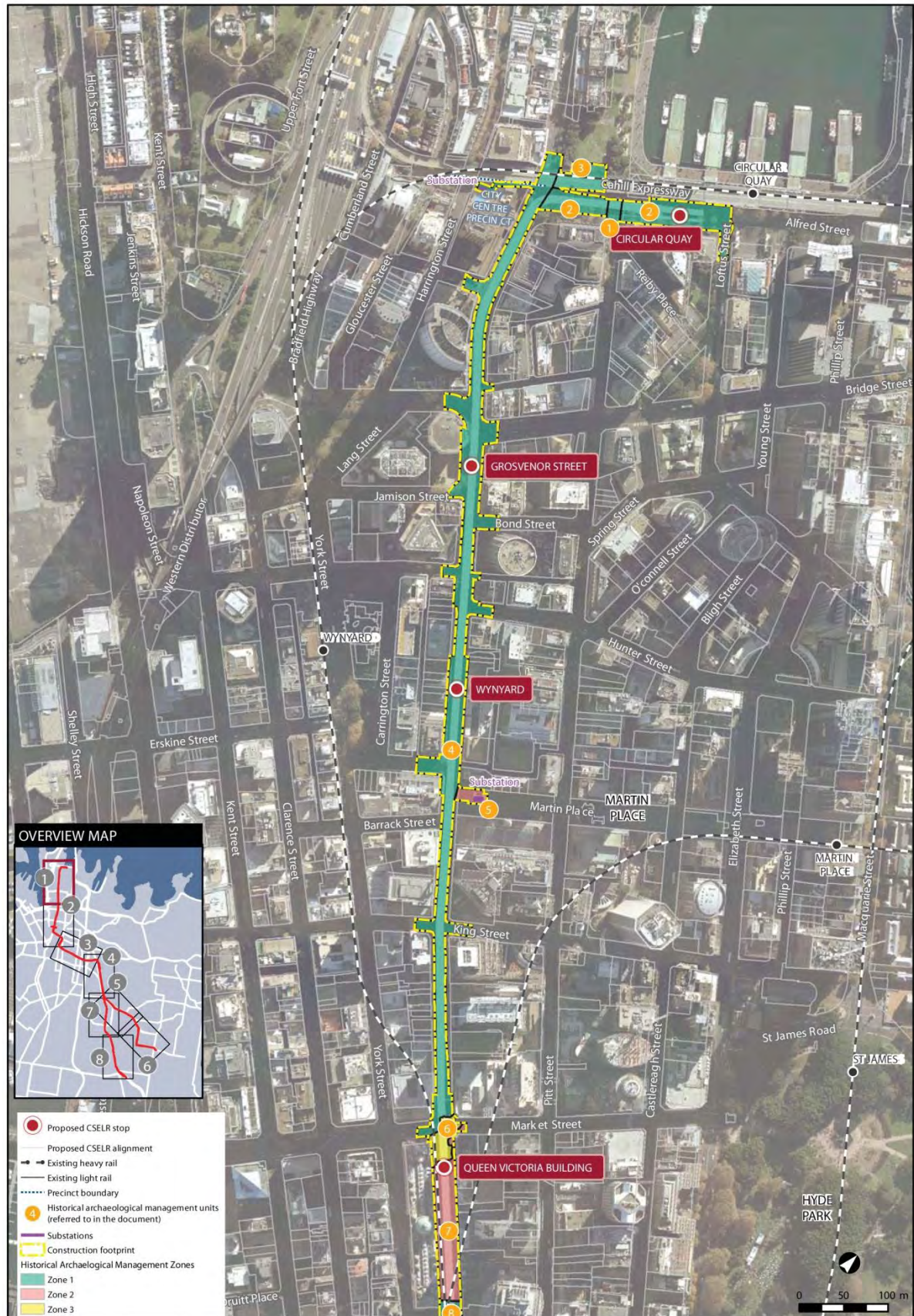
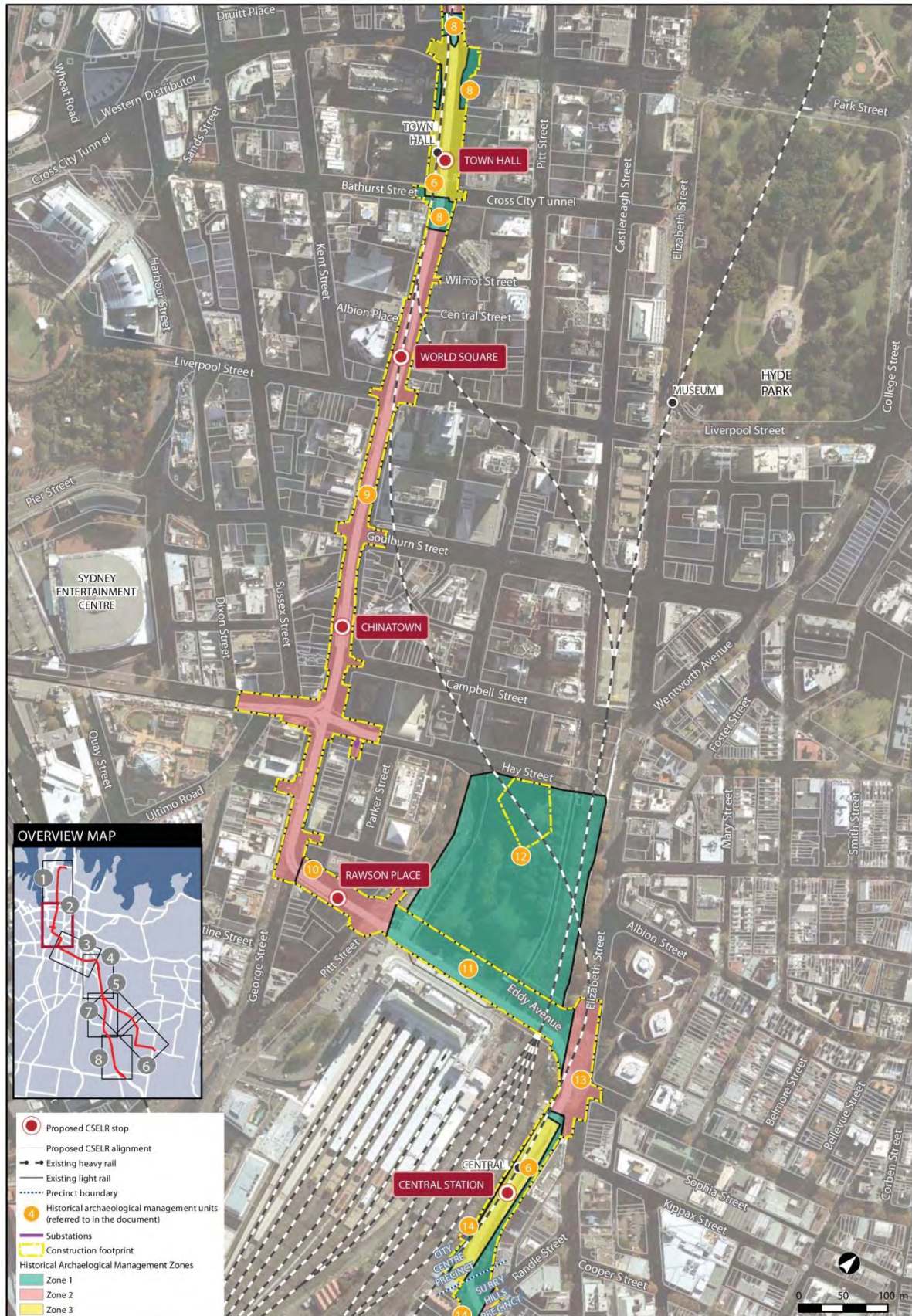


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| | <ul style="list-style-type: none"> • public domain and landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Chalmers Street HAMU is approximately 7.5m wide at its smallest point. Works associated with the construction of the Central Station stop (platform, shelter and catenary support poles) and associated track slab will extend over an area of at least 45m x 15m. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a minor to moderate adverse impact on the potential historical resource.</p> <p>Proposed works associated with the installation of the Chalmers Street substation have not been defined at this stage. It is assumed that ground disturbance works (including excavation) would have to occur; however, details of the extent of the excavation for the substation and associated services have not been provided at this stage. These works would have a moderate to major adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works (yet to be defined).</p> <p>Other ground disturbance activities within the Chalmers Street HAMU (such as service relocation, regrading, tree removal, installation of catenary support poles and public domain and landscaping works) would have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Chalmers Street HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> • If skeletal remains are identified they would be managed in accordance with Zone 1 strategies and, at a minimum, managed in accordance with the Heritage Division guideline <i>Skeletal Remains: Guidelines for Management of Human Skeletal Remains</i>, and exhumed and reinterred at an appropriate location. If identified, consultation with the Heritage Division would be required. |



Figures 4.4 Historical archaeological management units within the City Centre precinct (north). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)



Figures 4.5 Historical archaeological management units within the City Centre precinct (south). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.4 Surry Hills Precinct

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| HAMU | Devonshire Street West (between Randle and Elizabeth Streets)—see (15) on Figure 4.6 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within Devonshire Street West HAMU, although the Central Sydney Archaeological Zoning Plan 1992 assumes all roadways to have historical archaeological potential. |
| Archaeological Potential | <p>There is moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of nineteenth-century development following the 1855 subdivision of the Cleveland House Estate. Evidence may include structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Early alignment of Devonshire Street, such as sandstone kerbs, drains, early road surfaces (macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants (such as Cleveland House Estate) associated with pastoral or agricultural use, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location is not possible to predict based on current documentary evidence. No known structures exist along the alignment of the Devonshire Street West HAMU in this period. <p>Some sites or features may have been previously disturbed by installation of services and construction of roadways and paths.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and estates was identified, they may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to residential development following the 1855 subdivision may have moderate–high research potential. Other archaeological evidence, such as earlier road alignments, may have low research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations due to the proximity to institutions and landmarks such as the Devonshire Street Cemetery and Central Station. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development at the Devonshire Street West HAMU may demonstrate the historical and physical development of this area. |

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| Heritage Impact Assessment | <p>Proposed CSELR works within the Devonshire Street West HAMU include:</p> <ul style="list-style-type: none"> • construction of the CSELR track; • installation of catenary support poles; • service relocation; • regrading; • tree removal; and • footpath reconstruction and landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Devonshire Street West HAMU is approximately 7m wide at its smallest point. These works are likely to have a moderate adverse impact on the potential historical resource.</p> <p>Other ground disturbance activities within the Devonshire Street West HAMU (such as service relocation, tree removal, installation of catenary support poles, footpath reconstruction and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Devonshire Street West HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> • In the unlikely event that remains associated with unrecorded activities of early land grants and estates are identified and assessed as of State significance, this archaeology would be managed in accordance with Zone 1 mitigation measures. |

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| HAMU | Devonshire Street Central (between Elizabeth and Crown Streets)—see (16) on Figures 4.6 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within Devonshire Street Central HAMU, although the Central Sydney Archaeological Zoning Plan 1992 assumes all roadways to have historical archaeological potential. |
| Archaeological Potential | <p>There is moderate–high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of nineteenth century and early twentieth-century development, particularly of buildings demolished for the construction of John Northcott Place and Ward Park. Archaeological remains may include structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Early alignment of Devonshire Street, such as sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants, such as the Palmer Estate, Strawberry Hills Estate (1790s–1830s/1840s) associated with pastoral or agricultural use, including postholes from timber fencing, evidence of land clearing or other incidental remains of unrecorded elements or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location impossible to predict based on current documentary evidence. No known structures exist along the alignment of the Devonshire Street Central HAMU from this period. <p>Some sites or features may have been previously disturbed by installation of services, construction of roadways and paths, and demolition of previous structures.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and estates was identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to nineteenth-century residential development may have moderate–high research potential. Other archaeological evidence such as earlier road alignments may have low research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations, for example with former residents, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development at the Devonshire Street Central HAMU may demonstrate the historical and physical development of this area. |

Heritage Impact Assessment

Proposed CSELR works within the Devonshire Street Central HAMU include:

- construction of the Surry Hills stop;
- construction of the CSELR track;
- installation of catenary support poles;
- service relocation;
- regrading;
- tree removal; and
- footpath reconstruction and landscaping works.

Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Devonshire Street Central HAMU is approximately 7m wide at its smallest point. Works associated with the construction of the Surry Hills stop (platform and shelter) and associated track slab will extend over an area of at least 45m x 15m. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a moderate adverse impact on the potential historical resource.

Other ground disturbance activities within the Devonshire Street Central HAMU (such as service relocation, tree removal, installation of catenary support poles, footpath reconstruction and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the Devonshire Street Central HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

The proposed works in the Devonshire Street Central HAMU are likely to impact on Locally significant historical archaeological remains.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

Additional Measures:

- Works in this HAMU (particularly in the location of the proposed substation) are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation.
- In the unlikely event that remains associated with unrecorded activities of early land grants and estates are identified and assessed as State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures.

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| HAMU | Ward Park—see (17) on Figure 4.6 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within Ward Park, although the Central Sydney Archaeological Zoning Plan 1992 assumes all roadways to have historical archaeological potential. |
| Archaeological Potential | <p>There is high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of nineteenth century and early twentieth-century development, particularly of buildings demolished for the construction of Ward Park (including 44 residences and one pub). Archaeological remains may include structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Early alignment of Riley Street and Miles Street (which originally ran through Ward Park), such as sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants associated with pastoral or agricultural use, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and demolition of previous structures.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and estates was identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to nineteenth-century residential development and associated road alignments may have moderate–high research potential. Ward Park HAMU covers a large area of demolished nineteenth-century residences and commercial premises which may provide a detailed picture of nineteenth-century occupation in the area. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations, for example with former residents, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development within the Ward Park HAMU may demonstrate the historical and physical development of this area. |

Heritage Impact Assessment

Ward Park is proposed as the site of a construction works depot. The works depot would necessitate the occupation of a large area of the park for an extended period.

The works depot is likely to consist of a number of temporary sheds, including ablutions blocks and lunch rooms. Use of the site as a laydown facility is also proposed. Proposed ground works associated with the works depot, including installation of these sheds have not yet been defined; however, it is assumed it may involve subsurface installation of services and tree removal. Such ground works may disturb the potential historical archaeological resource, and may have a moderate impact on the potential historical archaeological resource.

Ward Park is also proposed as a location of a below ground substation. The installation of the Ward Park substation would involve ground disturbance works, including excavation for the substation and associated services. These works would have a moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Compaction associated with the installation of demountable sheds or movement of heavy vehicles may also impact subsurface archaeological remains. This compaction may have a minor– moderate adverse impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

Additional Measures:

- If extensive ground disturbance works were proposed within the Ward Park HAMU, they are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation.
- In the unlikely event that remains associated with unrecorded activities of early land grants and estates are identified and assessed as State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures.

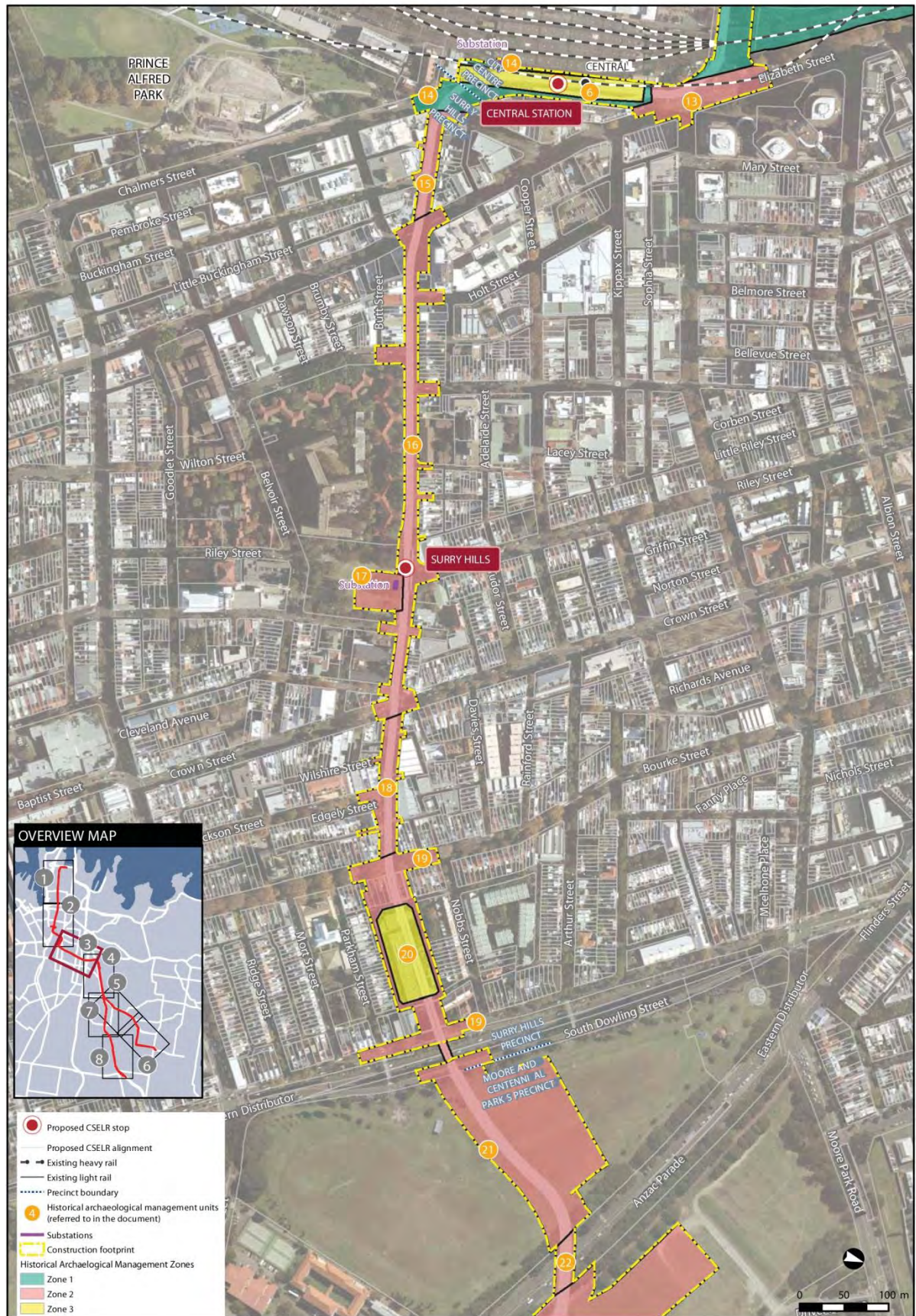
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| HAMU | Devonshire Street East (between Crown and Bourke Streets)—see (18) on Figure 4.6 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within Devonshire Street East HAMU, although the Central Sydney Archaeological Zoning Plan 1992 assumes all roadways to have historical archaeological potential. |
| Archaeological Potential | <p>There is high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Pawley's Tannery (1842–c1871), including structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; rubbish pits/artefact scatters; deeper subsurface features (eg wells, privies, drains); landscape modification. William Pawley's residence Chesterville (1842–c1871), including structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Evidence of late nineteenth-century and early twentieth-century development (following subdivision in 1871 and extension of Devonshire Street to Crown Street in 1916). Archaeological remains may include structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Alignment of streets constructed between the 1871 subdivision and 1916 extension of Devonshire Street (Little Devonshire Street, Wiltshire Street, Charles Street, Pawley Street), or the early alignment of the Devonshire Street extension. Archaeological evidence may include sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants associated with pastoral or agricultural use, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and the demolition of previous structures.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and estates was identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to Pawley's Tannery and residence may have high research potential. Evidence of residential development following the subdivision of the area in the mid–late nineteenth century may have moderate research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> Likely to have historical association with William Pawley. Other historical associations, for example with former residents, may be present but have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development within the Devonshire Street East HAMU may demonstrate the historical and physical development of this area, including the range of industrial enterprises |

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| | <p>formerly operating in Surry Hills such as Pawley's Tannery, and the area's evolution to a dense residential neighbourhood.</p> |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Devonshire Street East HAMU include:</p> <ul style="list-style-type: none"> • construction of the CSELR track; • service relocation; • installation of catenary support poles; • regrading; • tree removal; and • footpath reconstruction and landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Devonshire Street East HAMU is approximately 7m wide at its smallest point. These works are likely to have a moderate adverse impact on the potential historical resource.</p> <p>Other ground disturbance activities within the Devonshire Street East HAMU (such as service relocation, tree removal, installation of catenary support poles, footpath reconstruction and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Devonshire Street East HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> • Works in this HAMU are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation. • In the unlikely event that remains associated with unrecorded activities of early land grants and estates are identified and assessed as State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures. |

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| HAMU | Bourke Street to South Dowling Street—see (19) on Figure 4.6 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within Bourke Street and South Dowling Street HAMU, although the Central Sydney Archaeological Zoning Plan 1992 assumes all roadways to have historical archaeological potential. |
| Archaeological Potential | <p>There is moderate–high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of late nineteenth century and early twentieth century development (following subdivision in 1871 and extension of Devonshire Street to Crown Street in 1916). Archaeological remains may include structural remains with brick/stone/wooden foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. • Evidence of the City of Sydney Council stone yard which operated at Wimbo Park between 1955 and 1981. Archaeological remains may include yard/work surfaces, stone refuse, rubbish pits/artefact scatters, structural remains (brick/stone/concrete/ • Evidence of the early alignment of Bourke Street and South Dowling Street, or the post 1890s alignment of Olivia Lane, Nobbs Lane, Parkham Lane and Parkham Place. Archaeological remains may include sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. • Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. • Metal tracks and wooden sleepers in the centre of Bourke and South Dowling Streets, associated with the tram lines. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of early land grants associated with pastoral or agricultural use, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. • Evidence of the land's usage while vacant (eg for recreation). Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. • Structural remains (particularly brick/stone/concrete/wooden foundations_ of the industrial building present in the mid-1990s on the area of Olivia Gardens where remains extend beyond the footprint of the Olivia Gardens basement car park (HAMU 20). <p>Some sites or features may have been previously disturbed by installation of services, construction of roadways and paths, and demolition of previous structures.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and estates was identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |

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| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU, such as evidence of former road alignments or ephemeral evidence of unrecorded activities undertaken on vacant land, are likely to have low research potential. Other archaeological evidence such as evidence of early land grants may have high research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations, for example with former residents, but specific associations have not been identified at this stage. Archaeological evidence of Wimbo Paddock and/or Wimbo stone yard may have some social significance and association for the local community. Archaeological evidence of the City of Sydney stone yard may have some historical significance as evidence of the developing municipal functions of the local council, and may have some significance to former employees. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area; however, the likely archaeological resource's potential to do this is limited. As some activities likely to have been undertaken in this HAMU are likely to have been physically ephemeral, remains are likely to demonstrate the historical and physical development of this area in a limited capacity. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Bourke Street to South Dowling Street HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; service relocation; installation of catenary support poles; laydown area for temporary stockpiling of Olivia Gardens demolition material; regrading; tree removal; and landscaping and public domain works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Bourke Street to South Dowling Street HAMU is approximately 7m wide at its smallest point. These works are concentrated in the centre of the zone, and are likely to have a minor to moderate adverse impact on the potential historical resource.</p> <p>Other ground disturbance activities within the Bourke Street to South Dowling Street HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Bourke Street to South Dowling Street HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> In the unlikely event that remains associated with unrecorded activities of early land grants and estates are identified and assessed as State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures. |

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| HAMU | Olivia Gardens—see (20) on Figure 4.6 |
| Zone | Zone 3—No Historical Archaeological Resource Present. |
| Listings for Archaeological Items | No listings. |
| Archaeological Potential | The footprint of Olivia Gardens, where it has been excavated for the construction of the basement car park, has nil historical archaeological potential. |
| Significance Level | No historical archaeological significance. |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> No research potential as the entire historical resource is expected to have been removed. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> No historical archaeological remains expected to survive that would have historical associations; however the general area may have historical associations. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> No historical archaeological remains expected to survive that would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> No historical archaeological remains expected to survive that would be able to demonstrate the past. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Olivia Gardens HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; service relocation; demolition of the Olivia Gardens building; tree removal; and landscaping and public domain works. <p>The works within the Olivia Gardens HAMU are unlikely to have an impact on the historical archaeological resource as now historical archaeological resource is anticipated to be present. The works within this zone have been assessed as having a neutral impact with respect to archaeology.</p> |
| Mitigation Measures | Mitigation measures for areas outlined as Zone 3 within the basement footprint of the Olivia Gardens building would apply. |



Figures 4.6 Historical archaeological management units within the Surry Hills precinct. (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.5 Moore Park Precinct

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| HAMU | Moore Park West—see (21) on Figure 4.7 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Moore Park West HAMU. |
| Archaeological Potential | <p>There is high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> World War II air raid trenches. Remains may include earth trenches, sandbags, iron sheets, concrete foundations, associated artefact scatters/rubbish pits. <p>There is nil–low potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Use of Moore Park west as part of the Sydney Common, including use as grazing land, for hunting and recreation purposes. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by installation of services, construction of roadways and paths, and landscape modification to create the modern playing fields.</p> |
| Significance Level | Archaeological remains of WWII air raid shelters would be of Local significance, at a minimum. |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains of WWII air raid shelters may have moderate–high research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> Archaeological remains of the WWII air raid shelters may have historical associations with Sydney's defence systems during World War II, the Australian military services, and the local community. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> Air raid shelters may demonstrate some degree of technical significance as a physical response to the World War II defence and protection of Sydney. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Archaeological remains of air raid shelters are likely to demonstrate the historical and physical elements of Sydney's defence and protection response to World War II. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Moore Park West HAMU include:</p> <ul style="list-style-type: none"> construction of a bridge to carry the CSELR track over the Eastern Distributor; construction of a cut-and-cover tunnel for the CSELR track beneath Moore Park West; service relocation; tree removal and tree replacement; landscaping works; use as a construction works depot; and use as a laydown area for the construction of the CSELR bridge over the Eastern Distributor. <p>Construction of the CSELR bridge over the Eastern Distributor will involve construction of pylons and support infrastructure, which will involve some excavation in localised areas. Construction of the CSELR track landing at Moore Park will involve some excavation, particularly as the track descends into the tunnel.</p> <p>Construction of the cut-and-cover tunnel through the Moore Park West HAMU will involve excavation to a depth of at least 10m below the current ground surface through the park. The tunnel will extend c342m (through Moore Park West, beneath Anzac Parade and emerging in Moore Park East). It is assumed that this will result in the removal of all historical archaeological resources within the footprint of the tunnel. This will have a moderate adverse impact on the historical archaeological resource of the Moore Park West HAMU.</p> <p>Other ground disturbance activities within the Moore Park West HAMU (such as service relocation, tree</p> |

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| | <p>removal and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Moore Park West HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> • Works in this HAMU where air raid shelters are located are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation. |

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| HAMU | Anzac Parade (Moore Park)—see (22) on Figure 4.7 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Anzac Parade (Moore Park) HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Early alignment of Anzac Parade, including remains of sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. • Early boundaries of Moore Park (prior to the widening of Anzac Parade), such as postholes of timber fencing and evidence of early plantings lining the road. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification to create the modern playing fields.</p> |
| Significance Level | Local |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> • Archaeological remains in this HAMU are likely to have low research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> • There may be some historical associations related to the history of Anzac Parade; however, these connections have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • The archaeological remains in this HAMU may be able to demonstrate some aspects of the historical and physical development of Anzac Parade in the past. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Anzac Parade (Moore Park) zone include:</p> <ul style="list-style-type: none"> • construction of a cut-and-cover tunnel for the CSELR track beneath Anzac Parade at Moore Park; • service relocation; • regrading; • tree removal; and • landscaping works. <p>Construction of the cut-and-cover tunnel through the Anzac Parade (Moore Park) HAMU will involve excavation to a depth of at least 10m below the current ground surface through the park. The tunnel will extend c342m (through Moore Park West, beneath Anzac Parade and emerge in Moore Park East). It is assumed that this will result in the removal of all historical archaeological resources within the footprint of the tunnel. This will have a moderate adverse impact on the historical archaeological resource of the Anzac Parade (Moore Park) HAMU.</p> <p>Other ground disturbance activities within the Anzac Parade (Moore Park) HAMU (such as service relocation, tree removal and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Anzac Parade (Moore Park) HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | Mitigation measures as outlined for Zone 2 historical archaeology would apply. |

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| HAMU | Moore Park East—see (23) on Figures 4.7 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Moore Park East HAMU. |
| Archaeological Potential | <p>There is moderate–high potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> World War II air raid trenches. Remains may include earth trenches, sandbags, iron sheets, concrete foundations, associated artefact scatters/rubbish pits. Metal tracks and wooden sleepers associated with the tram line. Evidence of early alignments of Lang Road including remains of sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. <p>There is nil–low potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Use of Moore Park west as part of the Sydney Common, including use as grazing land, for hunting and recreation purposes. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. Early boundaries of Moore Park (prior to the widening of Anzac Parade), such as postholes of timber fencing and evidence of early plantings lining the road. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification to create the modern playing fields.</p> |
| Significance Level | Local |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains of WWII air raid shelters may have moderate–high research potential. Archaeological remains of early road and tram alignments may have low–moderate research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> Archaeological remains of the WWII air raid shelters may have historical associations with Sydney's defence systems during World War II, the Australian military services and the local community. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> Air raid shelters may demonstrate some degree of technical significance as a physical response to the World War II defence and protection of Sydney. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Archaeological remains of air raid shelters are likely to demonstrate the historical and physical elements of Sydney's defence and protection response to World War II. Remains of the former tram network would be demonstrative of the former ubiquitous public transport system. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Moore Park East HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; construction of the Moore Park stop; installation of catenary support poles; installation of the Moore Park substation; service relocation; regrading; tree removal; landscaping works; use as a construction works depot; |

- use as a laydown area; and
- use for other facilities, such as waste water, storage of plants and equipment.

Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the Moore Park East HAMU is approximately 7m wide at its smallest point. Works associated with the construction of the Moore Park stop (platform and shelter) and associated track slab will extend over an area of at least 210m x 30m. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the CSELR track in other parts of this HAMU. These works are likely to have a moderate adverse impact on the potential historical resource.

The Moore Park tunnel, which will involve cut-and-cover excavation to c10m below the current ground surface, will emerge in the Moore Park East HAMU before arriving at the Moore Park stop.

The installation of the Moore Park substation would involve ground disturbance works, including excavation for the substation and associated services. These works would have a moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Other ground disturbance activities within the Moore Park East HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

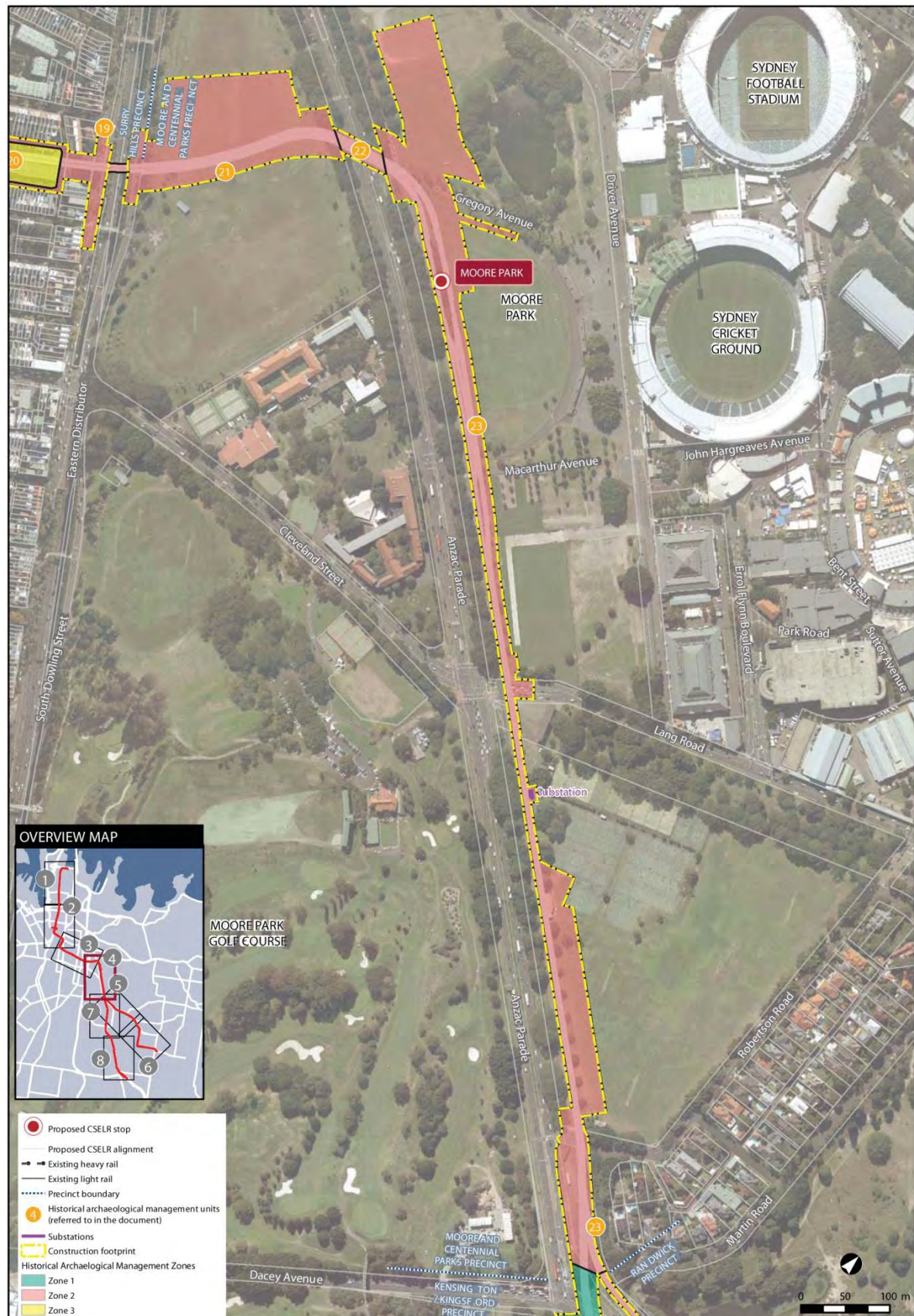
Use of the Moore Park East HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

Additional Measures:

- Works in this HAMU where air raid shelters are located are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation.



Figures 4.7 Historical archaeological management units within the Moore Park precinct. (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.6 Kensington/Kingsford Precinct

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| HAMU | Tay Reserve—see (24) on Figures 4.8 |
| Zone | Zone 1—State Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Tay Reserve HAMU. |
| Archaeological Potential | <p>There is moderate–high potential for historical archaeological remains to be present within the Tay Reserve HAMU associated with the following:</p> <ul style="list-style-type: none"> Archaeological evidence of the use of the open spaces around the toll gate and/or the toll house. Yard/work surfaces such as deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Some archaeological evidence associated with the occupation of the toll house by an Aboriginal toll collector may be identifiable.¹⁵ Metal tracks and wooden sleepers associated with the tram line. Evidence of the early alignments of Alison Road and/or Anzac Parade, including remains of sandstone kerbs, drains, early road surfaces (eg macadam and/or woodblock surfaces) and structural remains indicating the alignment of the street. <p>There is low–moderate potential for historical archaeological remains to be present within the roadway of Alison Road and Anzac Parade associated with the following:</p> <ul style="list-style-type: none"> Structural remains of the toll house building, likely to be positioned beneath the current intersection of Alison Road and Anzac Parade. Archaeological remains may include stone foundations; postholes; yard/work surfaces; underfloor deposits; demolition deposits; landscape modification; deeper subsurface features (eg wells, privies, drains); artefact scatters/rubbish pits. Structural remains of the actual toll gate over Alison Road and Anzac Parade. Archaeological remains may include brick/stone/wooden foundations or postholes. Early boundaries of the reserve (prior to the widening of Anzac Parade), such as postholes of timber fencing and evidence of early plantings lining the road. <p>There is nil–low potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Use of Moore Park west as part of the Sydney Common, including use as grazing land, for hunting and recreation purposes. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification to create the modern playing fields.</p> |
| Significance Level | <p>State and/or Local.</p> <p>Archaeological remains associated with the toll house may be of State significance, depending on the nature and extent of the evidence.</p> <p>Other historical archaeological evidence as outlined above may be of Local significance.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains associated with the former toll house may have high research potential for their capacity to provide information about the place and its occupants. Archaeological remains of the early road and tram alignments may have low–moderate research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> Archaeological remains associated with the toll house may be associated with former occupants of the place, such as King Billy Timbery of La Perouse, an Aboriginal man recorded as living and operating the toll house in the nineteenth century. The place may also be associated with the development of Randwick, Kensington and other nearby places. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. |

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| | <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Archaeological remains associated with the toll house would have the potential to demonstrate this aspect of the past, and would be a rare example of this site type in the local area. Remains of the former tram network would be demonstrative of the former ubiquitous public transport system. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Tay Reserve HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; service relocation; installation of catenary support poles; regrading; tree removal; landscaping works; use as a construction works depot; use as a laydown area; and use for other facilities, such as container storage and toilet facilities. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the Tay Reserve HAMU is approximately 7m wide at its smallest point. These works are likely to have a moderate to major adverse impact on the potential historical resource.</p> <p>Other ground disturbance activities within the Tay Reserve HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Tay Reserve HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> Works in this HAMU are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation. If archaeological evidence relating to use/occupation of the site by Aboriginal people in the historical period is identified, the Office of Environment and Heritage and local Aboriginal stakeholders would be contacted. |

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| HAMU | Anzac Parade (Kensington)—see (25) on Figures 4.8 and 4.9 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Anzac Parade (Kensington) HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Early alignment of Anzac Parade, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. Remains of a bridge (possibly close to Todman Avenue—see Figure 2.74) where the original road crossed a watercourse. Archaeological evidence may include structural remains (wooden posts, postholes), associated artefact scatters/deposits. • Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. • Evidence of activities or elements associated with the use of the Randwick Racecourse on its southwestern boundary, such as remains of the pre-1930 stables or early twentieth-century sheds and outbuildings, including brick/stone/wooden foundations; postholes; yard/work surfaces; artefact scatters/deposits; or c1860 dirt training track.¹⁶ <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of early land grants or wool washing industries, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the vicinity.</p> |
| Significance Level | <p>Local significance for archaeological evidence of the early alignment of Anzac Parade, including the bridge located close to Todman Avenue, and archaeological evidence associated with the pre-1930s stables or early twentieth-century remains associated with the Randwick Racecourse.</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants, wool washing activities, or unexpected archaeological evidence associated with the early phases of use of Randwick Racecourse were identified, they may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> • Archaeological remains in this HAMU relating to pre-1930s stables and twentieth-century development at Randwick Racecourse. Other archaeological evidence associated with early land grants and wool washing industries may have high research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> • May have historical associations with Randwick Racecourse, among other associations. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • No clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Anzac Parade (Kensington) HAMU include:</p> <ul style="list-style-type: none"> • construction of the Carlton Street and Todman Avenue stops; • construction of the CSELR track; |

- installation of the Dacey Avenue and Royal Randwick Racecourse substations;
- installation of catenary support poles;
- service relocation;
- regrading;
- tree removal; and
- landscaping works.

Construction of the CSEL track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the Anzac Parade (Kensington) HAMU is approximately 7.5m wide at its smallest point. Works associated with the construction of the Carlton Street and Todman Avenue stops (platform and shelter) and associated track slab will extend over an area of at least 45m x 15m each. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for track slab. These works are likely to have a moderate adverse impact on the potential historical resource.

The installation of the Dacey Avenue and Royal Randwick Racecourse substations would involve ground disturbance works, including excavation for the substation and associated services. These works would have a moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Other ground disturbance activities within the Anzac Parade (Kensington) HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the Anzac Parade (Kensington) HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

Additional Measures:

- Works in this HAMU (particularly in the location of the proposed substations) are likely to require some open area excavation and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation.

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| HAMU | University of New South Wales—see (26) on Figure 4.9 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the University of New South Wales HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of activities or elements associated with the use of the former Kensington Racecourse (now UNSW site) on its western boundary, such as evidence of dirt race track, postholes of timber fencing, and associated artefact scatters/deposits—particularly in the vicinity of the proposed location of the UNSW Anzac Parade stop. Early alignment of Anzac Parade, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants or wool washing industries, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the vicinity.</p> |
| Significance Level | <p>Local significance for archaeological evidence of the early alignment of Anzac Parade.</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants, wool washing activities or Kensington Racecourse was identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to Kensington Racecourse may have low–moderate research potential. Other archaeological evidence associated with early land grants and wool washing industries may have high research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations with Kensington Racecourse and/or the development of the University of New South Wales, among other associations. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development in this HAMU, such as Kensington Racecourse, may demonstrate the historical and physical development of this area. |

Heritage Impact Assessment

Proposed CSELR works within the University of New South Wales HAMU include:

- construction of the UNSW Anzac Parade stop;
- construction of the CSELR track;
- installation of catenary support poles;
- service relocation;
- regrading;
- tree removal;
- landscaping works; and
- use for other facilities, such as office, first aid and laydown facilities.

Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the University of New South Wales HAMU zone is approximately 7.5m wide at its smallest point. Works associated with the construction of the UNSW Anzac Parade stop (platform and shelter) and associated track slab will extend over an area of at least 45m x 15m. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a moderate adverse impact on the potential historical resource.

Other ground disturbance activities within the University of New South Wales HAMU zone (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the University of New South Wales HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

Additional Measures:

- Works in this HAMU are likely to require some open area excavation (particularly in the area of the UNSW Anzac Parade stop) and archival recording during site works, as well as post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation.

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| HAMU | Anzac Parade (Kingsford)—see (27) on Figure 4.9 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Anzac Parade (Kingsford) HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Earlier alignments of Anzac Parade, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. • Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of early land grants or wool washing industries, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the vicinity.</p> |
| Significance Level | <p>Local significance for archaeological evidence of the early alignment of Anzac Parade.</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants and wool washing activities were identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> • Archaeological remains in this HAMU relating to earlier road alignments may have low research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> • May have historical associations, for example with former residents, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Anzac Parade (Kingsford) HAMU include:</p> <ul style="list-style-type: none"> • construction of the Strachan Street and Kingsford stops; • construction of the CSELR track; • installation of the Anzac Parade substation; • installation of catenary support poles; • service relocation; • regrading; • tree removal; • landscaping works; and • use for other facilities, such as office, first aid and laydown facilities. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the Anzac Parade (Kingsford) HAMU is approximately 7.5m wide at its smallest point. Works associated with the construction of the Strachan Street stop (platform and shelter)</p> |

and associated track slab will extend over an area of at least 45m x 15m each. The split stop at Kingsford stop will require works over an area of 45m x 10m for each of the city bound and Kingsford bound stops. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a moderate adverse impact on the potential historical resource.

The installation of the Anzac Parade substation would involve ground disturbance works, including excavation for the substation and associated services. These works would have a moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Other ground disturbance activities within the Anzac Parade (Kingsford) HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

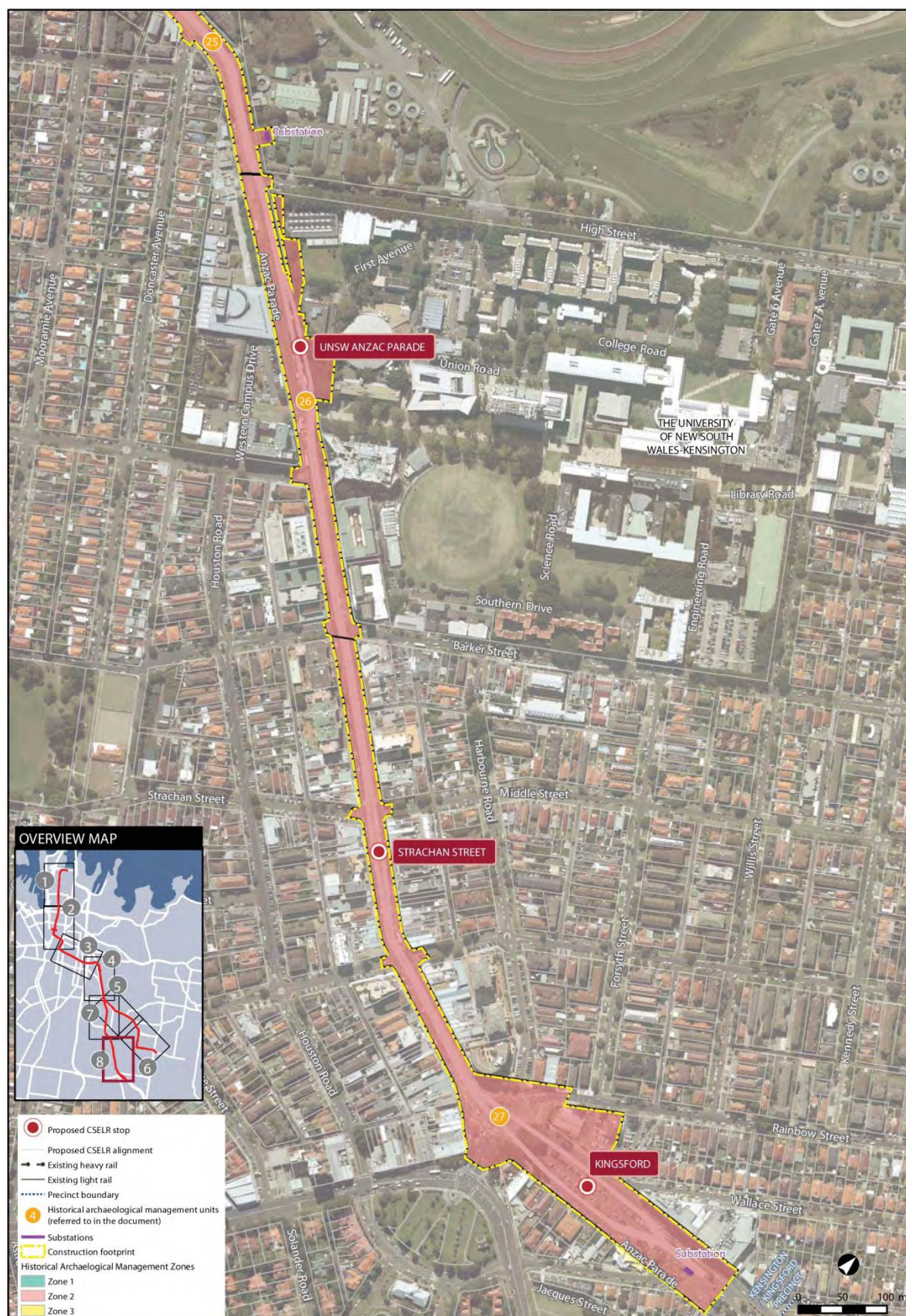
Use of the Anzac Parade (Kingsford) HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.



Figures 4.8 Historical archaeological management zones within the Kensington/Kingsford precinct (north). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)



Figures 4.9 Historical archaeological management zones within the Kensington/Kingsford precinct (south). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.7 Randwick Precinct

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| HAMU | Centennial Park—see (28) on Figure 4.10 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Centennial Park HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Metal tracks and wooden sleepers associated with the tram line. • Earlier alignments of Alison Road, including the remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. • Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. • Early boundaries of Centennial Park (prior to the widening of Anzac Parade), such as postholes of timber fencing and evidence of early plantings lining the road. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of early land grants, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the immediate area.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that archaeological evidence associated with unrecorded activities of early land grants or wool washing activities were identified, it may be assessed as State significant, depending on the nature and intactness of the archaeology.</p> |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> • Archaeological remains in this HAMU relating to earlier road and tram alignments or the boundaries of Centennial Park may have low research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> • May have historical associations with Centennial Park and Randwick Racecourse. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Centennial Park HAMU include:</p> <ul style="list-style-type: none"> • construction of the CSELR track; • installation of catenary support poles; • service relocation; • regrading; • tree removal; and • landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the</p> |

track. The track slab width within the Centennial Park HAMU is approximately 7.5m wide at its smallest point. These works are likely to have a moderate adverse impact on the potential historical resource.

Other ground disturbance activities within the Centennial Park HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the Centennial Park HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource. Details of the construction boundaries or details of additional facilities that may be located within this HAMU have not yet been provided, so an estimate of construction boundaries have been given in the historical archaeological zoning plans. The impact on Centennial Park HAMU will require reassessment once final impacts are determined.

**Mitigation
Measures**

Mitigation measures as outlined for Zone 2 historical archaeology would apply.

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| HAMU | Randwick Stabling Yard—see (29) on Figure 4.10 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Randwick Stabling Yard HAMU. |
| Archaeological Potential | <p>The following discussion of historical archaeological potential within the Randwick Stabling Yard HAMU is drawn from the Historical Archaeological Assessment prepared for the Randwick Racecourse Conservation Management Plan (Final Draft December 2006).¹⁷</p> <p>There is high and known potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Tram platforms and overhead bridge constructed c1900. Sections of the concrete tram platform bases and foundations are still visible, and a shadow of the concrete bridge footing survives. Archival documentation suggests that all tram tracks were removed when the tram system was decommissioned c1960. <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Pre-1900 streams and culverts in the northwest corner of the stabling yard. The physical nature of the streams/culverts is unknown, but it may have included excavated drainage channels and wooden/stone/concrete culverts, and is likely to have been formalised into current stormwater infrastructure. Possible nineteenth-century gate that is possibly located beneath the present main gate. Remains are unlikely to survive as they may have been disturbed by the construction of later gates and fence lines. c1907 narrow rectangular structure (workshop), likely to have been timber with brick footings. Any remains are likely to have been disturbed by the widening and extension of the tramway and its subsequent removal. c1907 wooden overbridges—no evidence of any surviving structural elements have been identified. <p>Summary of Archaeological Sensitivity:</p> <p><i>...although the historical resource documents the development of Precinct 3 [The Tramway/Busway and Maintenance Workshop Areas] as part of the race course during the nineteenth and twentieth centuries, there is unlikely to be any archaeological potential as subsequent works within the precinct are likely to have disturbed any archaeological remains. The structures that were built within this precinct, for example the Former Stewards Residence/Laboratory and the Workshops are still present on site today. All evidence of the tram tracks were [sic] removed in 1960; however, sections of the tram platform bases and foundations are still visible on site. The construction (early 1900s) and later removal (1960) of the tramways is likely to have disturbed all pre-1900 evidence relating to the streams and culverts in the parkland area at the northwest corner of the site.</i></p> <p><i>There is unlikely to be any historical archaeological remains surviving in this precinct.</i>¹⁸</p> |
| Significance Level | Local |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to the tram system or Randwick Racecourse may have low research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations with Randwick Racecourse and the tram system (including former |

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| | <p>employees).</p> <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. While tram infrastructure elements remain, they have been disturbed and large sections (such as the tracks) have been removed. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area related to Randwick Racecourse and the tram stabling area. While tram infrastructure elements remain, they have been disturbed and large sections (such as the tracks) have been removed. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Randwick Stabling Yard HAMU include:</p> <ul style="list-style-type: none"> • construction of extensive areas of CSELR track for stabling; • installation of catenary support poles; • construction of stabling and light maintenance facilities; • installation of Randwick stabling facility substation; • installation of wash plant; • construction of a two or three-storey staff facilities building; • service relocation; • regrading; • tree removal; and • landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. This area at Randwick Stabling Yards HAMU will cover much of the zone. These works are likely to have a moderate adverse impact on the potential historical resource.</p> <p>Construction of facilities such as stabling sheds, maintenance facilities, wash plant and the staff facilities building are likely to involve deeper excavation in these areas. These works are likely to have a moderate adverse impact on the potential historical archaeological resource.</p> <p>Proposed works associated with the installation of the Randwick stabling facility substation have not been defined at this stage. It is assumed that ground disturbance works including excavation for the substation and associated services would have to occur. These works would have a moderate to major adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Other ground disturbance activities within the Randwick Stabling Yards HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Randwick Stabling Yards HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology will apply.</p> |

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| HAMU | Royal Randwick Racecourse—see (30) on Figures 4.10 and 4.11 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Royal Randwick Racecourse HAMU. |
| Archaeological Potential | <p>The following discussion of historical archaeological potential within the Royal Randwick Racecourse HAMU is drawn from the Historical Archaeological Assessment prepared for the Randwick Racecourse Conservation Management Plan (Final Draft December 2006).¹⁹</p> <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Boundary fences on Alison Road dating to the nineteenth and twentieth centuries. Remains may include timber posts and postholes of brick footings; however, they are likely to have been disturbed by subsequent activities. • A second set of entrance gates along Alison Road; however, are likely to have been disturbed and removed by changes to boundary fabric. <p>There is high and known potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Brick structural elements associated with stalls and a 1920s narrow rectangular building/shed along the Alison Road frontage (east of the Swab Building).²⁰ <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> • Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>Little–no development (pre-1950) has been recorded along the Wansey Road boundary. A steeplechase track (c1930) and an 1860s training track were formerly located downslope (to the west) of Wansey Road; however, these are not within the current impact zone of the CSELR base case route.</p> |
| Significance Level | Local |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> • Archaeological remains in this HAMU relating to elements of Randwick Racecourse as identified above may have low–moderate research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> • May have historical associations with Randwick Racecourse. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> • There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> • Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area related to Randwick Racecourse. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Royal Randwick Racecourse HAMU include:</p> <ul style="list-style-type: none"> • construction of Royal Randwick Racecourse, Wansey Road and UNSW High Street stops; • construction of the CSELR track; • installation of catenary support poles; • demolition of the Swab Building at Royal Randwick Racecourse; • installation of substation within Royal Randwick Racecourse; • service relocation; • regrading—particularly in the vicinity of the UNSW High Street stop on Wansey Road; • tree removal; |

- landscaping works; and
- use as a construction zone.

Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. The track slab width within the Royal Randwick Racecourse HAMU is approximately 7.5m wide at its smallest point. Works associated with the construction of the Royal Randwick Racecourse, Wansey Road and UNSW High Street stops (including platforms and shelters) will extend over an area of at least 45m x 15m each. Excavation for the stop shelters and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a moderate adverse impact on the potential historical resource.

The installation of the Royal Randwick Racecourse substation would involve ground disturbance works, including excavation for the substation and associated services. These works would have a moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Demolition of the Swab Building at Royal Randwick Racecourse may disturb any historical archaeological remains directly below the building (although the 2006 Final Draft CMP did not identify archaeological potential specifically in this location), or in the immediate vicinity (such as the race day stalls or shed building to the east). These works are likely to have a minor adverse impact on the surrounding potential historical archaeological resource.

Regrading in the vicinity of the UNSW High Street stop is not close to any identified areas of historical archaeological potential. These works are likely to have a neutral impact on the historical archaeological resource.

Other ground disturbance activities within the Royal Randwick Racecourse HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the Royal Randwick Racecourse HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

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| Mitigation Measures | Mitigation measures as outlined for Zone 2 historical archaeology will apply. |
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| HAMU | High Street—see (31) on Figures 4.11 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the High Street HAMU. |
| Archaeological Potential | <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early land grants, including postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. Earlier alignments of High Street, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the immediate area.</p> |
| Significance | Local, where archaeological remains are present. |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to earlier road alignments may have low research potential, depending on the nature and extent of the remains. Evidence of early land grants may have high research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> May have historical associations, for example with former residents, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> The anticipated archaeological resource's potential to demonstrate the past through archaeological remains is limited. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the High Street HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; installation of catenary support poles; service relocation; regrading; tree removal; and landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the High Street HAMU is approximately 7.5m wide at its smallest point. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, if present.</p> <p>Other ground disturbance activities within the High Street HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, if present, depending on the extent and nature of the proposed works.</p> <p>Use of the High Street HAMU as a construction zone—where it will not involve removal of the existing</p> |

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| | ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource. |
| Mitigation Measures | Mitigation measures as outlined for Zone 2 historical archaeology would apply. |

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| HAMU | Prince of Wales Hospital—see (32) on Figures 4.11 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Prince of Wales Hospital HAMU. |
| Archaeological Potential | <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of early use of the Prince of Wales Hospital site as the location of the Randwick Destitute Children's Asylum (1852–1915), such as postholes from timber fencing; evidence of land clearing or other incidental remains of unrecorded elements; or activities such as artefact scatters or rubbish pits. Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. Evidence of use of the Prince of Wales Hospital site as a military hospital (1915–1954), including evidence of World War I wards located along the site's High Street boundary.²¹ Remains may include brick pier foundations²², postholes, foundation trenches or associated artefact scatters/deposits. <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Earlier alignments of High Street, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. Remaining original (mid nineteenth-century) kerbs exist on Avoca Street to the south; the original kerbs are likely to have been removed along the High Street route of the CSELR. Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. <p>The cemetery associated with the Randwick Destitute Children's Asylum was located on the southwestern side of the Prince of Wales Hospital site. It is marked on two plans from the 1890s²³, and was described in 1890 as follows:</p> <p><i>...far away to the back of the grounds we saw a prettily-planted shady-looking plot railed off. That, we were told, was the burying ground belonging to the institution.</i>²⁴</p> <p>Given the historical development of the site, including how the High Street frontage has been used since the mid-nineteenth century, and the historical evidence suggesting the cemetery was restricted to a defined area in the southwest portion of the site; it is highly unlikely that burials would be located within the Prince of Wales Hospital zone.</p> <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths, and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the immediate area.</p> |
| Significance Level | <p>Local</p> <p>In the unlikely event that any archaeological evidence associated with the Randwick Destitute Children's Asylum (including the cemetery) was identified, it may be State significant, depending on its nature and extent.</p> |
| Potential Significance | <p>Preliminary Assessment against NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to earlier road alignments may have low research potential, depending on the nature and extent of the remains. Evidence associated with the site's use as the Randwick Destitute Children's Asylum or a military hospital may have high research potential, depending on the nature and extent of the remains. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> The site has strong associations with the Randwick Destitute Children's Asylum and the military hospital. It may also have associations with former residents/patients, staff members or benefactors, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have |

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| | <p>aesthetic/technical significance. Substantial structural remains may have some interpretable qualities of aesthetic and/or technical significance.</p> <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area related to the Prince of Wales Hospital site. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Prince of Wales Hospital HAMU include:</p> <ul style="list-style-type: none"> construction of the CSELR track; installation of catenary support poles; service relocation; regrading; tree removal; and landscaping works. <p>Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the Prince of Wales Hospital HAMU is approximately 7.5m wide at its smallest point. These works are likely to have a moderate adverse impact on the potential historical resource.</p> <p>Other ground disturbance activities within the Prince of Wales Hospital HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.</p> <p>Use of the Prince of Wales Hospital HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.</p> |
| Mitigation Measures | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> In the unlikely event that skeletal remains are identified they would be managed in accordance with Zone 1 strategies and, at a minimum, managed in accordance with the Heritage Division guideline <i>Skeletal Remains: Guidelines for Management of Human Skeletal Remains</i>, and exhumed and reinterred at an appropriate location. If identified, consultation with the Heritage Division would be required. |

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| HAMU | High Cross Park—see (33) on Figure 4.11 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the High Cross Park HAMU. |
| Archaeological Potential | <p>There is low–nil potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Evidence of unrecorded activities and/or elements associated with the continuous use of High Cross Park as open civic space. Uses may have related to recreation and leisure activities; activities associated with the use of the park as a drill ground for the Randwick Volunteer Rifles during the nineteenth century²⁵; and/or uses associated with the adjacent Prince of Wales Hospital site (or during the site's previous uses as Randwick Destitute Children's Asylum and/or the military hospital). Any archaeological evidence, if found, is likely to be ephemeral in nature, and its location not possible to predict based on current documentary evidence. <p>There is low–moderate potential for historical archaeological remains to be present associated with the following:</p> <ul style="list-style-type: none"> Earlier alignments of Belmore, Avoca and Cuthill Streets, including remains of sandstone kerbs, drains, early road surfaces and structural remains indicating the alignment of the street. Remaining original (mid nineteenth-century) kerbs exist on the western side of Avoca Street (Prince of Wales Hospital side). Evidence of nineteenth and early twentieth-century services, such as drains, sewerage, water and gas services constructed of stone, brick, ceramic, metal or wood. Evidence of earlier landscaping formats, such as garden beds, pathways and plantings. <p>Some sites or features may have been previously disturbed by the installation of services, construction of roadways and paths and landscape modification. It is likely that some areas of this HAMU have no historical archaeological evidence present due to removal by modern activities, or through a lack of activities that would have left historical archaeological remains in the immediate area.</p> |
| Significance Level | Local |
| Potential Significance | <p>Preliminary Assessment against the NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics:</p> <p>Archaeological Research Potential:</p> <ul style="list-style-type: none"> Archaeological remains in this HAMU relating to earlier road alignments may have low research potential, depending on the nature and extent of the remains. Evidence associated with former landscaping formats or unrecorded activities/elements associated with the continuous use of High Cross Park as open civic space may have moderate–high research potential. <p>Associations with individuals, events or groups of historical importance:</p> <ul style="list-style-type: none"> The site has associations with the Randwick Destitute Children's Asylum/Prince of Wales Hospital, Simeon Pearce and the development of the 'village of Randwick'. It may also have associations with local residents, but specific associations have not been identified at this stage. <p>Aesthetic or technical significance:</p> <ul style="list-style-type: none"> There is no clear indication in historical records to date if archaeological remains would have aesthetic/technical significance. <p>Ability to demonstrate the past through archaeological remains:</p> <ul style="list-style-type: none"> Remains of the previous development in this HAMU may demonstrate the historical and physical development of this area related to High Cross Park. |
| Heritage Impact Assessment | <p>Proposed CSELR works within the High Cross Park HAMU include:</p> <ul style="list-style-type: none"> construction of the Randwick stop; construction of the CSELR track; installation of catenary support poles; installation of Randwick Station substation; service relocation; regrading; |

- tree removal;
- landscaping works; and
- use for additional facilities such as office and ablutions facilities, and use as a laydown area.

Construction of the CSELR track slab will involve excavation to at least 750mm below the current ground surface. The track slab width within the High Cross Park HAMU is approximately 7.5m wide at its smallest point. Works associated with the construction of the Randwick stop (including platform and shelter) would extend over an area of at least 20m x 45m. Excavation for the stop shelter and associated infrastructure would involve deeper excavation than for the track slab. These works are likely to have a moderate to major adverse impact on the potential historical resource.

The installation of the Randwick substation would involve ground disturbance works, including excavation for the substation and associated services. These works would have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Other ground disturbance activities within the High Cross Park HAMU (such as service relocation, tree removal, installation of catenary support poles and landscaping works) would be likely to have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Use of the High Cross Park HAMU as a construction zone—where it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology would apply.



Figures 4.10 Historical archaeological management units within the Randwick precinct (north). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)



Figures 4.11 Historical archaeological management units within the Randwick precinct (south). (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.8 Rozelle Stabling/Maintenance Depot

| | |
|--|--|
| HAMU | Rozelle Stabling/Maintenance Depot—see (28) on Figure 4.12 |
| Zone | Zone 2—Locally Significant Archaeological Resource; known or potential. |
| Listings for Archaeological Items | No listings specifically reference significance of the potential historical archaeological resource within the Rozelle Stabling/Maintenance Depot HAMU. |
| Archaeological Potential | <p>No evidence of historical land uses at the Rozelle Stabling/Maintenance Depot HAMU prior to its use as a railway marshalling yard (1916–1996) have been identified.</p> <p>There is high potential for archaeological evidence associated with:</p> <ul style="list-style-type: none"> • Landscape modification and reclamation associated with the creation of the Rozelle railway marshalling yard in the early twentieth century. • Railway infrastructure, such as tracks, sheds and associated industrial elements. |
| Significance Level | Local |
| Potential Significance | <p>The following assessment of significance against the NSW Heritage Criteria is drawn from the 2009 CBD Metro Non-Indigenous Archaeology Technical Paper.</p> <p><i>Criterion (a): Historic Significance—(evolution)</i></p> <ul style="list-style-type: none"> • <i>The site reflects the importance of the railway and provision for its maintenance in Sydney.</i> <p><i>Criterion (b): Associative Significance—(association)</i></p> <ul style="list-style-type: none"> • <i>The site is associated with the development and maintenance of Sydney's railway system.</i> <p><i>Criterion (c): Aesthetic Significance—(scenic qualities/creative accomplishments)</i></p> <ul style="list-style-type: none"> • <i>This criterion is not considered to be relevant to the potential archaeological remains on the site.</i> <p><i>Criterion (d): Social Significance—(contemporary community esteem)</i></p> <ul style="list-style-type: none"> • <i>The site and its archaeological remains would have significance to those locals and persons interested in the history and development of Rozelle and of its railway system in particular.</i> <p><i>Criterion (e): Technical/Research Significance—(archaeological, educational, research potential and scientific values)</i></p> <ul style="list-style-type: none"> • <i>The Rozelle yard has research value in the nature of its operations and the layout of its track and buildings but these values are not likely to extend to any sub-surface archaeological remains.</i> <p><i>Criterion (f): Rarity</i></p> <ul style="list-style-type: none"> • <i>Any remains at this site are not expected to be particularly rare.</i> <p><i>Criterion (g): Representativeness</i></p> <ul style="list-style-type: none"> • <i>Any archaeological remains on this worksite are likely to be replicated at a number of other railway-related sites within Sydney or elsewhere in NSW.</i> <p><i>Heritage Significance—on the basis of the above, the archaeological remains at the former Rozelle Marshalling Yard site would have heritage significance at a Local level.²⁶</i></p> |
| Heritage Impact Assessment | <p>Proposed CSELR works within the Rozelle Stabling/Maintenance Depot zone include:</p> <ul style="list-style-type: none"> • construction of extensive areas of CSELR track, including a 90m long Shunt Neck from the Depot Entrance Road; • construction of the Maintenance Building, including four inspection roads (including inspection pits), |

- one lifting road, one lathe road, and a second storey for staff facilities;
- installation of small and large gantry cranes;
- installation of the Rozelle maintenance facility substation;
- potential land remediation across much of the zone;
- major rock excavation on the northwestern side of the site;
- service relocation;
- regrading;
- tree removal;
- future landscaping works and access road construction; and
- use for infrastructure storage areas.

Construction of the CSELR track slab will involve excavation to at least 750mm below the grade of the track. This area at Rozelle Stabling/Maintenance Depot zone will cover much of the western part of the zone. These works are likely to have a moderate adverse impact on the potential historical resource.

Construction of facilities such as the Maintenance Building and the associated inspection pits is likely to involve deeper excavation in these areas. These works are likely to have a moderate adverse impact on the potential historical archaeological resource.

Proposed works associated with the installation of the Rozelle maintenance facility substation have not been defined at this stage. It is assumed that ground disturbance works including excavation for the substation and associated services would have to occur. These works would have a moderate to major adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works.

Other ground disturbance activities within the Rozelle Stabling/Maintenance Depot zone (such as service relocation, road construction, tree removal and future landscaping works) may have localised impacts on the historical archaeological resource. These works are likely to have a minor to moderate adverse impact on the potential historical archaeological resource, depending on the extent and nature of the proposed works (yet to be defined).

Much of the site is likely to require land remediation; however, where possible, the ground surface would be left in situ and capped with clean material (if raised ground levels would not lead to drainage difficulties). If land remediation does not occur, and the current ground level is left in situ, this will have a neutral heritage impact on the potential historical archaeological resource. If land remediation is required then this would likely have a moderate adverse impact on the potential historical archaeological resource.

The proposed major rock excavation is unlikely to affect any historical archaeological resources and would likely have a neutral impact on the historical archaeological resource.

Use of the Rozelle Stabling/Maintenance zone as a construction zone—if it will not involve removal of the existing ground surface and/or excavation—is unlikely to have an impact on the historical archaeological resource.

The impact on the Rozelle Stabling/Maintenance Depot HAMU will require reassessment once final impacts are determined.

Mitigation Measures

Mitigation measures as outlined for Zone 2 historical archaeology, where relevant, will apply.

Additional Measures:

- Mitigation measures are to be further refined once the final scope of works is determined, as proposed works may have impact beyond those assessed above.



Figures 4.12 Historical archaeological management units within the Rozelle precinct. (Source: Parsons Brinckerhoff and Transport for New South Wales with zones as defined by GML 2013)

4.9 Endnotes

- ¹ Heritage Branch, NSW Department of Planning, 2009, *Assessing Significance for Historical Archaeological Sites and 'Relics'*.
- ² Sydney Water, January 2005, Tank Stream Conservation Management Plan, prepared for Asset Management and Sydney Water Corporation, p 54.
- ³ *ibid*, pp 41–42.
- ⁴ *ibid*, p 38.
- ⁵ *ibid*, p 23.
- ⁶ *ibid*, p 62.
- ⁷ Godden Mackay Logan, 2000, George Street North Upgrade Project (Stage IV)—Final Archaeology Report, prepared for the Department of Public Works and Services, p 41.
- ⁸ Godden Mackay Logan, February 2010, First Fleet Park, The Rocks—Conservation Management Strategy, prepared for Sydney Harbour Foreshore Authority, pp 73–81.
- ⁹ Godden Mackay Logan, February 2010, First Fleet Park, The Rocks—Conservation Management Strategy, prepared for Sydney Harbour Foreshore Authority, p 35.
- ¹⁰ State Heritage Inventory, 2010, Sydney Cove West Archaeological Precinct.
- ¹¹ Godden Mackay Logan, 1998, George Street North Upgrade Project (Stage IV)—Archaeological Assessment and Research Design, prepared for the Department of Public Works and Services. Godden Mackay Logan, 2000, George Street North Upgrade Project (Stage IV)—Final Archaeology Report, prepared for the Department of Public Works and Services.
- ¹² Godden Mackay Logan, 2000, *op cit*.
- ¹³ Godden Mackay Logan, 2012, Belmore Park, Sydney—Heritage Study, prepared for City of Sydney Council.
- ¹⁴ Godden Mackay Logan, 2012, *op cit*, p 61.
- ¹⁵ Casey and Lowe, 2004, Archaeological Assessment—Tay Reserve, Centennial Park, prepared for Centennial Park and Moore Park Trust, p 13.
- ¹⁶ Godden Mackay Logan, December 2006, Final Draft Randwick Racecourse Conservation Management Plan—Volume II: Appendices—Appendix D Historical Archaeological Assessment, prepared for the Australian Jockey Club, p xxv.
- ¹⁷ Godden Mackay Logan, December 2006, Final Draft Randwick Racecourse Conservation Management Plan—Volume II: Appendices—Appendix D Historical Archaeological Assessment, prepared for the Australian Jockey Club, pp xix–xxi.
- ¹⁸ *ibid*.
- ¹⁹ Godden Mackay Logan, December 2006, Final Draft Randwick Racecourse Conservation Management Plan—Volume II: Appendices—Appendix D Historical Archaeological Assessment, prepared for the Australian Jockey Club, pp vii–xxxiii.
- ²⁰ These footings were extant and visible in 2006 at the time of the CMP preparation; it is unclear whether they still survive.
- ²¹ Graham Brooks and Associates, 1997, The Prince of Wales Hospital Campus, Randwick, Conservation Management Plan, prepared for the NSW Department of Health, pp 20–22.
- ²² *ibid*, p 22.
- ²³ Such as Randwick Sheet No. 37, Detail Survey Branch, Department of Lands, Sydney, December 1891, Sydney Water Plan Room.
- ²⁴ Letter, Joseph Coulter to Under Secretary, Health Department, 6 May 1918, Chief Secretary's Department, Letters Received 1918, AO 5/7962 in Godden Mackay/Austral, December 1997, POW Project 1995, Randwick Destitute Children's Asylum Cemetery Archaeological Investigation, Volume 1—Main Report, p 27, prepared for the South Eastern Sydney Area Health Service, Heritage Council of NSW and NSW Department of Health.
- ²⁵ Randwick Council Heritage Inventory Sheet—High Cross Conservation Area.
- ²⁶ Casey and Lowe, August 2009, CBD Metro Environmental Assessment—Non-Indigenous Archaeology, prepared for Sydney Metro, pp 53–54.

5.0 Built Heritage and Landscape

5.1 Preamble

This section of the HIA comprises identification of the existing listed heritage items and heritage conservation areas within or in the immediate vicinity of the CSELR corridor; and an assessment of the potential impact of the CSELR on the heritage significance of these areas and items. The items identified include heritage listed buildings, structures, parks and trees, and heritage conservation areas.

5.2 Structure

The impact assessments have been set out on a precinct by precinct basis. For each precinct, the report:

- Identifies the precinct.
- Provides an overview of its historical and heritage context.
- Provides a description of proposed works within each precinct and a general assessment of potential heritage impacts on heritage values within the precinct. The impacts identified are generally applicable to all of the heritage items and conservation areas identified within the precinct, and include impacts such as the cumulative impact of additional infrastructure in the public domain on the setting of heritage items and temporary impacts from construction works depots.
- Identifies the specific heritage items and heritage conservation areas with the potential to be directly affected by the CSELR route, either through direct physical impacts to significant fabric or elements, and impacts on visual setting. The items selected for more detailed assessment has been based on an understanding of the proposed project and a field survey of the proposed CSELR route. Heritage items and heritage conservation areas that are likely to be physically impacted, or those that have a direct frontage to substantial CSELR infrastructure (eg stop structures and tunnel portals), have been identified for more detailed assessment. For the items and areas identified for detailed assessment, the following structure has been employed:
 - a description and Statements of Significance (drawn from existing heritage listings) for heritage items and heritage conservation areas that are likely to be subject to impacts from the proposed works;
 - an assessment of the heritage impact of the proposed works on the heritage significance of each of the affected heritage items and heritage conservation areas; and
 - an overall ranking of the severity of the impact.

The images contained within this section were taken by GML during site visits in June 2013, unless otherwise sourced or acknowledged.

5.3 City Centre Precinct (Circular Quay to Central Station)

5.3.1 Heritage Context and Significance

Overview

The City Centre precinct contains four distinct areas as described below.

Circular Quay

The Circular Quay area is defined by its proximity to Sydney Cove and the Cahill Expressway, as well as the railway line which divides the city from the water. It features a range of heritage buildings and structures, including the State significant mid-twentieth century Circular Quay railway station behind the ferry wharves; Customs House, a substantial nineteenth-century sandstone building; the modernist AMP tower and, at Bennelong Point, the World Heritage listed Sydney Opera House. Circular Quay also abuts the State significant Rocks area, with its mix of nineteenth-century commercial buildings and residential terraces. First Fleet Park, to the west of Circular Quay, is of state heritage significance as the landing place of the first wave of European settlers in the colony and is also as a long-standing social venue and public space.

George Street Corridor

George Street is one of the major streets of Sydney's CBD and features grand nineteenth-century and twentieth-century public and commercial buildings befitting its importance. The George Street corridor features a high number of State significant heritage items dating from the 1840s until the mid-twentieth century, from Skinners Family Hotel (built 1845) at the corner of Hunter Street, to the General Post Office and Cenotaph at Martin Place, the Queen Victoria Building, Sydney Town Hall and St Andrew's Cathedral. While the streetscape also features modern infill, these heritage buildings lend George Street a strongly historic character that speaks of its important role in the development of Sydney.

Evidence of Sydney's previous tram network can be seen on many of the older buildings along George Street, in the form of steel connecting eyes on facades that originally supported the tram's catenary wires. Historically, George Street was the main route of an extensive tram network and continues to be the major thoroughfare in the Sydney CBD. Reinstating a Light Rail system on the George Street alignment is consistent with its historical role in Sydney's tram network. Furthermore, the majority of heritage listed buildings along this alignment historically coexisted with the former Sydney tram network, and as noted above some retain physical evidence of the tram system infrastructure.

Haymarket

The Haymarket area is characterised by smaller commercial buildings such as the State Heritage listed former King George Hotel (Haymarket Post Office), bank branches such as the former Bank of Australasia, and corner hotels. The remaining warehouses and service ways reference the historic role of the area as markets. The area retains characteristics of the rapid commercial development of the area following the construction of Central Station in 1906 and the decline and resurgence of the area with the movement of the produce markets away from the city centre. The area retains a fine grained subdivision pattern with generally narrow frontages and a low street wall height.

Central Station

The Central Station area is dominated by the station itself, a State significant sandstone building constructed in two main phases: 1901–1906 and 1923–1927. The construction of the station transformed the area and surrounds, with major commercial and public buildings, including department stores such as Daking House (completed in 1914) and the Parcels Post Office, springing up in response to the new transport hub. Eddy Avenue, created by the development of Central Station, along its principal (northern) elevation station, became a major thoroughfare, with numerous tram lines and, later, a coach terminal established there. Belmore Park, originally gazetted in 1868, was remodelled as part of Central Station's construction and is a significant element of the station's setting. It remains the major park in the area and is flanked by sandstone underbridges from the station.

Heritage Items

The tables below sets out the listed heritage items in the City Centre precinct. The locations of these items are shown in Figure 5.1 and 5.2. For clarity, items that are listed on more than one heritage register are included on the higher register only.

Table 5.1 Heritage items listed on the SHR along or immediately adjacent to the CSELR route in the City Centre precinct. Items with the potential to be directly affected by the CSELR, especially those in the immediate vicinity of stops and works depots, are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|--|---|-------------------------|
| 3 | Circular Quay Railway Station Group | City Railway loop | SHR (listing No. 01112) |
| | Sydney Cove West Archaeological Precinct | 112–156 George Street | SHR (listing No. 01860) |
| | Johnsons Building | 233–235 George Street, Sydney | SHR (listing No. 01554) |
| | Brooklyn Hotel | 229 George Street, Sydney | SHR (listing No. 01533) |
| 4 | Metropolitan Hotel | 244 George Street, Sydney | SHR (listing No. 00663) |
| | Burns Philp Building | 5–11 Bridge Street, Sydney | SHR (listing No. 00347) |
| | Skinnners Family Hotel | 296 George Street, Sydney | SHR (listing No. 00584) |
| 8 | National Mutual Building | 348–352 George Street, Sydney | SHR (listing No. 00234) |
| | ANZ Bank (former) | 354 George Street, Sydney | SHR (listing No. 00085) |
| | Westpac Bank | 341 George Street, Sydney | SHR (listing No. 00664) |
| | CBC Bank (former) | 343 George Street, Sydney | SHR (listing No. 00428) |
| 11 | Cenotaph | Martin Place, between George and Pitt Streets, Sydney | SHR (listing No. 01799) |
| 12 | General Post Office | 1 Martin Place, Sydney | SHR (listing No. 00763) |
| | Strand Arcade | 195–197 Pitt Street, Sydney | SHR (listing No. 01864) |
| 15 | Queen Victoria Building | 429–481 George Street, Sydney | SHR (listing No. 01814) |
| 16 | State Theatre | 47–51 Market Street, Sydney | SHR (listing No. 00446) |
| | Gresham Hotel | 147–149 York Street, Sydney | SHR (listing No. 00291) |
| 17 | Sydney Town Hall | 483 George Street, Sydney | SHR (listing No. 01452) |

| Figure Ref. | Name | Address | Listing |
|-------------|--|--|-------------------------|
| 18 | St Andrew's Anglican Cathedral and Chapter House | George Street, Sydney | SHR (listing No. 01708) |
| 19 | Bank of NSW | 107–109 Bathurst Street, Sydney | SHR (listing No. 00080) |
| 23 | King George Hotel (former) and Haymarket Post Office | 631, 633–635 George Street, Haymarket | SHR (listing No. 00615) |
| 24b | Corporation Building | 181–187 Hay Street, Haymarket | SHR (listing No. 00693) |
| 27 | Sydney Terminal and Central Railway Station Group | Great Southern and Western Railway, Illawarra Railway, NSW | SHR (listing No. 01255) |

Table 5.2 Heritage items listed on other registers along or immediately adjacent to the CSEL route in the City Centre precinct. Items with the potential to be directly affected by the CSEL, especially those in the immediate vicinity of stops and works depots, are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|--|---|---|
| 1 | Sydney Opera House | Benelong Point, Sydney | World Heritage List |
| | The Rocks Conservation Area | The Rocks | SHFA S170 Register |
| 2 | First Fleet Park | George Street, The Rocks | SHFA S170 Register |
| | Tank Stream Fountain | Herald Square, Sydney | SLEP 2012 (Item No. I1807) |
| | Cliveden | 4 Bridge Street, Sydney | SLEP 2012 (Item No. I1678) |
| | Northumberland Insurance Building | 6 Bridge Street, Sydney | SLEP 2012 (Item No. I1680) |
| 5 | Former George Patterson House | 248–252 George Street, Sydney | SLEP 2012 (Item No. I1762) |
| | Bridge Lane | Bridge Lane, Sydney | SLEP 2012 (Item No. I1677) |
| | Abercrombie Lane | Abercrombie Lane, Sydney | SLEP 2012 (Item No. I1657) |
| 6 | Former Telford Trust Building | 261 George Street, Sydney | SLEP 2012 (Item No. I1763) |
| | Australia Square | 264–278 George Street, Sydney | SLEP 2012 (Item No. I1764) |
| | Former commercial building | 285–287 George Street, Sydney | SLEP 2012 (Item No. I1765) |
| | NSW Sports Club | 10–14 Hunter Street, Sydney | SLEP 2012 (Item No. I1808) |
| 7 | Commercial building | 319–321 George Street, Sydney | SLEP 2012 (item No. I1767) |
| | Ash Street | Ash Street, Sydney | SLEP 2012 (Item No. I1666) |
| | Angel Place | Angel Place, Sydney | SLEP 2012 (Item No. I1663) |
| | Regimental Square | 339A George Street, Sydney | SLEP 2012 (Item No. I1768) |
| 9 | Former Bank of Australasia including interiors | 354–360 George Street, Sydney | SLEP 2012 (Item No. 1772) |
| 11 | Martin Place | Martin Place, Sydney | SLEP 2012 (Item No. I1889) |
| | Martin Place Significant Trees | Martin Place near George Street, Sydney | City of Sydney Register of Significant Trees 2013 (Item No. 5.02) |
| | Former ES & A Bank | 365 George Street, Sydney | SLEP 2012 (Item No. 1773) |
| | Former Ashdown and Co. Building | 396 George Street, Sydney | SLEP 2012 (Item No. 1778) |

| Figure Ref. | Name | Address | Listing |
|-------------|--|---|----------------------------|
| | Former Sydney Arcade facade (97–103 King Street) | 400 George Street, Sydney | SLEP 2012 (Item No. I1779) |
| | Former commercial building | 375–377 George Street, Sydney | SLEP 2012 (Item No. I1780) |
| | Commercial building | 387 George Street, Sydney | SLEP 2012 (Item No. I1775) |
| | Commercial building | 389 George Street, Sydney | SLEP 2012 (Item No. I1776) |
| | Temperance Lane | Temperance Lane, Sydney | SLEP 2012 (Item No. I1970) |
| | Commercial building façade | 395–397 George Street, Sydney | SLEP 2012 (Item No. I1777) |
| | Dymocks building | 424–430 George Street, Sydney | SLEP 2012 (Item No. I1782) |
| | Former Crystal Hotel façade | 432–434 George Street, Sydney | SLEP 2012 (Item No. I1784) |
| | Former Knock and Kirby Building façade | 68 York Street, Sydney | SLEP 2012 (Item No. I1986) |
| 13 | Commonwealth Bank | 423–427 George Street, Sydney | SLEP 2012 (Item No. I1781) |
| 14 | Former Gowing Bros Building | 452–456 George Street, Sydney | SLEP 2012 (Item No. I1789) |
| | Bicentennial Plaza including monuments | Druitt Street, Sydney | SLEP 2012 (Item No. I1736) |
| | Sydney Square Plaza | George Street, Sydney | SLEP 2012 (Item No. I1791) |
| | Ward boundary marker | George Street (near Town Hall), Sydney | SLEP 2012 (Item No. I1792) |
| | Former warehouse façade | 600–612 George Street and 343–357 Pitt Street, Sydney | SLEP 2012 (Item No. I1799) |
| | Former Plaza Theatre Building | 600–612 George Street, Sydney | SLEP 2012 (Item No. I1800) |
| | Albion Place | Albion Place, Sydney, Sydney | SLEP 2012 (Item No. I1658) |
| 20 | Former Vine House | 531–535 George Street, Sydney | SLEP 2012 (Item No. I1795) |
| | Former Warehouse Group | 1–7 Albion Place, Sydney | SLEP 2012 (Item No. I1659) |
| 21 | Former Bank of Australasia | 553–555 George Street, Sydney | SLEP 2012 (Item No. I1796) |
| | Former warehouse | 88 Liverpool Street, Sydney | SLEP 2012 (Item No. I1851) |
| 22 | Century Hotel | 640–642 George Street, Sydney | SLEP 2012 (Item No. I1801) |
| | Sir John Young Hotel | 557–559 George Street, Sydney | SLEP 2012 (Item No. I1797) |
| | Commercial Terrace Group | 69–79 Liverpool Street, Sydney | SLEP 2012 (Item No. I1849) |
| | Former Buckle House | 569–581 George Street, Sydney | SLEP 2012 (Item No. I1798) |
| | Former Bourke Hotel | 611–613 George Street, Haymarket | SLEP 2012 (Item No. I828) |
| | Central Baptist Church | 619–625 George Street, Haymarket | SLEP 2012 (Item No. I829) |
| | Commercial building Jarvis Centre | 627–627A George Street, Haymarket | SLEP 2012 (Item No. I830) |
| | Commercial building Kiss's Building | 698–704 George Street, Haymarket | SLEP 2012 (Item No. I836) |
| | National Australia Bank | 661–663 George Street, Haymarket | SLEP 2012 (Item No. I833) |
| | Westpac Bank | 671–675 George Street, Haymarket | SLEP 2012 (Item No. I834) |
| 24 | Palace Hotel Complex | 730–742 George Street, Haymarket | SLEP 2012 (Item No. I839) |
| | Bank of China | 681 George Street, Haymarket | SLEP 2012 (Item No. I835) |

| Figure Ref. | Name | Address | Listing |
|-------------|---|------------------------------------|---|
| 24a | Former Haymarket Chambers | 744–744B George Street, Haymarket | SLEP 2012 (Item No. I841) |
| | English's Chambers | 750–750A George Street, Haymarket | SLEP 2012 (Item No. I842) |
| | Mountbatten Hotel | 701–705 George Street, Haymarket | SLEP 2012 (Item No. I837) |
| | GIO Building | 770–772 George Street, Haymarket | SLEP 2012 (Item No. I845) |
| | Great Southern Hotel | 715–723 George Street, Haymarket | SLEP 2012 (Item No. I838) |
| 25 | Station House | 790–798 George Street, Haymarket | SLEP 2012 (Item No. I846) |
| 26 | Daking House | 11–23 Rawson Place, Haymarket | SLEP 2012 (Item No. I863) |
| 28 | Belmore Park | Belmore Park, Haymarket | SLEP 2012 (Item No. I825) |
| 28 | Belmore Park Significant Trees | Belmore Park, Haymarket | City of Sydney Register of Significant Trees 2013 (Item No. 8.01) |
| 29 | Dental Hospital | 2–18 Chalmers Street | SLEP 2012 (Item No. I1469) |
| 30 | Former Metro Goldwyn Mayer including interior | 20–28 Chalmers Street | SLEP 2012 (Item No. I1470) |
| | Elizabeth Street Significant Trees | Elizabeth Street Significant Trees | City of Sydney Register of Significant Trees 2013 (Item No. 8.02) |

5.3.2 General Heritage Impact Assessment

Generally, the potential for heritage impacts resulting from the proposed CSELR in the City Centre precinct derives from the various permanent structures in the public realm affecting the visual settings of heritage items. These structures include stops and associated weather shelters, poles, catenary wires and substations. Physical impacts may result from the need to attach catenary wires to building facades and inserting new poles through existing awnings, and through the establishment and operation of works sites during construction.

On George Street, between Circular Quay and Bathurst Street, the CSELR is proposed to be wire free, which means that catenary wires and supporting poles would not be required. Therefore, in this section of the route, the impacts would be restricted to the proposed stops and associated structures and substations.

From Circular Quay to Hunter Street on George Street, and from Bathurst Street, south along George Street, there is the potential for the catenary wires and supporting poles required for the CSELR to result in an additional minor adverse visual impact on the linear streetscape of George Street, and the various heritage items in this area that define the George Street alignment. These potential impacts would result from the cumulative impact of additional infrastructure in the public domain creating additional visual clutter within the streetscape and reducing views of important heritage buildings.

The removal of trees and landscape elements from George Street would also result in potential heritage impacts on the streetscape character of George Street. While no significant trees are listed in this section of the study area, tree removal generally could have adverse impacts on the setting and character generally. However, new plantings of a similar type would be introduced.

Nevertheless, George Street is currently an intensely busy corridor with high volumes of traffic (bus, truck and car) at most times of the day and night. This could be considered an existing adverse impact on the George Street streetscape and its heritage buildings. The development of CSELR will lead to a substantial decrease in these traffic volumes, and a consequent amelioration of the current adverse impacts on the streetscape.

5.3.3 Detailed Heritage Impact Assessment

First Fleet Park Works Depot & Substation

Sydney Opera House World Heritage Buffer Zone

Image



Description

The Sydney Opera House is situated at the tip of a prominent peninsula projecting into Sydney Harbour (known as Bennelong Point) and within close proximity to the Royal Botanic Gardens and the Sydney Harbour Bridge.

The architectural form comprises three groups of interlocking vaulted 'shells', set upon a vast terraced platform ('the podium') and surrounded by terrace areas that function as pedestrian concourses. The two main shell structures cover the two main performance venues, known as the Concert Hall and Opera Theatre. The third set of shells that overlooks Sydney Cove was designed specially to house a restaurant. The two main halls are arranged side by side, oriented north-south with their axes slightly inclined. The auditoria are carved out of the high north end of the podium so that they face south, towards the city, with the stage areas positioned between them and the entrance foyers. The tallest shell reaches the height of a 20-storey building above the water. The shell structures cover nearly two hectares and the whole property is nearly six hectares. The complex includes more than 1000 rooms, most of which are located within the podium, as are virtually all the technical functions of the performing arts centre.

The base of the Sydney Opera House rises up as a massive monolith of reinforced concrete, a grand granite-clad podium. Its monumental scale forms an artificial promontory that offers continuity with the harbour-side landscape. The forecourt is a vast open space from which people ascend the stairs to the podium. The podium steps, which lead up from the forecourt to the two main performance venues, are a great ceremonial stairway nearly 100 metres wide and two storeys high. (Source: Edited, Australian Heritage Database)

Significance


World Heritage List

Statement of Significance

The Sydney Opera House constitutes a masterpiece of the 20th century architecture. Its significance is based on its unparalleled design and construction; its exceptional engineering achievements and technological innovation and its position as a world-famous icon of architecture. It is a daring and visionary experiment that has had an enduring influence on the emergent architecture of the late 20th century. [Jørn] Utzon's original design concept and his unique approach to building gave impetus to a collective creativity including architects, engineers and builders. The design represents an extraordinary

| | |
|-----------------------------------|--|
| | <i>interpretation and response to the setting in Sydney Harbour. The building is a great artistic monument and an icon, accessible [to] society [at] large. (Source: Edited, Australian Heritage Database)</i> |
| Heritage Impact Assessment | <p>The Circular Quay stop and the First Fleet Park works depot are proposed to be within the Sydney Opera House buffer zone established under the Harbour REP. Matters to be taken into account in relation to development within the buffer zone include 'the need for development to preserve views and vistas between the Sydney Opera House and other public places within that zone' and 'the need for development to preserve the world heritage value of the Sydney Opera House' and to not diminish its visual prominence in views from public places in the buffer zone. As a World Heritage place, the Sydney Opera House is also protected under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth).</p> <p>The construction works depot in First Fleet Park would have some potential to obscure views of the Sydney Opera House from the public area to the south of the park, albeit temporarily. Information on the size of elements proposed to be in the park is not available at this stage; however, it is understood that they would comprise low-scale (single-storey) demountable site sheds and a fenced enclosure. It is considered that this would not be likely to result in a significant (even temporary) impact on views of the Sydney Opera House, so the impact upon its World Heritage values would be neutral.</p> <p>The proposed Circular Quay stop will be located in Alfred Street on the south side of the Circular Quay railway station and Cahill Expressway, so the impact upon the World Heritage values of the Sydney Opera House would be neutral.</p> |

First Fleet Park

| | |
|----------------------------------|---|
| Image |  |
| Description | <i>First Fleet Park is located with the MCA to the north, George Street to the west, the Circular Quay West promenade to the east and the Cahill Expressway to the south. It has a circular planting of palm trees facing the southern doorway of the MCA, a set of sandstone steps leading up to George Street, and is an open grassed area with plantings around its boundaries. (Source: NSW State Heritage Inventory)</i> |
| Significance | State |
| Statement of Significance | <p><i>First Fleet Park is of outstanding heritage significance as the landing place of the first wave of European settlers in the antipodean colony. An arrival that set in motion an irreversible course of settlement development, population growth and natural and cultural habitat change. The site represents complex and layered meaning around development versus destruction within the framework of economies of power. It is an early contact site between the original inhabitants, the Cadigal people and the newly arrived Europeans.</i></p> <p><i>First Fleet Park was a focal point of early social, economic and ideological development of Sydney, and has associations with notable historic figures such as entrepreneurs Isaac Nichols and Mary Reiby who built the first commercial and residential buildings on the site, Colonel Foveaux, who built the first Commissariat Stores, and figures such as Governor Macquarie, who expanded and constructed a second building for the store. From its inception, this space was a response to commercial use of land and the commercial use of water; the first wharf, first marketplace, first warehouse and first post office (Isaac</i></p> |

Nichol's house) were all established here.

The park is also of outstanding State significance in scientific terms for its ability to provide evidence of the phases of development of the Sydney Cove West area. Archaeological and remote sensing investigations have provided evidence of a rare extant archaeological resource dating to the very earliest days of settlement. The physical evidence can support and amplify the historic record of changing land use, and may provide significant information on Sydney's past which is not available through archival records.

First Fleet Park exists in a liminal state between the pressures of land and sea which has defined and guided its usage; the early land grants promoted development and land reclamation, and the site was later selected as the site where harbour authorities would be based – from the Sydney Harbour Trust building in the first decade of the 20th century to the redevelopment of the site as the headquarters of the Maritime Services Board (MSB). There is strong historic value in the deliberate construction of a foreshore park setting for the monumental MSB Building which demonstrates the Board's perception of its own importance in the management of Sydney Harbour, as well as the rise of the civic importance of Circular Quay. The parkland setting was integral to the design of the MSB's authorit[at]ive presence and its design layout echoes the maritime symbolism found in the MSB building architectural elements, such as the curving original 'compass' design and pathways connecting to the water.

The reversion of the site back to open space maintains a historical linkage to its earliest phase as an important public meeting place at the foreshore. Whilst its redevelopment for the Bicentennial celebrations and the conversion of the MSB headquarters into the Museum of Contemporary Art has somewhat disguised the park's significance in terms of composition and linkage between George St and the water, its public use as a green place of relaxation and recreation has emphasized its social value. First Fleet Park has had important landmark qualities, including picturesque views across the harbour, and is seminal to the experience of Circular Quay and The Rocks. The site retains a 'tension' between old and new Sydney and presents a richly layered and complex site with deep meanings for all Australians. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

First Fleet Park is proposed as the site of a temporary construction works depot. The works depot would necessitate the occupation of a large area of the park and the construction of temporary site facilities for an extended period. It is assumed that no elements within the park would be removed or impacted. The park is listed on the SHR as part of the Sydney Cove West Archaeological precinct and is identified for its outstanding historic, social and aesthetic qualities as a public open space. The use of the park for an extended period as a construction compound would have a major adverse heritage impact, albeit temporary, upon the existing aesthetic character of the space. The works would have the potential to have adverse heritage impacts upon the existing historic and social values of First Fleet Park.

The proposed above ground substation will be located under the Cahill Expressway west of George Street, which would result in a neutral impact on the heritage significance of First Fleet Park.

*Circular Quay Stop***Circular Quay Railway Station****Image****Description***Station Building (1956)*

Circular Quay Station is located on an elevated section of the City Circle railway line and is comprised of two platforms served by central facilities below the running lines. The platforms are accessed via stairs and escalators (two to each platform) as well as lifts (one to each platform). The platforms are separated from each other by the double line that runs between them. Each platform includes a platform office.

The exterior façade of the station is fronted with a combination of polished granite and sandstone tiles facing Alfred Street and polished granite tiles facing Circular Quay. The station name is spelt out in steel lettering adhered to the façade on both sides. Steel-framed windows run across the upper level of each side. The use of polished granite for exterior surfaces is unique in the history of station-building construction.

Although completed in 1956 the station building retains the Inter-War Functionalist style of its pre-war design. The style is displayed in such features as the horizontal bands of windows and fenestrations giving a streamlined effect. Some Art Deco features are also prevalent in the use of metal framed windows and ornamental grilles.

Viaduct (1938–1956)

The Circular Quay viaduct consists of 12 riveted through plate-web girders. Each girder spans 85 feet (26m). A double track runs on reinforced concrete slabs with rubber pads supporting the tracks to dampen noise. The viaduct is supported on large circular concrete columns spaced at the joining point of each span piece. (Source: Edited, NSW State Heritage Inventory)

Significance

State

Statement of Significance

Circular Quay Station and viaduct are of state significance as the closing section in the city rail loop that was over 40 years in planning and construction. As prominent landmarks across the northern end of the city they serve as a visual boundary between the city and the harbour. The station exhibits aspects of Inter-War Functionalist and some Art Deco stylistic features, completed long after both styles had been largely discontinued in major urban architectural form, reflecting the pre-war planning of the station and the subsequent delays in construction. The station design and location have been subject to ongoing analysis and debate and have remained controversial in Sydney's planning history. The use of riveted technology as part of the viaduct represents the last phase of this construction technique in Sydney railway infrastructure. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The construction of the Circular Quay stop proposes a terminus stop, with three tracks and three associated platform structures in Alfred Street in close proximity to the SHR listed Circular Quay railway station, in the pedestrianized zone. This would have a minor adverse impact on the setting of the station building as it would further restrict views of it from the south. This visual impact would be additional to the existing bus stops already located on Alfred Street.

Grosvenor Street Stop

Metropolitan Hotel—244 George Street, Sydney

Image



Description

The Metropolitan Hotel is a four storey face brick and sandstone building located on a prominent corner of George Street near Wynyard Station. The building is designed in the Federation Free Style and features a façade divided into bays by projecting panels topped with sandstone detailed brick parapet decorated with round pediments with plaques, and an octagonal corner cupola with a zinc clad roof and oval cutouts. The public bar appears to have been decorated with Art Deco motifs, some of which have been retained in the latest fitout as a restaurant. The original timber doors have also been retained. The remaining bay of the original dispensary has some significant fabric in the front and side walls. The adjacent terrace has been opened up internally and incorporated into the building on the upper levels. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Metropolitan Hotel is a four storey face brick building on a prominent corner site towards the northern end of George Street. It is significant for replacing a hotel on the same site dated 1851 and as replacing a hotel of the same name dated 1876. The Metropolitan is one of five hotels of this style in the city the others being the Harbour View, the Bristol Arms, the Lismore and the Ship Inn. The site is significant as part of the Crown grant dated pre 1834, and the hotel continues a long tradition with the hotel trade on the site. The building is significant as a fine and largely intact external example of the style used in a corner hotel, although the interiors have been extensively modified on the lower floors. The building is significant for its strong contribution to the character of the immediate area, and is significance as part of the network of small purpose built hotels providing a social/recreational venue and budget accommodation located within a short distance from Wynyard and Martin Place and in the centre of the CBD. It reflects the social character of the area during the early years of the twentieth century and is representative as an example of the evolutionary process of a small corner hotel at the fringes of the city. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Grosvenor Street stop is proposed to be located on George Street immediately adjacent to the Metropolitan Hotel. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the George Street elevation in views of the building looking north from George Street.

Former George Patterson House—248–252 George Street, Sydney

Image



Description

George Patterson House is a building viewed in the round, with lanes or streets on all sides. The building has an elongated plan which is exaggerated by the narrow width of the property. The building is perceived in three sections, which would typically have related to the purpose built uses: showrooms, warehousing, and administration. Grand Corinthian cast iron columns define central colonnade on the ground and first floors. Symmetrical George Street elevation exhibits fine classical details: rusticated plinth, pilasters, projecting cornices and variations in fenestration. The laneway elevations are characterised by arched recesses and polychromatic brickwork banding. Structure of timber and cast iron now rare in city context. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The former George Patterson House is of historical significance as an early example of a multi-storey department store, the first occupants being Holdsworth MacPherson & Company. It has research significance for its cast iron and timber structural system. It has aesthetic significance for its fine exterior composition in the Victorian Free Classical style, which makes a positive contribution to the streetscape, and for its primary interior spaces with decorative cast iron. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Grosvenor Street stop is proposed to be located on George Street immediately adjacent to the main George Street elevation of the former George Patterson House. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the George Street elevation in views of the building from George Street.

Former Telford Trust Building—261 George Street, Sydney

Image



Description

The Telford Trust Building is a nine storey Inter-War Functionalist style office building, erected in two stages. The three storey building [dating from] 1939 was designed by Adam, Wright and Apperley with streamlined horizontal articulation complete with planter boxes and roof garden. The building was sympathetically extended to nine storeys in 1961 by Buchanan, Felton and Lovell. Features include a black terrazzo plinth, curved windows and walls, moulded to suit the corner site, and clear horizontal banding. It is an elegant example of the streamlined Functionalist idiom, with the predominantly horizontal curved facade being broken with strong vertical lines. Despite extensive alterations, this is a fine example of Inter-War Functionalist design. In general, the Telford Trust building has been substantially altered with refurbishments to the exterior and interior, however the form remains intact. The structural system of the building is evident both internally and externally, as characterised by the Functionalist style. The exterior is clad in rich materials which provide a confident, modern architectural expression. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The former Telford Trust Building demonstrates an important period of development in the city in the 1930s and the importance of Sydney as a site for corporate headquarters. The building is located on a prominent corner site—an important contributor to the streetscape. It is an outstanding example of the Inter War Functionalist style as a break away from traditional architectural styles, and building technologies of the 1930s and is notable for the expanses of unbroken horizontal windows. The original lower portion of the building is especially important despite the replacement of the original spandrel facing panels. The extension of the building in a similar style reflects the increasing value of city property. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Grosvenor Street stop is proposed to be located on George Street in the vicinity of the former Telford Trust Building. The stop would have a minor adverse visual impact on the setting and appreciation of the building looking south from George Street.

Wynyard Stop

Commercial Building—319–321 George Street, Sydney

Image



Description

The facade at 319–321 George Street Sydney is a three storey mid-19th century Victorian Classical structure. From the street, and above awning level, it retains its early form. Thought to have been originally a component of a terrace of five buildings, the surviving fabric is now surrounded and incorporated in redevelopment from the 1960s and large scale commercial building from the 1970s. It remains as the only surviving fragment from the mid Victorian period in George Street, north from Martin Place. The detailing and scale of the building was once the dominant style in this central thoroughfare. The original building underwent extensive and relatively frequent changes, both externally and internally culminating in redevelopment of the site. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

319–321 George Street is of historic, aesthetic, social and scientific significance as a rare early Victorian commercial facade of modest scale and restrained detail that typified the scale, form and pattern of developments of the 1850 period and which continues to demonstrate those attributes. The facade also demonstrates the quality of design from that period and is a strong contributor to the varied streetscape of this section of George Street. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Wynyard station stop is proposed to be located on George Street immediately adjacent to the main George Street elevation of the Commercial Building at 319–321 George Street. The ground floor façade is heavily modified and although the stop will be in front of the item, it will not obscure significant views of the upper intact sections of the façade. The stop would have a neutral impact on the setting and appreciation of the lower section of the George Street elevation in views of the building from George Street.

National Mutual Building (former Societe Generale Building)—348–352 George Street, Sydney
Image

Description

The former Equitable Life Assurance building has a facade of Bowral trachyte, mostly in the form of heavily rusticated rock-faced blocks. The central windows and entrance doors to George Street are in a secondary facade set back behind the giant arches and columns of the street facade, an effect unique to this building. The corrugated steel clad roof and plant room are recent additions. Internally, the building has a full height atrium around which are the main stairs and lobbies, constructed from slabs of marble supported directly off steel frames and serving as both floors and ceilings. The atrium has a decorative ceiling of cathedral glass, and the atrium is lined with marble facings and decorative bronze work. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

Designed by architect Edward Raht, acknowledged at the time as having introduced to Australia the neo-Romanesque style of architecture which led to the Federation Warehouse style. It was one of the first buildings to be constructed with external walls entirely of trachyte, which was more commonly used as a decorative stone in combination with other materials. The building has aesthetic significance as a unique example in Sydney of the American Romanesque style. Its trachyte facades and steel-framed full height atrium are especially fine and rare elements. The building contains many excellent examples of design and craftsmanship in marble, plaster, steel, bronze and glass. The building has technical significance as a source of information about overseas construction techniques at the turn of the century, including terracotta floors and marble slab floors supported directly on steelwork. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Wynyard station stop is proposed to be located on George Street in the vicinity of the National Mutual Building. The stop would have a minor adverse visual impact on the setting and appreciation of the building in views south from George Street.

*Martin Place Works Depot & Substation***Former Bank of Australasia—354–360 George Street, Sydney****Image****Description**

The former Bank of Australasia occupies the corner of George Street and Martin Place opposite the GPO. Its facade is almost all rusticated rock-faced trachyte, with a polished base and smooth trachyte columns, window mullions, cornice and parapet. The Bank's motif is carved on a semicircular pediment above the splayed corner. Ground and second floor windows have elaborate curved wrought iron grilles and balustrades respectively. Internally, the former banking chamber has a mezzanine at the eastern end, ionic columns and a coffered ceiling, painted in blue, cream and gold leaf. The lift lobbies have marble floors, stairs, walls and (at street level) ceilings, and contain a working bird-cage lift in a wrought steel cage with a cast iron lift car. Upper floors have been redecorated in a traditional style in recent years, as have the basement areas. The original lavatories in the basement, with tiled walls and marble partitions, extend partly under Martin Place and are lit by pavement lights. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The United Permanent Building, on the corner of George Street and Martin Place, is historically significant through its association with the former Bank of Australasia, a major financial institution of the 19th and early 20th century which was later incorporated into the ANZ Bank. It is also associated with American architect Edward Raht, designer of the adjoining Equitable Life building, who is credited with introducing the neo-Romanesque architecture which led to the Federation Warehouse style. The building is aesthetically significant as a fine and rare example of early 20th century architecture, containing richly detailed interiors including one of the finest banking chambers in Sydney. It forms part of a strong group of 19th and early 20th century buildings at the western end of Martin Place. The building is also technically significant as it contains rare examples of early services in the form of bird-cage lifts and basement lavatories. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Martin Place substation is proposed to be located underground at the western end of Martin Place, near the corner of George Street and immediately adjacent to the Martin Place elevation of the former Bank of Australasia. The proposed substation will be within an existing underground electrical services area, which would require alterations to permit the new infrastructure required. The works compound and construction facility would be a moderate adverse visual impact on the setting and appreciation of the lower section of the Martin Place façade of the former Bank of Australasia, albeit temporary, due to its close proximity to the building.

Martin Place, Sydney**Image****Description**

The topography is generally sloping. The streetscape forms part of a grid and is bounded by Macquarie Street and terminated by George Street. The backdrop is not characterised by highrise. The street is characterised by commercial buildings. The streetscape features terminating vistas to CBC and ANZ Banks, Macquarie Street and Sydney Hospital. The roadway is wide and pedestrianised. Footpaths are wide and are bitumen, stone and paved. Kerbing is predominantly concrete. Remnant sandstone guttering also occurs. Utility services are concealed. There is little visual clutter. There is no awning pattern. Façade depth is pronounced. Extent of glass is not pronounced. Public domain features include historic cenotaph (PD1), fountain (PD2), 'Passage' sculpture (PD3), and exposed drains within the GPO site (PD4). Neutral elements include telephone booths, seating, garbage bins and bollards. The landscape component of the streetscape comprises street plantings of London Plane trees. The subdivision pattern along the streetscape is irregular, narrow, wide consolidated resulting in a dense urban form. The predominant built form is Victorian and Interwar commercial. Buildings are built to the street alignment. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

Martin Place has Historic and Aesthetic Significance for [its] ability to evidence the development of Victorian and Interwar Sydney as a prestige address for institutional buildings [and] ability to reflect the status of Sydney because of its relationship with Institutional Buildings. It is significant for its ability to contribute to understanding the nineteenth and twentieth century town planning intention. It has ability to evidence key periods of building activity during the Victorian period and later the interwar period and post war period in direct response to the Height of Building controls. Martin Place has Historic Association Significance for its association with Sir James Martin, premier and Chief Justice of NSW. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Martin Place substation is proposed to be located underground at the western end of Martin Place, near the corner of George Street, within the defined heritage curtilage of Martin Place. The proposed substation would be located underground within an existing electrical services area, but would require alterations to permit the new infrastructure required. There is likely to be a minor adverse visual impact on the aesthetic significance of Martin Place due to the installation of ventilation shafts, access hatches, and other infrastructure necessary to service the substation. The works compound and construction facility would be a moderate adverse visual impact on the spatial character and vistas of Martin Place, albeit temporary.

Cenotaph, Martin Place, Sydney

Image



Description

The Cenotaph in Martin Place is a restrained memorial designed as a granite altar with a bronze serviceman at each end. The altar stone, quarried in Moruya in 1927, is 3.05m long, 1.65m wide and 1.25m high sitting above a 970mm stepped base, which runs east to west following the street alignment of Martin Place. It is positioned directly over the Tank Stream which flows in an underground channel beneath it.

The larger than life size sculptures of servicemen at the east and west ends are by Australian expatriot sculptor Bertram Mackennal and stand on Moruya granite plinths. The eastern sculpture is of an infantryman from Gallipoli, Private William Pigot Derby, the western is a RAN signaller, John William Varcoe. Both are depicted realistically, wearing their uniforms, packs and carrying weapons. The men stand in the 'at ease' position, guarding the Cenotaph. On the top of the altar is a bronze wreath. The servicemen each face a flagpole approximately 3m from the monument.

The north face of the cenotaph is inscribed on its north face, 'TO OUR GLORIOUS DEAD' (similar to the words used in the London Cenotaph at Whitehall, 'the glorious dead'). On the south face are the words: 'LEST WE FORGET'. The Cenotaph and flagpoles is narrowly enclosed by a low fence of metal bollards linked by a metal chain. A white poplar tree was planted several metres from either end of the Cenotaph during the 1970s. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Cenotaph is of State historical significance for its embodiment of collective grief at the loss of life by Australian servicemen in World War I. It is also of historical significance to the State for its role in inaugurating the 'Dawn Service' on Anzac Day in 1929, the year it was opened, a tradition now observed on Anzac Day throughout Australia. Unlike most other war memorials in Australia, the Cenotaph, meaning 'empty tomb', does not name individuals, but instead mourns and commemorates the communal sacrifice of lives lost at war. This makes it both representative and rare as a war memorial. The Cenotaph is of State significance for its historical association with those who lost their lives at war and with those who have mourned them. It is of State aesthetic significance as an Australian reworking of the British prototype cenotaph developed by Edwin Lutyens for Whitehall in 1919, and as an example of the monumental sculpture work of Bertram Mackennal. Its design shows restrained symbolism in the simple granite altar guarded by two servicemen. The Cenotaph is of State social significance as a powerful focal point for memorial services in NSW associated with all wars and conflicts. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Martin Place substation is proposed to be located underground at the western end of Martin Place, near the corner of George Street, and in the vicinity of the Cenotaph. The proposed substation would be within an existing underground electrical services area but would require alterations to permit the new infrastructure required. The proposed area comes within the immediate vicinity of the Cenotaph. The works compound and construction facility would be a moderate adverse visual impact, albeit temporary, due to its close proximity, on the setting and appreciation of the Cenotaph. The compound is also likely to temporarily restrict access to the Cenotaph by the many groups who use the memorial to commemorate significant events from previous wars.

General Post Office (GPO)—1 Martin Place, Sydney**Image****Description**

The GPO is constructed of Pyrmont stone and consists of a basement, ground floor, mezzanine, first, second and third floors. The ground floor is dominated by an open arcade which runs around the three street facades and which is covered with domical vaulting. This arcade is supported on polished grey granite monolith columns from Moruya on rougher, quite massive bases, and surmounted by carved capitals of the same materials. The main facade facing Martin Place is quite symmetrical with nine bays to each section of the arcading with end pavilions, and a massive central block surmounted by a fine clock and bell tower rising to 210 feet. (Burn 1967)

The Martin Place building is inspired by the Palazzi Communal of late Medieval and Renaissance Italy and is the finest example of the Victorian Italian Renaissance style in NSW.

Load-bearing sandstone walls support wrought iron composite beams or girders. Coke breeze arches without structural function span between the beams, with suspended timber floors and ceiling joists above and below respectively. The actual ceilings are lath and plaster with some cast plaster and run detail. The parallel interior load-bearing walls of the George Street wing have been removed.

The 1927 building is a seven storey Beaux Arts Classical style rendered, brick clad, steel framed structure.

The 1942 building is a nine storey Moderne style, concrete encased, steel frame building clad in granite and terra cotta tiles. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Sydney GPO site is a significant place in the Australian National Estate and NSW and is of national importance. The Post Office has been on the site since 1830 and the fabric reflects the history of postal, telegraphic and telephonic services in NSW and Australia. It contains several buildings of varying cultural significance.

The exteriors of the buildings contribute much to the significant quality of the streetscape of George and Pitt Streets, and the western end of Martin Place.

The site has potential for archaeological investigation of past methods of construction, way of life etc. and for the proper conservation of buildings. (Lucas, Stapleton & Partners 1991: 13)

The General Post Office in Sydney is significant for its association with the development of an integrated national postal and telecommunications system after federation. It was the venue for three conferences on the subject in the period 1896–1900, the last of these meetings drafting the Commonwealth legislation under which the national system was created. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Martin Place substation is proposed to be located underground at the western end of Martin Place, near the corner of George Street and in the vicinity of the General Post Office. The proposed substation would be within an existing electrical services area but would require alterations to permit the new infrastructure required. The works compound and construction facility would be a moderate visual impact on the on the setting and appreciation of the GPO in views from George Street and Martin Place, albeit temporary.

Queen Victoria Building Stop

Commonwealth Bank—423–427 George Street, Sydney

| | |
|-----------------------------------|---|
| Image | No image available. |
| Description | <i>The building is bounded by George, Market and York Streets. The south elevation is dominated by a panel of aluminium curtain walling, seventeen panels wide by ten storeys high, set proud of the sandstone facade. The two storey base has been reclad in granite and new frameless glazing. The original Dadswell relief has been retained. The west elevation is clad in stone with an integral stone relief and small rectangular windows. The east elevation, also clad in stone, contains asymmetrically positioned horizontal windows. The facade steps back at the plant room. The original podium, which is refaced in granite, has retained the Dadswell sculpture but the re-entrant corner between the south and east elevations has been refaced and modified with a curved surround. Internally the building has been modified with some remnants of finishes such as the terrazzo stairs, the copper roof at level thirteen, the terrazzo sills and bathrooms remaining. (Source: NSW State Heritage Inventory)</i> |
| Significance | Local |
| Statement of Significance | <i>The Commonwealth Bank, located on George, Market and York Streets, is a twelve storey tower of Post War International Style. The building has historic significance as the first major building to be completed in Sydney following the end of the Second World War. The building has aesthetic significance for its well resolved facade and for its coordinated program of public art. It is important as part of a body of work produced by the Commonwealth Department of Works and Housing. The building's planning which included three separate banking chambers, one on the lower ground, one on the ground and another on the first floor linked by escalators was unique for its time. The building has scientific significance as the earliest intact curtain wall in the Sydney CBD and for the largest single concrete beam poured for a commercial building of its time. The building has scientific significance for the innovative distribution of air through perforated metal ceiling tiles giving complete air distribution through twin hot and cold ducts, mixed at the point of distribution. (Source: NSW State Heritage Inventory)</i> |
| Heritage Impact Assessment | The Queen Victoria Building stop is proposed to be located on George Street, south of the Market Street intersection, in the vicinity of the Commonwealth Bank building. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the George Street elevation of the building in views from George Street to the south. |

Former Gowing Brothers Building—452–456 George Street, Sydney

Image



Description

The Gowings Department Store addresses the intersection of George and Market Street with a 45 degree chamfered facade. The twelve storey sandstone clad building is a fine example of the inter-war Commercial Palazzo style. The building is clearly articulated with base, mid and top sections. The lower three levels define the base with a more elaborately detailed facade and imposing entablature which separates it from the mid-section. The brass/aluminium framed shopfronts address the street while the steel awning provides shelter and defines the two main entrances. The northern brass shopfronts incorporate the Gowings Department Store motif at sill level. The main entry doors off Market Street have elaborate bevelled glass panels with a decorative fanlight over. The mid section is restrained in its detailing while the upper section terminates the facade by repeating the details from the base level. (Source: Edited, NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Gowings Building is part of an ongoing tradition of centralised commercial, financial and professional dealings in the CBD having particular associations with the pre-eminent Australian retailing firm. The choice of site reflects the importance of George Street as a retail precinct. It is representative of the popular Commercial Palazzo style used for inter-war commercial buildings. The Gowings Building is an important townscape element on a major city corner, and contributor to the setting of the Queen Victoria Building precinct along with other major inter-war buildings such as Dymock's, BBC Hardware and the State Theatre Building. It is important as an icon for CBD retailing, and for its relationship with Grace Bros, State Shopping Block, Dymocks Building, and BBC Hardware as well as David Jones, as a traditional department store/retail focus at the intersections of George, Pitt and Castlereagh Streets with Market Street. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Queen Victoria Building stop is proposed to be located on George Street, south of the Market Street intersection, immediately in front of the George Street elevation of the former Gowing Brothers building. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the George Street elevation of the building in views from George Street.

Queen Victoria Building—429–481 George Street, Sydney
Image

Description

A landmark grand Victorian retail arcade of three storeys, with sandstone clad walls and copper domes, designed in the Federation Romanesque style, dating from 1893–1898. Apart from the ground floor the facade is basically unaltered, being composite Romanesque and Byzantine style on a grand scale to a large city block. Constructed of brickwork and concrete with steel roof structure and the exterior faced in Sydney freestone. The dominant feature is the great central dome of 62 feet in diameter and 196 feet from ground to top of cupola and is sheeted externally in copper, as are the 20 smaller domes. The building consists of basement, ground and two main upper floors with additional levels in the end pavilions. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Queen Victoria Building is an outstanding example of the grand retail buildings from the Victorian-Federation era in Australia, which has no known equal in Australia in its architectural style, scale, level of detailing and craftsmanship. Saved from demolition in the 1980s, and restored to its original glory, the Queen Victoria Building is an iconic heritage building of Sydney and Australia.

Dating from 1898, the Queen Victoria Building represents Australia's largest and grandest Victorian arcade, as well as the largest, most monumental and most intact of the market buildings of Sydney City. The site of the Queen Victoria Building has continued to operate as a market facility for over 190 years, which is a significant historical continuum.

The Queen Victoria Building is a superb example of the Federation Romanesque style, also known as the American Romanesque style and a continuation of the Victorian Romanesque style. It represents possibly the largest and finest example of the American Romanesque style to be constructed in Australia, demonstrating the influence of the prominent 19th Century American architect, Henry Hobson Richardson, in Australia during this period. The building expresses an ambitious use of building technology, excellent craftsmanship and decorative detailing. Both the building exteriors and interiors are remarkable and outstanding for their quality, workmanship, materials, richness, imagery and style. The Queen Victoria Building also represents an important building in the professional work of the prominent City Architect, George McRae (later, the NSW Government architect) and has an outstanding ability to reflect through its aesthetics and scale, the planning strategies of the City Architect for Sydney during the late 19th Century.

The Queen Victoria Building represents an important shift in heritage consciousness in Sydney during the 1980s because of the public outcry that brought about its conservation and, in particular, the historical restoration approach taken for its refurbishment. It also reflects, through its building development concessions, the importance of heritage conservation in more recent government strategies. At the time of its restoration by the 1980s, few original internal features remained such as some column capitals, trachyte stairs and some tessellated tiles surfaces. The present interiors of the building demonstrate an interpretive reconstruction from the 1980s intended to recreate the imagery of a grand Victorian style arcade with considerable concessions made to ensure the place was commercially viable as an ongoing retail shopping centre.

The Queen Victoria Building is a major landmark of Sydney, occupying a full city block, allowing it to be viewed in the round, and forming a major pedestrian link of Sydney City, both at ground level and underground. It makes a significant contribution to the streetscape of the four main streets of the City centre that encircle the building. The building also forms one of the precinct of three key Victorian buildings exemplifying ecclesiastical, government and commercial architecture in Sydney, together with St Andrew's Cathedral and Sydney Town Hall. The Queen Victoria Building and these Victorian buildings have a strong presence as the centre of Sydney City. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Queen Victoria Building stop is proposed to be located on George Street, south of the Market Street intersection, immediately adjacent to the northern section of the George Street elevation of the Queen Victoria Building. The stop would have a moderate adverse visual impact on the setting and appreciation of the lower section of the George Street elevation of the buildings in views from George Street.

State Theatre—47–51 Market Street, Sydney

Image



Market Street façade of the State Theatre. (Source: NSW State Heritage Inventory)

Description

When it was built the State was billed as 'The Empire's greatest theatre'. The State Theatre complex consists of two buildings designed and constructed at the same time: the theatre proper, which extends through to George Street, and the former shopping arcade which includes the rotunda (main theatre foyer) to Market Street. Both buildings have rendered facades decorated with Gothic-inspired motifs and terminated by Gothic pinnacles. The theatre and its foyers and associated rooms are in largely original condition and contain among the finest theatre decoration of their period, executed in painted plaster, mosaic tiling, metal and glass, and continuing the Gothic theme with simulated fan vaulting (in the theatre foyer) and ribbed vaulting (in the arcade foyer). The interiors of the upper floors of the former arcade have been modernised. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The State Theatre is historically significant as the first and grandest of the cinemas built expressly for talking films in the late 1920s. It has associations with two highly important cinema architects, John Eberson from the USA and Henry Eli White in Australia. The theatre is a physical reminder of the movie culture of the 1920s and 1930s which influenced the lives of millions of Australians. The former shopping arcade is a reminder of the style of retail building common in the Inter-War period and earlier, of which the best surviving example is the Dymocks building. The State Theatre is aesthetically significant as the most splendid example in NSW and probably Australia of the architectural fantasies of the Cinema Baroque, and contains interiors which represent the best examples of decoration of their period. The theatre also has social significance as a centre of entertainment since its construction, and more recently

as the home of the Sydney Film Festival. It has scientific significance for its structure, decoration, theatrical machinery and contents, which are a record of the capabilities and taste of the period.
(Source: Edited, NSW State Heritage Inventory)

Heritage Impact Assessment

The Queen Victoria Building stop is proposed to be located on George Street, south of the Market Street intersection, in the vicinity of the secondary George Street elevation of the State Theatre. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the George Street elevation of the building in views from George Street.

Town Hall Stop

Sydney Town Hall—483 George Street, Sydney

Image



Description

Sydney Town Hall is a monumental brick and stone structure. It is on four levels referred to as Lower Ground, Ground, First and Second floors and there are some intermediate levels in the area of the stage and organ. The building was built in two main stages the first being the vestibule and offices (1869–1880) and the second being the two halls (1880–1889). On the lowest level of the second stage is the Lower Town Hall, main north and south stairs (which extend to the first floor), corridors, backstage facilities, north and south entrances, and ancillary spaces. The north corridor links via the enclosed colonnade to Town Hall House to the west. On the lowest level of the first stage, which is about a metre higher, are vaults in the centre, corridors and offices around the outside. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

Sydney Town Hall is significant for its continuing use as the offices of the Council of the City of Sydney and as the city's civic and cultural centre. It is the centre of city politics and the place where decisions are made about the city. Major civic events are celebrated here and the hall acts as the venue for major cultural events, benefit concerts and rituals. It has high social value for all sections of the community and is used regularly as the meeting place for political protests and rallies.

The building with its clock tower and steps is a city landmark and symbol of the city, both historically and today. It is the most elaborate and exuberant work of Second Empire Style architecture in Australia featuring corner towers, domed pavilions, pedimented breakfront entries, a hierarchy of decorative orders, columned and pedimented window treatment, venetian windows and elaborate decoration. It exhibits the highest level of craftsmanship, quality of materials and incorporates technological advances. Elaborate interiors exhibit fine design and craftsmanship.

Decorative features of exceptional significance include the vestibule glass dome, the organ, mosaic floors, carved cedar joinery and carved sandstone and marble. It features the first known use of Australian motifs in the etched glass. Exceptional windows by Lucien Henry also feature Australian flora. The growth of the building reflects the growth and importance of the city. The development of the city

coat of arms is also recorded in the building fabric.

The site and surrounding land has high historical and archaeological importance as it represents the location of the former Old Sydney Burial Ground. The cemetery was Sydney's first permanent cemetery, set out in September 1782 by Governor Phillip and the Reverend Richard Johnson. It was closed in 1820 when the Sandhills or Brickfield cemetery was opened. Works within Town Hall and its vicinity regularly expose remains of graves.

As an archaeological resource, Old Sydney Burial Ground has high scientific research potential as it contains material culture related to a seminal phase of the nation's history. As a burial ground which includes remains of some of the city's founding pioneers and one of Sydney's oldest European religious and ceremonial sites, the Old Sydney Burial Ground has outstanding social value to the people of Sydney and Australia. The Old Sydney Burial Ground is a site of State heritage significance.

The place is associated with many important people including politicians, designers, artists as well as performers and community figures and names are recorded in the fabric. There are important associated collections of records and of items such as art works which enhance understanding of the place and research and educational value. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Town Hall stop is proposed to be located on George Street, immediately adjacent to St Andrew's Cathedral and in the vicinity of the Sydney Town Hall. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the Sydney Town Hall in views of the building from the south of George Street.

St Andrew's Cathedral—George Street, Sydney

Image



Description

St Andrew's Cathedral is one of the finest Gothic-revival church buildings in New South Wales and is the pre-eminent church building within the Sydney Anglican Diocese. The building represents the aspirations of the Colony and was the focus of much of Sydney life both during and after its construction. The completion of the Cathedral building was a major achievement for both the church and the City of Sydney. The building has high spiritual significance for both Anglicans and the wider community. It has been the 'State' church for many major events. The building group has high aesthetic significance as a finely crafted and detailed group of structures. The Cathedral interior has high aesthetic value, even in its altered form, containing much of the original furniture and fittings including the Hill organ. The Cathedral contains a very fine and significant set of stained glass windows that predominantly date from the time of construction. The Cathedral has historic significance as it has reflected the growth of the Anglican Church and changes in Anglicanism and for its associations with prominent church and civic persons. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

St Andrew's Anglican Cathedral and Chapter House is sited in the major civic and ceremonial precinct of Sydney and is a key element in the streetscape and townscape.

St Andrew's Cathedral is one of the major Gothic buildings of Sydney and even though small in comparison to many Cathedrals is well executed showing the hand of architect [Edmund] Blacket. It is a

pleasant Gothic Revival Cathedral in Sydney freestone of the late Colonial and Early Victorian periods. The exterior has weathered to a mellow warm brown colour which adds to the rich texture created by delicate Gothic windows, well proportioned towers and buttressing and multiplicity of decorated pinnacles. The main roof is slate.

The Cathedral has a largely tessellated tile floor with raised timber sections under most pews. The ceilings in the main space of the Cathedral are stained and painted timber.

The windows fall into three classes, stained glass with their protective glazing, leaded light windows and plain windows or other miscellaneous windows. The building contains many fine stained glass windows by local stained glass artists including Ashwin and Falconer and Norman Carter.

The Cathedral houses a collection of furniture, fixtures and fittings that date from the time of construction, the temporary Cathedral and various significant changes. It also houses a large collection of memorials both as furnishings and fittings and in the form of plaques. (Source: Edited, NSW State Heritage Inventory)

Heritage Impact Assessment

The Town Hall stop is proposed to be located on George Street, immediately in front of the main George Street elevation of the St Andrew's Cathedral, which is set back from the street. The stop would have a minor adverse visual impact on the setting and appreciation of the lower section of the St Andrew's Cathedral in views of the building from George Street.

Bank of NSW—107–109 Bathurst Street, Sydney

Image



Description

The building, located on a prominent corner, forms part of an important streetscape including St Andrew's Cathedral, Town Hall and the Queen Victoria Building. The building presents four bays to George St and six to Bathurst (originally four), capped with a cornice supported on a dentil course with a parapet over. It has exceptionally high quality detailing and stone carving. Stone string courses run around the building and the structure sits on a rusticated stone base. The windows are in 2 groups, the ground floor with curved heads. Window openings feature stone detailing in reveals and stone coursed brickwork. The upper level windows are joined by an elaborately carved infill panel and each is flanked by pairs of stone pilasters and stone framing. The building is currently fitted out as a fast food restaurant, accessed via George St which has significantly altered the interiors cutting away part of the first floor. The upper floor, accessed via Bathurst St, is vacant. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

485 George Street is an exceptionally fine corner building terminating the vista of the major group of civic buildings in the city extending from Queen Victoria Building to 485 George Street. It has high group value and high individual significance for its fine aesthetic and architectural qualities and for its historic associations with banking over 170 years. It has social significance as a landmark building in the centre of the city, and is both rare and representative for its intact exterior demonstrating the design and quality of bank buildings, particularly noting its major construction phase at the end of the 1890s depression. 485 George Street is probably the finest small bank building (externally) surviving in the city area. It demonstrates a successful adaptation for the main spaces to accommodate a completely new use.

(Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Town Hall stop is proposed to be located on George Street, north of the Bathurst Street intersection, in the vicinity of the former Bank of NSW. The stop would have a minor adverse visual impact on the setting and appreciation of the lower sections of the former Bank of NSW in views of the building from the north of George Street.

World Square Stop

Former Vine House—531–535 George Street, Sydney

Image



Description

The former Vine House is a four storey brick building, smaller in scale than neighbouring buildings which include the George Street cinema complex. A steel awning defines the building at street level with a richly detailed Gothic style facade above. It demonstrates an excellent use of face brick. Symmetrically arranged, the facade is divided into three bays by engaged piers. The four storeys are differentiated by their decorative treatment and fenestration. There are deeply recessed pointed arch windows at the first and second floors, whilst the third floor incorporates a band of double-hung windows spanning between piers, indicating a later addition. At ground level the building has been extensively altered with new aluminium framed shopfronts and security doors. (Source: Edited, NSW State Heritage Inventory)

Significance

Local

Statement of Significance

531–535 George Street is typical of the redevelopment of the city during the later decades of the nineteenth century. It had a particular association with one firm over a long period, but generally the occupants in the building have been representative of the changing needs of this area of the city.

The building is an excellent example of the Free Gothic style demonstrating a high level of craftsmanship in the brickwork detailing, including deeply recessed pointed arch window openings. Free Gothic was an unusual style to be employed in a commercial building in Sydney during the late nineteenth century when classically derived forms and embellishments were more common. It compares favourably with the former Victorian Gothic Hotel at 125 Pitt Street (no 2147) which is stucco rather than brick and has less intact external fabric. The elaborate fenestration of the George Street facade is now rare in Sydney's CBD. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The World Square stop is proposed to be located on George Street, north of Liverpool Street, in the vicinity of the former Vine House. The proposed island platform stop and additional infrastructure

required for this section of George Street would have a minor adverse visual impact on the setting of the lower section of the building in views from the south of George Street and the streetscape character generally.

Former Bank of Australasia—535–535 George Street, Sydney

Image



Description

The ANZ Bank at 553–555 George Street is a compact two storey corner building dominated by a curved corner pediment which addresses the intersection of George and Liverpool Streets. The building is symmetrical about the corner with finely detailed brick pilasters articulating each bay of both facades. The original timber doors including an arched highlight remain with a pair of glass doors behind. An elaborately carved sandstone pediment defines the entrance with a sandstone plaque reading 'Bank of Australia—Southern Branch' above. The lower level is separated from the upper level by a horizontal band which has been painted over. The upper level windows are double-hung with shallow sandstone pediments over. A deep sandstone entablature terminates the facades like many banking buildings of the era, the Italianate style provides landmark characteristics with fine detailing. The building appears to have been originally designed in an 'L' shape configuration, however, the ground level banking chamber has been extended and modified over the years to form a rectangular plan with modern plasterboard stud wall and ceiling fitouts. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The ANZ Bank building at 553–555 George Street reflects the general processes of urban redevelopment during the later decades of the nineteenth century. It is noteworthy for the longevity of its association with banking. Located at the corner of George and Liverpool Streets, the ANZ Bank building is a fine representation of the Victorian Italianate style in face brick with limited stone detailing rather than the more common uniform stone or stucco finishes, combining a curved entry with arched pediment over. Its architectural qualities while excellent are not as exceptional as other contemporary examples of this building type such as the former Commercial Banking Corporation of Sydney at 744 George Street (no. 5024). Its scale and form make it an important contributor to the townscape quality along the downtown section of George Street and the western end of Liverpool Street. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The World Square stop is proposed to be located on George Street, north of Liverpool Street, immediately adjacent to the George Street elevation of the former Bank of Australasia. The proposed island platform stop and additional infrastructure required for this section of George Street would have a minor adverse visual impact on the setting of the lower section of the building in views from the north of George Street and the streetscape character generally.

Century Hotel—640–642 George Street, Sydney**Image****Description**

The facade of streamlined modern style is faced in red bricks with dominant spandrel trims terminated by the central glazed bay to Liverpool Street, which has replaced the original curved glazing. Moulded bricks, terminating in terracotta scrolls, occur on each side of this curved window and rise up as a tower element in which the signage of the building was originally incorporated. The windows to the main facades are contained within the horizontal banding which stops short of the facade as a frame. Rainwater heads have been specially fabricated to match the stepped brick piers. Parts of the original gold and green tiles remain as remnants to the Liverpool Street facade. Elsewhere the tiles have been replaced. Internally the building contains a semi-circular stair which features full height glazing. The stair retains part of its original railing and timber panelling. The bar at the first floor is original and features plaster cornices, mirrors and reed glass and a cocktail bar. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Century Hotel, located on a prominent corner of George and Liverpool Streets, is a six storey hotel of Inter war Art Deco Style. It is historically significant as part of a group of hotels like the Great Southern further along George Street, and the Broadway Hotel near Central Station. The Century Hotel has a powerful ability to reflect the attractive building opportunities offered for breweries in the brief period between the end of the depression and the beginning of the Second World War. It is an important building in the professional career of the architectural partnership of Rudder and Grout, most noted for their hotel designs. It is aesthetically significant as a rare and outstanding example of a highly intact original Art Deco Hotel with an exterior and some intact interiors of high quality design with outstanding potential to be restored with minimum effort. It is particularly noted for its use of horizontal and vertical massing. It is socially significant as a surviving example of an Art Deco Hotel with a lengthy tradition of hotel trade on the site. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The World Square stop is proposed to be located on George Street, north of Liverpool Street, immediately adjacent to the George Street elevation of the Century Hotel. The proposed island platform stop and additional infrastructure required for this section of George Street would have a minor adverse visual impact on the setting of the lower section of the building in views from the north of George Street and the streetscape character generally.

*Chinatown Stop***King George Hotel (former) and Haymarket Post Office—631, 633–635 George Street, Sydney****Image****Description**

The former King George Hotel
Externally 631 George Street is a four storey high building of face brickwork. Facing east, towards George Street, is a parapeted facade of the Victorian Free Gothic Style. This side is substantially intact and features decorative brickwork and low pointed arches. Much of this detail has been obscured however, by paint. Windows are framed from timber and with the rise of each level, they decrease in size. Shopfronts on the ground floor have been largely altered. (Rappoport, P, 2000, p8)
The wall to the north of the building is original at the east end and the west end of the wall was rebuilt in the 1950s using steel windows with the west wall being rebuilt in the 1940s with possible use of materials from elsewhere in the building. (Rappoport, P, 2000, p8). The post office obscures the south wall of the building; however, it is believed that many original windows to the west would be surviving within that wall. Other than the ground floor shops, much of the building is in poor condition.

The Haymarket Post Office
The former Post Office is a five story building in the Interwar Free Classical Style. The facade is divided into three bays and includes rectangular portals around the ground floor entries. The windows on the first, second and third floors are recessed into arches. A bronze spandrel separates the second and third floors, while the third and fourth are separated by a cornice. The windows are formed of steel casements with hopper toplights. The flat roof is interrupted by a large lightwell on the south side, which originally provided light to the ground floor postal hall and still gives light to the upper floors.
The building is constructed of reinforced concrete and exposed concrete beams. The original steel windows are still extant, as are many of the polished timber high waisted doors. The decorative wall render survives in places, but the original marble finishes and most of the original joinery has been removed. (Source: Edited, NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Haymarket Post Office, built in 1927 to the design of E. Henderson and George Okenshott, is of State significance as the only substantial post office built in the Inter-war period in the inner city area of Sydney. It is a fine example of the Interwar Free Classical style and is believed to be the only example of this style applied to a post office. The original postal hall survives, although without fittings, and is one of very few such surviving.

The King George Hotel, which reached its present form c1892, is a fine example of a Victorian free gothic

style hotel building surviving in the inner city area of Sydney. The facade is largely intact and features an exuberant use of face brickwork. The general layout and character of the main rooms of the hotel, including the fine timber stair, are reasonably intact. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Chinatown stop is proposed to be located on George Street, north of the Campbell Street intersection, immediately adjacent to the George Street elevation of the former King George Hotel and Haymarket Post Office. The stop and additional infrastructure required for this section of George Street would have a minor adverse visual impact on the setting of the lower section of the building in views from the north of George Street and the streetscape character generally.

Haymarket Substation

Palace Hotel Complex—730–742 George Street, Haymarket

Image



Description

Located on the block bounded by Hay, George and Campbell Streets, the building complex is an intact series of three storey Victorian facades with the exception of the middle bay along George Street—this section is to be reconstructed. The end facades form 'book ends' running down Campbell and Hay Streets respectively, with 45 degree chamfers at George Street. The corner sections rise above the height of the remaining parapets. To the north, the corner is marked by a simple classical pediment and tall windows, while to the south a Jacobean pediment defines the corner with smaller windows. The openings have a strong sense of rhythm and repetition. The Palace Hotel is located at the southern edge of the site and will be the only section to have original finishes retained, most notably in the bar area where the highly decorated timber structural frame, pressed metal ceilings and timber bar will be preserved. The timber structure will remain in all sections except the central bay to George Street. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Palace Hotel complex is a good example of the Victorian Italianate style designed to address each corner on George Street with a subtle increase in scale and 45 degree chamfer. The complex makes a major contribution to the historic townscape precinct centred on the Capitol Theatre. Full street block developments of the Victorian period are now rare in the CBD and even the later street block developments of the Housing Trust from 1909 only survive at Millers Point. The CB Hotel, a private development at 405–427 Pitt Street, is a more flamboyant example which dates from 1905, reflecting the beginning of a period during the late nineteenth/early twentieth century in which the city was massively redeveloped. The original tenants are illustrative of the separation of this part of the city (having separate bank branches from the main branch) as well as its market character (in the Palace Hotel.) The facades of the building remain almost intact and provide a rare example of a full street block redevelopment of the 1870s. The intact interior fabric of the bar area including highly decorative timber columns with pressed metal ceilings above is now aesthetically rare. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The proposed permanent above ground Haymarket substation would be located within Parker Lane, opposite the Hay Street side elevation of the Palace Hotel. The substation would have a minor adverse impact on views of the lower section of the Palace Hotel from Parker Lane.

Haymarket Library (Former Haymarket Chambers)—744–744B George Street, Haymarket**Image****Description**

The Haymarket Library is a well balanced three storey sandstone building on the corner of George and Hay Streets. Unlike the adjacent Palace Hotel, it does not address the corner location in its form but rather by its similar scale. The building is an eclectic combination of Victorian styles. Primarily an Italianate building, it is formal in its composition with three distinctive horizontal sections articulated by decorative cornices, especially at the uppermost level, and round arched windows and doors at ground floor. At the mid-section, Gothic label moulds and tracery to the semi-circular windows create a contrast. The upper level round arched windows are defined by attached circular columns as mullions. This detail is repeated at the mid level and also the entrance door. The gable to the entrance is highly decorative as are the attached columns with engraved motifs below elaborate capitals. The interiors have been well maintained and recently restored. The ground floor is particularly impressive with circular columns defining the spatial quality and supporting encased beams with decorative plaster cornices. Category: Individual building. The work of the prominent architectural firm Mansfield Bros, it is a rare combination of Victorian Italianate and Free Gothic styles. It is a well balanced composition that forms an important part of an historic streetscape. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Haymarket Library incorporates a rare blend of Italianate and Gothic styles that are well proportioned and exhibit fine craftsmanship in stonework and window joinery. It is considered of regional significance for this fine stone crafting and eclectic detailing. It is an important contributor to the townscape character of the Haymarket precinct. The construction of the former CBC Bank not only reflects the general redevelopment of the city during the later decades of the nineteenth century, but also illustrates the separateness of this portion of the city from the CBD at that time. Its conversion in the 1920s is illustrative of the emerging importance of the area at that time as retail precinct. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The proposed permanent above ground Haymarket substation would be located within Parker Lane, directly opposite the rear of the Former Haymarket Chambers. The proximity of the substantial bulk of the substation will have a moderate adverse impact on views of the rear section the Former Haymarket Chambers and on its aesthetic significance.

Corporation Building—181–187 Hay Street, Haymarket
Image

Description

The Corporation Building is a rare example of Federation Anglo-Dutch style commercial architecture (pre-dating the Federation period by some years) with its intricate detailing and richly textured facade. Located in the Haymarket area of the City of Sydney, the building has its own distinctive architectural features using colourful terracotta, sandstone and red brick detailing and flamboyant forms and motifs. The external detail is largely intact with openings having been infilled from the 1920's onwards and an awning being replaced in 1935, but the interiors have undergone significant changes with only some elements surviving. The building occupies a corner site, fronting three streets, giving it a visual prominence in the area and the major corner is surmounted by a small round tower with conical roof. It forms a key part of the precinct with the Capitol Theatre and the Haymarket Chambers which reflect Sydney's social and architectural heritage around the turn of the century. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

The Corporation building is within a recognised Heritage Streetscape. The building is of historic, aesthetic and social significance as a rare surviving example of a small scale, flamboyant Federation Anglo-Dutch style building, characterised by intricate brick detailing and stylised design motifs. With the Haymarket Chambers, Capitol Theatre and Palace Hotel it forms a significant historic precinct of Victorian and Edwardian buildings of consistent character and scale, reflecting the period's growth and prosperity in relation to the markets, the railway terminus and nearby large scale retail centres such as Anthony Hordern and Company. With the Capitol Theatre, the Corporation Building is a surviving element of the Belmore Market Precinct and a very fine example of market architecture from the late Victorian period. The building is an early and important work of the City Architect, George McRae, who designed a number of buildings throughout the city including the Queen Victoria Building. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The proposed permanent above ground Haymarket substation would be located within Parker Lane, directly opposite the rear of the Corporation Building. The proximity of the substantial bulk of the substation will have a moderate adverse impact on views of the rear section the Corporation Building and on its aesthetic significance.

*Rawson Place Stop***Station House—790–798 George Street, Haymarket****Image****Description**

Station House is located on a prominent corner and forms part of the Rawson Place group associated with Central Station. It is Federation Free Classical in style with Chicagoesque design elements. The facade base is comprised of stanchion free shop windows (since replaced) below a pressed metal awning (altered), with column to column glazing to the first floor. The upper facade is dominated by three storey deep ionic pilasters with paired central bay windows framed by an upper and lower dentilated entablature supported on paired semicircular brackets and dentilated eaves supported on cartouches. The upper floor (1920) repeats the column to column glazing with pitched metal roof and garland column motifs. The plan is rhombic with the major facade 85ft to Rawson Place and a square light well to the south. The building has a flat concrete roof which was an early utilisation of the Kahn bar system. All interiors have been extensively refurbished and only the original toilet and stairs remain in their general location. (Source: NSW State Heritage Inventory)

Significance

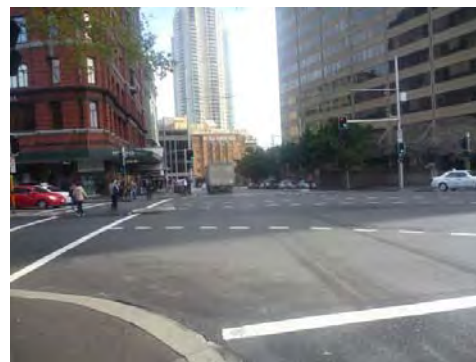
Local

Statement of Significance

Station House is an eight storey masonry and steel framed commercial building constructed in the Federation Free Classical style. It forms an important part of the Rawson Place Group and is an important work in the career of Ernest Lindsay Thompson. The building has historic significance for its reflection of the town planning initiatives associated with Railway Square. The building has high social significance for its association with Joe Gardiner widely believed to be the model for the character of Jonah in Louis Stone's 1911 novel of that name. The building has aesthetic significance as a contributing component of the Rawson Place group. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Rawson Place stop is proposed to be located in Rawson Place, immediately to the east of the principal elevation of Station House. The elevated canopy proposed for the stop and additional infrastructure required for this section of the CSELR would have a moderate adverse visual impact on the setting of the lower section of the building in views from the east. The proposed regrading adjacent to the stop will also have the potential to result in a moderate adverse impact on the ground floor fabric of Station House, depending on how the change in level is detailed.

Daking House—11–23 Rawson Place, Haymarket**Image****Description**

Daking House is located on a prominent corner within the Rawson Place group associated with Central Station. It is Federation Free Classical in style with Chicagoesque design elements. The nine storey facade comprises a two storey stucco imitation ashlar base above a Chicagoesque shopfront (since removed). Above the base face brick five storey section marked by pressed metal four storey oriel windows and central bay with stuccoed string courses and topped by a stuccoed floor and the largest reinforced concrete cornice of its period. The plan is essentially rectangular 19 x 45m with no light well, and is chamfered at three corners on the sixth floor with cupolas supported on columns. The coffered arched plaster ceiling and original doors remain. Original pressed metal ceilings, timber doors and art nouveau polished screens have been removed. All the windows and four original lifts have been replaced. The awning is not original but reuses original pressed metal. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The building has high historic significance for its ability to contribute to the early twentieth century town planning intention for Railway Square, and as an important work in the career of Power & Adam. The building has a high aesthetic significance as a fine and largely intact example of the Federation Free Classical style and includes many of the identifying elements such as the oriel windows and stuccoed string courses. It has high aesthetic significance for its contribution to the Rawson Street group and for its potential to be restored externally. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Rawson Place stop is proposed to be located in Rawson Place, in front of the principal elevation of Daking House. The large scale elevated canopy proposed for the stop and additional infrastructure required for this section of the CSELR would have a moderate adverse visual impact on both the setting of the lower section of the building in views from Rawson Place, Pitt Street and Eddy Avenue, and on the physical fabric of the building as a result of the alterations to its significant awning. The proposed regrading adjacent to the stop will also have the potential to result in a moderate adverse impact on the ground floor fabric of Station House, depending on how the change in level is detailed.

Belmore Park Works Depot**Belmore Park and Belmore Park Significant Trees—Belmore Park, Haymarket****Image****Description**

Belmore Park

A late Victorian park with a variety of mature trees including Planes, Brush Box, Flindersia, Peppercorns, Palms and various Fig trees. The park contains an early 20th century bandstand. (Source: NSW State

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|-----------------------------------|---|
| | <p>Heritage Inventory)</p> <p><i>Belmore Park Significant Trees</i></p> <p><i>Belmore Park is dominated by one of the City's most spectacular single row plantations of London Planes (Platanus x acerifolia). There is a very large specimen Hackberry (Celtis occidentalis) located on the eastern lawn area near the railway line. This deciduous exotic, standing at 18 metres in height with a 25 metre canopy spread, would be one of the largest examples of this species in the City of Sydney LGA. The park contains four Moreton Bay Figs (Ficus macrophylla) including a group of three near Eddy Avenue (shown in the early photograph) and an individual specimen near Hay Street. These figs may pre-date all other planting in the park. They are all consistently of substantial proportions, creating a dramatic sense of place and scale. The fig near Hay Street is a particularly large specimen. An avenue of Brush Box (Lophostemon confertus) dominate the eastern portion of the park. Most of these trees are not particularly large and appear to have been planted during a latter phase, possibly during the late Inter-War period. The Brush Box are considered to be supportive elements in this context. A mixed row planting including the Queensland Firewheel Tree (Stenocarpus sinuatus), an unidentified smooth-barked rainforest species, Southern Magnolia (Magnolia grandiflora) and Jacaranda (Jacaranda mimosifolia) are located along the western boundary (ramp to Central Station). This group was possibly planted during the early twentieth century and subsequently overlayed with Post War period elements and more recently, the generic Eucalypts. (Source: City of Sydney Register of Significant Trees 2013)</i></p> |
| Significance | Local |
| Statement of Significance | <p><i>Belmore Park</i></p> <p><i>The park is a vital portion of parkland in the southern portion of central Sydney. Historically it associated with the former Police paddock and adjacent markets. It has historic, cultural and aesthetic significance. The site also has high archaeological potential which may contain deposits related to brickwork production in early Colonial days. (Source: NSW State Heritage Inventory)</i></p> <p><i>Belmore Park Significant Trees</i></p> <p><i>Belmore Park contains a significant collection of mid to late nineteenth century and early twentieth century planting and is scheduled in the City of Sydney Local Environmental Plan 2012, Sydney City Heritage Study and classified by the National Trust of Australia (NSW). The collection of trees is considered to have group significance at the City/LGA level in terms of visual, historic and botanic values. There are also individual specimens which are significant at the local level. (Source: City of Sydney Register of Significant Trees 2013)</i></p> |
| Heritage Impact Assessment | <p>Belmore Park is proposed to be the site for a construction works depot. This would be located at the northern end of the park, near Hay Street. The construction works depot would necessitate the occupation of a section of the park for an extended period, and the construction of temporary buildings. The construction works depot will also require and the removal of a number of trees, although these trees would be replaced with similar species at the conclusion of the project.</p> <p>The use of a section of the park for an extended period as a construction compound would have a moderate adverse impact upon the aesthetic significance of the park, albeit temporary. The removal of significant trees in Belmore Park to facilitate the works depot would have a moderate adverse impact on the park and its collection of significant trees.</p> |

Central Station Stop & Substation

Sydney Terminal and Central Railway Station Group—Eddy Avenue, Haymarket

Images



Description

The Main Station Building (Sydney Terminal) is a landmark Federation Free Classical building with highly detailed sandstone façade, colonnades, columns and arcades on the exterior, with the use of bricks, decorative steel, iron and sandstone for the internal spaces providing fine visual transitions between the public spaces. The building comprises a sandstone colonnade and porte cochere, which originally provided an undercover area for passengers transferring to and from trams and is now used for the Metro Light Rail. The terminus itself forms a U shaped block fronting Eddy Avenue, Pitt Street and the electric city rail lines to the east. The Pitt Street frontage is a long sandstone arched colonnade containing shops and offices, driveway entry into the loading docks of the station and a vehicle entry ramp driveway to the main passenger pick up and set down entrance to the station. The central section (facing Eddy Avenue) of five stories, including Eddy Avenue shop fronts and colonnade, tramway entrance and three stories of offices. This is flanked by two four storey wings. The interiors feature marble and terrazzo stairs, decorative balustrades and banisters, and stained and etched glass panels. Offices in the main building have been recently refurbished and are of modern design and fit-out.

Sydney Terminal is a high level, main line rail terminal. Its elevated siting permits the use of the topography to gain road access to more than one level enabling the development of an extensive subterranean luggage network and separation of differing modes of transport. The commanding position of the terminus with large areas of open space sloping away from the building continues the public domain of Railway Square whilst maintaining a clear vista of the terminus from the square. The terminus creates a formal edge to Railway Square. (Source: NSW State Heritage Inventory)

Significance

State

Statement of Significance

Central Railway Station is of state significance as it includes NSW's largest and most significant rail building, the Sydney Terminal Building, and with its grand sandstone approaches along Belmore Park, the suburban platforms, subways and associated features forms a highly significant feature of the city and of the NSW rail system. The station is situated within the boundaries of the first Sydney railway opened in 1855 and so represents over 150 years of railway operation on the same site, making it the longest continuously operational yard in Australia. It is the most well-known, most heavily patronised and most complex railway station in NSW and has accommodated transport interchanges with steam trams,

electric trams, motor buses, modern light rail networks and aeroplanes (with a direct connecting line) in an on-going history as Sydney's main transport centre.

The extensive use of sandstone for the construction of Central Railway Station marks it as a major Sydney public building and a significant contributor to the collection of sandstone government buildings in Sydney. The station is a Sydney landmark at the traditional southern entry to the city, with its landmark qualities accentuated by its prominent clocktower. It is a significant exercise in public architecture in the Academic Classical style carried out by WL Vernon, Government Architect and contains a wide range of fine quality interior fittings and decorative features including marble and terrazzo floors and staircases, etched glass door and window panes, mosaics and arched steel lattice gables in the main concourse area.

Central Station was designed as a high-level station built up to accommodate subterranean passageways and tunnels and to allow the separation of pedestrian, train, tram and vehicle traffic. It is a unique design for a railway station and an innovative response to traffic flow for a major metropolitan network terminus. Similar technical innovation is displayed in the yard, with the flyovers for the electrification being a unique and complex approach to train-running management. It is the largest such system in the world. The underbridges over Eddy Avenue for the extension of the suburban lines into the city underground in the 1920s are examples of the earliest uses of reinforced concrete for railway infrastructure. The Prince Alfred Sidings also contains the former District Engineers Office building and the former Draughtsman's Office building, the only surviving buildings from the 1870s station yard, which are some of the oldest remaining workshop buildings in the NSW system. The Prince Alfred substation was built as part of the electrification of the suburban line in 1926 and is one of three 'Bradfield' designed substations on the Sydney system.

The Central Railway Station complex is associated with a number of prominent public figures who were involved in the design and construction of the station, including Colonial Architect James Barnett, NSW Government Architect WL Vernon, railway commissioner EG Eddy, and Chief Engineer for the City Underground and Sydney Harbour Bridge Dr JJC Bradfield.

Central Station is also associated with several important nearby buildings and structures. The sandstone overbridge associated with the Darling Harbour Branch line in the western yard area is the only remaining example of railway infrastructure built for the first railway system by the Sydney Railway Company and is the oldest piece of railway infrastructure in the NSW system (Individually Listed No. 4801079). The Railway Institute building (privately owned) is an excellent example of its architectural style and was the main institute in NSW and the headquarters of the Institute's activities throughout the state. The Mortuary Station (Individually Listed No. 4803219) is one of the finest remaining railway buildings from the Victorian period and is the only remaining example of a mortuary station in the NSW system. The former Parcels Post Office (now Medina Apartments) was the dispatch centre for postal services on the NSW railway system and is a monumental and architecturally admired building. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The CSELR route is proposed to travel along Eddy Avenue and through the original tram viaducts in front of the main station building. The infrastructure required, including additional poles and catenary wiring, would have a minor adverse impact on the setting of the principal elevation to Eddy Avenue. Adverse impacts on the sandstone and concrete viaducts may arise from the need to attach wires to the soffits of the arched viaduct openings.

The CSELR alignment into Chalmers Street would require the removal of a substantial portion of the Elizabeth Street Garden, located at the corner of Eddy Avenue and Elizabeth Street. The landscaped area is identified as having Considerable (High) significance in the Central Station CMP 1996¹, as an integral part of Bradfield's scheme for the City Circle and as a townscape element. The proposed works would have a major adverse impact on the physical fabric of the park and its integrity.

The Central station stop is proposed to be located on Chalmers Street, east of the Central Station boundary wall. An above ground substation is proposed to the south of the stop, behind the plaza dedicated to South American revolutionaries. Overall, the stop and additional infrastructure required for this section of the CSELR, such as support poles, catenary wiring, and in particular the substantial bulk of the substation, would increase the amount of built infrastructure in the area and would have an adverse impact on the setting of the eastern section of Central Station in views from Chalmers Street.

Nevertheless, given the overall scale of the area proposed for the stop and associated infrastructure, the impact would be minor. Moreover, the location and alignment of the CSELR in the vicinity of Central Station is consistent with the historically significant use of the area as a major transport interchange; and references the alignment of the original Sydney trams system within the area.

Dental Hospital—2–8 Chalmers Street, Surry Hills**Image****Description**

The Dental Hospital is a nine storey functionalist building which clearly addresses the corner site. Located at the intersection of Chalmers, Elizabeth and Foveaux Streets, the hospital has a 'wedge' shape plan with rooms on both sides of a long north–south central corridor that terminates at a curved escape stair to the north. It was constructed over several phases however it is now difficult to distinguish these phases in the fabric. The curved northern stairwell establishes the building as a landmark in the southern end of the city. Characteristic of the functionalist style, the facades are composed of flat surfaces that reinforce the streamlined nature of the form. The steel framed windows and parapet coping are articulated by protruding surrounds. Internally the concrete frame structure is expressed with large free standing columns. The internal fit-out of the hospital has been altered substantially over the years with little significant fabric remaining. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Dental Hospital is a long standing specialised health care building strategically located at Central Railway. Its continuity of use for nearly sixty years and the changes made to that building demonstrate the evolving needs of the service. It is one of the finest interpretations of functionalist philosophy applied to architecture in Sydney. Uncompromising clean geometric lines and the skilful exploitation of the narrow corner to locate a glass clad stair tower makes the Dental Hospital a landmark element in the Central Railway area. The dramatic wedge-shaped plan responds to the site geometry with the curved northern stairwell addressing the intersection of major city streets, and terminating an important city vista along Elizabeth Street. Its continuity of service to the people of Sydney and NSW on this site from 1910 and in this building from 1937 is of rare social significance. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Central Station stop is proposed to be located on Chalmers Street, immediately adjacent to the Chalmers Street elevation of the Dental Hospital. The stop and additional infrastructure required for this section of the CSELR would have a minor adverse visual impact on the setting of lower section of the building in views of the building from Chalmers Street.

Former Metro Goldwyn Mayer—20–28 Chalmers Street, Surry Hills

Image



Description

20–28 Chalmers Street is a four storey building with a symmetrical cement rendered façade that has a mildly Spanish Mission character, perhaps appropriate given the associations that the building enjoys with Hollywood. The building has a central main entrance marked by three arched openings and emphasised by decorative elements such as quoins and voussoirs framing the arched openings, decorative architraves and scrollwork around the first floor window above the central arched opening and a wrought steel 'balcony' below the sills of the three windows directly above the entrance. The façade is modulated by the disposition of windows, in which a group of three closely spaced window openings flank each side of the entry 'zone', wherein the three bays of windows are spaced further apart. Each window opening is embellished with a decorative architrave; the detailing at the third floor level is simple in comparison to other parts, indicating its relative age. Similarly, the lack of detail and the quarry tiled sills of the ground floor openings show that they are a later modification. The recessed panels above these windows are, however, original.

A remnant of the original tiled roofing, projecting above a heavily bracketed eave, separates the second and third floor levels of the façade. Some original timber framed multi-paned double hung window sashes still remain in place. (Source: Edited, NSW State Heritage Inventory)

Significance

Local

Statement of Significance

20–28 Chalmers Street provides evidence of the consolidation and dominance of American film interests in Australia during the 1930s and is one of three purpose designed head office and film exchange buildings constructed by major American film studios between 1933 and 1941 in the Surry Hills area. However, this level of significance has been diminished by modifications that have been undertaken to its interiors. Nevertheless the original sections of the building façade demonstrate a relatively high standard of architectural quality and resolution, and make a positive contribution to the streetscape.

The building has associations with the prominent and influential architectural firm of Robertson & Marks. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Central Station stop is proposed to be located on Chalmers Street, in the vicinity of the Chalmers Street elevation of the former Metro Goldwyn Mayer building. The stop and additional infrastructure requirements for this section of the CSELR would have a minor adverse visual impact on the setting of lower section of the building in views of the building from the north of Chalmers Street.