significant viewlines of the White Bay Power Station and the Sydney CBD from its eastern edge. The partial imposition on this view line would not noticeably reduce the heritage significant character of the housing styles and street patterning which gives this HCA its significance.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

⁸⁸ Inner West Council. *Hornsey Street Heritage Conservation Area: C19*. Prepared by Godden Mackay Logan

11.4.3 Assessment against conservation management policies

11.4.3.1 White Bay Power Station

The conservation policies provided in the Conservation Management Plan (CMP, 2011) prepared for the White Bay Power Station has been reviewed. Policies provided in the CMP relevant to assessing the impacts of this proposal have been extracted and provided below for reference.

Table 65: Relevant conservation policies – White Bay Power Station Conservation Management Plan⁸⁹

Policy	Assessment of impacts against recommendations
1.1.1	<i>White Bay Power Station retains considerable cultural significance and must be retained and conserved. In order to ensure its long-term maintenance and survival it must be adapted for an appropriate new use or uses. Such uses must retain and respect the significant elements and attributes of the place.</i>
	Under this proposal, construction work would not involve the demolition of structures of heritage significance. Proposed works to areas of little to moderate heritage value would provide for the adaptive reuse of these yard areas, primarily for public use, in order to retain the heritage significance of the item.
1.1.6	<i>White Bay Power Station must retain a use or uses, which allow reasonable public access to, and interpretation of, those significance spaces, elements and machinery that represent the component parts of the power generation process. Such access should not place significant fabric or qualities of these areas at risk of alteration, damage or removal.</i>
	Under this proposal, area of the former yards would be reused for public domain spaces and the introduction of the traction substation to the south of the power station. These works would result in the adaptive reuse of the areas within the curtilage of the item and promote engagement with an item of State heritage significance through new, publicly accessible areas. To the east of the item (outside of the heritage curtilage), this proposal includes public domain spaces, roadways and other publicly accessible areas that could be used to promote the former use of the area as an industrial landscape, as noted in the CMP.
1.1.7	<i>The aesthetic (including the sensory aspects of visual, aural and tactile) qualities of the internal and external spaces and elements of exceptional and high significance must be retained and respected, viz. the visual and special qualities of the Turbine Hall.</i>
	The proposed traction substation would block significant views of the turbine hall, boiler rooms and chimneys from the south. This proposal is not consistent with this CMP policy.
1.2.1	<i>Any development being proposed in the vicinity of the White Bay Power Station must carefully consider its bulk, scale and placement in order to respect the visibility and prominence of the power station as a harbourside landmark.</i>
	Under this proposal, and as assessed above, there would be neutral to minor direct (physical) and moderate indirect (visual) impacts to the heritage item. The scale and siting of the proposed traction substation is not consistent with this policy due to the tall elevation (five to six storeys and constructed on a sandstone platform approximately four metres higher than the surrounding yards) which would largely obstruct two significant view-lines and would strongly visually compete with the Turbine House when viewed from the south. Detailed design should endeavour to minimise or avoid obstructing significant view lines of the White Bay Power Station. Detailed design should also aim to also reduce the height and mass of the traction power station so that it does not visually compete with the prominence of the heritage item from all view-points to the west, south and east.
1.2.2	<i>Those views from major axial approaches such as Anzac Bridge, Glebe Point Road, Johnston Street Annandale, City West Link, Victoria Road (from northwest), Mullens Street and Robert Street must be maintained as substantially unobstructed views. Any new structures in the vicinity of the White Bay Power Station must not substantially mask the visibility of the power station or threaten its landmark qualities as the major focal element in these views.</i>
	Under this proposal a new traction substation would be installed to the south of the White Bay Power Station. This structure would be relatively tall (up to 20 metres) and would either directly block or overshadow significant views of White Bay Power Station from the vantage point of the

⁸⁹ Design 5 Architects 2011. *White Bay Power Station: Conservation Management Plan*.

Policy	Assessment of impacts against recommendations
	Anzac Bridge and across Rozelle Bay. This new structure would detract from the building's landmark qualities. This proposal is not consistent with this policy.
1.2.3	<p><i>General and changing views towards White Bay Power Station from the harbour, major parks and public areas of the southern edge of Balmain and Rozelle, Glebe Point, Pyrmont Point, Observatory Hill and Darling Harbour, as well as from the Harbour Bridge, Anzac Bridge, City West Link Road, The Crescent and Victoria Road, should be retained substantially unobstructed by other large elements, existing or future. Such elements should be sited, so as to be seen as part of its industrial context, framing the power station and strengthening its maritime related industrial character.</i></p> <p>Under this proposal significant views of the buildings from Jubilee and Bicentennial Parks and from the Anzac Bridge would be either wholly or partially blocked by The Bays Station or the traction substation. This proposal is not consistent with this policy.</p>
1.2.5	<p><i>Lower-level structures between the Anzac Bridge (western approaches) and the White Bay Power Station could be constructed as long as they do not substantially obscure the major view of the east front of the power station. The full height of the glass curtain wall to the 1958 boiler house should be visible from the western approaches to the Bridge.</i></p> <p>The glass curtain wall of the 1958 boiler house would not be obstructed or overshadowed by this proposal.</p>
1.2.11	<p><i>The west and south elevations are seen as less dramatic, but their overall massing, configuration and visibility is equally as important in the identity of the place and should be retained and respected.</i></p> <p>This proposal would noticeably obstruct significant view lines of the building from the south with the construction of the traction substation. This proposal is not consistent with this CMP policy.</p>

11.4.4 Overview of heritage impacts

The following Table 66 provides an overview of the proposed heritage impacts, associated with The Bays Station site.

Table 66: Heritage impacts for The Bays Station site on listed items

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration	Temporary indirect (visual) impact	Permanent indirect (visual) impact
White Bay Power Station	<ul style="list-style-type: none"> SHR Listing No. 01015 Urban Growth NSW Development Corporation s170 4500460 	State	Minor	Negligible	Minor	Moderate
The Valley Heritage Conservation Area	Leichhardt LEP Item No. C7	Local	Neutral	Neutral	Neutral	Neutral
Sewage Pumping Station No 7 (SP0007)	Sydney Water s170 register SHI# 4571705	Local	Neutral	Neutral	Negligible	Negligible
White Bay Power Station (inlet) Canal	Port Authority of NSW s170 4560062	State	Moderate	Minor	Neutral	Neutral

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration	Temporary indirect (visual) impact	Permanent indirect (visual) impact
White Bay Power Station (outlet) Canal	Port Authority of NSW s170 4560026	State	Negligible	Negligible	Neutral	Neutral
Beattie Street Stormwater Channel No. 15	Sydney Water s170 4570329	Local	Neutral	Neutral	Neutral	Neutral
Glebe Island Silos	Port Authority of NSW s170 4560016	Local	Neutral	Neutral	Negligible	Negligible
Hornsey Street Heritage Conservation Area	Leichhardt LEP Item No. C19	Local	Neutral	Neutral	Neutral	Negligible

11.5 Non-Aboriginal archaeological impact assessment

11.5.1 Introduction

The expanded construction footprint at The Bays Station includes two new areas where work is proposed in addition to the construction footprints proposed as part of the previous Sydney Metro West planning applications. These new footprint areas are located at the south-western corner and the north-eastern corner of The Bays Station construction site. The location of these additional areas is shown in Figure 8.

These additional footprint areas are assessed in the subsections below. This archaeological assessment expands on non-Aboriginal archaeological assessments prepared in Section 7.10 of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a), as well as additional historical research prepared by Artefact, which is outlined below.

11.5.2 History of the First White Bay Hotel

The area at the head of White Bay was originally part of the Balmain Estate, granted to William Balmain in 1800.⁹⁰ While much of the Balmain Estate had been subdivided and sold earlier, the area at the head of White Bay was only sold as part of the “great sale of the whole of the residue” of the Balmain Estate on 2 April 1862.⁹¹ It was located on Section 19 of the subdivision, advertised as containing “water frontage to White Bay, immediately opposite the Glebe Island Abattoirs.”⁹² A plan of the Balmain Estate dated 1852 shows that area and its proposed subdivision, noting it as “Marsh covered at Spring Tide”, and suggesting that a building had been constructed by 1852 near Crescent Street on allotment 2, as the only building in the immediate area (Figure 51). A further building was located on allotment 4 further north. The plan shows the situation prior to 1867, when Crescent Street, from Parsons Street to Abattoir Street, was aligned.⁹³

⁹⁰ Thorp, “Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study. Draft Report Prepared for the Department of Planning,” 9.

⁹¹ “Advertising,” *Sydney Morning Herald*, March 5, 1862, 7, <http://nla.gov.au/nla.news-article13225339>.

⁹² “Advertising,” 7.

⁹³ “ALIGNMENT OF CERTAIN STREETS, BALMAIN MUNICIPALITY.,” *New South Wales Government Gazette*, May 31, 1867, 1317, <http://nla.gov.au/nla.news-article225476118>.



Figure 51: Plan of Balmain Estate, 1852 with approximate location of additional construction footprint outlined in red. Source: NLA, Map F535⁹⁴

There are numbers drawn in White Bay and these are likely to depth soundings although it is not stated on the map. It is assumed that they are in feet. Assuming a tidal range of 3.3feet (2m) it seems likely that the bay at this time was still covered with water even at low tide.

A later plan of Balmain from 1861 shows the same area.⁹⁵ This plan again shows building on Lots 2 and 4 of Section 19 but notably nothing on the site of the first White Bay Hotel. The plan shows the site immediately prior to the sale of the remaining lots in the Balmain Estate in 1862

A plan transmitted to the Surveyor General on 28 October 1874 (Figure 53) shows that the large corner site bounded by Abattoir Road in the south, Crescent Street in the west (later known as Weston Street), and White Bay in the east, was occupied by Robert Symonds (at that time noted as R. Symons) and his White Bay Hotel. Although the *Sydney Sands Directory* only noted “Simons, Robert, publican, Wide Bay Hotel” [sic] for the first time in 1866, Symonds was already mentioned in the *Sydney Morning Herald* as the publican of the White Bay Hotel, Balmain, by April 1859.⁹⁶ It is possible that this was an earlier hotel of that name, located in a different area of Balmain, or that Symonds had established the hotel at the site prior to the official subdivision sale in 1862.

⁹⁴ “Plan of Balmain Estate 1852 [Cartographic Material],” Trove, accessed July 28, 2021, <https://nla.gov.au/nla.obj-229968954>.

⁹⁵ ‘Plan of the Town and Municipality of Balmain, County of Cumberland, New South Wales’. 1861. <https://collection.slnsw.gov.au/record/74VKOI2raVGO/dvM4QJeJMzgdQ>.

⁹⁶ “ANNUAL LICENSING MEETING.,” *Sydney Morning Herald*, April 19, 1859, 3, <http://nla.gov.au/nla.news-article13023934>.



Figure 52 Detail from Plan of Balmain Estate 1852 with approximate location of additional construction footprint outlined in red. Source: State Library

The 1874 plan shows that much of White Bay was low lying mud flats exposed at low tide. This is a different situation from the earlier plans especially Figure 51 which shows 3-4 foot of water at presumably high tide. In 1874 the low tide mark is 230 metres from high water mark in the south and 290 metres in the north.

The mud flats to the east of Crescent Street were crisscrossed by water channels connected to a creek in the north and the bay in the east. While the low water mark was located in quite some distance away from the properties on the eastern side of Crescent Street, the original high-water mark ran up to the rear corner of the White Bay Hotel. The high-water mark in 1874, however, was noted a little further to the east, extending past the 'Boundary of Allotments as sold in the Balmain Estate' in a straight line. This evidence suggests that some filling or land reclamation had been undertaken between the 1862 subdivision sale and 1874.

The source of the sediment is of interest. It seems unlikely that it was erosion from the lots to the west and although the catchment of what has become the Beattie Street drain is quite long it is also narrow and steep sided there is no evidence of a typical alluvial fan on the mudflats. Deliberate filling is a possibility especially as the low water mark is suspiciously straight in Figure 53.



Figure 53: Plan showing proposed reclamation at White Bay dated 1874, showing the location of Robert Symonds' White Bay Hotel and property, with high- and low-water marks noted. The plan contains various later annotations (in red and pencil). Approximate location of additional construction footprint outlined in red. Source: NSW LRS, Crown Plan 18-574

A plan dated 1880 (Figure 54) shows that additional buildings had been constructed by that time, and several areas had been fenced in. The White Bay Hotel, a stone building, occupied the corner of Abattoir Road and Weston Road, and to its northeast there were brick stables and a weatherboard shed, with the latter noted as 'old'. Additional weatherboard stables were located further east along Abattoir Road, still on Symonds' land but closer to the bay, in a separately fenced in area.

Further up Crescent Street was Padstow House, a brick residence with a front verandah. This was Robert Symonds' house, which was located within large, fenced in grounds that extended all the way to the bay. When Robert Symonds died in 1882, he was noted as living at Padstow House, Balmain,⁹⁷ and in 1886, Mrs. Symons was still noted at the residence.⁹⁸ A weatherboard coach house was located on the northern boundary line of Symonds' residential property, which also contained an 'old' weatherboard bath house in the area of an old drain or watercourse, jutting in from the foreshore which was delineated by a loose stone and sand embankment along the mean high-water line. A paling fence ran a little further out along the embankment, suggesting that the reclaimed land, particularly along the foreshore, was still subject to tidal changes.

A Public Works Department survey dated 1888 (Figure 55) shows additional outbuildings at the site of the White Bay Hotel and the Padstow House property, while the bathhouse was noted as a 'shed'.

⁹⁷ "ECCLESIASTICAL JURISDICTION.," *New South Wales Government Gazette*, May 5, 1882, 2507, <http://nla.gov.au/nla.news-article221703405>.

⁹⁸ "ROWING AND SAILING NOTES.," *Australian Town and Country Journal*, November 13, 1886, 40, <http://nla.gov.au/nla.news-article71069685>.

The block on the western side of Weston Road, bounded by Barnes Street in the west, also contained several buildings by that time.

The field book sketches prepared by the surveyor in November 1888 (Figure 56) show further details regarding the structures at the White Bay Hotel site. Apart from the stone hotel on the corner of Crescent Street and Abattoir Road, the immediate area of the hotel contained the brick stables, which included a water closet (WC), and there was a small timber WC adjacent to the stables. Further north, the old weatherboard shed included in the final survey was not shown, while two new structures ran perpendicular off the shed, along the fence line, involving a timber shed and an iron/timber structure. Another small brick building was located between these and the hotel. The stables near the bay were still noted, followed by another small timber structure. Further to the north of these, beyond the fence line and near the water mark, was another timber WC and two timber sheds.



Figure 54: Detail from plan surveyed in mid-1880, showing Robert Symonds' property which contained his White Bay Hotel at the corner of Abattoir Road and Crescent Street, and his residence, Padstow House, further north on Crescent Street. Various stables and sheds were located on the property, as well as an old boat house near the mean high-water mark. Just north of Abattoir Road, to the east of the hotel, were weatherboard stables, and a stone wall marked the base of the road embankment. Approximate location of additional construction footprint outlined in red. Source: NSW LRS, CP 106-574



Figure 55: Detail from Public Works Department survey, 1888, showing various outbuildings on Symonds' property as well as buildings on the western side of Weston Road. Approximate location of additional construction footprint outlined in red. Source: Sydney Water Archives, PWDS 1544-S394, Balmain Sheet No. 51

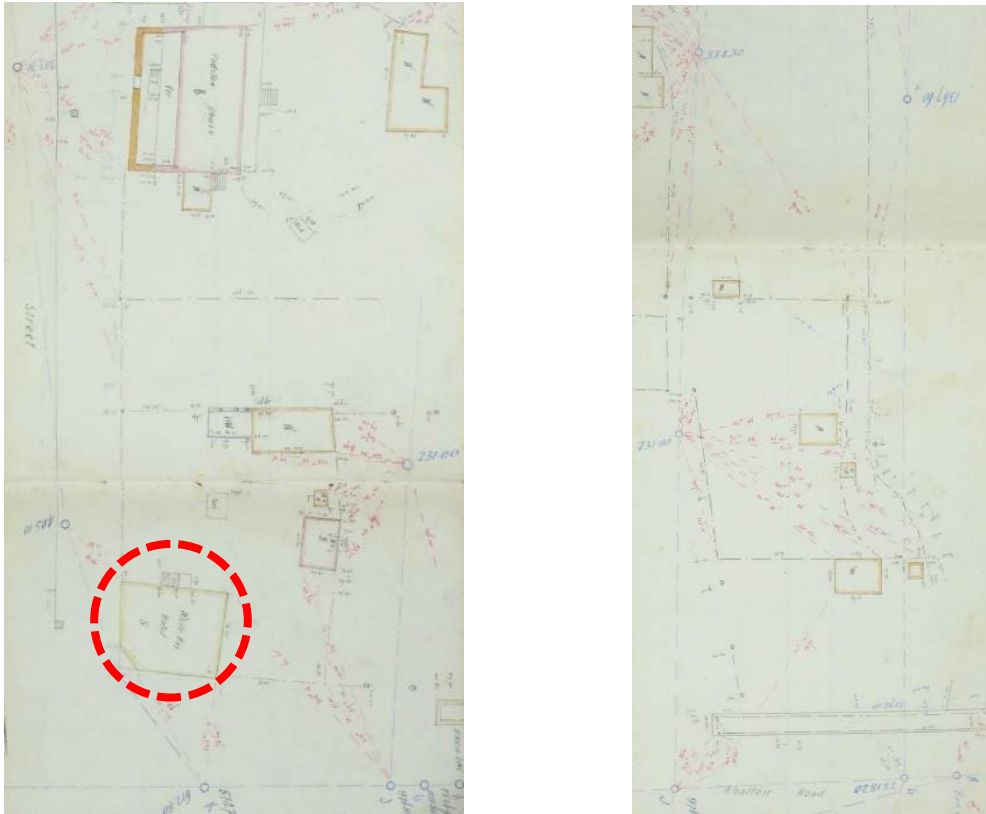


Figure 56: Detail from field books for the survey which informed Public Works Department Survey shown in Figure 55, November 1888. Showing the White Bay Hotel at bottom left (approximate location of additional construction footprint outlined in red), and outbuildings to the rear (east, on right). The pages do not match up exactly, and some structures were omitted. Source: Sydney Water Archives, PWDS 1544-S394, Balmain Sheet No. 51, Field Book No 1471.

11.5.3 Assessment of previous ground disturbance

Construction work to lay the railway in the 1910s through to the White Bay wharf involved extensive ground excavation and the construction of the Victoria Road overbridge. While images of the construction work in the early twentieth century clearly show that rail is located on a lower elevation than at present, it is uncertain whether this excavation would have been several metres deep.

The surface level at the location of the former first White Bay Hotel and outbuildings is currently around 4.2 metres AHD. Historical plans show that the hotel was located near the high tide line in the 1880s, which would be less than one metre AHD and it is possible that the buildings may have been also near to this relative level if the ground was not steeply sloped in that area on the margin of the intertidal mudflat. The building was deliberately demolished, and its bricks auctioned in 1915, it is possible due to the change in land levels since that time that brick footings and other foundational remains of these structures may be preserved below fill layers.

Furthermore, it is noted on historic plans the presence of structures that may indicate toilets and privies associated with the former hotel. While plans from 1888 imply that reticulation of water and sewerage were installed in these buildings at or following that time, it is possible that privies developed from the 1860s may have been drop toilets. Backfilling of former privies may have included deposited artefactual rubbish contemporaneous with the period of backfilling, with the possibility of deeper remains belonging to earlier historic phases.

11.5.4 Assessment of archaeological potential

The first White Bay Hotel was constructed in the 1860s at the corner of (then) Abattoir Road and would have serviced maritime and abattoir workers, as well as local residents, up until the pub was removed in 1915 (and the second White Bay Hotel constructed). The location of the former pub is located within the expanded construction footprint at the Bays.

It is known that the pub was demolished, and its bricks auctioned by the Chief Commissioner for Railways and Tramways in 1915. However it is possible that subfloor spaces such as cellars and basements, or the below-ground portions attached water closets or kitchen hearths, may have been infilled and not demolished at this time. Archaeological remains relating to the former pub may include structural remains such as brick and sandstone footings; brick or stone lined privies, brick hearths, and discrete or isolated artefact deposits.

The area where the pub was formerly located was then used to run a large number of railway lines towards the rail head at White Bay. As discussed above however, there is the potential that the land was over-infilled during preparatory works for the construction of the White Bay Power Station. If so, then these deeper deposits may remain.

Overall, due to the history of ground disturbance following the building's demolition in 1915, the potential for recovering archaeological remains related to the first White Bay Hotel is **low**.

11.5.5 Assessment of archaeological significance

Archaeological remains associated with the first White Bay Hotel, particularly discrete artefactual deposits (such as remains in wells, cisterns or privies) may be able to be interrogated to analyse material practices of the operators and patrons of the former pub. These remains may demonstrate working class material practices from both the local Rozelle community as well as nearby abattoir workers. Archaeological remains from the first White Bay Hotel, if intact, would have local significance for their archaeological research potential.

The hotel is associated with its proprietor, Robert Symonds however this association would not meet the threshold of local significance for associative significance.

Structural remains are not anticipated to be technically unique enough to reach significance under this criterion. Artefactual remains may have demonstrative or aesthetic value, depending on the degree of intactness, and may reach be of local heritage significance for their aesthetic or technical values.

Intact, stratigraphically-secure artefactual remains may be demonstrative of the past lives of the abattoir workers who frequented the hotel in the second half of the nineteenth century. These remains, if intact, would be of local significance for their ability to demonstrate the past.

11.5.6 Summary of archaeological potential and significance

A summary of potential archaeological remains within the additional footprint areas at The Bays Station construction site is provided in Table 67.

Table 67: Predicted archaeological remains and significance within the additional footprint areas at The Bays Station construction site

Phase	Site feature	Potential archaeological remains	Potential	Significance
Phase 1 (1800 – 1910)	First White Bay Hotel	Remains related to the former corner hotel including stone and brick footings, brick or stone hearths, deeper brick- or timber-lined privies with discarded or backfilled historical artefacts (glass, ceramic, bone, demolition rubble).	Low	Local

11.5.7 Archaeological impact assessment

Proposed works in the additional footprint areas at The Bays Station construction site would include ground excavation across the former location of this building in order to install a new traction substation. Works to grade and level the site, as well as to install the substation, would likely wholly remove any archaeological remains related to this former hotel.

The expanded footprint at the Bays for this proposal to the north and east of White Bay Power Station have no predicted significant archaeological remains. Works in this area would not result in adverse impacts to any significant archaeological remains.

11.5.8 Mitigation and management measures

Impacts to potential significant archaeological remains related to the first White Bay Hotel should be archaeologically managed under a new Archaeological Research Design and Excavation Methodology or updates for this proposal to the Archaeological Research Design and Excavation Methodology prepared under the previous Sydney Metro West planning applications and adopted for this proposal.

12.0 PYRMONT STATION

12.1 Introduction

This section provides an assessment of potential built heritage impacts as a result of this proposal within the Pyrmont Station study area. The proposed construction site for this proposal is consistent with the construction site assessed under the previous Sydney Metro West planning application. No new heritage items have been identified within or surrounding the study area.

The historical, environmental and archaeological assessments (Sections 5.0, 6.0 and 7.0) for the study area were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) and are footnoted accordingly below.⁹⁹

12.2 Study area

12.2.1 Surrounding setting

Pyrmont Station western site

The Pyrmont Station western site is located within the Pyrmont Heritage Conservation Area and is surrounded by a high proportion of intact mid to late nineteenth century terrace housing. The site is located directly opposite to a heritage-listed former wool store (now offices) which has an imposing presence on the south-western corner of Pyrmont Street and Pyrmont Bridge Road (Former Industrial Building 'Waite and Bull', SLEP Item # I1263). The development to the south and west of the site is predominately commercial and multi-storeyed in height. To the south-west of the site are located the heritage-listed 'Quarryman's Hotel' (SLEP Item #I1232) and a park on the corner of Harris Street and Pyrmont Bridge Road.

Pyrmont Station eastern site

The Pyrmont Station eastern site is surrounded by a variety of development, being a mix of residential and commercial development. Development is generally 4-5 storeys in height to Edward Street, gradually stepping further in height to Union Street and Pyrmont bridge road containing further industrial premises. Immediately to the north-east and north, the site looks toward the Star Casino and the Atrium Building shopping centre. A heritage-listed terrace, 'The Former New York Hotel' (now a health clinic) (SLEP Item #I1275) and the 'Corner Shop & residence 'Charmelu'" commercial premises (now a bakery) (SLEP Item #I1213) have views to the site from its north-western corner.

One Heritage Conservation Area (HCA) is located within the Pyrmont Station site. **Seven** heritage items are located within the buffer zone.

12.2.2 Baseline environment

As part of work carried out for the previous Sydney Metro West planning application, all structures within the Pyrmont Station construction sites would be demolished and the area cleared. Excavation works for the proposed station would also be completed. Temporary structures established and plant and equipment required under the previous Sydney Metro West planning application would be removed. Hardstand already established at the site, site hoarding and infrastructure to secure the site

⁹⁹ Artefact June 2021. *Draft Sydney Metro West – Major civil construction work between The Bays and Sydney CBD – Technical Paper 3 – Non-Aboriginal Heritage*. pp. 31 – 58; 121 – 150; 208 – 225.

would remain in place. All significant views identified for the previous Sydney Metro West planning application towards heritage items located within the buffer zone would be retained.

12.3 Proposed works

The proposed works for the Pyrmont Station study area (Figure 57 and Figure 58) would occur within Pyrmont Station construction sites for the previous Sydney Metro West planning application.

12.3.1 Construction work

Construction work (Figure 57) proposed at the Pyrmont Station would involve:

- enabling and site establishment work
- station construction and fit-out
- construction of station precinct and interchange facilities, including provisioning for over station development
- finishing work, testing and commissioning.

12.3.2 Operations

Pyrmont Station (Figure 58) would include a series of precinct and interchange elements including:

- permanent aboveground infrastructure (station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements.
- the following to support the future over station development:
 - structural elements to enable the construction of future over station development, up to a podium level that future development would be constructed above
 - space for future lift cores, access, parking, loading docks and building services for future over station development
 - subdivision
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for Pyrmont Station are provided in Chapter 14 of the Environmental Impact Statement.

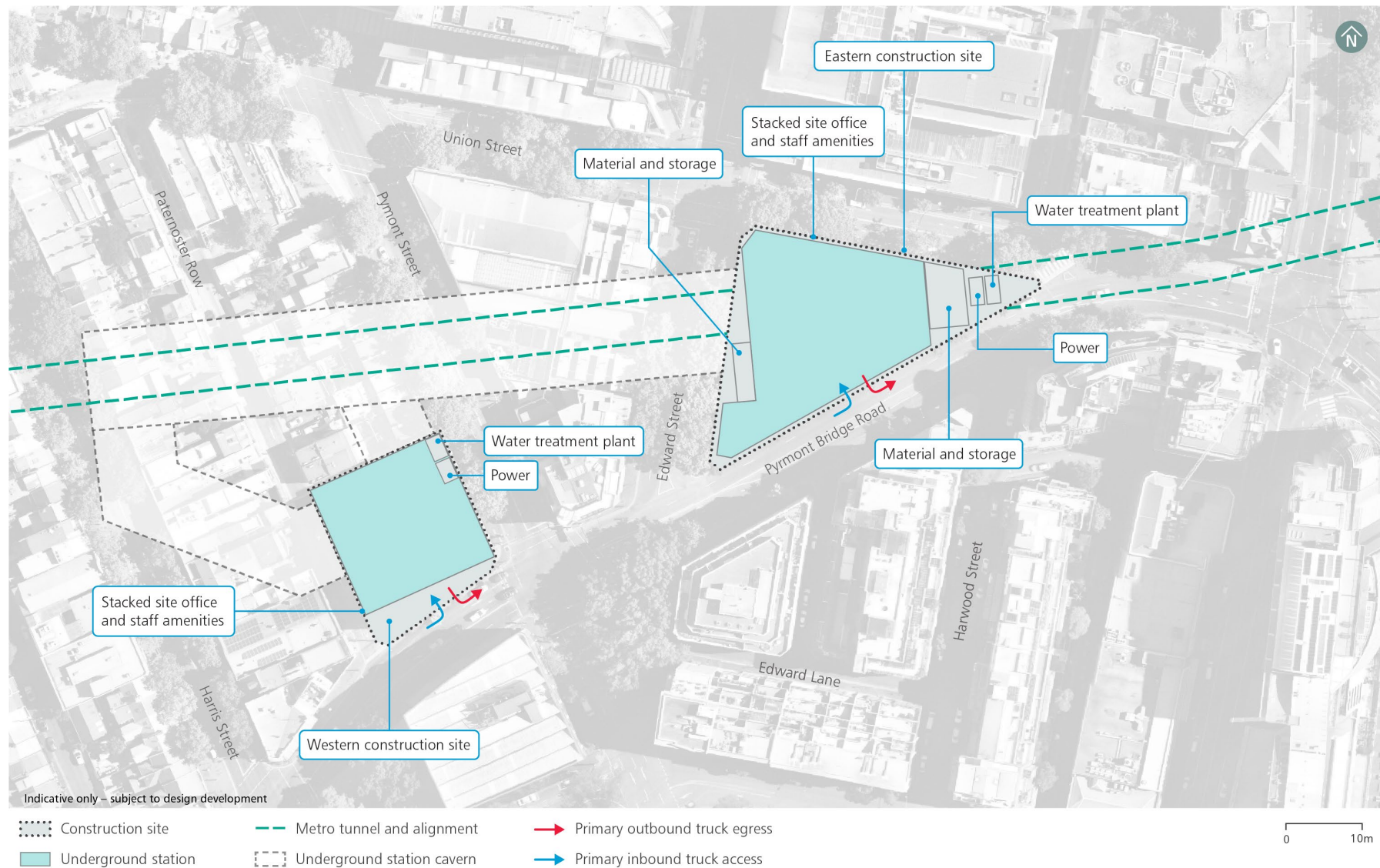


Figure 57: Pyrmont metro station indicative layout (construction)

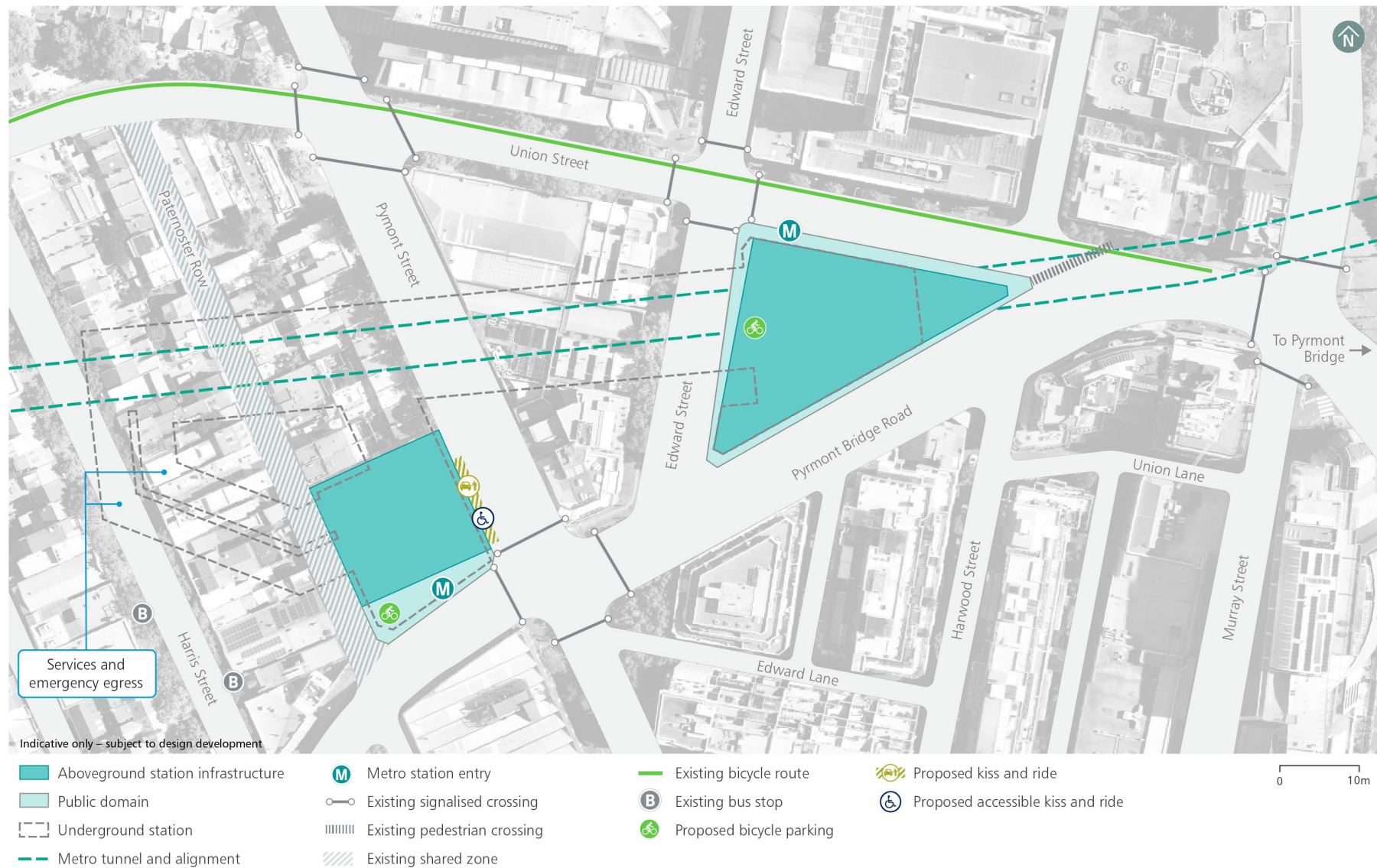


Figure 58: Pyrmont metro station indicative layout (operation)

12.4 Built heritage impact assessment

12.4.1 Summary of heritage listed items

Heritage listed items which are located within, or within 25 metres of, the Pyrmont Station sites, are provided in Table 68 and Table 69, respectively, and their locations illustrated in Figure 59.

Table 68. Heritage items within 25 metres of Pyrmont Station western site

Heritage item	Register listings	Address	Significance	Relationship to site
Pyrmont Heritage Conservation Area	SLEP 2012 Item no. C52	Pyrmont	Local	Directly adjacent
Quarryman's Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1232 SREP 2005 (City West) Item no. 56 RNE Place ID 100706 	214-216 Harris Street	Local	About 15 metres southwest of the site
Former Industrial Building 'Waite and Bull' Also known as 'John Taylor Wool Stores'	<ul style="list-style-type: none"> SLEP 2012 Item no. I1263 SREP 2005 (City West) Item no. 54. RNE Place ID 2036 NTR no. 10858 	137 Pyrmont Street, Pyrmont	Local	About 25 metres south of the site

Table 69 Heritage items within 25 metres of Pyrmont Station eastern site

Heritage item	Register listings	Address	Significance	Relationship to site
Former New York Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1275 SREP 2005 (City West) Item no. 67 RNE Place ID 100709 	50 Union Street, Pyrmont	Local	About 15 metres north of the site
Former Warehouse 'Bank of NSW Stores'	<ul style="list-style-type: none"> SLEP 2012 Item no. I1256 SREP 2005 (City West) Item no. 53 RNE Place ID 100704 	17-21 Pyrmont Bridge Road	Local	About 20 metres south of the site
Corner Shop and Residence 'Charmelu'	<ul style="list-style-type: none"> SLEP 2012 Item no. I1213 SREP 2005 (City West) Item no. 68 	63-67 Edward Street, Pyrmont 'Charmelu' street address on 35 Union Street, Pyrmont	Local	About 20 metres west of the site
Terrace Group	<ul style="list-style-type: none"> SLEP 2012 Item no. I1274 SREP 2005 (City West) Item no. 122 	31-33 Union Street, Pyrmont	Local	About 20 metres west of the site
Pyrmont Bridge Road Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1255 SREP 2005 (City West) Item no. 52 RNE Place ID 100703 	11 Pyrmont Bridge Road, Pyrmont	Local	About 20 metres south of the site



Figure 59: Location of heritage items within the study area for Pyrmont Station

12.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 70 to Table 77) provide the associated heritage listings and significance for each item. Historical backgrounds, descriptions and statements of significance for each item were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) and are footnoted accordingly below. Impact assessments for each item are for this proposal only.

12.4.2.1 Pyrmont Heritage Conservation Area

Table 70. Pyrmont Heritage Conservation Area heritage impact assessment

Pyrmont Heritage Conservation Area¹⁰⁰	
Heritage listing/s	SLEP 2012 Item no. C52
Significance	Local
Description	<p><i>This area comprises predominantly 19th Century 2 storey residential and commercial streetscapes, of diverse and substantially intact character of the 1860s and 1870s development of Pyrmont. Highlights are corner hotels (The Dunkirk, Quarryman's Hotel, and institutional buildings such as the former Pyrmont Post Office). Demonstrates evidence of the consolidation of the expansion of the Victorian working-class population with large blocks of terraces on Bulwara, Mount and Harris Streets, adjacent to the main retail node at Harris, Miller and Union Streets. The area includes shops, hotel, bank and Post Office centred on a public square (Union Square) which is the main pedestrian entry to the area from the City. The area features sandstone kerbing, sandstone cutting and stairs cut into rock that repeat themes throughout the Pyrmont Peninsular.</i></p> <p><i>Street Ratings</i></p> <p><i>Gipps Street – section within heritage conservation area only – wide street terminated by park at Harris Street end, dominated by imposing Federation warehouses on the corner of Pyrmont Street. Street Rating: A</i></p> <p><i>Harris Street – section within heritage conservation area only – wide, heavily trafficked street with substantial street trees (London Planes), dominated by Victorian terraces, Victorian shops and Victorian commercial buildings and hotels, with little modern infill. The two hotels at the corner of Harris St and Pyrmont Bridge Road are an imposing entry to the area, and the name of The Quarryman's Hotel evokes the area's history. The 2 long rows of terraces between Gipps and Allen Streets demonstrate mid-Victorian speculative working class housing. Street Rating: A</i></p> <p><i>Little Mount Street: narrow street dominated by long rows of predominantly single storey Victorian terraces on the western side, garaging to rear of Harris Street shops on the eastern side. The landscape character of Little Mount Street is important for the hewn stone rock faces and steps that were necessary to form the roadway and give access to the rears of the Harris Street properties. The rock face and steps repeat themes throughout the Pyrmont Peninsular. The excavated rock face and the carved stone steps to the rear of the properties fronting Harris Street are a consistent and unique feature of Little Mount Street formed as part of the construction of Little Mount Street in the 1880s. The feature still remains in part at recurring intervals along the length of the street including at Nos 139,141,143,147, 151,153, 155, 163, part of 167, 171 & 173. Historically significance for providing clear evidence of the mid to late 19th century form of residential subdivision in Pyrmont. Aesthetically they have a unique place in continuing to define the form and character of Little Mount Street and contribute to its streetscape distinctiveness. Street Rating: A</i></p> <p><i>Paternoster Row – narrow, laneway width street with no street tree planting. On the eastern side the street is characterised by the rear of shop sites fronting Pyrmont Street, and several residential infill developments (18-20 and 26-28 Paternoster Row). On the western side there are 2 storey mid-Victorian terraces at 1, 3-21, and 23-25 Paternoster Row at the northern end, and the rear of shops fronting onto Harris Street. Modern commercial building at south-eastern corner (26-32 Pyrmont Bridge Road). One detracting 3 storey residential infill development has been constructed at 31 Paternoster Row. Street Rating: B</i></p>

¹⁰⁰ Artefact Heritage, 2021. *Sydney Metro West - Major civil construction work between The Bays and Sydney CBD. Technical Paper 3: Non-Aboriginal Heritage*. Report to Sydney Metro Authority pgs. 130 - 133

Pymont Heritage Conservation Area¹⁰⁰	
	<p><i>Pymont Bridge Road – section within Heritage Conservation Area only – wide, curving, heavily trafficked street with some medium street tree plantings. Dominated by large Federation warehouse at 137 Pymont St corner, and corner hotels to Harris Street (The Dunkirk and Quarryman's Hotels) and park to south corner Harris St. Street Rating: A</i></p> <p><i>Pymont Street – wide, heavily trafficked street with substantial street trees (London planes) dominated by relatively intact rows of Victorian Filigree terraces. Street Rating: A</i></p> <p><i>Union Street from Pymont Street to Harris Street – dominated by mid to early Victorian shops and terraces, many sandstone and imposing. Anchored at western end by Union Square (public plaza) and prominent World War I memorial, and the imposing former Pymont Post Office. The street is the main pedestrian entry to the area from the city, leading directly off the Pymont pedestrian bridge. Street Rating: A</i></p>
Statement of Significance	<p><i>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></p>
Heritage impact assessment	<p>Direct impact: The Pymont Station western site is located within the Heritage Conservation Area (HCA). The proposed works located within the HCA would include the introduction of the Pymont station building, including western station entry. The northern boundary of the Pymont Station western site abuts a contributory building within the HCA no physical modifications to this item is anticipated.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not considered vibration intensive, no separate vibration assessment has been prepared and it is assumed that vibration impacts would not occur.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: During construction, stacked site offices and amenities would be established within the Pymont Station western construction site facing Pymont Bridge Road. The site would be surrounded by construction hoarding and plant and machinery would be visible from outside of the site. Ancillary construction support elements such as water treatment plant and power supply would be established along the north-eastern boundary of the western construction site. These temporary structures and activities would be prominent on the corner of Pymont Bridge Road and Pymont Street and would temporarily overshadow significant views of nearby terrace housing and worker's houses on Pymont Street and Paternoster Row.</p> <p>Temporary indirect (visual) impact: Minor</p> <p>Permanent indirect (visual) impact: The Pymont Station western site would be located at the corner of Pymont Street and Paternoster Row; both streets have been assessed with a street rating of A (high value to the significance of the conservation area overall) under the heritage conservation area curtilage. Paternoster Row to the west of the site has a street rating of B (moderate value to the significance of the conservation area overall).</p> <p>The proposed station entry and services building would be about four to five storeys (12-15 metres) in height. While the station entry would be set back from the streetscape and public domain provided between the station entry and Pymont Bridge Road, the introduction of a four- to five-storey station services building would visually dominate the Pymont Bridge Road and Pymont Street corner and overshadow heritage significance views of contributory buildings on Pymont Street and the rear of worker's housing on Paternoster Row. However, the station building would be similar in height to the previous building on the site and the existing development to the northeast (Pymont Street) and southeast (Pymont Bridge Road) of the construction site. As the proposed location is on the boundary of the heritage conservation area, any visual dominance likely to impact the heritage conservation area would be localised to the immediate streetscapes rather than the whole heritage conservation area which expands over approximately five hectares of the Pymont area. As such, the proposed works would result in a minor indirect (visual) impact to the overall heritage conservation area.</p> <p>Permanent indirect (visual) impact: Minor</p>

12.4.2.2 Former New York Hotel

Table 71. Former New York Hotel heritage impact assessment

Former New York Hotel ¹⁰¹	
Heritage listing/s	<ul style="list-style-type: none"> SLEP 2012 Item no. I1275 SREP 2005 (City West) Item no. 67 RNE Place ID 100709
Significance	Local
Description	<i>The building is located on a prominent corner site with the original 2-storey building is constructed of sandstone block and would have been a substantial building in its late Victorian period. The upper storey extension is well-integrated with string cornices and fenestration patterns modelled on the earlier building and features timber double hung windows and timber doors.</i>
Statement of significance	<i>The building dates from one of the key period of layers for the development of Ultimo/Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Victorian and Federation hotel which makes a positive contribution to the streetscape.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located approximately 15 metres north of the Pymont Station eastern construction site. Elements introduced as part of this proposal would not be located within the heritage curtilage of the item and there would be no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impact: Stacked site offices and amenities would be established directly opposite the heritage item during the construction phase of this proposal. These temporary structures may be of sufficient elevation to overshadow the heritage item across the road and diminish the significance prominence of the building within the streetscape during the construction phase.</p> <p>Temporary indirect (visual) impact: Minor</p> <p>Permanent indirect (visual) impact: The Pymont Station eastern site would be located directly opposite the heritage item. The Former New York Hotel makes a positive contribution to the streetscape as a substantial late Victorian structure of sandstone construction. This proposal would include the introduction of a two-storey station services building (around 9 metres) at Edward Street and three to four-storeys (around 12 – 16 metres) at the Union Street eastern entrance. While the station services building would be directly facing the heritage item, it would not overshadow or obstruct significant views of the building's street frontage, nor diminish the item's prominence in the streetscape.</p> <p>Permanent indirect (visual) impact: Negligible</p>

12.4.2.3 The Quarryman's Hotel

Table 72. The Quarryman's Hotel heritage impact assessment

Quarryman's Hotel ¹⁰²	
Heritage listing/s	<ul style="list-style-type: none"> SLEP 2012 Item no. I1232 SREP 2005 (City West) Item no. 56 RNE Place ID 100706
Significance	Local
Description	<i>The building is a three storey Federation Arts and Crafts style hotel building on a prominent corner site. The building is constructed of painted face brickwork and roughcast stucco with timber framed double hung windows and doors, and a tiled ground floor façade. There is a first floor oriel window to the splay corner. The building features recessed balconies to first and second floor levels on the Pymont Bridge Road elevation with that to the second floor being semi-circular arched. An elaborately detailed Art Nouveau parapet with classical motifs</i>

¹⁰¹ Artefact Heritage, 2021. pgs. 134 - 135

¹⁰² Artefact Heritage, 2021.pgs 135 137

Quarryman's Hotel ¹⁰²	
	<p>and pilasters screens a simple skillion corrugated iron roof form. The ground floor features inter-war tiling. The building is built to both street alignments, with a splayed corner and with awnings over street footpaths.</p> <p>Internally significant elements include the original room layout, timber flooring and joinery, the main timber stairs, pressed metal ceilings and cornices, and fire places on the first and second floors.</p>
Statement of significance	<p>The Quarryman's Hotel 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 also dates from the key period of hotel rebuilding by the breweries in NSW in the early 20th century. Designed by Spain, Cosh and Minnett, it is a good example of a Federation Arts and Crafts style hotel, at a prominent corner site which makes a positive contribution to the streetscape.</p>
Heritage impact assessment	<p>Direct impact: The heritage item is located approximately 15 metres southwest of the Pyrmont Station western construction site. Elements introduced as part of this proposal would not be located within the heritage curtilage of the item and there would be no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impact: Construction facilities (including stacked site office and ancillary structures along Pyrmont Bridge Road) would be visible from the heritage item however they would not overshadow, obstruct or diminish from the heritage significant views of the hotel's Harris Street and Pyrmont Bridge Road corner frontage.</p> <p>Temporary indirect (visual) impact: Neutral</p> <p>Permanent indirect (visual) impact: The item is a good example of a Federation Arts and Crafts style hotel, at a prominent corner site which makes a positive contribution to the streetscape. The station services building, western station entry and associated public domain would be located directly northeast of the item and would not obstruct existing views towards the aesthetically significant facades of the building from the surrounding streetscape, nor would it significantly alter the visual setting of the item.</p> <p>Permanent indirect (visual) impact: Neutral</p>

12.4.2.4 Former Warehouse 'Bank of NSW Stores'

Table 73. Former Warehouse 'Bank of NSW Stores' heritage impact assessment

Former Warehouse 'Bank of NSW Stores' ¹⁰³	
Heritage listing/s	<ul style="list-style-type: none"> SLEP 2012 Item no. I1256 SREP 2005 (City West) Item no. 53 RNE Place ID 100704
Significance	Local
Description	<p>The building is a 5 storey Inter-War Art Deco style warehouse constructed of rendered brickwork with a steel frame and reinforced concrete floors. The facades are rendered with narrow pilasters and tall narrow window openings with contrasting render detailing. The original details remain intact, including art deco relief externally, and signage, door furniture, fenestration and internal stairs.</p>
Statement of significance	<p>The building dates from one of the key period of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of an Inter War commercial warehouse building which makes a positive contribution to the streetscape.</p> <p>The former Bank of NSW Archives, built in 1935, is significant as an intact representative of the warehouses and commercial storage facilities that characterised the Pyrmont / Ultimo area from the late nineteenth century until the 1960's. As such, it helps to record the development of the area as an industrial warehouse district close to the central business district and supporting the main business premises in the commercial heart of the city. The</p>

¹⁰³ Artefact Heritage, 2021.pgs 137 -139

Former Warehouse ‘Bank of NSW Stores’ ¹⁰³	
	<i>building is significant as a good example both of the inter-war Chicagoesque style in a commercial storage building and of the design work of the architects John Reid and Son who also designed the Bank of New South Wales Building.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located 20 metres south of the Pyrmont Station eastern construction site and over 50 metres east of the Pyrmont Station western construction site. No elements of this proposal would be located within the heritage curtilage of the item and there would be no direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: Construction facilities would be visible from the heritage item however they would not overshadow, obstruct or diminish from the heritage significant views of warehouse’s five storey prominent street corner frontage.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: The Former Warehouse ‘Bank of NSW Stores’ building makes a positive contribution to the streetscape and is located on a prominent corner site, views and vistas are part of the heritage significance of the item. The western station services building 20 metres to the north of this heritage item would be of a similar scale to the five-storey heritage item and this proposal would not impede or overshadow significant views of its corner street frontage.</p> <p>Permanent indirect (visual) impact: Negligible</p>

12.4.2.5 Corner Shop and Residence ‘Charmelu’

Table 74. Corner Shop and Residence ‘Charmelu’ heritage impact assessment

Corner Shop and residence ‘Charmelu’ ¹⁰⁴	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 Item no. I1213 • SREP 2005 (City West) Item no. 68
Significance	Local
Description	<i>The building is a two storey, rendered brick, corner commercial / residential building returning around Edward Street, with a splayed corner entry. It has a suspended awning over the ground floor, and features a fine ceramic tiled shopfront with leadlight decoration to the display windows. It has a rectangular window openings on the upper floor below a string course and then a stucco moulded cornice to the parapet. The cornice features elaborate, elongated stucco brackets and there is a pediment above the corner facet surmounted by stucco scrollwork and with a central stucco pennant motif.</i>
Statement of significance	<i>The building dates from one of the key period of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Victorian shop and residence located on a prominent corner site which makes a positive contribution to the streetscape.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located 20 metres west of the proposed Pyrmont Station eastern construction site. No work would be required within the heritage curtilage of the item and there would be no direct (physical) impact to the item as a result of this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impact: Stacked site offices and amenities would be established directly opposite the heritage item during the construction phase of this proposal. These temporary structures would be of sufficient elevation to overshadow the heritage item</p>

¹⁰⁴ Artefact Heritage, 2021.pgs 140 141

Corner Shop and residence 'Charmelu' ¹⁰⁴	
	<p>across the road and diminish the prominence of the building within the streetscape during the construction phase.</p> <p>Temporary indirect (visual) impact: Minor</p> <p>Permanent indirect (visual) impact: The Corner Shop and Residence 'Charmelu' makes a positive contribution to the streetscape and located on a prominent corner site, views and vistas are part of the heritage significance of the item.</p> <p>Station services infrastructure and public domain elements would be located directly east of the heritage item. Due to the siting and scale (about 9 metres in height on Edward Street) of the proposed station services infrastructure, this proposal would not obstruct views towards the aesthetically significant Victorian façade of the item along Edward and Union Streets, nor would it significantly alter the visual setting of the item. Additionally, the low-level scale of the station services infrastructure would not overshadow the item located about 20 metres to the west.</p> <p>Permanent indirect (visual) impact: Negligible</p>

12.4.2.6 Terrace Group at 31-33 Union Street

Table 75. Terrace Group at 31-33 Union Street heritage impact assessment

Terrace Group ¹⁰⁵	
Heritage listing/s	<ul style="list-style-type: none"> SLEP 2012 Item no. I1274 SREP 2005 (City West) Item no. 122
Significance	Local
Description	<i>The building is a 2 storey Victorian Filigree style terrace house which is part of a group. The building is constructed of rendered brickwork with timber windows and doors and a 2-storey veranda with cast iron filigree detailing. An elaborately detailed parapet screens a simple skillion corrugated iron form.</i>
Statement of significance	<i>The building dates from one of the key periods of layers for the development of Ultimo/Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid-Victorian terrace which makes a positive contribution to the streetscape.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 20 metres west of the Pymont Station eastern construction site. No work would be required within the heritage curtilage of the item and there would be no direct (physical) impact to the item as a result of this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction facilities and activities would not be clearly visible from this heritage item and works during the construction phase would not interrupt or overshadow significant views of the street frontage of the heritage item.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Indirect (visual) impact: The eastern station services building and station entry, including public domain would be located directly east of the item. The item is a good example of a mid-Victorian terrace which makes a positive contribution to the streetscape. Due to the location of the item and the siting of the metro station to the east, views towards the aesthetically significant Victorian filigree terraces would not be obstructed or overshadowed by this proposal.</p> <p>Indirect (visual) impact: Neutral</p>

¹⁰⁵ Artefact Heritage, 2021.pgs 141 - 143

12.4.2.7 Pyrmont Bridge Road Hotel

Table 76. Pyrmont Bridge Road Hotel heritage impact assessment

Pyrmont Bridge Road Hotel¹⁰⁶	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 Item no. I1255 • SREP 2005 (City West) Item no. 52 • RNE Place ID100703
Significance	Local
Description	<i>The building is a 3 storey Federation Arts and Crafts hotel on a prominent corner site. The building is constructed of rendered brickwork with timber windows and doors. Externally the building is substantially intact with details characteristic of its period and style, including a belvedere tower, art nouveau tiles and lettering in relief, and timber joinery. The building has rectangular windows and door openings and a parapet above a moulded cornice which has rectangular piers enclosing a roof garden.</i>
Statement of significance	<p><i>The building dates from one of the key periods of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Federation hotel designed by the City Architect which makes a positive contribution to the streetscape and demonstrates Pyrmont as a predominantly industrial and warehouse suburb populated by working class people employed in the local area.</i></p> <p><i>This corner hotel is a good example of a working class suburban Federation-era hotel building designed by the city architect. It is representative of the typical hotel in Pyrmont / Ultimo, occupying a prominent corner location amongst housing and workplace buildings. It is distinctively played corner frontage to the intersection is a feature of the local streetscape.</i></p> <p><i>High Significance: All original exterior fabric, the overall building form, ground floor public spaces. Medium Significance: All original interior fabric, planning configuration to the upper levels.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 20 metres south of the Pyrmont Station eastern construction site. Elements introduced as part of this proposal would not be located within the heritage curtilage of the item and there would be no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The Pyrmont Station eastern construction site would be located directly across the road from the heritage item and include ancillary construction facilities and construction plant and equipment, behind construction hoarding and fencing. These facilities are not anticipated to be obstruct or overshadow significant views of the heritage item facing Pyrmont Bridge Road.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impact: The Pyrmont Bridge Road Hotel is located on a prominent corner site, about 20 metres south of the eastern station entry building. The building's distinctive chamfered corner presentation is a landmark in the area, and is of high significance externally, making a positive contribution to the streetscape. The proposed eastern station entrance building would be integrated with station services and be about four to five storeys high fronting Pyrmont Bridge Road facing the heritage item and would not interrupt significant views or overshadow the street-corner prominence of this heritage item.</p> <p>Permanent indirect (visual) impact: Negligible</p>

¹⁰⁶ Artefact Heritage, 2021.pgs 143 - 145

12.4.2.8 Former Industrial Building 'Waite and Bull'

Table 77. Former Industrial Building 'Waite and Bull' heritage impact assessment

Former Industrial Building 'Waite and Bull' [Also known as "John Taylor Wool Stores"]¹⁰⁷	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 Item no. I1263 • SREP 2005 (City West) Item no. 54. • RNE Place ID2036 • NTR no. 10858
Significance	Local
Description	<p><i>The site contains a five-storey wool store with basement partly above street level, and four levels, which demonstrates typical characteristic of the Federation Warehouse Style including vast areas of plain face brickwork, recessed arched fenestration with the interruption of horizontal brick cornices above and below the second-floor windows. The building was the first of the Pyrmont wool stores to use recessed brick arches on the facades. The building is of great scale and effectively it occupies a whole block, consequently the former wool store has a strong presence in the Pyrmont townscape.</i></p> <p><i>At ground and first floor levels there are two storey high recessed semi-circular arched panels, each containing a central semi-circular arched window on each level. The second-floor contrasts this with flush brickwork but similar windows, whilst the top level (fourth floor) has recessed arched panels to each window. Lintels and archivolt are of contrast colour bricks and the façade is curved around the Pyrmont Street/Pyrmont Bridge Road corner.</i></p> <p><i>The building has a sawtooth roof with typical horizontal band glazing, concealed behind an encircling parapet, with segmental arched pediments on the Pyrmont Street and Pyrmont Bridge Road frontages, the former with the name John Taylor and Company and the date 1893 painted on it and the latter with a moulded stucco sheep emblem. Internally, timber floors are carried on wrought iron girders, double timber beams and cast-iron cruciform columns. The structural use of steel is early. The building has been renovated for commercial use. An original McComas and Price Williams hydraulic wool press remains on the top floor.</i></p>
Statement of significance	<p><i>This former wool store, erected in 1893, is historically highly significant for its association with the period when Pyrmont was the home of Sydney's wool stores. The wool industry was an invaluable income earner for Australia and in the first half of the 20th century most of the product exported from New South Wales went through Pyrmont wool stores such as this one. The building was designed by Arthur Blacket who was a notable designer in his own right and was a member of a leading family of architects.</i></p> <p><i>The building, with its strongly rectangular facade, emphasis to arches and plain face brickwork, is a good example of the Federation Warehouse architectural style. Being of large scale with vast areas of brickwork and effectively occupying a whole block, the building is a prominent landscape element in Pyrmont.</i></p> <p><i>The former wool store's early use of recessed arches and its structural use of iron, give the place technological significance. Its layout, lighting and the presence of the wool press reflect aspects of warehouse design and wool handling during the period. The McComas and Price Williams Wool Press within the building is one of the largest wool presses known in New South Wales and the only one known to have survived in Sydney from the late nineteenth century.</i></p>
Heritage impact assessment	<p>Direct impact: The item is located directly south of the Pyrmont Station western construction site and approximately 50 metres to the southwest of the Pyrmont Station eastern construction site.</p> <p>Elements introduced as part of this proposal would not be located within the heritage curtilage of the item and there would be no direct (physical) impacts to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Stacked site offices and staff amenities would be established within the western construction site directly opposite the heritage item. These</p>

¹⁰⁷ Artefact Heritage, 2021.pgs 145 - 149

Former Industrial Building ‘Waite and Bull’ [Also known as “John Taylor Wool Stores”]¹⁰⁷	
	<p>structures are anticipated to be several storeys tall. Despite the elevation of these facilities, they are not anticipated to be greater than the five-storey masonry heritage item and would not block significant views of the item from the perspective of Pyrmont Bridge Road or the intersection at Pyrmont Street.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Indirect (visual) impact: Located on a prominent corner site, the large distinctive brick warehouse building with curved treatment of the corner presentation is a landmark feature in the Pyrmont area. The building makes a positive contribution to the streetscape, with views and vistas contributing to the heritage significance of the item.</p> <p>The Pyrmont Station western station entry and services infrastructure would be located directly north of the heritage item. The Pyrmont Station eastern station entry and services infrastructure would be located about 50 metres to the northeast of the item. This proposal, including the introduction of the proposed (about) 23 metres (western site) and (about) 16 metres (eastern site) station services infrastructure would not obstruct or overshadow the primary views and vistas towards the item from these locations.</p> <p>Indirect (visual) impact: Negligible</p>

12.4.3 Overview of heritage impacts

The following Table 78 provides an overview of the proposed heritage impacts associated with the Pyrmont Station site.

Table 78: Heritage impacts for Pyrmont Station site on listed items

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impact	Permanent indirect (visual) impact
Pyrmont Heritage Conservation Area	SLEP 2012 Item no. C52	Local	Neutral	Neutral	Minor	Minor
Former New York Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1275 SREP 2005 (City West) Item no. 67 RNE Place ID 100709 	Local	Neutral	Neutral	Minor	Negligible
Quarryman’s Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1232 SREP 2005 (City West) Item no. 56 RNE Place ID 100706 	Local	Neutral	Neutral	Neutral	Negligible
Former Warehouse ‘Bank of NSW Stores’	<ul style="list-style-type: none"> SLEP 2012 Item no. I1256 SREP 2005 (City West) Item no. 53 RNE Place ID 100704 	Local	Neutral	Neutral	Negligible	Negligible
Corner Shop and Residence ‘Charmelu’	<ul style="list-style-type: none"> SLEP 2012 Item no. I1213 	Local	Neutral	Neutral	Minor	Negligible

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impact	Temporary indirect (visual) impact	Permanent indirect (visual) impact
	<ul style="list-style-type: none"> SREP 2005 (City West) Item no. 68 					
Terrace Group	<ul style="list-style-type: none"> SLEP 2012 Item no. I1274 SREP 2005 (City West) Item no. 122 	Local	Neutral	Neutral	Neutral	Neutral
Pymont Bridge Road Hotel	<ul style="list-style-type: none"> SLEP 2012 Item no. I1255 SREP 2005 (City West) Item no. 52 RNE Place ID100703 	Local	Neutral	Neutral	Negligible	Negligible
Former Industrial Building 'Waite and Bull' Also known as 'John Taylor Wool Stores'	<ul style="list-style-type: none"> SLEP 2012 Item no. I1263 SREP 2005 (City West) Item no. 54. RNE Place ID2036 NTR no. 10858 	Local	Neutral	Neutral	Negligible	Negligible

12.5 Non-Aboriginal archaeological impact assessment

The Pymont Station construction site identified as part of this proposal is consistent with the construction site identified and assessed under the previous Sydney Metro West planning application. As such, potential archaeological resources would be identified as part of further archaeological investigations and managed for that stage in accordance with relevant requirements and no new archaeological impacts are anticipated as part of this proposal. Refer to pages 201 to 215 of Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) for impacts to the Pymont Station construction sites.¹⁰⁸

¹⁰⁸ Artefact June 2021

13.0 HUNTER STREET (SYDNEY CBD) STATION

13.1 Introduction

This section provides an assessment of potential built and non-Aboriginal archaeological impacts as a result of proposal within the Hunter Street (Sydney CBD) study area. The proposed construction site for this proposal is consistent with the construction site assessed under the previous Sydney Metro West planning application. No new heritage items have been identified within or surrounding the study area.

The historical, environmental and archaeological assessments (Sections 5.0, 6.0 and 7.0) for the study area were provided in detail as part of Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) and are footnoted accordingly below.¹⁰⁹

13.2 Study area

13.2.1 Surrounding setting

The Hunter Street Station (Sydney CBD) study area would be located at the block bound by Hunter Street, George Street and includes De Mestre Place, with an additional station entrance located on the site bound by Hunter Street, Bligh Street and O'Connell Street.

Hunter Street Station (Sydney CBD) western site

The Hunter Street Station (Sydney CBD) western site is surrounded by development in the form of multi-storey office blocks, many with ground-floor retail, hotels and entertainment. The site is located proximate to a number of heritage items including the Former Commercial Building of Peape's Menswear (SLEP Item # I1765) and the heritage-listed Ash Street precinct (SLEP Item #I1666). State heritage listed item 'Skinners Family Hotel' (SHR Item #00584) is located within the north western corner of the site. The light rail route runs both north and south along George Street in front of the site.

Hunter Street Station (Sydney CBD) eastern site

The Hunter Street Station (Sydney CBD) eastern site is surrounded by mixed-use office buildings and a number of heritage items, including the heritage-listed former Manufacturer's Mutual building (SLEP Item #I1902) and the former Delfin House (SLEP Item #I1903) which adjoin the rear of the site on O'Connell Street. The former Perpetual Trustee Company (SHR Item #00678) premises is located directly opposite the site, and the City Mutual Life Assurance Building (SHR Item #00585) is located opposite the south-western corner of the site. Richard Johnson Square (SLEP Item #I1673) directly adjoins this corner of the site, containing a monument and plinth dedicated to the location of the first Catholic Church built in Australia.

One heritage item is located within The Hunter Street Station (Sydney CBD) western site. **Three** heritage items are located adjacent to The Hunter Street Station (Sydney CBD) eastern site. **14** heritage items are located within the buffer zone of the sites.

¹⁰⁹ Artefact June 2021. pp. 59 - 120; 151 - 203; 226 – 248.

13.2.2 Baseline environment

As part of work for the previous Sydney Metro West planning application, all structures within the Hunter Street Station (Sydney CBD) construction sites would be demolished and the area cleared, with the exception of the heritage item located to the north western corner of the Hunter Street Station (Sydney CBD) western construction site, 'Skinners Family Hotel' (SHR Item #00584), which would be retained and protected. Excavation works for the proposed station would also be completed. Temporary structures established and plant and equipment required under the previous Sydney Metro West planning application would be removed. Hardstand already established at the site, site hoarding and infrastructure to secure the site would remain in place.

All views identified towards heritage items located within the buffer zone of the proposed construction sites identified in the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) would be retained. The existing view line towards the heritage item, 'Skinners Family Hotel' from the surrounding George and Bridge Streets streetscape would be retained.

The non-Aboriginal heritage assessment for the previous Sydney Metro West planning application commits to carrying out relevant archaeological investigations and managing archaeology at the. As such the baseline environment assumes that all archaeology within the Hunter Street Station (Sydney CBD) construction sites would be managed as part of the previous Sydney Metro West planning application and no further non- Aboriginal archaeological assessment would be required at this location.

13.3 Proposed works

The proposed works for the Hunter Street Station (Sydney CBD) (Figure 60 and Figure 61) would occur within the construction sites for the previous Sydney Metro West planning application.

13.3.1 Construction work

Construction work at the Hunter Street (Sydney CBD) station sites (Figure 60) would involve:

- enabling and site establishment work, including installation or retaining protection around the Skinners Family Hotel heritage structure
- station construction and fit-out and construction of built elements for non-station uses
- construction of station precinct and interchange facilities, including provisioning for over station development
- finishing work, testing and commissioning.

13.3.2 Operations

The Hunter Street Station (Sydney CBD) (Figure 61) would include a series of precinct and interchange elements, including:

- permanent aboveground infrastructure (station services infrastructure and structural elements for non-station uses) and public domain and transport integration elements would form part of the operational station precinct, including:
 - pedestrian network including through site links in the vicinity of the station to enable access to the station

- underground pedestrian connections to the Sydney Trains network at Wynyard and Sydney Metro City & Southwest at Martin Place
- built elements and provision of utilities and services to provide space for future non-station uses (fit-out and use of these spaces would be subject to separate approval, where required) including within the eastern and western sites
- Sydney Metro are continuing to investigate opportunities, in consultation with stakeholders, to upgrade the existing Richard Johnson Square at the corner of Bligh Street and Hunter Street
- operation of the new metro line, including train and station operations
- ongoing scheduled and non-scheduled maintenance of the new metro station and tunnel, including any periodic overhaul or repair work.

Long section and cross section figures for the Hunter Street Station (Sydney CBD) are provided in Chapter 15 of the Environmental Impact Statement.

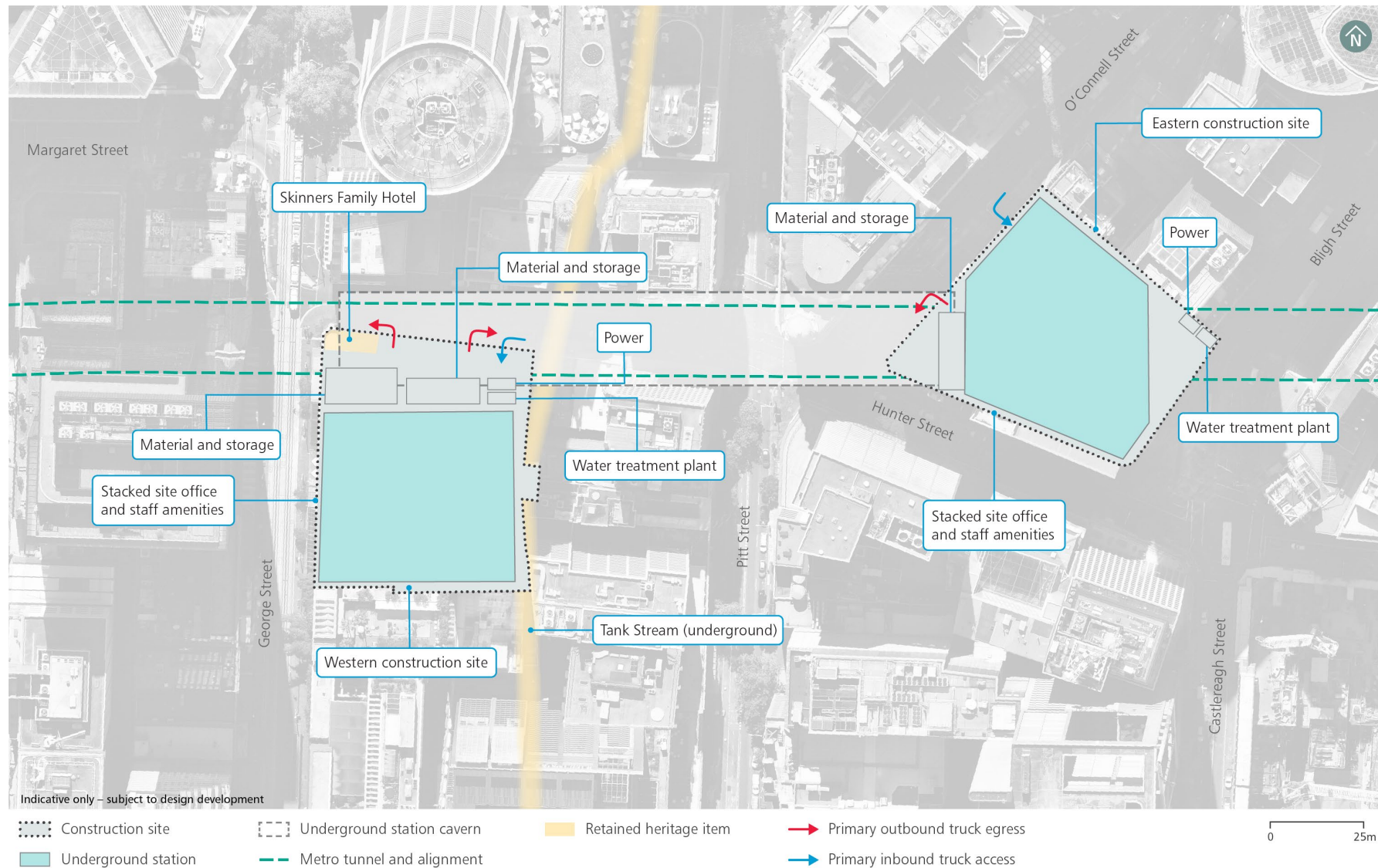


Figure 60: Hunter Street Station (Sydney CBD) indicative site layout (construction)

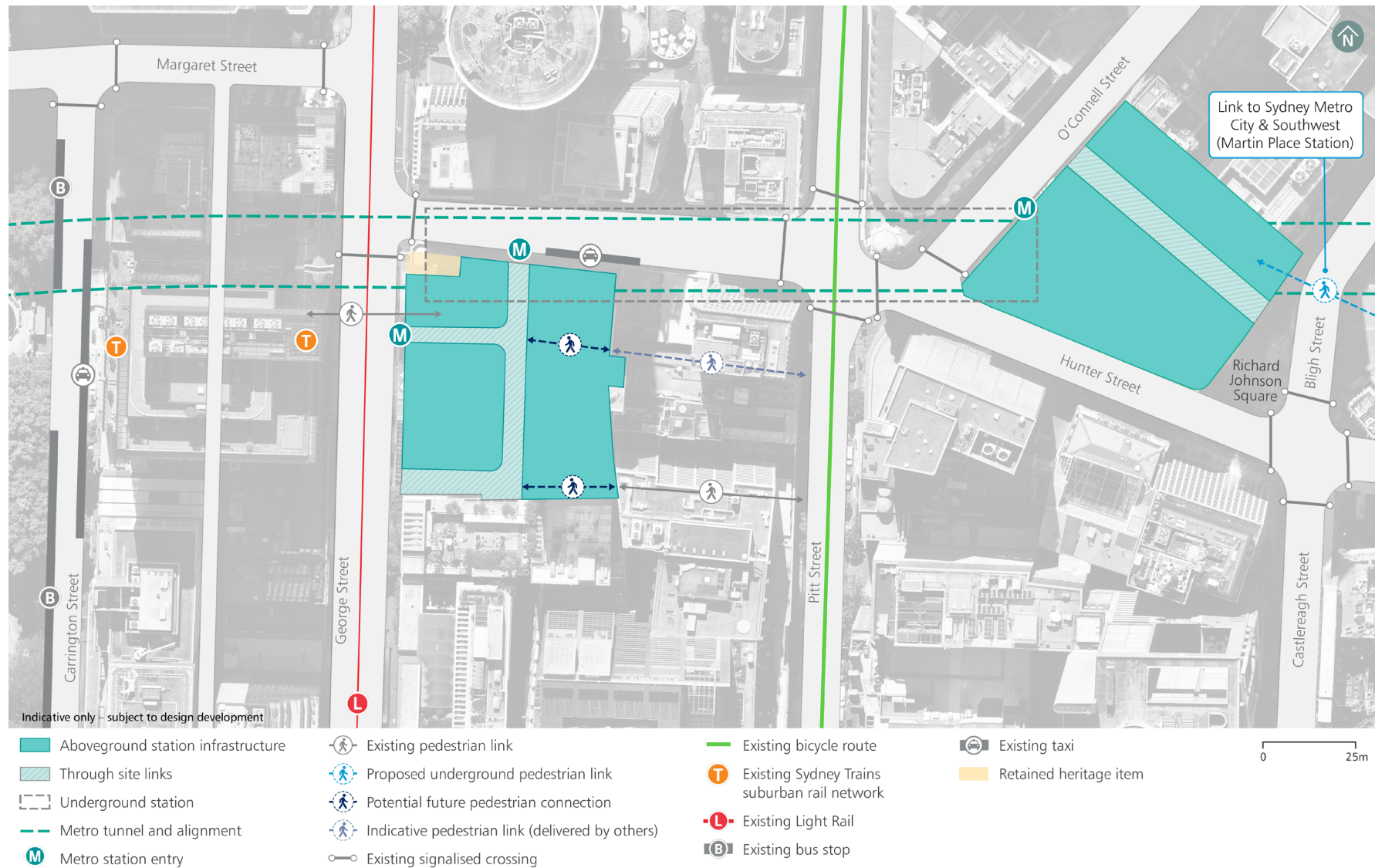


Figure 61: Hunter Street Station (Sydney CBD) indicative site layout (operation)

13.4 Built heritage impact assessment

13.4.1 Summary of heritage listed items

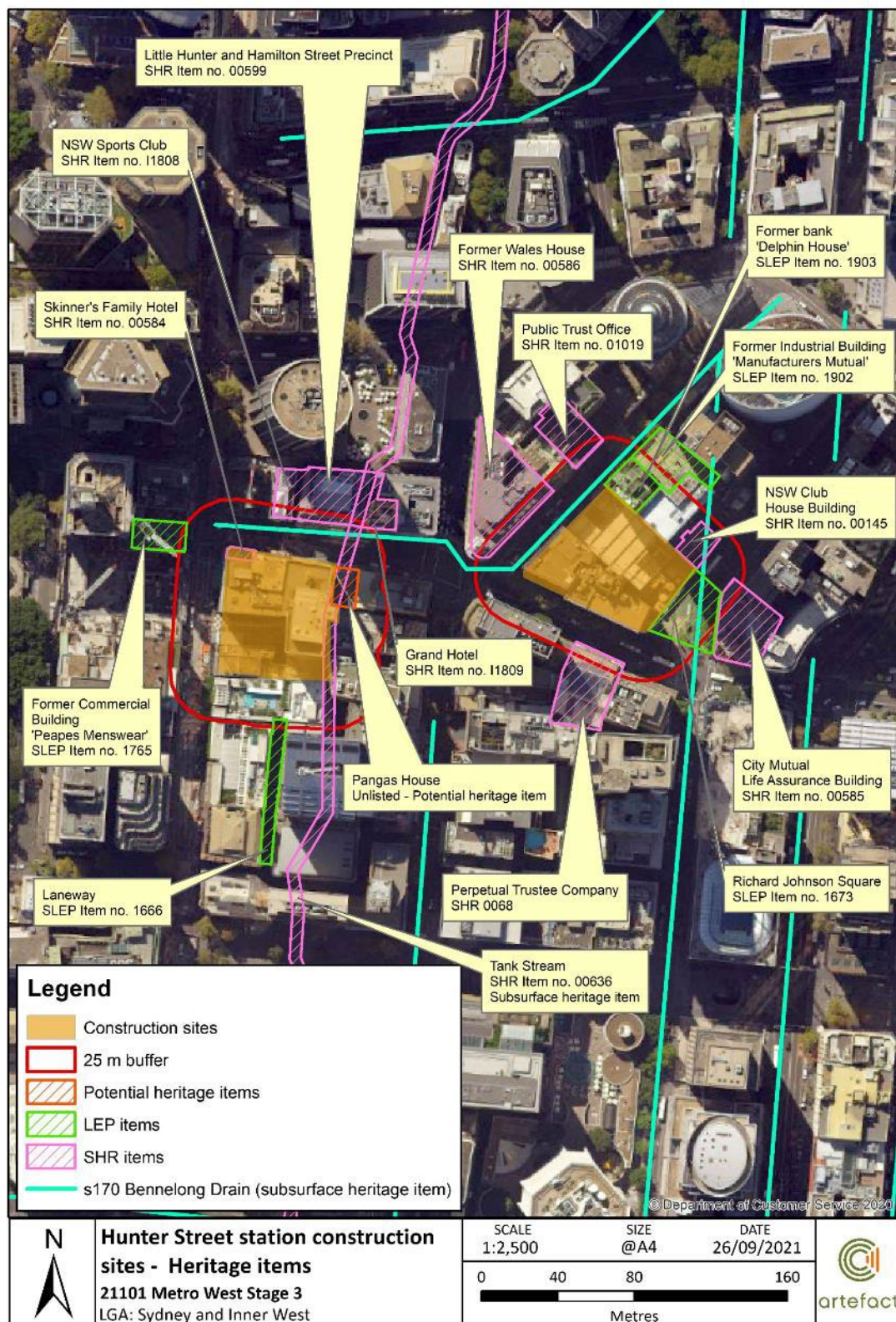
Heritage listed items which are located within, or within 25 metres of, the Hunter Street Station (Sydney CBD) western and eastern sites, are provided in Table 79 and Table 80, respectively, and their locations illustrated in Figure 62.

Table 79. Heritage items within 25 metres radius of Hunter Street Station (Sydney CBD) western sites

Heritage item	Register listings	Address	Significance	Relationship to the site
Tank Stream	<ul style="list-style-type: none"> SHR item no. 00636 Sydney Water s170 item no. 4573709 SLEP 2012 item no. I1656 RNE Place ID 14311 NTR no. 6455 	Various locations across Sydney	State	Within Hunter Street Station (Sydney CBD) western site
Bennelong Stormwater Channel No 29A	<ul style="list-style-type: none"> Sydney Water s170 Item no. 4570854 	Various locations across Sydney	Local	15 metres north of the western site
Former Skinners Family Hotel	<ul style="list-style-type: none"> SHR Item no. 00584 SLEP 2012 Item no. I1766 RNE Place ID 2395 NTR no. 6218 	296 George Street, Sydney	State	Within the north western corner of the western site
Little Hunter and Hamilton Street Precinct	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808 	Litter Hunter Street (between Hunter Street and Curtin Place), Sydney	State	20 metres north of the western site
NSW Sports Club	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808 RNE Place ID 2441 	10-14 Hunter Street	State	20 metres north of the western site
Laneway	<ul style="list-style-type: none"> SLEP 2012 item no. I1666 RNE Place ID 2404 	Ash Street, Sydney	Local	25 metres south of the western site
Former Commercial Building 'Peapes Menswear'	<ul style="list-style-type: none"> SLEP 2012 item no. I1765 	285-287 George Street, Sydney	Local	25 metres northwest of the western site
Grand Hotel	<ul style="list-style-type: none"> SLEP 2012 item no. I1809 NTR no. 6316 	30 Hunter Street, Sydney	Local (individual) State (listed as part of the Little Hunter and Hamilton Street Precinct)	25 metres northeast of the western site

Table 80 Heritage items within 25 metres of Hunter Street Station (Sydney CBD) eastern site

Heritage item	Register listings	Address	Significance	Relationship to the site
Bennelong Stormwater Channel No 29A	<ul style="list-style-type: none"> Sydney Water s170 Item no. 4570854 	Various locations across Sydney	Local	Within the Hunter Street Station (Sydney CBD) eastern site
NSW Club House Building	<ul style="list-style-type: none"> SHR Item no. 00145 SLEP 2012 Item no. I1676 RNE Place ID 2206 NTR no. 6092 	31 Bligh Street, Sydney	State	Directly abuts north eastern corner of the eastern site
Former Bank – Delfin House	<ul style="list-style-type: none"> SLEP 2012 Item no. I1903 RNE Place ID 2206 NTR no. 6403 	16 O'Connell Street, Sydney	Local	Directly abuts north western corner of the eastern site
Richard Johnson Square	<ul style="list-style-type: none"> SLEP 2012 Item no. I1673 RNE Place ID 2363 NTR no. 6093 (memorial only) 	Bligh Street, Sydney	Local	Directly abuts the south eastern edge of the eastern site
City Mutual Life Assurance Building	<ul style="list-style-type: none"> SHR item no. 00585 SLEP 2012 item no. I1675 RNE Place ID 1814 NTR no. 6091 AIA listing no. 4700629 	60-66 Hunter Street, Sydney	State	20 metres southeast from the eastern site
Perpetual Trustee Company	<ul style="list-style-type: none"> SHR item no. 00678 SLEP 2012 item no. I1810 RNE Place ID 2424 NTR no. 6317 AIA listing no. 4700628 	33-39 Hunter Street, Sydney	State	20 metres south of the eastern site
Public Trust Office	<ul style="list-style-type: none"> SHR item no. 01019 Department of Justice and Attorney General S170 Register (2011) [no item no. provided] SLEP 2012 item no. I1904 	19-21 O'Connell Street, Sydney	State	20 metres north of the eastern site
NSW Sports Club	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808 RNE Place ID 2441 	10-14 Hunter Street	State	20 metres north of the western site
Former Wales House	<ul style="list-style-type: none"> SHR item no. 00586 SLEP 2012 item no. I1915 RNE Place ID 1841 NTR no. 6543 AIA listing no. 4700660 	64-66 Pitt Street, Sydney	State	20 metres northwest of the eastern site
Former Industrial Building 'Manufacturers Mutual'	<ul style="list-style-type: none"> SLEP 2012 item no. I1902 RNE Place ID 19546 NTR no. 6402 	12-14 O'Connell Street, Sydney	Local	25 metres northeast of the eastern site



Document Path: D:\GIS\GIS_Mapping\21101_Metro_West_S3\MXD\Hunter_St_construction_sites_heritage_curtilages.mxd

Figure 62: Location of heritage items in or near the Hunter Street Station (Sydney CBD) sites

13.4.2 Significance and impact assessments for individual items

The following heritage impact assessments (Table 81 to Table 96) provide the heritage listings and significance including descriptions and statements of significance for each item. Historical backgrounds are provided in Technical Paper 3 (Non – Aboriginal Heritage) for the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) and footnoted below.

13.4.2.1 Tank Stream

Table 81. Tank Stream heritage impact assessment

Tank Stream ¹¹⁰	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 00636 • Sydney Water s170 item no. 4573709 • SLEP 2012 item no. I1656 • RNE Place ID 14311 • NTR no. 6455
Significance	<ul style="list-style-type: none"> • State • Local
Description of overall item	<p><i>The surviving fabric of the Tank Stream is extant from King Street in the south at a point between Pitt and George Streets to Circular Quay in the north.</i></p> <p><i>The Stream has been blocked at a point just south of King Street and for 13 metres north of this point represents the 1866 open sewer, which was covered in 1876. The dimensions are 810 millimetres broad by 1220 millimetres high. Between King Street and Martin Place (163 metres) there are three phases of construction, beginning with a modern concrete pipe (750 millimetres diameter), the section approaching the GPO is part of the historic oviform sewer (810 by 1220 millimetres) and lastly a stainless steel box-profile pipe (1070 by 750 millimetres). The section between Martin and Angel Places returns to the 1866 brick open drains enclosed in 1876. This form continues between Angel Place and Hunter Street for 95 metres before being interrupted by a 36 metre section of modern cement lined pipe laid in 1962 and a steel section laid in 1958 and 1978 (both are 1350 millimetres).</i></p> <p><i>From Hunter to Bond Street the Stream is a semi-circular stone arch with a shallow V shaped floor for 35 metres (1500 by 3000 millimetres). The 1790 cut tanks were originally located in this area, but are not thought to have survived. For the following 86 metres, below Australia Square, the original sewer has been replaced with concrete box-profile pipe (1220 by 1830 millimetres), inserted during the construction of the Square in 1962. The Australia Square Tower basement houses the access to Tank Stream for public tours and as an inspection point for Sydney Water.</i></p> <p><i>The boxed concrete section (1220 by 1830 millimetres) continues from Bond Street to Abercrombie Lane, a distance of 60 metres. Tank Stream between Abercrombie Lane and Bridge Street, a length of 40 metres, is of c.1860 semi-circular stone arch (1500 by 3000 millimetres). From Bridge Street Tank Stream diverts to run under Pitt Street to Circular Quay, a length of 185 metres. Beginning with a stone oviform sewer of 810 millimetres by 1220 millimetres, constructed in c.1878, the shape changes to a semi-elliptic stone arch of 3000 millimetres and varying between 1100 and 1400 millimetres.</i></p>
Description of item within study area	<p>The Tank Stream CMP (2005), and Sydney Water documentation indicates that the portion of the Tank Stream between Hunter Street in the north and Martin Place in the south consists of an original stone section and early brick oviform section of the sewer on the southern side of Hunter Street with a modern concrete and steel sewer constructed further to the south.</p> <p>The sandstone and brick oviform portion of the drain is located within the north-east portion of the Hunter Street Station (Sydney CBD) western construction site. Before entering the construction site the drain is converted to a section of modern concrete pipes, constructed in 1962, and a shorter section of steel pipes, laid in 1958 and 1978. The two sections are separated by a brick chamber, constructed in 1958 and associated with the construction of the steel pipes. South of the Hunter Street Station (Sydney CBD) western construction site, the pipe reverts to a stone and brick oviform profile.</p>

¹¹⁰ Artefact Heritage, 2021. *Sydney Metro West - Major civil construction work between The Bays and Sydney CBD. Technical Paper 3: Non-Aboriginal Heritage*. Report to Sydney Metro Authority pgs. 161 - 165

Tank Stream ¹¹⁰	
	<p>Due to the difficulty of physically accessing the Tank Stream, the physical description of the portions of the sewer has been largely determined by investigative cameras with limited overall ground exposure. The accuracy and extent of the transition between sandstone drain and concrete/steel sewer requires further subsurface investigation. Further investigation of the sewer would be carried out as part of the Archaeological Research Design that will be developed as part of the previous Sydney Metro West planning application.</p>
Statement of Significance	<p><i>The Tank Stream is significant because it was the reason the First Fleet settlement was established in Sydney Cove, and therefore influenced the future shape of Sydney over two centuries. It is linked in the public mind with the period of first European settlement and retains value as an iconic representation of that period and is interpreted as a metaphor of the period of contact and early urban settlement in Australia.</i></p> <p><i>The Tank Stream itself has retained an identity through the functional changes from being a fresh water supply, through subsequent use as combined sewer and stormwater drain to its current function as a stormwater drain. It is an important survivor of the first period of organised and integrated water management in an Australian city. The stone-cut water tanks, which may survive archaeologically, are important symbols of the reliance upon water in the colony, both in absolute terms and as an indication of the fragility of the European presence in Australia.</i></p> <p><i>The surviving fabric documents mid-nineteenth century sanitation design and construction, and subsequent changes in methods and also the theory of urban wastewater management. This evidence is preserved in the drain enclosing the Tank Stream, in physical evidence of change, and may also be present archaeologically in buried parts of the Tank Stream line.</i></p> <p><i>The archaeological evidence of the Tank Stream has the potential to contain deposits that can contain information about pre-human and pre-urban environments in Sydney, Aboriginal occupation and early non-Indigenous occupation of Sydney. The fabric enclosing the watercourse demonstrates one of the most comprehensive collections of hydrological technology in Australia.</i></p> <p><i>The sections of the former Tank Stream south of King Street which survive have potential for retaining evidence of the earliest periods of its human use, although this is likely to have been severely compromised by development. The swampy source of the stream may provide evidence of past environmental conditions. (Tank Stream Conservation Management Plan, Sydney Water Date: June 2003).</i></p>
Heritage impact assessment	<p>Direct impact: The heritage curtilage of the item is located within the Hunter Street Station (Sydney CBD) western construction site where the outer boundary of the site extends slightly to the east. The section of the Tank Stream located within the construction site is identified in the CMP as being of modern concrete / steel construction. The fabric was assessed in the 2005 CMP as of local / little significance. Although this fabric has been assessed as of local/little significance, the whole course of the Tank Stream, including existing re-routing from the original water course is assessed as of exceptional State significance.</p> <p>Construction work supporting the introduction of proposed metro station services buildings (including the proposed station entrance fronting Hunter Street) would be located to the west of the underground heritage item. As part of the design for Hunter Street Station (Sydney CBD), the fabric and alignment of the Tank Stream within the study area would be protected and not directly modified in any way.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not anticipated to cause vibration, no separate vibration assessment on the building for this proposal has been prepared and it is assumed that vibration levels would not exceed the cosmetic damage screening criteria at this heritage item.</p> <p>Settlement and vibration impact: Neutral</p> <p>Temporary indirect (visual) impacts: The Tank Stream is located wholly underground and has no significant view-lines or heritage significant setting. Construction activities would therefore not result in any temporary indirect (visual) impacts to this item.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The Tank Stream is located wholly underground and has no significant view-lines or heritage significant setting. The proposed metro station</p>

Tank Stream ¹¹⁰	
	buildings and public domain work would not result in any permanent indirect (visual) impacts to this item. Permanent indirect (visual) impacts: Neutral

13.4.2.2 Bennelong Stormwater Channel No 29A

Table 82. Bennelong Stormwater Channel No 29A heritage impact assessment

Bennelong Stormwater Channel No 29A ¹¹¹	
Heritage listing/s	Sydney Water s170 Item no. 4570854
Significance	Local
Description	<i>The system was a combined sewer/stormwater drain. It is oviform in shape with dimensions of 1.5 metres x 1.2 metres. The system was made of brick and some sections were tunnelled in sandstone along Tarpian Way (Circular Quay East). This Stormwater channel drains the Sydney Cove Slopes to as far south as Bathurst Street. and extending generally from Macquarie Street in the east to York Street in the west. In total an area of about 65 hectares. The most upper stream point is at the Obelisk vent shaft at Hyde Park. From here it works its way down along Pitt, Castlereagh, Elizabeth, Phillip and Macquarie Streets to the outlet at Bennelong Point. The channel contains the following branches; Macquarie Street, Phillip Street, Elizabeth Street, Castlereagh Street and Pitt Street.</i>
Statement of significance	<i>The Bennelong Stormwater Channel is of high historical and technical significance as it was one of the five original combined sewers built in Sydney around 1857. The other four sewers were; Blackwattle Bay, Hay Street, Tank Stream and Woolloomooloo. These five sewers were responsible for greatly improving public health, hygiene and living standards for the city's residents. This was done by diverting stormwater and sewerage from the streets and discharging it out into the Harbour currents. The introduction of BOOS in 1889 diverted sewer flow to the ocean and eventually led to the drain being used predominantly for stormwater, hence further improving public health. Of the five combined sewers Bennelong is probably the most significant, as it is the most intact and was originally known as the "main sewer" because it serviced the CBD area. It was also the first oviform sewer to be built in Australia. Furthermore, the Margaret Street Sewer, which was once attached to the Bennelong system, contains the first sewer aqueduct to be built in Australia. This aqueduct runs along Hunter Street, which is part of the Bennelong catchment.</i>
Heritage impact assessment	<p>Direct impact: The heritage curtilage of the underground item is located adjacent to the northern boundary (Hunter Street) of the Hunter Street Station (Sydney CBD) western construction site and within the north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would not directly affect the heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not anticipated to cause vibration, no separate vibration assessment on the building has been prepared for this proposal and it is assumed that vibration levels would not exceed the cosmetic damage screening criteria at this heritage item.</p> <p>Settlement and vibration impact: Neutral</p> <p>Temporary indirect (visual) impacts: The Bennelong Stormwater Channel is located wholly underground and has no significant view-lines or heritage significant setting. Construction activities would therefore not result in any temporary indirect (visual) impacts to this item.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The Bennelong Stormwater Channel is located wholly underground and has no significant view-lines or heritage significant setting. The proposed metro station buildings and public domain work would not result in any permanent indirect (visual) impacts to this item.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

¹¹¹ Artefact Heritage, 2021. pgs. 165 - 166

13.4.2.3 Skinners Family Hotel

Table 83. Skinners Family Hotel heritage impact assessment

Skinners Family Hotel¹¹²	
Heritage listing/s	<ul style="list-style-type: none"> • SHR Item no. 00584 • SLEP 2012 Item no. I1766 • RNE Place ID 2395 • NTR no. 6218
Significance	<ul style="list-style-type: none"> • State • Local
Description	<p><i>The Former Skinners Hotel is in good condition externally although the original face brickwork and render detail on the facade on all levels has been painted. The building was recently restored, and the ground floor is used as a bank while the upper floors are used as offices. The facade features narrow small pane windows with rendered frames and projecting hoods which appear original, grouped in singles and pairs while the main internal space on the first and second floor features a wide window of three sections topped by a pediment. All windows feature blocking under the projecting sills and decorative cast iron grilles. The main entrance at ground floor level features an attached ribbed pilaster with Ionic capital supporting an entablature and hood. The interior of the banking chamber is fitted out with plasterboard ceilings and rendered walls, while some of the upper floors retain some original fabric such as fireplaces and pressed metal ceilings. The windows on the upper floors appear to be original but the ground floor windows have been replaced. The banking chamber opens through the original wall into the adjoining building. Category: Individual building. Style: Old Colonial Regency. Storeys: 4 + cellar. Facade: Painted brickwork. Side/Rear Walls: Loadbearing brickwork. Internal Walls: Loadbearing brickwork. Roof Cladding: Unseen. Internal Structure: Loadbearing brickwork. Floor: Timber joists & boards. Roof: Unseen. Ceilings: Plaster on batten, Plaster bd. Stairs: Timber staircase. Lifts: No.</i></p>
Statement of significance	<p><i>The Former Skinners Hotel, located at the corner of George and Hunter Streets, is highly significant as one of the few Old Colonial Regency buildings remaining in the city. The former hotel has significance as one of only four buildings in the Old Colonial Regency style in the city although it no longer has the traditional hotel uses of bar and accommodation; the other buildings in the style are the Lord Nelson, the Hero of Waterloo and a commercial terrace at 246 George Street. While the Lord Nelson is the finest example of the remaining buildings, this former hotel is also significant for its strong contribution to the character of the immediate area and as one of the few remaining buildings of this style in the heart of the city. It has significance as a rare surviving example of an early hotel and as part of the network of corner hotels which provided social / recreational venues and budget accommodation in the city. It has significance as a possible site for scientific investigation due to the age of the building and continuing use of the site since the early days of European settlement. The building now carries the name of the first licensee of the hotel.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located within the north western corner of the Hunter Street Station (Sydney CBD) western construction site. This proposal would introduce new station services infrastructure (including space for non-station uses), adjoining the eastern facade (Hunter Street) and southern façade (George Street). The southern and eastern elevations of the building would be protected during the construction phase of works and no inadvertent impacts are anticipated to the fabric of the building during this phase.</p> <p>This proposal includes the introduction of a four to five storey station services building directly adjacent to the heritage item. The physical interface between the heritage item's southern and eastern elevations would be developed during detailed design although based on the construction methodology proposed, this proposal is not anticipated to physically impact the existing walls of the heritage item. As such, the proposed works would not result in any adverse direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not anticipated to cause vibration, no separate vibration assessment on the building has been prepared for this proposal and it is assumed that vibration levels would not exceed the cosmetic damage screening criteria at this heritage item.</p>

¹¹² Artefact Heritage, 2021. pgs.167 - 168

Skinners Family Hotel ¹¹²	
	<p>Settlement and vibration impact: Neutral</p> <p>Temporary indirect (visual) impact: Protective hoarding would be established around the heritage item which may temporarily impede views of the lower facades on the northern and western side of the building, while also covering views of the whole of the eastern and southern elevations, the latter two facades are not considered significant viewlines. Construction equipment and facilities would likely be visible surrounding the item which would also reduce the prominence of the building within the streetscape.</p> <p>Temporary indirect (visual) impact: Minor</p> <p>Permanent indirect (visual) impact: The proposed station building at the Hunter Street Station (Sydney CBD) western site would be four to five storeys in elevation and would be of substantial visual mass to the south and east of the heritage item. Heritage significant views of the corner facades of the building would not be obstructed and clear views of the heritage significant detailing including the projecting hoods over windows and the painted brickwork of the façade would be retained. The proposed station services building would be keeping with the previous scale of development adjacent to the item and development within the surrounding streetscape. However, the new station building would likely visually dominate the street corner and impact the significant prominence of the building within the streetscape.</p> <p>Permanent indirect (visual) impact: Minor</p>

13.4.2.4 NSW Club House Building

Table 84. NSW Club House Building heritage impact assessment

NSW Club House Building ¹¹³	
Heritage listing/s	<ul style="list-style-type: none"> • SHR Item no. 00145 • SLEP 2012 Item no. I1676 • RNE Place ID 2206 • NTR no. 6092
Significance	State
Description	<p><i>The New South Wales Club House Building is of the Italian palazzo style and is said to have been modelled on London's Traveller Club (McKenzie, 2004, p. 12). For the NSW Club, Wardell designed a main three-story block extending across the full width of the Bligh Street frontage, with two wings at the rear of this central block which were demolished in the 1970's (McKenzie, 2004, p.5). The western ends of these wings were joined by a single storey block topped with a decorative sky lighted roof. At the northern and southern ends, extending towards O'Connell Street was, featuring a small fountain, the grassed courtyard (McKenzie, 2004, p. 5).</i></p> <p><i>The principal entrance to the club-house is from Bligh Street, the frontage of which is constructed in Pyrmont stone. The entrance is approached by a flight of stairs and lined with cast-iron lamp standards, leading to a spacious hall on the ground floor (McKenzie, 2004, p. 12). The NSW Club building is marked by high ceilings and tall windows; the windows being semi-circular headed on this floor (McKenzie, 2004, p.5). The ground floor's entrance hall and original dining room contain elaborate joinery and marble chimney pieces and is further distinguished by its richly painted and stencilled decorative scheme on its walls and ceilings (McKenzie, 2004, p.14). This latter finding was through restoration efforts of the 1970s which found stencilled decoration on the main ground floor with bands at several levels along with gilded cornices and ceiling roses (McKenzie, 2004, p.12). In Wardell's original dining room, the walls were a combination of greens, creams and terra cotta in six individual friezes above a brown dado, with sill level emphasized by linking stripes (McKenzie, 2004, p.14). The entrance hall and the grand dining room had ceilings hand painted in gold, red and brown ochres and spatially the dining room dominated the floor with a comfortable 46 feet by 24 feet in length (McKenzie, 2004, pp.6-13). The entrance hall had a porter's station, and retains its marble floor edging and a multicoloured arched screen and apart from the hall and dining room the ground floor also included two billiard rooms and a smoking room which opened through a veranda into the courtyard (McKenzie, 2003, p.14).</i></p> <p><i>The entrance hall of the ground floor led through a wide cedar staircase to the first floor which mainly consisted of a large reading room, a card room and a private dining room (McKenzie,</i></p>

¹¹³ Artefact Heritage, 2021. pgs168 - 171

NSW Club House Building ¹¹³	
	<p>2004, p.13). This floor, while being less elaborate than the ground floor contains remnants of embossed wallpaper of importance and has triangular pedimented windows (McKenzie, 2004, p.29). The windows on the second floor are smaller than the first floor windows and are arched headed (McKenzie, 2004, p.5) Because of the demolition of the rear wings the bedrooms on the upper floors of the servants no longer exist and it is the ground floor which has remained the most intact out of all the floors.</p>
Statement of Significance	<p>The remnant building is of significance as the sole surviving example of a nineteenth century Sydney gentlemen's club, then an important and influential institution in Victorian colonial society in Australia.</p> <p>The remnant building is of significance as one of surviving, albeit altered, examples of the works of the Victorian-era architect, William Wilkinson Wardell. The restrained classical elegance of its original Bligh Street facade is influenced by Italian Renaissance palazza. Behind the facade are spacious Victorian-era and Federation-era rooms, all with high ceilings and tall windows overlooking Bligh Street. These rooms contain elaborate joinery and marble chimney pieces, and a rich, masculine, painted and stencilled decorative scheme on the walls and ceilings, with remnants of embossed wallpaper of importance.</p> <p>The remnant building is also of significance because it demonstrates, by means of its surviving form, fabric and finishes the evolution of building conservation during the 1970's. (Jackson Teece, 2005, p.31)</p>
Heritage impact assessment	<p>Direct impact: The NSW Club House Building is an item of high heritage significance and is rare as the only surviving example of a nineteenth century gentlemen's club in Sydney. The heritage item is located abutting the north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would introduce a station services building adjacent to the southern elevation of the item. The building would be protected during the construction phase of works and no inadvertent impacts are anticipated to the fabric of the building during this phase.</p> <p>The physical interface with the heritage item's southern elevation would be developed during detailed design although the development would not physically impact the existing fabric of the heritage item. As such, the proposed works would not result in any adverse direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not anticipated to cause vibration, no separate vibration assessment on the building has been prepared for this proposal and it is assumed that vibration levels would not exceed the cosmetic damage screening criteria at this heritage item.</p> <p>Settlement and vibration impact: Neutral</p> <p>Temporary indirect (visual) impacts: Construction hoarding would be established around the outer edge of the Hunter Street Station (Sydney CBD) eastern construction site, with ancillary construction facilities including water treatment and power. Tall plant and equipment would be visible from the heritage item. While these structures may overshadow the heritage item, the item is not considered significant for its prominence or contribution to the streetscape, and the proposed construction activities would not obscure or obstruct heritage significant views of the sandstone street-facing façade of the building.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The heritage item is located along the north eastern boundary of the Hunter Street Station (Sydney CBD) eastern site. This proposal would introduce a station services building immediately to the south of the item that would be consistent with the existing scale of development along the streetscape. Existing development in this area has largely overshadowed the heritage item and the new station building would result in similar overshadowing. The heritage item is not considered significant because of its contribution or prominence in the streetscape, however, the proposed design (set back to align with the street alignment established by the NSW Club House) would not interrupt views of the significant architectural features of its street frontage.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

13.4.2.5 Former Bank – Delfin House

Table 85. Former Bank – Delfin House heritage impact assessment

Former Bank – Delfin House¹¹⁴	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 Item no. I1903 • RNE Place ID 2206 • NTR no. 6403
Significance	Local
Description	<i>Delfin House, originally a banking chamber with offices above, exemplifies the Art Deco style. The facade comprises two zones. The first consists of a decorative archway clad in granite, rising four floors in height, which dominates the streetscape. Above rises an expanse of sandstone. The building features stylised and geometric semi-abstract decoration. On bronzed doors and carved panels beneath the arch, the architect has allegorised the spirit of the machine age and NSW, "The Land of Plenty". The entrance foyer has travertine clad walls and a marble floor, and retains original metal and glass light fittings and decorative lift doors. The former Egyptian Art Deco banking chamber is monumental. Two storeys in height, the chamber retains a vaulted ceiling and rich detailing. Contemporary office space on the upper levels consists of plasterboard and timber veneer stud wall with glazed sections and a suspended acoustic ceiling. The building is visually linked by design and materials to Manufacturers House adjacent, and fits well into the streetscape. Category: Individual building.</i>
Statement of significance	<i>Delfin House is one of Australia's finest examples of the Art Deco office building; the stylistic treatment of the main entry and lifts is unique in Sydney. Its formal qualities, especially at the top, make it significant in the streetscape. It is one of the finest works of Bruce Dellit, a leading practitioner of the period, responsible for notable Sydney landmarks including Hyde Park War Memorial and Kyle House (1931), his only other major office building. The ground floor interiors contain sufficient form and fabric to interpret the excellence of their Art Deco style. The building represents the departure, in the 1930s, from traditional architectural styles and adopted a new form of expression and adaptation of modern building technologies. These technologies are evident in the integration of decoration with the function of the building and its original zoned air conditioning system. AFT House is part of an ongoing tradition of the CBD as a financial and commercial focus and illustrates very well the principal design influence of the time.</i>
Heritage impact assessment	<p>Direct impact: The heritage item abuts the north eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. The building would be protected during construction and no inadvertent impacts are anticipated to the fabric of the building during this phase.</p> <p>The physical interface between the heritage item's southern elevation would be developed during detailed design although the proposed station services building would not physically impact the existing fabric of the heritage item. As such, the proposed works would not result in any adverse direct (physical) impact to the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: The construction of the station services infrastructure would be the closest source of construction vibration to this item however these activities are not considered to be vibration intensive. As these activities are not anticipated to cause vibration, no separate vibration assessment on the building has been prepared for this proposal and it is assumed that vibration levels would not exceed the cosmetic damage screening criteria at this heritage item.</p> <p>Settlement and vibration impact: Neutral</p> <p>Temporary indirect (visual) impact: Proposed construction activities would include site establishment hoarding and the use of tall machine plant in proximity to this heritage item. The heritage item would not be overshadowed by these activities and the construction work would not obstruct views of the heritage significant Art Deco architectural detailing of the street façade.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impacts: The proposed four to five storey eastern station services building would be constructed directly to the south of this 15-storey heritage item along O'Connell Street and would not overshadow the item. The proposed station services</p>

¹¹⁴ Artefact Heritage, 2021. pgs. 171 - 173

Former Bank – Delfin House ¹¹⁴	
	building would not interrupt or obscure significant views of the granite archway entrance and other heritage significant Art Deco detailing on the street façade of the building. Permanent indirect (visual) impacts: Negligible

13.4.2.6 Richard Johnson Square

Table 86. Richard Johnson Square heritage impact assessment

Richard Johnson Square ¹¹⁵	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 Item no. I1673 • RNE Place ID 2363 • NTR no. 6093 (memorial only)
Significance	Local
Description	<i>The square is of historic and cultural significance as the site of the [First] Christian service in Australia.</i>
Statement of Significance	<p><i>Richard Johnson Square is historically and culturally significant as an important example of 20th century civic planning.</i></p> <p><i>Constructed in 1925, the square and sandstone monument has associative and social significance, as it commemorates the site of the first church erected in Australia (1793-1798), the square being named after the first Chaplain, Reverend Richard Johnson. It also has historical significance as an important example of the twentieth century civic planning and urban renewal which was undertaken by the City of Sydney Council, leading to the development of urban squares and recreation areas.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located adjacent to the south eastern edge of the Hunter Street Station (Sydney CBD) eastern construction site. The site would directly connect with a proposed station through site link and would likely include tie-in work with minor physical modification of the landscaping / pavement itself that would consider the heritage significance of the site as a small public park. Construction hoarding for the Hunter Street Station (Sydney CBD) eastern construction site would not include this heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: The Richard Johnstone Square has a small sandstone memorial located in the centre of the item. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria to the memorial. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The heritage item would be located outside the proposed Hunter Street Station (Sydney CBD) eastern construction site and construction activities to the west of this item would not impede significant views of the sandstone memorial or interrupt the heritage significant use of the space as a small public park.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impact: The development of the four to five storey station services building to the west of the item would not interrupt or impede heritage significant views of the sandstone memorial or the significant use of the space as a public park. The integration of the heritage item into the proposed station entrance building, including proposed public domain work and through site link, would improve public access and use of the space, which would be a positive heritage outcome.</p> <p>Permanent indirect (visual) impact: Negligible positive</p>

¹¹⁵ Artefact Heritage, 2021. pgs. 173 - 175

13.4.2.7 City Mutual Life Assurance Building

Table 87. City Mutual Life Assurance Building heritage impact assessment

City Mutual Life Assurance Building¹¹⁶	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 00585 • SLEP 2012 item no. I1675 • RNE Place ID 1814 • NTR no. 6091 • AIA listing no. 4700629
Significance	State
Description	<p><i>Construction Date: 1936 (officially opened 1 October)</i></p> <p><i>Style/Design: Strongly modelled facade to Hunter and Bligh Streets with tower element at corner. Central three storey business chamber entered at ground level. One of the best intact examples of Art Deco style applied to a commercial office building in Sydney CBD.</i></p> <p><i>Walls/Structure: Steel framed concrete encased structure clad externally in polished red granite to first floor level. Entrances finished in polished black granite with sculptured relief panels finished in copper (over plaster). Second floor level to eleventh floor level finished in Hawkesbury sandstone. Internally walls originally rendered and clad in scagliola or lined with timber veneer panels.</i></p> <p><i>Foundation: Excavated to good quality white sandstone base, the steel structure rests on reinforced concrete pad footings.</i></p> <p><i>Windows: To ground and first floor levels - bronze framed, fixed, clear glazing.</i></p> <p><i>To upper levels - steel framed casement sash, double-glazed at second floor level; clear glazing. To light well - steel framed central pivoting awning sash with fixed glazed panels above and below sash window. Frosted wired glazing to windows.</i></p> <p><i>Roof: Seam and batten copper sheeting, falling to eaves gutters at light well and box gutters to parapets along street facades.</i></p> <p><i>Quality: The overall lack of significant deterioration in most of the materials and detailing to the facades to Hunter and Bligh Streets is indicative of good quality materials and workmanship.</i></p> <p><i>Alterations/Changes of Use: The facades in general have survived relatively intact and in good order. Minor changes externally include the addition of two "City Mutual" signs and the removal of certain minor fittings near the Bligh Street entrance.</i></p> <p><i>Alterations and additions to the eleventh floor level during the late 1940s and 1950s does not impose on the integrity of the facades when viewed from street level.</i></p> <p><i>Internally, certain incremental changes have occurred over the last forty years. These include:</i></p> <ul style="list-style-type: none"> - Addition of mezzanine level to Assurance chamber in c.1947. - Various alterations to office partitioning including replacement of concealing of scagliola panels to certain lift lobby and corridor walls. - Replacement or concealing of original rubber flooring to certain lift lobbies, corridors and the Assurance chamber. - Refitting of original bronze panelled lift cars and doors with steel and aluminium ones in 1984. - Addition of computer facilities and new, separate air conditioning plant to service same.
Statement of significance	<p><i>The City Mutual Life Assurance Building is one of the foremost examples of high quality and well-designed commercial Art Deco architecture in Sydney's CBD and represents the culmination of the work of one of Australia's foremost proponents of this style, Emil Sodersteen. As a largely intact and well maintained late 1930's structure, the building demonstrates through its powerful exterior elevations and dramatic interior spaces the aesthetic and commercial aspects of Art Deco architecture in Australia.</i></p> <p><i>The building occupies a dominant position in the surrounding urban context, serving as a backdrop to Richard Johnson Square and as a landmark in the Bligh and Hunter</i></p>

¹¹⁶ Artefact Heritage, 2021. pgs. 175 - 178

City Mutual Life Assurance Building ¹¹⁶	
	<p><i>Streetscapes. Since its completion in 1936, the building has been a symbol of the Mutual Life Assurance Society and the building stands as a monument to the Society's participation in the evolution of Sydney's business and commerce. Significance of the building's individual components is discussed below.</i></p> <p><i>Exterior</i></p> <p><i>Exterior elevations to Bligh and Hunter Streets represent intact and well-maintained examples of late Art Deco commercial detailing and massing. The materials used to differentiate parts of the building and its proportions demonstrate the Art Deco preoccupation with the precision of modern technology and materials. The tower at the corner of Bligh and Hunter Streets is the focal point of the building and serves as a major landmark to the Richard Johnson Square and the Bligh and Hunter Streetscapes. Materials and detailing at lower elevations are oriented to the scale and perceptions of pedestrians. Such detailing includes the glossy granite building base at street level, bronze window sashes and sculptures (by Rayner Hoff) over the main entrances.</i></p> <p><i>Interior</i></p> <p><i>The lift foyer to the main entrance at the Hunter/Bligh Street corner is an intact and handsomely detailed expression of late 1930's commercial interior design. Scagliola walls, brass handrails and bronze fixtures as well as original indirect lighting fixtures demonstrate the craftsmanship and integrity of the overall building design. Main lift foyers survive largely intact on all building levels.</i></p> <p><i>The ground floor main business chamber is the largest and most intact Art Deco commercial chamber in Sydney. It demonstrates Emil Sodersteen's considerable design abilities in accommodating a formally proportioned interior space within an irregular external building envelope. The streamlined space is a controlled image of commercial prestige highlighted by sophisticated detailing and craftsmanship. Scagliola wall and column surfacing, bronze window frames and detailed plasterwork emphasise the overall ambiance of the space.</i></p> <p><i>Other major interior spaces that reinforce the total building design include the secondary lift foyers on the ground, first and second floors, and the second floor Board Room.</i></p>
Heritage impact assessment	<p>Direct impacts: The heritage item is located about 35 metres east of the Hunter Street Station (Sydney CBD) eastern construction site and would not be physically affected by this proposal.</p> <p>Direct impacts: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction facilities and activities for this proposal would be visible from the heritage item however these works would not overshadow or obstruct the heritage significant view lines and street corner prominence of the heritage item on the eastern side of Bligh Street.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The development of the four to five storey station services building on the opposite side of Bligh Street from this item would not interrupt or overshadow heritage significant views of the building's façade or prominence on the Bligh and Hunter Street intersection.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

13.4.2.8 Perpetual Trustee Company

Table 88. Perpetual Trustee Company heritage impact assessment

Perpetual Trustee Company¹¹⁷	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 00678 • SLEP 2012 item no. I1810 • RNE Place ID 2424 • NTR no. 6317 • AIA listing no. 4700628
Significance	State
Description	<p><i>The Perpetual Trustee Company Building comprises 1 ground level, 7 upper levels and a basement. With the exception of lightwells to the sides, covers the complete area of the site. The overall style of the building is Edwardian 'Grand Manner' which is characterised in the building by Baroque inspired columns, mansard roof form embellished with dormer windows and dominant overhanging cornice supported on brackets.</i></p> <p><i>THE BASE - is bounded at the top by a large cornice at the level 2 window sill and at the bottom by courses of rusticated trachyte. The base is articulated by a screen of giant order trachyte columns. Flanking both sides of this screen are bays of smooth rusticated stonework which extends vertically to level 7.</i></p> <p><i>THE SHAFT - springs from the level 2 cornice and terminates at the metal cornice between Level 6 and 7. The shaft's plain appearance is modulated by the presence of a string course at the Level 2 ceiling height and flanking the east and west bays of smooth faced rusticated stonework.</i></p> <p><i>Recessed panels between the windows and heavily detailed stonework further define the area behind the Level 2 cornice and string course. The section of facade between the vertical bays is punctured by 5 window openings per floor and is relatively plain with relief being provided by simple projecting window sill blocks and stone cavity vents. The vertical bays are characterised by on-e large window and a simply designed spandrel block.</i></p> <p><i>THE FACADE - Dominated by a 2 storey mansard, this section of the facade provides a terminating form to the building. The Level 6 cornice spans the middle vertical bay and is bounded by extensions of the side bays which finish as pediments. The cornice is fabricated from pressed copper sheet and projects forward the face of the facade by about 1000 millimetres. It is supported by double brackets in mid span and single brackets at the ends. The brackets are copper clad and are decorated with classical motifs such as garlands and female heads.</i></p> <p><i>(Jackson Teece et.al. 1996: 40-41)</i></p>
Statement of significance	<p><i>The Perpetual Trustee Company Building is of state significance by virtue of its historic, social, architectural, aesthetic and scientific values. The building's construction marked the success of a new form of commercial venture. This success was a reflection of the emerging and complex nature of mid-Victorian society. The fact that the building is still used by its original occupier underscores both the significance of the enterprise and its continuing relevance today.</i></p> <p><i>This building is Hunter Street's sole surviving Edwardian building and displays characteristics of its time. It embodies Edwardian architectural and construction techniques with respect to multi-storey office buildings and has the ability to inform research in this area. Internally the normal cycles of refurbishment has generally negated the ability to demonstrate anything more than current work place practices with the exception of the generally intact Board Room to Level One and the facings to the main access stairway. (Jackson Teece et.al. 1996: 88)</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 20 metres south of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would not directly affect the heritage curtilage of the item or affect any of its physical fabric.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p>

¹¹⁷ Artefact Heritage, 2021. pgs. 179 - 181

Perpetual Trustee Company ¹¹⁷	
	<p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction hoarding, site facilities and tall machine plant at the Hunter Street Station (Sydney CBD) eastern construction site would not overshadow this heritage item from the opposite side of Hunter Street, nor temporarily obstruct significant view lines of the street façade of the building.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The eastern station services building (including station entry and public domain) would be located about 20 metres to the north of the item. The Perpetual Trustee Company building is a State heritage item of high significance and has a prominent and positive aesthetic contribution to the Hunter Street streetscape. The four to five storey metro station services building proposed to the north of this item would not compete with the prominence of the heritage item on the southern side of the street nor obstruct significant views of the architectural detailing on its façade.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

13.4.2.9 Public Trust Office

Table 89. Public Trust Office heritage impact assessment

Public Trust Office ¹¹⁸	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 01019 • Department of Justice and Attorney General S170 Register (2011) [no item no. provided] • SLEP 2012 item no. I1904
Significance	State
Description	<p><i>Public Trust Building is of the Inter-War Free Classical style. The building consists of eight storeys above a basement level. The sandstone facade fronting O'Connell Street is symmetrical, with three round arches of two storey high (ground and first floors), and unconventional order of architecture with attenuated pilasters spanning between the third and seventh floors. The second and seventh floor levels each consists of three bays of windows. The parapet is enriched with classical stone cornices and decorative embellishments. The inter-war period of this classical building is emphasised by its large metal framed windows and spandrel panels.</i></p> <p><i>Initially the building has been substantially refurbished in the early 1970s and in the late 1980s.</i></p>
Statement of significance	<p><i>The building is associated with the historical development of the Public Trustee in NSW. It is of social significance because of its association with the management of estates of deceased persons. It is the first office building purchased specially to accommodate the Public Trustee and is still being used as Head Office of the organisation. The building façade contributes to the streetscape character established by former bank of New South Wales building on the corner of Hunter and Pitt Streets. It is a good example of the Inter-War Free Classical style of architecture designed by the well-known architects Ross & Rowe.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 20 metres north of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would not directly affect the heritage curtilage of the item or affect any physical fabric of the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction works would occur about 20 metres to the south of the heritage item behind construction hoarding. Tall machine plant and site facilities would likely be partially visible from the street frontage of the item. However these facilities and activities would not obscure heritage significant views of the building's street façade on the other side of O'Connell Street.</p>

¹¹⁸ Artefact Heritage 2021, pgs. 181 - 183

Public Trust Office ¹¹⁸	
	<p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The Public Trust Office building is a State heritage item which makes a positive aesthetic contribution to the O'Connell Street streetscape. Vistas to the building along O'Connell Street would not be impacted by this proposal, including the introduction of station services infrastructure (including a metro station entry fronting O'Connell Street), which would be located about 20 metres south of the item. As such, due to the siting of these works, this proposal would not obstruct or overshadow significant existing views to the heritage item.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

13.4.2.10 Little Hunter and Hamilton Street Precinct

Table 90. Little Hunter and Hamilton Street Precinct heritage impact assessment

Little Hunter and Hamilton Street Precinct ¹¹⁹	
Heritage listing/s	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808
Significance	State
Description	<i>Little Hunter and Hamilton Street Precinct is a small commercial complex located off Hunter Street and includes three historic buildings, and two smaller streets – Little Hunter and Hamilton Streets. The main historic commercial buildings in the Precinct are The Grand Hotel (SLEP listed) and the NSW Sports Club (SHR and SLEP listed) which bookend the Precinct. The Precinct is part of the collection of extant historic mid-block connections.</i>
Statement of significance	<i>The Precinct is aesthetically significant for the Victorian Free Classical style NSW Sports Club and the Inter-War Georgian Revival Grand Hotel, which bookend the Precinct. The Precinct also retains extant historic mid-block laneways which provided access to adjacent streets, and has historic significance for its ability to contribute to the understanding of early twentieth century street planning and development in the city of Sydney prior to the construction of the Sydney Harbour Bridge and Sydney City Railway (city circle line).</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 20 metres north of the Hunter Street Station (Sydney CBD) western construction site. This proposal would not directly affect the heritage curtilage of the item and no works are proposed that would modify the physical fabric of the heritage item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction activities including site hoarding, the establishment of site facilities and the use of tall machine plant on the other side (southern side) of Hunter Street would not temporarily obstruct the heritage significant views of the Victorian and Inter-War era architectural elements of the precinct, nor interrupt the heritage significant streetscape and laneways of the item.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The four to five storey station services building on the southern side of Hunter Street, to the south of this heritage item, would not obstruct or overshadow heritage significant views of the street- and laneway-frontages of this heritage item. The heritage significant street- and laneway-patterns of the precinct would also not be affected by the proposed station services buildings, including station entry and associated public domain.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

¹¹⁹ Artefact Heritage 2021, pgs. 183 - 185

13.4.2.11 NSW Sports Club

Table 91. NSW Sports Club heritage impact assessment

NSW Sports Club ¹²⁰	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 00599 • SLEP 2012 item no. I1808 • RNE Place ID 2441
Significance	State
Description	<p><i>The NSW Sports Club is a composite of two five-storey buildings with different ceiling levels. The lower building remains incomplete without the planned decorative pediment. The western building has a central coupled bay window topped by a curved pediment with a balustrade entablature. Below the bay window occurs a central door and window. Semicircular windows occur at the ground and first floor. Flat headed windows occur to the upper levels, one infilled. The buildings are heavily decorated with string courses, round arches, keystones, fluted pilasters with ionic capitals, swags, acanthus and cornucopia medallions. The eastern building has a central pedimented door with a serliana at the first floor. At the fourth and fifth floors are two flat headed windows which are partially filled in. Internally the buildings have been significantly altered. A central fire stair occurs between the two buildings. The 1930s extension to the top floor is relatively intact.</i></p>
Statement of significance	<p><i>The buildings occupied by the NSW Sports Club since 1900 are of Victorian Free Classical style. They have high historic significance for their long association with the NSW Sports Club. They are socially significant as a rare example of nineteenth century premises, exemplifying the longevity of clubs as a social institution in Sydney, and the stability of sport as a focus for social life. They have high aesthetic significance as rare and outstanding examples of highly intact original commercial Victorian exteriors of high quality design, particularly noted for their elaborate use of decoration. Their exteriors have outstanding potential due to their successive restorations, to continue in their restored state.</i></p>
Heritage impact assessment	<p>Direct impact: The heritage item is located approximately 20 metres north of the Hunter Street Station (Sydney CBD) western construction site. This proposal would not directly affect the heritage curtilage of the item, nor would the physical fabric of the item be modified.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The establishment of site hoarding and site sheds and facilities for the Hunter Street Station (Sydney CBD) western construction site, as well as the use of heavy machine plant, would not obstruct or overshadow significant view lines of the architectural elements of this item on its Hunter Street frontage.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: A four to five storey station services building would be introduced on the opposite side of Hunter Street to this heritage item. The construction of the new station services building would not obscure or obstruct heritage significant views of the Hunter Street façade of this item, and the introduction of a new through site link terminating on Hunter Street directly to the south of this item would improve view lines towards its heritage significant features.</p> <p>Permanent indirect (visual) impacts: Negligible positive</p>

¹²⁰ Artefact Heritage 2021, pgs. 185 - 188

13.4.2.12 Former Wales House

Table 92. Former Wales House heritage impact assessment

Former Wales House¹²¹	
Heritage listing/s	<ul style="list-style-type: none"> • SHR item no. 00586 • SLEP 2012 item no. I1915 • RNE Place ID 1841 • NTR no. 6543 • AIA listing no. 4700660
Significance	State
Description	<p><i>Description of Original Building</i></p> <p><i>External: Newspaper publication Phase</i></p> <p><i>Style: - Modern Renaissance Style noted in the Building Magazine 'to be the largest building in the Southern Hemisphere'.</i></p> <p><i>'Wales House' consisted of twelve floors including the basement at Pitt Street Entrance plus sub-basement. The materials used included reinforced concrete for the structural frame, floors, stairs and awning roof. The street facade was fashionable - conservative 'Modern Renaissance' or 'Italian Renaissance Palazzo' modelled on Florentine and Roman Palaces of the fifteenth and sixteenth centuries. The basement and ground floors were clad in Bowral Trachyte. Sydney Sandstone was used on all floors. The windows were zinc sprayed steel framed.</i></p> <p><i>The main entrance was situated on the Hunter Street Corner on the ground floor. Pitt Street contained two entrances for lessees at the Basement Floor whilst O'Connell Street contained one entrance for the 'Sydney Morning Herald' staff and two loading docks. The basement, ground and first floors were heavily rusticated, also the projecting bays which terminated the Pitt and O'Connell Street, facades. The first floor's rectangular windows were arranged in triplets and surmounted by arched hoods linked by a continuous string course. Above the first floor plain ashlar walling was punctuated by plain triplet windows with a prominent continuous sill course (Jackson p.10).</i></p> <p><i>Balconies were provided on the first floor over Pitt and Hunter Street entrances and in protecting bays; and on the sixth floor between the bays. A range of attached Tuscan columns extended from the balconies to the ninth floor supporting a deep entablature extending around the entire perimeter of the street frontages' Bay windows were placed between the columns. The entablature consisted of an architrave 'frieze and cornice projecting 1.2 metres and supported by a massive reinforced concrete cantilever. Above the cornice was the attic storey at which the projecting bays were terminated by decorated semicircular windows, while between were single, hooded window in plain ashlar walling. Each facade was surmounted by a simple string course and parapet' (Jackson p.11).</i></p> <p><i>A reinforced concrete awning roof was constructed above the roof level, on which were located left motor rooms and ventilation plant rooms. The Hunter Street main entrance consisted of an almost semi-circular portico; Polished Tuscan order columns; the sandstone head of Caxton, which had originally adorned the keystone of the entrance arch of the 1856 building was incorporated into the second floor window heads above the entrance. The curved junction of the Pitt and O'Connell Street facades was surmounted by an ornate circular tower, raising three storeys above roof level, topped by a copper clad dome and lantern with flagpole.</i></p> <p><i>A central light court was incorporated within the base of the triangular site resulting in a distinct, narrow-v-shape plan arrangement. The court provided natural light and ventilation for the full height of the interior of the building down to the basement lettable offices. The walls were plain cement rendered, with steel framed windows at each floor (Jackson p.11).</i></p> <p><i>Changes over time to the building's exterior:</i></p> <p><i>a.1928: New Roof outdoor gymnasium enclosed by chain wire fence with new dressing room at Pitt Street South.</i></p> <p><i>b.1934: new 'Sydney Morning Herald' Art Gallery on fourth floor consisted of gallery, entrance vestibule and annex, reception room. Designed by architect J.L. Stephen Mansfield ARIBA. The Art gallery was later relocated with new entrance and Wunderlich awning at Pitt Street.</i></p>

¹²¹ Artefact Heritage 2021, pgs. 189 - 193

Former Wales House¹²¹	
	<p>c.1930: New Loading Dock at Pitt Street north.</p> <p>d.1941: Wartime office accommodation for the ministry of munitions on roof beneath awning roof.</p> <p>e.1946: New kitchen and dining room in earlier office accommodation on roof.</p> <p>f.1946: Loading dock on O'Connell Street formed by enlargement of window in end projecting bay.</p> <p>g.1950: New stair at O'Connell Street entrance.</p> <p>h.1951: Second opening to sub-basement, northern end of Pitt Street, facade. Existing awning extended one bay over new opening.</p>
Statement of significance	<p>The site of the building has a 99 year association from 1856 to 1955 with the publication of Australia's oldest surviving newspaper, the Sydney Morning Herald. The building itself was designed for this purpose which it fulfilled for 28 years from 1927 to 1955.</p> <p>The building, with its rounded corner treatment on the prominent narrow-vee site provides a good and clearly visible element in the townscape. The building is a large and powerful reminder both of the success and prosperity of the publisher-owners, John Fairfax & Sons, and of the dominant role of newspapers in society at that time, before the advent of the electronic media.</p> <p>The exterior treatment of the building is a fine example, in good condition, of the Interwar Commercial Renaissance Palazzo style, then popular for office buildings of this type. It reflects an image consistent with the perceived role of the Sydney Morning Herald - conservative, substantial, influential and responsible.</p> <p>The only substantial and clearly visible surviving remnants of the original office layout are the Manager's Room with its adjacent Elevator Vestibule, portion of the adjoining Assistant Manager's Room, and the Board Room, all on the First Floor. Though now mostly incomplete, they serve as reminders of the quality of original finishes employed for these most important rooms. They are notable for their conservative and solid design and the emphasis placed on usage of Australian joinery timbers.</p>
Heritage impact assessment	<p>Direct impact: The heritage item is located approximately 20 metres northwest of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would not directly affect the heritage curtilage of the item, nor would any physical fabric of the item be affected.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The Hunter Street Station (Sydney CBD) eastern construction site would be established about 20 metres east of the heritage item. The establishment of site hoarding, installation of site buildings and the use of tall machinery and plant would not obstruct significant views of the Inter-War Palazzo decorative architectural elements on its street facades, nor would the construction facilities and activities overshadow or reduce the heritage significant prominence of the building on its narrow corner block.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: A four to five storey station services building would be introduced on the opposite side of O'Connell Street from this heritage item. This proposed station services infrastructure would be smaller than the 12-storey heritage item and would not overshadow its heritage significant corner prominence. The proposed station services infrastructure would not obstruct heritage significant views of the item's decorative external elements including sandstone detailing and fenestration patterning.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

13.4.2.13 Former Industrial Building ‘Manufacturers Mutual’

Table 93. Former Industrial Building ‘Manufacturers Mutual’ heritage impact assessment

Former Industrial Building – ‘Manufacturers Mutual’ ¹²²	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 item no. I1902 • RNE Place ID 19546 • NTR no. 6402
Significance	Local
Description	<i>Located within a precinct of Art Deco buildings and is immediately adjacent to Delfin House. The facade is tripartite with the central section including a higher parapet. The central bay includes five vertical window panels which finish above a two storey glazed doorway with a framed bronze beam and column which incorporates the signage to the building. The upper level windows have been extensively restored and at the lower level new timber double hung windows have been installed. The outer bays are lower, incorporating glazing to the mezzanine and lower doorways. The building features sunrise colour brick with a lighter colour brick to the parapet and eighth floor, and Kanimbla granite to the base. The facade features chevron patterns in the granite and stepped pilasters which angle at the ninth floor. Internally the plan is symmetrical with a longer wing to the northern boundary. The interior has been completely remodelled.</i>
Statement of significance	<i>Manufacturers House is a nine storey building built for the NSW Chamber of Manufacturers in the early 1930s, in a modest Inter War Art Deco Style. The building comprises predominantly Australian materials and is significant for its reflection of the cautious emergence of business confidence following the period of economic depression and industrial unrest of the late 1920s. The building is a rare and outstanding example of a highly intact original commercial face brick exterior of high quality design with outstanding potential to continue in its restored state. The building is well resolved in its detailing in both its interior and exterior and is particularly noted for its use of face brick and chevron motifs, and its relationship of materials to the adjacent Delfin House. The building is significant for its contribution to the development of the Hunter and O’Connell Street Art Deco precinct.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located about 25 metres northeast of the Hunter Street Station (Sydney CBD) eastern construction site. This proposal would not directly affect the heritage curtilage of the item, nor would any of the item’s physical fabric be modified by this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The Hunter Street Station (Sydney CBD) eastern construction site would not be visible from this item on O’Connell Street, and construction work at this site would therefore not indirectly impact heritage significant views of the building façade and architectural design on O’Connell Street during the construction phase.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The four to five storey station services building at the Hunter Street Station (Sydney CBD) eastern site would not be visible from this heritage item on O’Connell Street. The heritage significant views of the Art Deco sandstone and masonry façade of the building would not be overshadowed or obstructed by this proposal.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

¹²² Artefact Heritage 2021, pgs. 194 - 195

13.4.2.14 Ash Street Laneway

Table 94. Ash Street Laneway heritage impact assessment

Ash Street Laneway.¹²³	
Heritage listing/s	<ul style="list-style-type: none"> SLEP 2012 item no. I1666 RNE Place ID 2404
Significance	Local
Description	<p><i>The six storey façade of the former Angel House at 2-18 Ash Street aligns the eastern side of Ash Street. For full evaluation refer to listing under No 117-123 Pitt St.</i></p> <p><i>Note that the Tank Stream bisects the site. Amalgamated title. The development comprises No 117-123 Pitt St, No 320-328 George St, No 2-12 Angel Place & No 2-18 Ash St.</i></p>
Statement of significance	<p><i>Ash Street has significance for its ability to represent the Victorian subdivision pattern of the Tank Stream area. The façade of the former Angel House at 2-18 Ash Street forms a substantial portion of the eastern alignment of Ash Street and is of historical significance as a remnant of the Victorian development of the area. The façade has aesthetic significance as a good example of the flamboyant High Victorian period in a comparatively restrictive space.</i></p>
Heritage impact assessment	<p>Direct impact: The Ash Street laneway heritage item is located 25 metres south of the Hunter Street Station (Sydney CBD) western construction site. Construction works for this proposal would not occur within the heritage curtilage of this item and would not modify the physical fabric, nor alter the layout of, the heritage significant streets and facades of the item.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction work at the Hunter Street Station (Sydney CBD) western construction site would not be visible from the Ash Street laneway heritage item, as the five-storey Ivy Complex would obstruct all direct sightlines. The heritage significant views of the building facades and street surface of this heritage item would not be obstructed or overshadowed by works during the construction phase.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: The four to five storey station services building would not be visible from the Ash Street Laneway heritage item as all direct sight lines are blocked between this heritage item and the Hunter Street Station (Sydney CBD) western station site by intervening buildings. Heritage significant views of laneway building facades and street surfaces would not be obstructed or overshadowed by this proposal.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

13.4.2.15 Former Commercial Building ‘Peapes Menswear’

Table 95. Former Commercial Building ‘Peapes Menswear’ heritage impact assessment

Former Commercial Building – ‘Peapes Menswear’¹²⁴	
Heritage listing/s	SLEP 2012 item no. I1765
Significance	Local
Description	<p><i>Beneficial House is a seven storey load bearing brick building originally designed as a department store and offices by Hardy Wilson, of Wilson, Neave & Berry, in the Inter-War Georgian Revival style with a Commercial Palazzo form. Wilson, Neave & Berry were one of the skilled exponents of this rare style in Sydney. The detailing and glazing is Georgian Revival. The ground floor has five stone arches while the rest of the façade is plain with multi-paned timber framed windows. Second floor windows have semi-circular fanlights. Commercial Palazzo devices are utilised such as a stone base, office floors with simple brickwork and fenestration, and a top that is terminated by a projecting cornice. The ground floor interiors feature decorative plaster ceilings with timber panelled walls and columns. The upper level offices have been heavily modified with plasterboard stud walls and suspended acoustic ceiling tiles.</i></p>

¹²³ Artefact Heritage 2021, pgs. 195 - 197

¹²⁴ Artefact Heritage 2021, pgs. 197 - 199

Former Commercial Building – ‘Peapes Menswear’ ¹²⁴	
Statement of significance	<i>Beneficial House is noteworthy for its former lengthy association with "Peapes Menswear" (1923-1970), a particularly well-known Sydney retail store, and its contribution to creating an image for the store. It reflects the importance of George Street as a principal retailing thoroughfare and, generally, an important period of development during the 1920s. The building is of aesthetic significance as one of very few surviving commercial examples of Inter-war Georgian Revival style architecture and the work of Hardy Wilson. It is strikingly similar to British Airways House also attributed to Wilson, Neave & Berry, and has parallels with Lisgar House (refer no 2004). It is a good example of the style and contributes significantly to the streetscape of George Street. The combination of Georgian Revival style in the brick facade, windows and section of tiled roof with a Commercial Palazzo style sandstone base adds to the architectural interest of the building.</i>
Heritage impact assessment	<p>Direct impacts: This heritage item is located about 20 metres west of the Hunter Street Station (Sydney CBD) western construction site on the western side of George Street. No works are proposed within the heritage curtilage of this item and no physical fabric of this item would be affected by this proposal.</p> <p>Direct impacts: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: The Hunter Street Station (Sydney CBD) western construction site would be secured with site hoarding, with site facilities established within the construction footprint. Tall machinery and plant would be visible above the site hoarding. While these elements would be visible from the heritage item they would not obstruct significant views of the Inter-War Georgian Revival street frontage nor overshadow the patterning of the building within the George Street streetscape during the construction phase.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: A four to five storey station services building would be constructed across George Street (immediately east of) this heritage item. The proposed station services building would be much smaller than the heritage item and would not visually compete with the item in the streetscape nor overshadow the item. Significant views of the street frontage and the exposed northern elevation of the building would not be obstructed by this proposal.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

13.4.2.16 Grand Hotel

Table 96. Grand Hotel heritage impact statement

Grand Hotel ¹²⁵	
Heritage listing/s	<ul style="list-style-type: none"> • SLEP 2012 item no. I1809 • NTR no. 6316
Significance	Local
Description	<i>The Grand Hotel is located on a prominent corner in Hunter Street, with a facade of three bays to Hunter Street and four to the laneway. A series of flat arched windows form a chamfer corner to the building. Each of the bays is framed by rusticated piers which form into arches at the fourth floor above arched windows with decorative voussoirs. Above this level a series of flat arched windows are integrated within a diagonal frieze framed by a top and bottom entablature. The cornice is supported by decorative brackets. Juliette balconies occur to the central bays of each facade and the chamfer at the second and third level. The windows are timber with highlights above casement sections. The facade below the awning has been refaced with granite. The plan of the building is rectangular with an angled boundary to the lane. The upper levels contain seven bedrooms. The stair well which wraps around the lift retains its gumnut decorative dado tiles and dark mottle tiles.</i>
Statement of significance	<i>The Grand Hotel is a six storey building of Inter War Georgian Revival style. It has historic significance for its ability to contribute to an understanding of the impact made on Sydney city streetscapes by the building demolitions which preceded the building of the Sydney Harbour Bridge and the Sydney City Railway. The building has aesthetic significance as an</i>

¹²⁵ Artefact Heritage 2021, pgs. 199 - 200

Grand Hotel ¹²⁵	
	<i>outstanding example of a well intact original pub exterior of high quality design with an intact interior stair also of high quality design. High Significance: All the intact original fabric of the south and west façade above the awning. Medium Significance: The intact original fabric of the foyer, stair and lift. Low Significance: Any remaining interior spaces.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located 25 metres northeast of the Hunter Street Station (Sydney CBD) western construction site. No construction works would occur within the heritage curtilage of this item and no physical fabric of this item would be affected.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impacts: Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p> <p>Temporary indirect (visual) impacts: Construction works at the Hunter Street Station (Sydney CBD) western construction site would include site hoarding, the establishment of site facility buildings and the use of tall machinery and plant. While these construction facilities and activities would be visible from the heritage item, these would not obstruct significant views of the Grand Hotel pub exterior in the construction phase.</p> <p>Temporary indirect (visual) impacts: Neutral</p> <p>Permanent indirect (visual) impacts: A four to five storey station services building would be introduced at the Hunter Street Station (Sydney CBD) western site, which would be visible from the street frontage of this heritage item. However, the low elevation (four to five storey) and oblique angle of intervening view-lines across Hunter Street between the proposed station services building and the heritage item would not result in any obstruction or overshadowing of the heritage significant external architectural detailing (including building facades, Juliette balconies and fenestration patterns) of the heritage item.</p> <p>Permanent indirect (visual) impacts: Neutral</p>

13.4.3 Assessment against conservation management policies

13.4.3.1 Tank Stream

The conservation policies provided in the Conservation Management Plan (CMP, 2005) prepared for the Tank Stream have been reviewed. As the proposed works would be located to the west of the heritage item and within the area already affected by construction proposed under the previous Sydney Metro West planning application, no direct (physical) impacts are proposed. The CMP does not explicitly provide policies for activities adjacent to the item, however interpretative guidelines under policy 7.10.1 (Recording Archaeological Fabric) outlines the following conservation approach:

¹²⁶

Copies of previous archaeological reports concerning the Tank Stream should be systematically collated and made available in the SWC Library. The Tank Stream should be archeologically recorded where resources permit, and any eventual reports added to the collection.... Wherever resources permit, archeologically record the Tank Stream, and assure that any reports eventually created are added to the collection, including reports of future works in the immediate vicinity of the Tank Stream.

It is therefore recommended that this report (and all preceding documents related to this item) be provided to the Sydney Water Corporation Library.

¹²⁶ Sydney Water. 2005. *Tank Stream: Conservation Management Plan For Asset Management And Sydney Water Corporation*

13.4.4 Overview of heritage impacts

The following Table 97 provides an overview of the proposed heritage impacts associated with Hunter Street Station (Sydney CBD) sites.

Table 97: Summary of heritage impacts to items in or near the Hunter Street Station (Sydney CBD) sites

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impacts	Temporary indirect (visual) impacts	Permanent indirect (visual) impacts
Tank Stream	<ul style="list-style-type: none"> SHR item no. 00636 Sydney Water s170 item no. 4573709 SLEP 2012 item no. I1656 RNE Place ID 14311 NTR no. 6455 	State	Neutral	Neutral	Neutral	Neutral
Bennelong Stormwater Channel No 29A	Sydney Water s170 Item no. 4570854	Local	Neutral	Neutral	Neutral	Neutral
Skinnners Family Hotel	<ul style="list-style-type: none"> SHR Item no. 00584 SLEP 2012 Item no. I1766 RNE Place ID 2395 NTR no. 6218 	State	Neutral	Neutral	Minor	Minor
NSW Club House Building	<ul style="list-style-type: none"> SHR Item no. 00145 SLEP 2012 Item no. I1676 RNE Place ID 2206 NTR no. 6092 	State	Neutral	Neutral	Negligible	Negligible
Former Bank – Delfin House	<ul style="list-style-type: none"> SLEP 2012 Item no. I1903 RNE Place ID 2206 NTR no. 6403 	State	Neutral	Neutral	Negligible	Negligible
Richard Johnson Square	<ul style="list-style-type: none"> SLEP 2012 Item no. I1673 RNE Place ID 2363 NTR no. 6093 (memorial only) 	Local	Neutral	Neutral	Negligible	Negligible Positive
City Mutual Life Assurance Building	<ul style="list-style-type: none"> SHR item no. 00585 SLEP 2012 item no. I1675 RNE Place ID 1814 NTR no. 6091 AIA listing no. 4700629 	Local	Neutral	Neutral	Negligible	Negligible

Heritage item	Register listings	Significance	Direct impact	Settlement and vibration impacts	Temporary indirect (visual) impacts	Permanent indirect (visual) impacts
Perpetual Trustee Company	<ul style="list-style-type: none"> SHR item no. 00678 SLEP 2012 item no. I1810 RNE Place ID 2424 NTR no. 6317 AIA listing no. 4700628 	Local (individual) State (listed as part of the Little Hunter and Hamilton Street Precinct)	Neutral	Neutral	Negligible	Negligible
Public Trust Office	<ul style="list-style-type: none"> SHR item no. 01019 Department of Justice and Attorney General S170 Register (2011) [no item no. provided] SLEP 2012 item no. I1904 	State	Neutral	Neutral	Neutral	Neutral
Little Hunter and Hamilton Street Precinct	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808 	State	Neutral	Neutral	Negligible	Negligible
NSW Sports Club	<ul style="list-style-type: none"> SHR item no. 00599 SLEP 2012 item no. I1808 RNE Place ID 2441 	Local	Neutral	Neutral	Negligible	Negligible Positive
Former Wales House	<ul style="list-style-type: none"> SHR item no. 00586 SLEP 2012 item no. I1915 RNE Place ID 1841 NTR no. 6543 AIA listing no. 4700660 	State	Neutral	Neutral	Negligible	Negligible
Former Industrial Building 'Manufacturers Mutual'	<ul style="list-style-type: none"> SLEP 2012 item no. I1902 RNE Place ID 19546 NTR no. 6402 	State	Neutral	Neutral	Neutral	Neutral
Laneway	<ul style="list-style-type: none"> SLEP 2012 item no. I1666 RNE Place ID 2404 	State	Neutral	Neutral	Neutral	Neutral
Former Commercial Building 'Peapes Menswear'	SLEP 2012 item no. I1765	Local	Neutral	Neutral	Negligible	Negligible
Grand Hotel	<ul style="list-style-type: none"> SLEP 2012 item no. I1809 NTR no. 6316 	Local	Neutral	Neutral	Neutral	Neutral

13.5 Non-Aboriginal archaeological impact assessment

The Hunter Street Station (Sydney CBD) construction sites identified as part of this proposal are consistent with the proposed construction sites identified and assessed for the previous Sydney Metro West planning application. As such, potential archaeological resources would be identified as part of further archaeological investigations and managed for that stage in accordance with relevant requirements and no new archaeological impacts are anticipated for this proposal. Refer to pages 216 to 225 of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) for impacts to the Hunter Street (CBD) Station construction sites.¹²⁷

¹²⁷ Artefact Heritage, 2021

14.0 CLYDE STABLING AND MAINTENANCE FACILITY AND ROSEHILL SERVICES FACILITY

14.1 Introduction

This section provides an assessment of potential built heritage impacts that would result from the proposed works within the Clyde stabling and maintenance facility and Rosehill services facility study area. The proposed construction site is consistent with the construction site assessed under the previous Sydney Metro West planning application and no new heritage items have been identified within or surrounding the study area.

As all excavation works within the construction site would be carried out under the previous Sydney Metro West planning application, no further non-Aboriginal archaeological assessment of the Clyde stabling and maintenance facility and Rosehill services facility study area would be required under this proposal.

The historical, environmental and archaeological assessments for the study area (Sections 5.0, 6.0 and 7.0) were provided in detail as part of the Technical Paper 3 (Non – Aboriginal Heritage) *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.¹²⁸

14.2 Study area

14.2.1 Surrounding setting

The study area comprises of the land bounded by James Ruse Drive, Unwin Street, Shirley Street, and the M4 Western Motorway. The wider context surrounding the Clyde stabling and maintenance facility site is predominantly industrial, including the historic Capral Aluminium heritage item to the east (Parramatta LEP Item #I575). The Rosehill Garden racecourse is located to the north. Duck River, a tributary of the Parramatta River, is located running through the study area and includes the heritage listed Wetlands ecosystem (Parramatta LEP Item #I1). The RTA Depot allotment contains a remnant wall of heritage significance to the northern boundary of the construction footprint (Parramatta LEP Item #I576). Duck River provides a natural barrier between the study area and industrial context of Silverwater beyond.

Two heritage items are located within the Clyde stabling and maintenance facility and Rosehill services facility construction site. **One** heritage item is located within the buffer zone.

14.2.2 Baseline environment

Under the previous Sydney Metro West planning application, the construction site would be cleared of all existing structures and vegetation, with the exception of the two heritage listed items located within the construction site, part of the 'Wetlands' ecosystem (Parramatta LEP Item #I1) and the remnant wall within the RTA Depot (Parramatta LEP Item #I576). Under the previous Sydney Metro West planning application, temporary structures would be constructed within the construction site however these would be removed and replaced following the completion of construction of that stage.

¹²⁸ Artefact April 2020, pp. 59 – 68; 160 – 169; 279 – 286.

14.3 Proposed work

The proposed work for the Clyde stabling and maintenance facility and Rosehill services facility study area (Figure 63 and Figure 64) would occur within the construction site for the previous Sydney Metro West planning application.

14.3.1 Construction works

The proposed construction works (Figure 63) for the Clyde stabling and maintenance facility include:

- enabling and site establishment work
- placement of select material to final design levels
- construction of access roads and car parking, including kerb and guttering, localised drainage work, surfacing including asphalt, concrete or pavers, line marking, signage and other finishes
- building and facility construction and fit-out, including maintenance buildings, the operations control centre, administration, cleaners, security and fire control buildings, a train wash facility and an operational water treatment plant
- construction and fit-out of the stabling yard to accommodate the stabling of trains, including:
 - construction of rail entry/exit structures to the facility from the mainline tunnels
 - surface rail track installation
 - electrical fit-out
 - signalling and communications works
- rehabilitation and revegetation work within the Duck Creek and A'Beckett's Creek riparian zone
- construction of a permanent power supply route from the Camellia substation to the Rosehill services facility would be constructed by trenching within the road reserve. Trenches are expected to be around one metre wide and 1.5 to two metres deep.
- finishing work, testing and commissioning.

14.3.2 Operations

The Clyde stabling and maintenance facility would be connected to the mainline tunnels via a section of above ground track, a dive structure and tunnel portal located in Rosehill and underground connecting tunnels. The facility would operate 24 hours per day, seven days per week.

The operation of the stabling and maintenance facility (Figure 64) would include the following components:

- stabling tracks to store trains
- a train maintenance centre, sidings and depot
- workshops for the maintenance of railway infrastructure components
- train wash/bio wash and graffiti removal facility
- test track to undertake training, testing, commissioning and maintenance
- operations control centre and administration building

- train servicing and maintenance equipment
- fire control and security building, including the provision of fire hydrants, hoses and other firefighting equipment within the building
- operational water treatment plant to treat wastewater pumped from the tunnels, stations and other underground facilities. Sydney Metro is investigating options for the location of the water treatment plant within the Clyde stabling and maintenance facility and Rosehill services facility site
- offices, staff car parks, storage and internal vehicular and pedestrian access roads
- provision of active transport connections to the surrounding area including connections to the Wilderline
- rehabilitation and renaturalisation of parts of Duck Creek and site landscaping.

Long section and cross section figures for the Clyde stabling and maintenance facility and Rosehill services facility are provided in Chapter 17 of the Environmental Impact Statement.

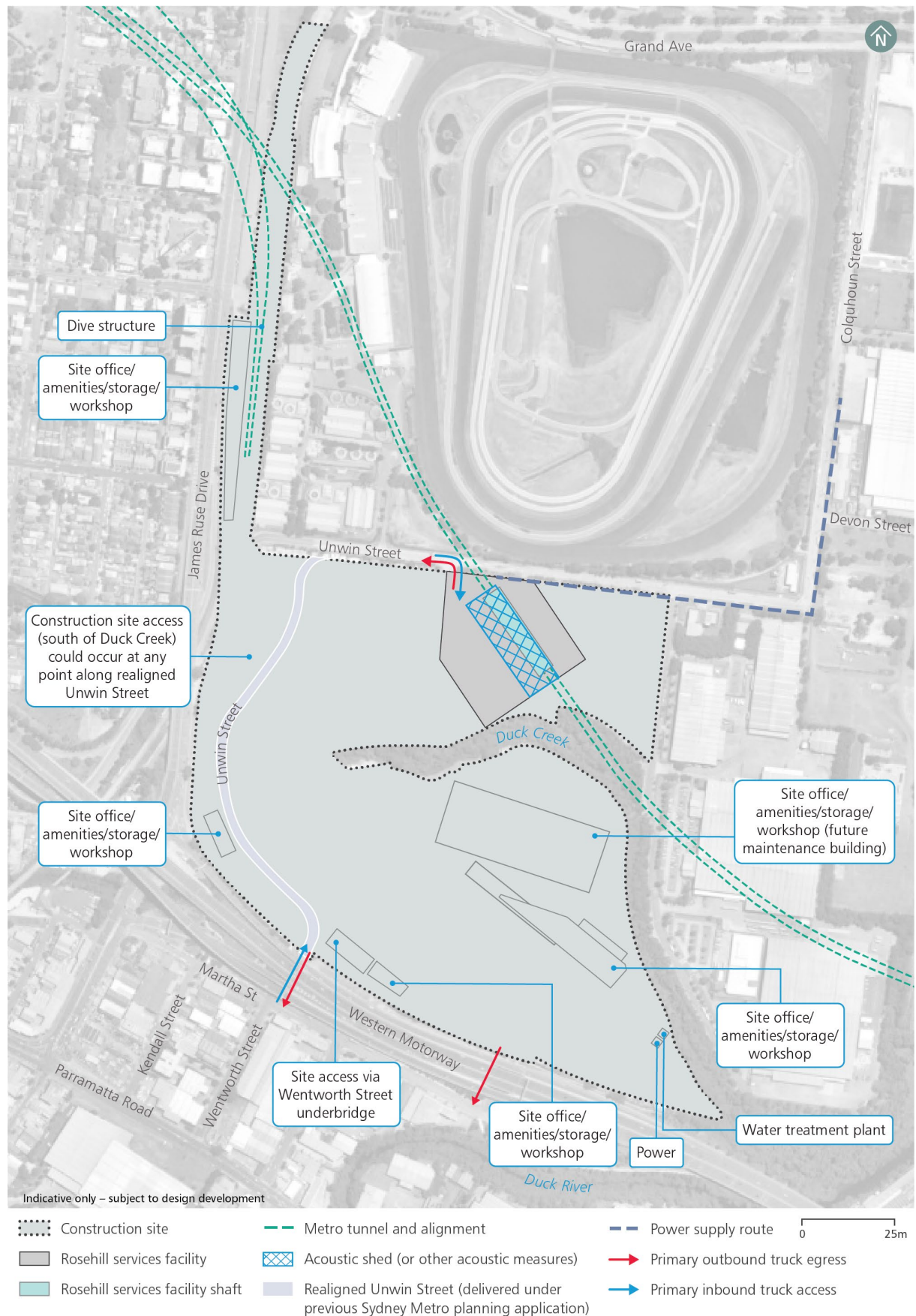


Figure 63: Clyde stabling and maintenance facility and Rosehill services facility indicative construction site layout

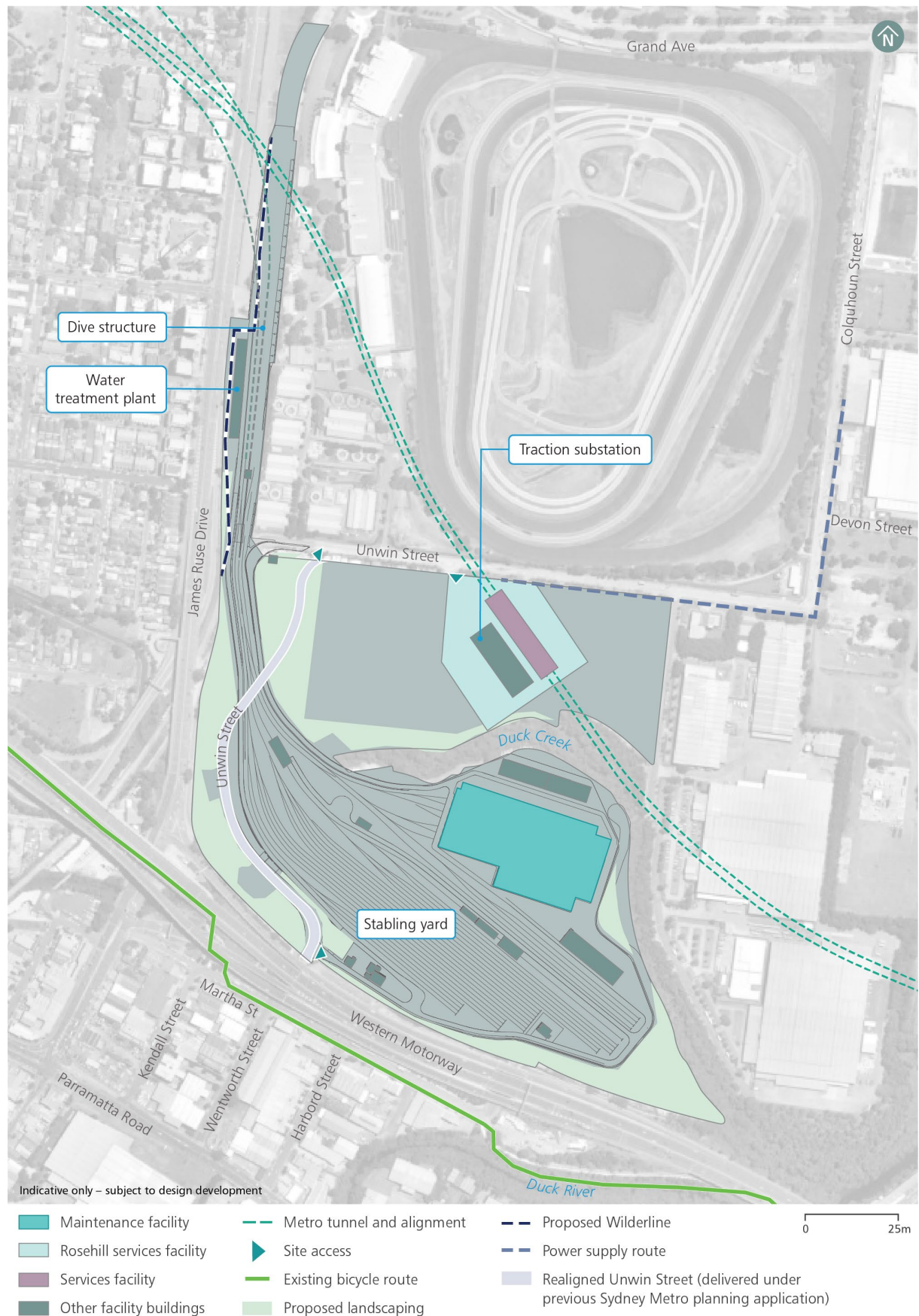


Figure 64: Clyde stabling and maintenance facility and Rosehill services facility indicative operational site layout

14.4 Built heritage impact assessment

14.4.1 Summary of heritage listed items

Table 98 provides a summary of the listed heritage items located within the study area surrounding the Clyde stabling and maintenance facility and Rosehill services facility site. The heritage curtilages of these listed heritage items are illustrated in Figure 65. The footbridge over the former Rosehill Station is currently listed on the RailCorp section 170 register, however this item is proposed to be demolished as part of works carried out under the previous Sydney Metro West planning application. As such, this item has not been considered in this assessment.

Table 98: Heritage items within Clyde stabling and maintenance facility and Rosehill services facility site

Heritage item	Register listings	Address	Significance	Relationship to the site
Wetlands	Parramatta LEP Item No. I1	Parramatta River, Camellia, Ermington, Parramatta and Rydalmere, NSW	Local	Within site
RTA Depot	Parramatta LEP Item No. I576	1B and 5 Unwin Street, Rosehill NSW 2142	Local	Within site
Capral Aluminium	Parramatta LEP Item No. I575	3-11 Shirley Street, Rosehill, NSW 2142	Local	Partially within buffer zone; 20 metres east of the site

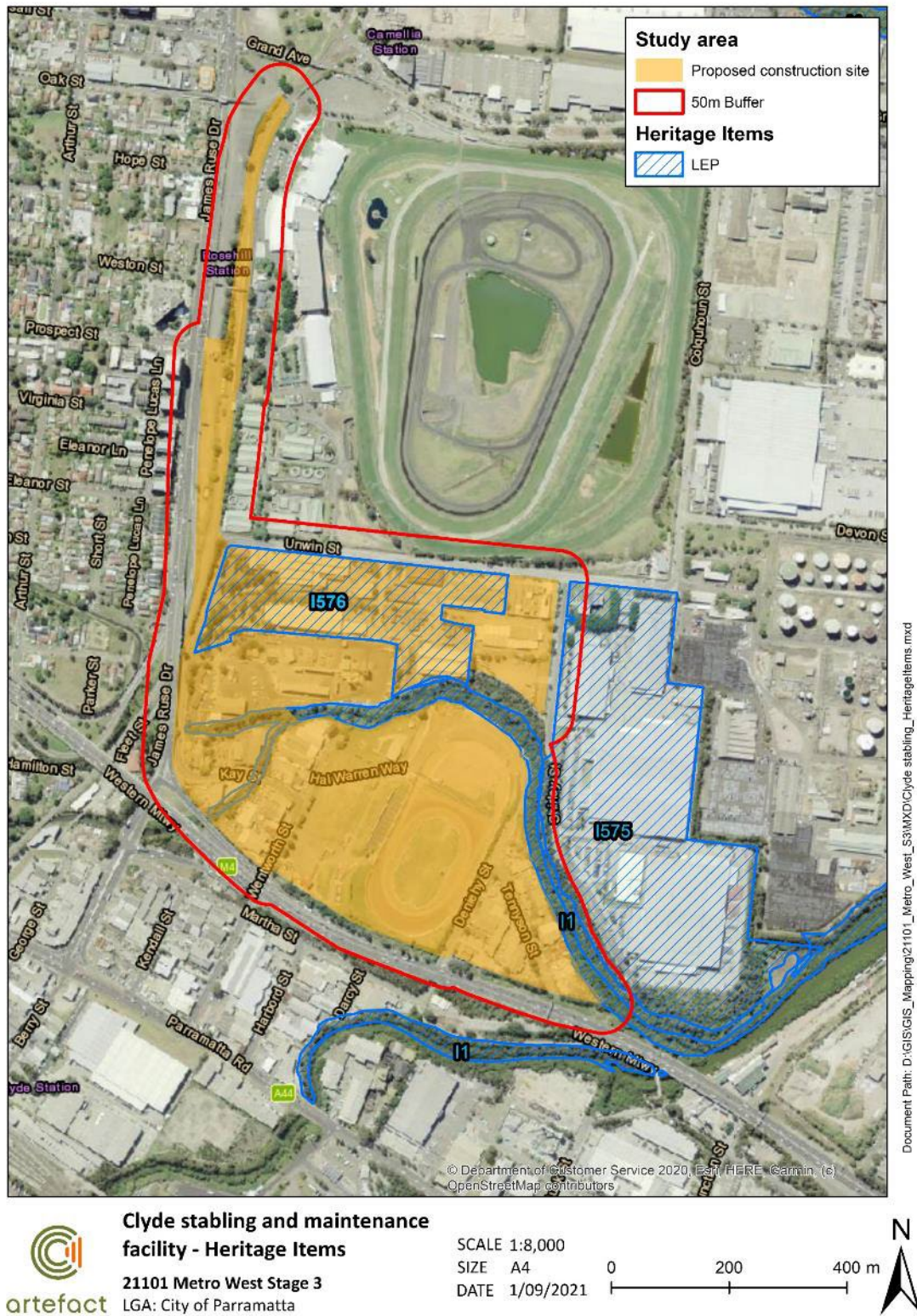


Figure 65: Clyde stabling and maintenance facility and Rosehill services facility site heritage items map

14.4.2 Significance and impact assessments for individual items

The following heritage impact assessments provide the associated heritage listings and significance for each item, as well as item descriptions and statements of significance. Historical backgrounds for each item were provided in detail (Section 6.4) as part of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and are footnoted accordingly below.

14.4.2.1 Wetlands

Table 99: Wetlands heritage impact assessment

Wetlands ¹²⁹	
Heritage listing/s	Parramatta LEP Item No. I1
Significance	Local
Description	<i>The wetlands, located along the foreshores of the Parramatta and Duck Rivers and their tributaries, Vineyard and Subiaco Creeks, comprise of remnant wetland vegetation including mangrove and saltmarsh complexes.</i>
Statement of Significance	<i>The wetlands along Parramatta River are of significance for Parramatta area as remnant representative areas of mangroves and salt marshes which once extensively lined the foreshores and tidal water flats of the region.</i>
Heritage impact assessment	<p>Direct impact: No native vegetation clearing would be conducted under this proposal.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration: Significant elements for this item (wetland vegetation and ecological communities) are not anticipated to be affected by ground vibration.</p> <p>Settlement and vibration: Neutral</p> <p>Temporary indirect (visual) impact: This item is heritage significant for being remnant representative vegetation of the original foreshore vegetation of the Parramatta River and its tributaries. Vegetation in the vicinity of Duck Creek has been surrounded by industrial development for many years and is in poor health with no clear view-lines towards healthy vegetation communities in or near this proposal study area. The establishment of site hoarding, construction compounds, site amenities and facilities and frequent heavy machine plant, would therefore not obstruct any significant views of this heritage item in the vicinity of Duck Creek.</p> <p>Temporary indirect (visual) impact: Negligible</p> <p>Permanent indirect (visual) impact: This proposal would include new buildings and the stabling yard west and south of Duck Creek and a new building for the services facility and Rosehill substation north of Duck Creek. However, as there are no heritage significant views of the remnant vegetation in the vicinity of Duck Creek due to decades of adjacent industrial development, the new facilities for this proposal would not impact the setting of the heritage item.</p> <p>Permanent indirect (visual) impact: Negligible</p>

14.4.2.2 RTA Depot

Table 100: RTA Depot heritage impact assessment

RTA Depot ¹³⁰	
Heritage listing/s	Parramatta LEP Item No. I576
Significance	Local
Description	<i>The RTA Depot complex is bordered by Unwin Street to the north, Shirley Street to the east, Duck River and the Wetlands to the south and James Ruse drive to the west. The Main Roads Board depot had been situated on this time prior to 1940. The current multi-storey framed industrial workshop with brick walling and concrete structural frame and corrugated</i>

¹²⁹ Artefact Heritage, 2020 pgs. 165 - 166

¹³⁰ Artefact Heritage, 2020 pgs. 166 - 167

RTA Depot ¹³⁰	
	<i>fibro saw-tooth roof includes a pedimented façade with the words 'Department of Main Roads 1944' inscribed. The site also includes a number of other workshops and structures, in addition to the remnants of a rail siding.</i>
Statement of Significance	<i>The RTA Depot at Unwin Street is of significance for Parramatta for historical, aesthetic and reasons of rarity and representativeness. The depot is representative of amenities and services building s of the time of its creation, additionally rare in the local area and in use of public authorities since its creation. Due to its size and function, it presents a local landmark and strongly contributes to the streetscape.</i>
Heritage impact assessment	<p>Direct impact: Following the completion of work as part of the previous Sydney Metro West planning application, the only heritage significant fabric of this item would be the 1944-constructed brick workshop with signage on its pediment which faces Unwin Street. The larger curtilage of the item is based on the current lot boundaries within which the workshop is located and is not representative of the former Department of Main Roads facility, lot or layout.</p> <p>The 1944 building's facade would be protected under this proposal and would not be modified. This proposal would include work within the larger heritage curtilage of this item and would not modify this one remnant portion of heritage significant fabric.</p> <p>Direct impact: Neutral</p> <p>Settlement and vibration impact: This heritage item is located within the Clyde stabling and maintenance facility and Rosehill services facility construction site. Earthworks (placement of select fill) would be the closest source of potential construction vibration to this heritage item. Construction vibration levels are predicted to be above the cosmetic damage screening criteria.</p> <p>Settlement and vibration impact: Minor to Moderate</p> <p>Temporary indirect (visual) impacts: The 1944 brick depot would be retained during the construction phase of this proposal and would continue to demonstrate its Unwin Street façade on the northern border of the Clyde facility. While construction activities in the vicinity would include frequent heavy vehicle movements, site amenities and compounds and several large workshops, these facilities and activities would not obstruct the heritage significant view of the brick depot building and its embossed façade on Unwin Street.</p> <p>Temporary indirect (visual) impacts: Negligible</p> <p>Permanent indirect (visual) impacts: The proposed traction substation and stabling yard at the Clyde stabling and maintenance facility and Rosehill services facility would be located to the south and east of the remnant brick depot building of this heritage item. These facilities would be largely below-ground and would be up to six storeys in height for their above ground portions. These buildings would be set back in excess of 200 metres from the 1944 brick depot building. As such, significant views of the Unwin Street façade of the building would not be obstructed by this proposal.</p> <p>Permanent indirect (visual) impacts: Negligible</p>

14.4.2.3 Capral Aluminium

Table 101: Capral Aluminium heritage impact assessment

Capral Aluminium ¹³¹	
Heritage listing/s	Parramatta LEP Item No. I575
Significance	Local
Description	<i>The Capral Aluminium complex is bordered by Unwin Street to the north, Shirley Street to the west, Duck River and the Wetlands to the south and further industrial area to the east. The multi-storey office building was developed during the late 1930 in the Art Deco style. The office building is constructed of light coloured brick and incorporates a flat roof, flagpoles, landscaped garden and an entrance porch with concrete canopy. Additional features include wide, tall windows with louvres and a tall brick-clad steel framed workshop.</i>
Statement of Significance	<i>The site of Capral Aluminium is of significance for the Parramatta area for historical, associative and reasons of representativeness. The site provides evidence of major local industry and manufacturing. This site was of prime importance during World War II, a role</i>

¹³¹ Artefact Heritage, 2020 pgs. 165 - 169

Capral Aluminium¹³¹	
	<i>which emphasised the regional significance of Parramatta. It is also a fine example of modern industrial building with all its facilities.</i>
Heritage impact assessment	<p>Direct impact: The heritage item is located within the buffer zone of the study area, to the east of Duck River. The proposed power supply route would be located on Unwin Street in the road reserve, directly outside of the heritage curtilage of the item. As no work would be carried out within the curtilage of the item or affect physical fabric, there would be no direct (physical) impact.</p> <p>Direct impact: Neutral</p>
	<p>Settlement and vibration impacts: The item is located about 100 metres northeast of the Clyde stabling and maintenance facility construction site and about 150 metres east of the Rosehill services facility. Vibration levels from the surrounding construction works are predicted to be below the cosmetic damage screening criteria. Trenching works to install the proposed power supply route are not likely to result in any vibration to surrounding structures. Potential direct impacts associated with vibration are not anticipated.</p> <p>Settlement and vibration impacts: Neutral</p>
	<p>Temporary indirect (visual) impacts: The Capral Aluminium complex is located about 100 metres northeast of the Clyde stabling and maintenance facility and about 150 metres east of the Rosehill service facility. Construction facilities established under this proposal, such as site compounds and heavy machinery would be visible from the curtilage of this item but would not obscure or interrupt significant views of the Art Deco masonry building facing Shirley Street.</p> <p>Temporary indirect (visual) impacts: Neutral</p>
	<p>Permanent indirect (visual) impact: There would be clear views between the traction substation north of A'Beckett's Creek and the Capral Aluminium Art Deco building across Shirley Road, however there would unlikely be clear sight lines between the heritage significant building and proposed stabling facilities south of A'Beckett's Creek due to intervening screening vegetation across the creek. At a distance of more than 100 metres from the significant building, the traction substation would not obstruct or overshadow heritage significant views of the Art Deco brick building for this item.</p> <p>Permanent indirect (visual) impact: Neutral</p>

14.4.3 Overview of heritage impacts

Table 102 provides an overview of the proposed heritage impacts associated with the Clyde stabling and maintenance facility and Rosehill services facility.

Table 102: Heritage impacts for Clyde stabling and maintenance facility and Rosehill services facility study area

Heritage item	Register listings	Significance	Direct impact	Vibration and settlement impacts	Temporary indirect (visual) impacts	Permanent indirect (visual) impacts
Wetlands	Parramatta LEP Item No. I1	Local	Neutral	Neutral	Negligible	Negligible
RTA Depot	Parramatta LEP Item No. I576	Local	Neutral	Minor to Moderate	Negligible	Negligible
Capral Aluminium	Parramatta LEP Item No. I575	Local	Neutral	Neutral	Neutral	Neutral

14.5 Non – Aboriginal archaeological impact assessment

The proposed Clyde stabling and maintenance facility and Rosehill services facility construction site identified within this proposal is consistent with the proposed construction site identified for the previous Sydney Metro West planning application. As such, potential archaeological resources would be identified as part of further archaeological investigations and managed for that stage in accordance with relevant conditions of approval and no new archaeological impacts are anticipated. Refer to pages 279 to 286 of Technical Paper 3 (Non – Aboriginal Heritage) of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) for discussion on potential archaeological impacts at the Clyde stabling and maintenance facility and Rosehill services facility site.¹³²

The proposed power supply route would be located along the southern margin of Unwin Road and continue on the eastern side of Colquhoun Street. The trenching work would be located wholly within the road reserve. Based on the assessment of non-Aboriginal archaeological remains from the previous Sydney Metro West planning application, no identified archaeological remains were identified north of Duck Creek from before 1925. The road alignments for Unwin Road and Colquhoun Street were present by the early twentieth century. The non-Aboriginal archaeological assessment prepared under the previous Sydney Metro West planning application did not identify that any remnant industrial or infrastructural remains at the Clyde stabling and maintenance facility site would be of heritage significance. As such, the power supply route would not result in any adverse impacts to significant archaeological remains.

¹³² Artefact Heritage April 2020, pp. 279 - 286

15.0 CUMULATIVE IMPACT ASSESSMENT

15.1 Introduction

Cumulative impacts represent the incremental loss of, or modifications to, a historical or environmental resource over time. These can result from individually minor, but collectively significant, actions and must therefore be considered in the wider developmental context to minimise impacts.¹³³

The following sections summarise the heritage impacts of major rail and road infrastructure projects and other relevant projects in the vicinity of this proposal.

15.2 Sydney Metro West preceding approved major civil construction work between Westmead and The Bays

The Sydney Metro West Concept included the construction and operation of a metro rail line around 24 kilometres long between Westmead and Sydney CBD. This previous Sydney Metro West planning application was approved on 11 March 2021. The construction period is expected to be from 2021 to 2025.

The proposed works under this proposal would be carried out under the previous Sydney Metro West planning application.

The non-Aboriginal heritage assessment prepared for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) identified the following impacts:

Moderate indirect (visual) impacts to:

- Roxy Theatre and the Horse Parapet Façade (and potential archaeological site) (Parramatta metro station)
- St Alban's Anglican Church (Five Dock Station).

Moderate direct (physical) and indirect (visual) impacts to:

- State Abattoirs (Sydney Olympic Park metro station)
- White Bay Power Station (The Bays Station).

Parramatta metro station was identified as having non-Aboriginal archaeological potential. Because the exact location (extent and depth) of excavation was not confirmed at the time, the archaeological assessment for the previous Sydney Metro West planning application at Parramatta metro station considered archaeological potential across the full extent (including depth) of the site. In carrying out construction activities for the previous Sydney Metro West planning application, all relevant conditions of approval will be met.

As such, the baseline archaeological environment defined for this proposal assumes that potential archaeological impacts at the Parramatta metro station construction site would be managed under the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design

¹³³ Washington State Department of Transportation 2008. Guidance on Preparing Cumulative Impact Analyses, p. 3.

and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038.

The following archaeological potential and associated potential impacts were identified for the Parramatta metro station as part of the previous Sydney Metro West planning application:

- Low to moderate potential for remains associated with convict huts, yards and gardens – direct impact
- Low to moderate potential for remains associated with early 19th c. residences and yards – direct impact
- Low to moderate potential for archaeological and structural remains of the former convict drain – direct impact
- Moderate potential for remains associated with mid- to late-19th c. commercial buildings, yards and outbuildings – direct impact

The following archaeological potential and associated potential impacts were identified for The Bays Station as part of the previous Sydney Metro West planning application:

- Low to moderate potential for mid- to late- nineteenth century structures and outbuildings associated with the original White Bay Hotel – direct impact
- Moderate potential for mid- to late- nineteenth century reclamation fills – direct impact
- High potential for remains associated with twentieth century rail infrastructure – direct impact.

Under this proposal, direct (physical) and indirect (visual) impacts to heritage items within the study areas were predominately assessed as neutral to negligible, with minor to moderate impacts resulting from works adjacent to or within construction sites and which could be reduced following mitigation measures identified in Section 16.0 below.

Under this proposal, permanent indirect (visual) impacts to the heritage items at Parramatta and Five Dock sites would not result in any significant cumulative impacts to these items.

The Sydney Olympic Park metro station construction site assessed under the previous Sydney Metro West planning application has been reduced, resulting in no direct (physical) or indirect (visual) impacts to the heritage item located to the northeast of the construction site (State Abattoir). As such, no cumulative impacts from the proposals are identified.

Under this proposal, direct (physical) and indirect (visual) impacts were predominately assessed as neutral to minor impacts, with moderate direct (physical) impacts to White Bay Power Station (inlet) Canal (subject to design development and clarification of depths of surrounding works). These impacts would be reduced through the implementation of mitigation measures outlined in Section 16.1. Following the implementation of mitigation measures, the proposed works would not result in any substantial cumulative impacts to the items located in and surrounding The Bays Station site.

15.3 Sydney Metro West preceding proposed major civil construction between The Bays and Sydney CBD

This previous Sydney Metro West planning application would involve undertaking enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the

existing transport network, tunnel excavation including tunnel support activities at The Bays and station excavation for new metro stations at Pyrmont and Hunter Street (Sydney CBD).

The proposed works under this proposal would be conducted following the completion of work for this previous Sydney Metro West planning application.

Proposed works as part of this proposal do not include any tunnelling work, nor would this proposal involve ground excavation works at the Pyrmont or Hunter Street (Sydney CBD) station sites. While heritage impact assessments for this previous Sydney Metro West planning application identified non-negligible vibration and settlement impacts to a number of heritage listed items, as this proposal would not involve further vibration or settlement impacts at these sites, there would be no cumulative impacts as a result of compounded vibration or settlement from tunnelling or excavation to heritage listed items.

The non-Aboriginal heritage assessment prepared for the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2021) identified the following permanent non-negligible direct and visual impacts to heritage listed items for the Pyrmont construction sites:

- Moderate visual impacts to the heritage significance of the Pyrmont Heritage Conservation Area.
- Minor visual impacts to the heritage significance of the Former Warehouse 'Bank of NSW Stores'
- Minor visual impacts to the heritage significance of the Pyrmont Bridge Road Hotel.

Under this previous Sydney Metro West planning application, the following permanent non-negligible direct and visual impacts would occur to heritage listed items at the Hunter Street (Sydney CBD) construction sites:

- Moderate direct impacts to the heritage significance of the Skinners Family Hotel
- Minor visual impacts to the heritage significance of Richard Johnson Square
- Minor visual impacts to the heritage significance of the Former Wales House item.

Under this proposal, direct (physical) and indirect (visual) impacts to heritage items within the study areas were predominately assessed as neutral to negligible. However, two items have been identified at the Pyrmont and Hunter Street (Sydney CBD) sites which would have non-negligible permanent impacts and these impacts may be exacerbated by impacts already realised by this previous Sydney Metro West planning application.

This proposal would result in a minor permanent adverse visual impact to the heritage significance of the Pyrmont Heritage Conservation Area having due to the construction of new structures within the conservation area which are not architecturally consistent with heritage-significant buildings and streetscapes from the Victorian era. However, impacts realised by this previous Sydney Metro West planning application to the Pyrmont Heritage Conservation Area are largely associated with the removal of the contributory 'Gilbey's Distillery'. New structures outlined in this proposal would largely respect the form and surrounding elevation on the streetscape. As this new infrastructure would be located on the outer edge of a large conservation area, overall, this proposal would not result in greater cumulative impacts to the Pyrmont Heritage Conservation Area.

This proposal includes construction of station services infrastructure directly adjacent to the Skinners Family Hotel at the western Hunter Street (Sydney CBD) metro site. Impacts to this building as part of this previous Sydney Metro West planning application would have been a result of detaching attached

buildings for demolition. However, potential damage to the heritage building would be managed under mitigation measures implemented for this previous Sydney Metro West planning application and following the removal of adjacent buildings, protective hoarding would be constructed around Skinner's Family Hotel. New infrastructure outlined in this proposal is proposed which would result in a minor visual impact to the heritage item due to the introduction of modern building elements which would visually compete with the heritage item. These new buildings however would not be physically attached to the heritage item, and therefore this proposal would not exacerbate direct impacts to this heritage item, resulting in no greater cumulative impacts to the heritage significance of Skinner's Family Hotel.

15.4 Other projects

Fourteen projects and proposals have been identified that have the potential to generate further cumulative impacts with this proposal). Relevant projects which have heritage impact information known, and that have the potential to generate cumulative non-Aboriginal heritage impacts are detailed in Table 103.

Table 103: Relevant potential cumulative projects and proposals

Development	Location (relevant to proposal)	Description	Heritage considerations
Parramatta Light Rail Stage 1	Westmead metro station Parramatta metro station	Development of a 12 kilometre light rail from Westmead in the west, through Parramatta CBD to Carlingford.	<p>Parramatta Light Rail Stage 1 heritage impacts:</p> <p>The Parramatta Light Rail Stage 1 project would result in a minor visual impact to the Western Sydney University heritage item (Parramatta LEP I628).</p> <p>The project would result in negligible or neutral direct and indirect impacts to heritage items along Church and Macquarie Streets which have been assessed in this technical paper.</p> <p>Potential cumulative impacts:</p> <p>The introduction of the light rail alignment and light rail stops throughout road corridors in Westmead and Parramatta would not noticeably alter the heritage significant streetscapes associated with a number of heritage items on Church Street and Macquarie Street in Parramatta. There would be no cumulative impacts to these heritage items from this proposal.</p> <p>The installation of a light rail stop on Hawksbury Road near the Western Sydney University heritage item would partially block views of the building's façade from the east. However, this proposal would not noticeably obstruct views of the heritage significant façade of this item and there would be no adverse cumulative heritage impact.</p>
Parramatta Leagues Club Hotel	Parramatta metro station	The proposal involves the demolition of existing buildings and the construction of a 17-storey hotel building.	<p>Parramatta Leagues Club Hotel heritage impacts:</p> <p>The Parramatta Leagues Club Hotel proposal is not within the curtilage of any State Heritage Register (SHR) items. However, it is in the immediate vicinity of heritage listed items of World, National, State and local significance.</p> <p>The Parramatta Leagues Club Hotel proposal was assessed as resulting in no direct (physical) impact to any heritage items adjacent to the subject area and overall indirect (visual) impacts would not result in a</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
			<p>significant impact to the heritage values of the adjacent items.</p> <p>The assessment noted that the Parramatta Leagues Club Hotel proposal would dominate the context and setting of the Ross Street Gatehouse however the historical setting of this item was considerably compromised by surrounding development.</p> <p>Potential cumulative impacts:</p> <p>The proposed works under this proposal are located over 700 metres south of the study area for the Parramatta Leagues Club Hotel proposal. No direct or indirect (visual) impacts under this proposal would exacerbate the assessed impacts under the Parramatta Leagues Club Hotel proposal. As such, there would be no non-Aboriginal heritage cumulative impacts from the projects.</p>
Clyde Terminal Conversion Project	Clyde stabling and maintenance facility and Rosehill services facility	The project involves the removal of redundant crude oil refinery and import facilities at the Clyde Terminal and upgrade of existing facilities to allow for the receipt, storage and distribution of finished petroleum products.	<p>Clyde Terminal Conversion Project heritage impacts:</p> <p>The Clyde Terminal conversion project has been approved. It contained one locally listed heritage item with locally listed heritage items located adjacent to that project's study area.</p> <p>The Clyde Terminal conversion project was assessed as resulting in no impacts to the locally listed heritage item. However, significant impacts to potential heritage items of state and local significance (Clyde Terminal and Clyde Refinery) were identified. Further archaeological investigations identified two areas of archaeological potential within the project study area. Demolition and construction works were recommended to be mitigated through the preparation of a Photographic Archival Recording for the built structures, and an Archaeological Research Design and Methodology be prepared and implemented to manage the archaeological potential of the area.</p> <p>Potential cumulative impacts:</p> <p>The Clyde Terminal conversion project is sited over 200 metres to the northeast of the work proposed under this proposal. However, the identified heritage item located within the study area of the Clyde Terminal conversion project is also one of the three heritage items assessed under this proposal for the Clyde stabling and maintenance facility and Rosehill services facility ('Wetlands' Parramatta LEP Item No. 11). No direct or indirect (visual) impacts under this proposal would exacerbate the assessed impacts for the Clyde Terminal conversion project. As such, the cumulative non-Aboriginal heritage impacts for these projects is considered to be neutral.</p>
Site 43/44, Sydney Olympic Park – Stage 1 and 2 (6 Australia Avenue and 2 Herb Elliot Avenue)	Sydney Olympic Park metro station	The project involves the staged development of two mixed-use buildings for commercial and retail spaces, associated basement car	<p>Site 43/44, Sydney Olympic Park – Stage 1 and 2 (6 Australia Avenue and 2 Herb Elliot Avenue) heritage impacts:</p> <p>This mixed-use development has been approved. It is in the vicinity of a number of heritage items however under the assessment for this mixed-use development</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
Herb Elliot Avenue)		parking, landscaping and driveway access.	<p>no non-Aboriginal heritage item was identified as being directly or indirectly impacted.</p> <p>The assessment for this mixed-use development identified areas of archaeological potential and provided a recommendation for the implementation of an unexpected finds policy.</p> <p>Potential cumulative impacts:</p> <p>The mixed-use development would be located about 300 metres east of the Sydney Olympic Park metro station construction site. No direct or indirect (visual) impacts under this proposal would exacerbate the assessed non-Aboriginal heritage impacts for the mixed-use development. As such, the cumulative impacts for these projects is considered to be neutral.</p>
Towers 2A and 2B, Australia Avenue, Sydney Olympic Park	Sydney Olympic Park metro station	This project involves the development of three mixed-use structures for residential, commercial and retail purposes, associated basement parking, landscaping, extension of existing roadways and the installation of services.	<p>Towers 2A and 2B, Australia Avenue, Sydney Olympic Park heritage impacts:</p> <p>The mixed-use development is currently pending approval. It is within the vicinity of several heritage items; however, under the assessment for this development no non-Aboriginal heritage items were identified as being directly or indirectly impacted.</p> <p>The assessment for this mixed-use development determined that the site possessed low archaeological potential, although extant remains were not assessed as possessing heritage significance. The assessment also recommended the implementation of an unexpected finds policy.</p> <p>Potential cumulative impacts:</p> <p>The mixed-use development would be located approximately 450 metres north of the Sydney Olympic Park metro station construction site. No direct or indirect (visual) impacts under this proposal would exacerbate the assessed non-Aboriginal heritage impacts for the mixed-use development. As such, the cumulative impacts for these projects is considered to be neutral.</p>
Western Harbour Tunnel and Warringah Freeway Upgrade	The Bays Station site	The Western Harbour Tunnel and Warringah Freeway Upgrade (WHTWPU) project form part of the Western Harbour Tunnel and Beaches Link Program and comprise a new motorway tunnel connection across Sydney Harbour, and an upgrade of the Warringah Freeway to integrate the new motorway infrastructure with the existing road network, with a	<p>Western Harbour Tunnel and Warringah Freeway Upgrade heritage impacts:</p> <p>There are 246 heritage items and conservation areas within the study area for this project. Heritage items and impacts located near to the proposal study area are discussed below.</p> <p>13 heritage items are located within 50 metres of WHTWPU works in Annandale and Rozelle:</p> <ul style="list-style-type: none"> • The majority of items are located more than 25 metres from the construction work and would not be affected by vibration intensive activities. • Visual impact due to temporary changes in the visual landscape or setting of the heritage item are likely for several items. • There are no known or suspected areas of archaeological potential within the study area which would be impacted by the project. <p>Relevant heritage impacts for the WHTWPU project include:</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
		connection to the Beaches Link and Gore Hill Freeway Connection project.	<ul style="list-style-type: none"> The White Bay construction site would be immediately adjacent the heritage curtilage of the Glebe Island Bridge. The project would avoid direct impacts to the heritage item as works would be outside its heritage boundary. The project has the potential to have potential direct, indirect (visual) and indirect (vibration) impacts on the item, however with mitigation measures is expected to have negligible impact overall. The project would avoid direct impacts to most of the Valley Heritage Conservation Area, Rozelle and Balmain. Direct impacts include demolition of buildings within the old HCA boundary, but have been excluded from the updated HCA boundary. Overall impact is assessed as minor. The land-based section of the Railway electricity tunnel occurs under 146A and 146B Louisa Road, Birchgrove within the study area. The project would avoid direct impact to the heritage item and has an assessed heritage impact of negligible. The proposed works within Yurulbin Park would be of medium scale and moderate intensity with some changes being permanent and irreversible. The overall heritage impact to the local item would be major. Permanent impacts would also occur to areas of archaeological potential during site establishment. Impacts to Holtermann Estate A Conservation Area are assessed as negligible. <p>Potential cumulative impacts:</p> <p>The Sydney Metro West project (this proposal and the previous Sydney Metro West planning applications) involve enabling work, the construction of The Bays Station and surrounding ancillary works including roadways and substations. These works, with the application of mitigation measures, would result in negligible to minor non-Aboriginal heritage impacts. There would be no additional cumulative impacts to specific heritage items caused by this proposal when combined with impacts from the WHTWU project.</p>
The new Sydney Fish Market	The Bays Station site Pymont Station	The project involves building a new Sydney Fish Market which will be set within an improved public domain including the creation of a waterfront promenade. The site is located at the head of Blackwattle Bay between Pymont Peninsula and Glebe Peninsula.	<p>The new Sydney Fish Market heritage impacts:</p> <p>The former coal loader and office/weighbridge building are unlisted items but of heritage significance, they are however in poor condition and assessment as part of the new Sydney Fish Market project concluded that it is not viable to retain or relocate them. The items would be demolished, which would result in a loss of heritage fabric, but improve the visual appeal and amenity of the public domain and promenade.</p> <p>The new Sydney Fish Market project may result in the loss of archaeological deposits, known and unknown.</p> <p>The new Sydney Fish Market project may have physical impacts on the heritage listed stormwater channel. Mitigation measures are to be considered to minimise detrimental impacts.</p> <p>Proposed waterfront promenade will provide a heritage walk with interpretation between Jackson's Landing and Jubilee Park/Glebe Point heritage</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
			<p>foreshore walks, encouraging public engagement with the early industrial heritage and working harbour history of the area.</p> <p>Proposed works would improve the aesthetic contribution of the Blackwattle Bay area and consequently significantly improving the setting of known heritage items in the close vicinity. It also provides an opportunity to enhance the heritage context of the area.</p> <p>Designed to provide significant opportunities for heritage interpretation both physical and visual including using salvage materials from the coal loader and office/weighbridge building and displaying archaeological deposits to provide additional engagement opportunities for the public with the history of the area.</p> <p>Under this proposal, the proposed works within the study areas are predominately minor in nature and, following the application of mitigation measures, would not result in any cumulative impacts.</p> <p>Potential cumulative impacts:</p> <p>There would be no cumulative impacts to specific heritage items caused by this proposal when combined with impacts from the new Sydney Fish Market project.</p>
Cockle Bay Wharf mixed use development	About 500 metres south-west of Pyrmont Station About 700 metres south-west of the Hunter Street Station	A SSDA was approved by the NSW Independent Planning Commission on 13 May 2019 for the Concept Proposal and Stage 1 works which include demolition works. The current proposal would include the construction of a land bridge across part of the Western Distributor and the design, construction and use of a 43 storey mixed-use development.	No impacts to heritage items as a result of this SSDA project have been identified at the time of writing this report. The SSDA project would be located about 500 metres south-west of the Pyrmont Station eastern construction site and about 700 metres south-west of the Hunter Street Station western construction site. As such, the cumulative non-Aboriginal heritage impacts for these projects is considered to be neutral
Sydney Metro City & Southwest (Chatswood to Sydenham)	Hunter Street Station	The Chatswood to Sydenham component of Sydney Metro City & Southwest Project involves the construction and operation of a 15.5 km metro line from Chatswood, under Sydney Harbour and through	<p>Sydney Metro City & Southwest (Chatswood to Sydenham) heritage impacts:</p> <p>The Bays precinct</p> <p>The Chatswood to Sydenham project includes a truck marshalling yard at White Bay. There are two State heritage listed items located within the study areas of this proposal, the previous Sydney Metro West planning applications and the Chatswood to Sydenham project. This includes the White Bay Power Station, located about 50 metres west of the proposed White Bay truck marshalling yard (which is located</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
		Sydney's CBD out to Sydenham. Components of the project relevant to this assessment include the White Bay truck marshalling yard and tunnelling/ construction of stations at Barangaroo and Martin Place.	<p>within The Bays Station construction site identified for this proposal).</p> <p>Six heritage listed items on the Port Authority Section 170 Heritage Register were also located near the proposed construction sites.</p> <p>Under the Chatswood to Sydenham project, there were be no vibration impacts identified to non-Aboriginal heritage items at The Bays.</p> <p>Direct (physical) and indirect (visual) impacts identified for the Chatswood to Sydenham project included:</p> <p>Barangaroo Station site</p> <p>Major non – Aboriginal archaeological impacts to 'Millers Point & Dawes Point Village Precinct' through the construction of the station box.</p> <p>Minor to moderate indirect (visual) impacts to the 'Millers Point & Dawes Point Village Precinct'.</p> <p>Martin Place Station site</p> <p>Moderate indirect (visual) impacts to the 'Commonwealth Bank of Australia including interior'.</p> <p>Major direct impacts to 'Flat building including interior'.</p> <p>Moderate direct impacts to Martin Place through excavation and major non – Aboriginal archaeological impacts through excavation. Minor to moderate indirect (visual) impacts were also identified.</p> <p>Moderate direct impacts were identified to the Martin Place Railway Station through the construction of the interchange.</p> <p>Potential cumulative impacts:</p> <p>This proposal would not increase heritage impacts to heritage items at Martin Place or Barangaroo and there would be no cumulative impacts from the projects.</p> <p>Further, there would be no additional cumulative impacts to specific heritage items at The Bays caused by this proposal when combined with impacts identified for the Chatswood to Sydenham project.</p>
50-52 Phillip Street New Hotel	Hunter Street Station	The proposal involves the delivery of a new landmark hotel building in Sydney's CBD. The proposal will deliver about 331 new rooms throughout the 47-storey hotel development. Lower-level café/bar uses would be included.	<p>50-52 Phillip Street New Hotel heritage impacts:</p> <p>This new hotel would involve work to the former Department of Public Works building at 50 Phillip Street, Sydney which is a locally listed item on SLEP 2012 and is a later addition to the Chief Secretary's Building which is listed on the SHR.</p> <p>The adaptive reuse of the former Department of Public Works building provides a unique opportunity to restore and refurbish one of Sydney's iconic heritage buildings and would respect and retain the imposing landmark character of the building and the Chief Secretary's Building.</p> <p>Fabric and elements of exceptional significance would not be impacted, however removal of some original fabric of high significance is considered acceptable as</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
			<p>the original features and architectural character and integrity of the building overall are to be retained.</p> <p>The new hotel, and siting of the tower above the heritage item, is consistent with other examples within the CBD, with the proposed mega column considered an acceptable solution to the currently open lightwell and allows for continued visual appreciation of the heritage building and spaces.</p> <p>The new hotel would have no physical impact on heritage items in the vicinity of the site. The tower and podium design would maintain visual prominence of the heritage building along Phillip and Bridge Streets. The new hotel would have minor impacts to the visual setting of the heritage building and significant views to and from the building. The new hotel would have a minor impact on the significance of the Bridge Street/Macquarie Place/Bulletin Place Special Character Area.</p> <p>The new hotel is located within the Sun Access Plan for The Domain and Royal Botanical Gardens, but would have no adverse impacts on the existing solar access to the public domain of these heritage items.</p> <p>There is potential for intact historical archaeological remains to survive in the area of the new hotel. It would disturb and remove potential relics within the area of 52 Phillip Street and Phillip Lane only.</p> <p>Potential cumulative impacts:</p> <p>The new hotel would be located about 300 metres to the north-east of the proposed Hunter Street (Sydney CBD) Station construction sites. The assessed heritage impacts under this proposal would not result in cumulative impacts with the new hotel.</p>
One Sydney Harbour	Hunter Street Station	One Sydney Harbour is a skyscraper complex under construction in Sydney which includes 808 apartments in three towers. The project is part of the major urban renewal precinct of Barangaroo.	<p>One Sydney Harbour heritage impacts:</p> <p>One Sydney Harbour was assessed as resulting in little impact to surrounding heritage items and heritage conservation areas. Some indirect (visual) impacts were noted to MSB Stores Complex and MSB Stores Complex Building 1, Sydney Observatory and Terrace groups (3-9) High Street, particularly impacts upon the setting of these items.</p> <p>Potential cumulative impacts:</p> <p>The proposed works under this proposal would be sited approximately 550 metres to the southeast of One Sydney Harbour. Due to the distance between these projects, no cumulative impacts are anticipated.</p>
Sydney Metro –Martin Place over station development	Hunter Street Station	This project includes two over station development commercial towers above the northern and southern entrances of the yet to be constructed Martin Place Metro Station. The Concept Proposal is intended to be	<p>Sydney Metro –Martin Place over station development heritage impacts:</p> <p>The development of commercial towers as part of this over station development project would occur near heritage listed items on Martin Place. While this would involve substantial new tall scale of development, the frontages are located along the street alignments, while their upper storeys have been set back to diminish their overshadowing over Martin Place. This over station development would be recessive in scale</p>

Development	Location (relevant to proposal)	Description	Heritage considerations
		delivered as a single, integrated project along with the delivery of rail, station, concourse infrastructure and public domain works associated with the Martin Place Metro Station. The construction of the different elements is likely to be staged so as not to interrupt the Metro construction program.	and form which would not visually impact the heritage significant precinct at Martin Place. Potential cumulative impacts: This proposal would not exacerbate heritage impacts to heritage items on Martin Place identified as part of the over station development project and there would be no cumulative impacts from the projects.
301 and 305 Kent Street Concept Hotel Development	Hunter Street Station site	The proposal is a Concept SSDA submitted in accordance with Section 4.22 of the EP&A Act. The Concept SSDA seeks consent for a 24 storeys of hotel accommodation containing 360 rooms	301 and 305 Kent Street Concept Hotel Development heritage impacts: This non-Aboriginal heritage assessment for this Concept SSDA identified that no items of heritage significance were located within the study area. Additionally, the assessment found that there would not be any significant direct (physical) or indirect (visual) heritage impacts to items within the vicinity of the Concept SSDA. Archaeological investigations for the Concept SSDA identified that any works to the study area would likely result in: <ul style="list-style-type: none"> low to moderate impacts to archaeology (early occupation phases) moderate to high impacts to archaeology (mid nineteenth century occupation to present). An Archaeological Research Design (ARD) was recommended to be undertaken prior to any future works within the study area. Potential cumulative impacts: The proposed works under the Concept SSDA are located about 350 metres northwest of the Hunter Street Station western construction site. No direct or indirect (visual) impacts under this proposal would exacerbate the assessed impacts under the Concept SSDA. As such, the cumulative impacts for these projects is considered to be neutral.

16.0 MITIGATION AND MANAGEMENT MEASURES

16.1 Mitigation measures

Mitigation measures identified in other technical papers and other chapters of the Environmental Impact Statement that are relevant to the management of potential non-Aboriginal heritage impacts include:

- Technical Paper 4 – Construction noise and vibration with respect to management of potential vibration impacts
- Technical Paper 6 – Landscape character and visual amenity with respect to management of potential visual impacts
- Groundwater and ground movement assessment in Part B of the Environmental Impact Statement with respect to management of ground movement.

As detailed in the Construction Environmental Management Framework, a heritage management plan would be prepared to mitigate and manage heritage impacts at construction sites. In addition to this, the Sydney Metro Exhumation Management Plan and the Sydney Metro Unexpected Finds Procedure would be implemented to manage unexpected archaeological finds and human remains.

Further mitigation measures that would be implemented to address potential impacts on non-Aboriginal heritage sites and areas of archaeological potential are listed in Table 104 below.

Table 104: Non-Aboriginal heritage mitigation measures

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹³⁴
EIS-NAH1	Heritage interpretation	Where heritage items, including significant archaeology are impacted by this proposal, they would be considered for inclusion in the Heritage Interpretation Strategy (refer to Appendix K) or place specific interpretation plans prepared as part of this proposal.	All
EIS-NAH2	Permanent indirect (visual) impact	<p>Detailed design for aboveground station elements, ancillary facilities and public domain and landscaping work located in or near to heritage significant items, would respond to the following heritage guidelines during design development in order to minimise indirect (visual) impacts to heritage items identified under this proposal:</p> <ul style="list-style-type: none"> • <i>The Burra Charter – The Australia ICOMOS Charter for Places of Cultural Significance</i> (2013), Australia ICOMOS • <i>Better Placed – Design Guide for Heritage</i> (2019), prepared by the NSW Government Architect • <i>Design in Context</i> (2005), prepared by the NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter • <i>New Uses for Heritage Places</i> (2008), prepared by the Heritage Council of NSW and the Royal Australian Institute of Architects NSW 	PMS, SOPMS, TBS, PS (eastern and western construction sites), HSS (eastern and western construction sites)

¹³⁴ WMS: Westmead metro station; PMS: Parramatta metro station; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; PS: Pyrmont Station; HSS: Hunter Street Station; Metro rail tunnels: Metro rail tunnels not related to other sites (e.g., tunnel boring machine works); CSMF: Clyde stabling and maintenance facility; PSR: Power supply routes.

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹³⁴
		<ul style="list-style-type: none"> Draft <i>Connecting with Country Framework</i> (2020), Government Architect NSW. <p>Detailed design would also respond to guidelines and policies outlined in existing Conservation Management Plans or other relevant heritage assessment documents for relevant heritage items (State Abattoir, White Bay Power Station), with particular focus on preserving significant views are preserved towards the item.</p>	
EIS-NAH3	Permanent indirect (visual) impact	<p>In order to mitigate permanent indirect (visual) impacts to heritage items located adjacent to or within the Parramatta metro station site:</p> <ul style="list-style-type: none"> The new Civic Link would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent 'Roxy Theatre' (SHR # 00711) The design of any aboveground station elements would consider setbacks from adjacent heritage items ('Kia Ora (potential archaeological site)' (Parramatta LEP item # I716), and 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656)) in order to respect the heritage setting of these items and their visual connection to other heritage items in the vicinity The design of aboveground station elements would respond to the existing alignment and orientation of adjacent heritage items, particularly 'Horse Parapet Façade (and potential archaeological site)' (Parramatta LEP Item # I656) which is aligned with the surrounding street development. 	PMS
EIS-NAH4	Direct (physical) and permanent indirect (visual) impacts	<p>An Adaptive Reuse Strategy and Conservation Management Plan would be prepared for heritage items which would be integrated into the proposed metro station precincts. Relevant heritage items include:</p> <ul style="list-style-type: none"> 'Shops (potential archaeological site)' Parramatta LEP item # I703 'Kia Ora' (Parramatta LEP item # I716) 'Skinners Family Hotel' (SHR # 00584). 	PMS, HSS (west)
EIS-NAH5	Permanent indirect (visual) impact	<p>The new public domain to the west of Richard Johnson Square (SLEP 2012 Item # I1673) would incorporate a landscape design that enhances the heritage significant elements and features of the adjacent item.</p>	HSS (eastern construction site)
EIS-NAH6	Archaeology	<p>Non-Aboriginal archaeology at the Parramatta metro station construction site would be managed in accordance with the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021) developed as required by condition of approval D25 of SSI-10038.</p>	PMS

ID	Impact/issue	Mitigation measure	Applicable location(s) ¹³⁴
EIS-NAH7	Archival recording and archaeological management	Prior to the removal of the Convict Drain (Parramatta LEP Item # I647) associated with the excavation for basement structures, it would be archivally recorded as part of archaeological management in accordance with relevant recording provisions outlined in the approved Sydney Metro West Parramatta Station Construction Site Archaeological Research Design and Excavation Methodology (GML Heritage, 2021). The convict drain must have its location precisely surveyed and integrity investigated, in accordance with condition of approval D15 of SSI-10038.	PMS
EIS-NAH8	Archaeology	An addendum to the existing Archaeological Research Design/s or a new Archaeological Research Design/s would be prepared to identify the excavation methodology for predicted locally significant non-Aboriginal archaeological remains for the additional footprint area at the Bays construction site. Archaeological mitigation measures recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director with experience in managing locally significant archaeology.	TBS
EIS-NAH9	Archaeology	Preliminary archaeological reports would be prepared within six months of completion of works stage site specific archaeological investigations. Archaeological Excavation Report/s would be prepared by the Excavation Director/s. An executive summary would be prepared for the purposes of publication and communication with community where significant archaeological remains are identified. The final reports would be provided to the NSW Heritage Division within twenty-four months of the completion of archaeological excavations specified in the archaeological research design(s).	TBS
EIS-NAH10	Direct and indirect heritage impacts	In order to mitigate direct (physical) and permanent indirect (visual) impacts to heritage items located within The Bays Station site: <ul style="list-style-type: none"> • The proposed culvert to the north of the White Bay Power Station would not intersect the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 SHI# 4560062) • The design would respond to guidelines and policies outlined in the existing Conservation Management Plan for the White Bay Power Station or as updated. Opportunities to minimise the scale or alter the siting of the proposed traction substation so that the prominence of White Bay Power Station is not obstructed on significant viewlines from the south and south-east would be explored during detailed design • Piling and other foundation work to install the traction substation would be sited and designed so that they do not directly impact the 'White Bay Power Station (Inlet) Canal' (Port Authority of NSW s170 4560062). 	TBS

16.2 Performance outcomes

Performance outcomes were established as part of the concept assessment in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD*¹³⁵. Performance outcomes related to non-Aboriginal heritage are:

Operation:

- design is sympathetic to retained and adjacent heritage items
- appropriately qualified and suitably experienced heritage architect and relevant stakeholders are consulted during design
- the design of stations include non-Aboriginal heritage interpretation.

Construction:

- direct impacts on World Heritage and National Heritage List items are avoided
- impacts on State Heritage Register items are avoided or minimised so that the overall heritage value of the item is maintained
- impacts to non-Aboriginal heritage items and archaeology are avoided or minimised where feasible and reasonable
- accidental impacts to heritage items are avoided.

Further detail regarding how this proposal would achieve the performance outcomes is provided in Chapter 20 (Synthesis) of the Environmental Impact Statement.

¹³⁵ Sydney Metro 2020. *Sydney Metro West Environmental Impact Statement – Westmead to the Bays and Sydney CBD*.

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