

Figure 5.1 Reference map of built heritage and landscape items subject to detailed assessment in the City Centre precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

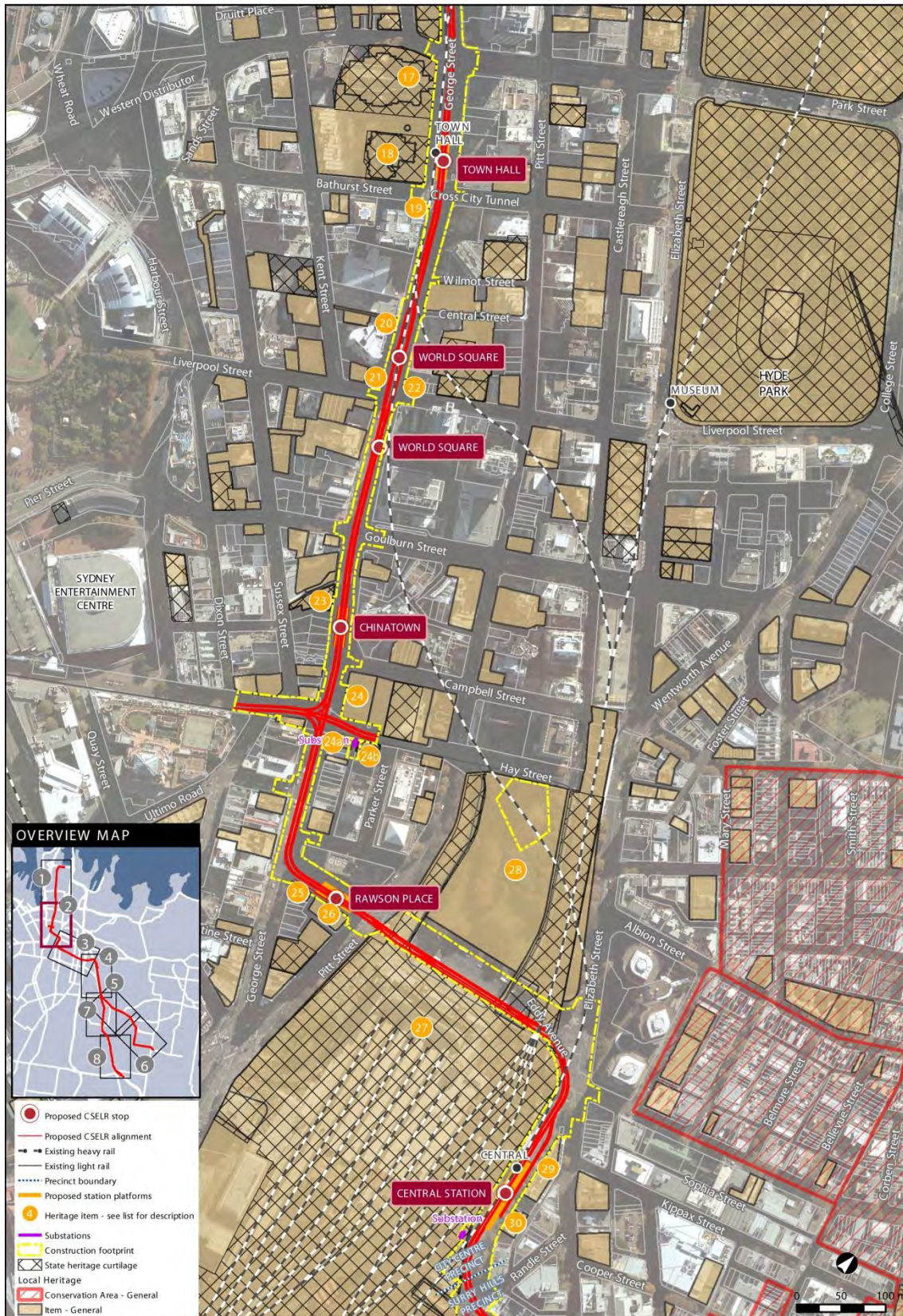


Figure 5.2 Reference map of built heritage and landscape items subject to detailed assessment in the City Centre precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

5.4 Surry Hills Precinct (Central Station to South Dowling Street)

5.4.1 Heritage Context and Significance

Overview

Surry Hills is characterised by major a fine grained pattern of Victorian-era terraced housing, pubs and corner shops, with nineteenth-century warehouse and factory buildings dotted throughout. Many of the streets are lined with mature trees, listed on the City of Sydney Register of Significant Trees 2013. Much of Surry Hills is within heritage conservation areas listed on SLEP 2012.

The CSELR would cross Surry Hills via Devonshire Street, which is located in the southern part of the suburb. The heritage character of Devonshire Street is typical of the suburb, with heritage items comprising a mix of terraced housing, a church, corner hotels and small industrial buildings, as well as mature street trees on both sides of the road. Devonshire Street also features the Northcott Estate, a 1961 public housing complex, and the associated Ward Park. Neither of these elements are listed as heritage items, but they are landmarks along Devonshire Street, and likely to be of social value to the local community.

Wimbo Park, located at the eastern end of Devonshire Street, was formerly the City of Sydney Council's stone yard, where stone for the city's many sandstone buildings was dressed. A monument to this use is located in the southern area of the park. Wimbo Park also contains a mosaic mural of activities that took place in the park when it was part of larger recreational grounds. While Wimbo Park is not listed as a heritage item, these elements are also likely to be of some significance to the local community.

Similarly, Olivia Gardens, the c1970s apartment block between Wimbo Park and South Dowling Street, is not listed as a heritage item and is identified in the City of Sydney Development Control Plan Contributory Buildings Map as having a neutral contribution to the Bourke Street South Conservation Area.

Heritage Items

The tables below set out the listed heritage items in the Surry Hills precinct. The locations of these items are shown in Figure 5.3. For clarity, items that are listed on more than one heritage register are included on the higher register only.

Table 5.3 Heritage items listed on the SHR along or immediately adjacent to the CSELR route in the Surry Hills 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 |
|-------------|----------------------------|------------------------------|-------------------------|
| | Railway Institute Building | Chalmers Street, Surry Hills | SHR (listing No. 01257) |

Table 5.4 Heritage items listed on other registers along or immediately adjacent to the CSELR route in the Surry Hills 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 |
|-------------|-------------------------------------|--|--|
| 31 | Devonshire Street Significant Trees | Devonshire Street, Chalmers Street to Riley Street | City of Sydney Register of Significant Trees 2013 (Item No. 10.02) |

| Figure Ref. | Name | Address | Listing |
|-------------|---|--|--|
| 32 | Bourke Street Significant Trees | Bourke Street, Arthur Street to Cleveland Street | City of Sydney Register of Significant Trees 2013 (Item No. 10.01) |
| | Hibernian House | 328–344 Elizabeth Street | SLEP 2012 (Item No. I1533) |
| | Evening Star Hotel | 8 Cooper Street and 360–370 Elizabeth Street | SLEP 2012 (Item No. I1486) |
| | Strawberry Hills Hotel | 451–455 Elizabeth Street | SLEP 2012 (Item No. I1535) |
| | Terrace House | 457–459 Elizabeth Street | SLEP 2012 (Item No. I1536) |
| | Corner Terrace House | 457–459 Elizabeth Street | SLEP 2012 (Item No. I1537) |
| | Former ANZ Bank | 420–422 Elizabeth Street | SLEP 2012 (Item No. I1534) |
| | Society of Friends (Quaker) Meeting House | 119–123 Devonshire Street | SLEP 2012 (Item No. I1516) |
| | Terrace Group | 125–129 Devonshire Street | SLEP 2012 (Item No. I1517) |
| | Former Clarendon Hotel | 156–158 Devonshire Street | SLEP 2012 (Item No. I1518) |
| | Shakespeare Hotel | 198–200 Devonshire Street | SLEP 2012 (Item No. I1519) |
| 33 | Terrace House | 242 Devonshire Street | SLEP 2012 (Item No. I1521) |
| 34 | Terrace House | 244 Devonshire Street | SLEP 2012 (Item No. I1522) |
| | St Peter's Roman Catholic Church group | 235–241 Devonshire Street | SLEP 2012 (Item No. I1520) |
| | Terrace group | 252–264 Devonshire Street | SLEP 2012 (Item No. I1523) |
| | Shop and Residence group | 499–503 Crown Street | SLEP 2012 (Item No. I1507) |
| | Former Hotel Victoria | 505 Crown Street | SLEP 2012 (Item No. I1508) |
| | St Clair Flats | 594–596 Crown Street | SLEP 2012 (Item No. I1514) |
| | Terrace group (9–15 Pawley Street) | 2–8 Edgely Street | SLEP 2012 (Item No. I1524) |
| | Terrace group (2–6 Edgely Street) including interiors | 2–8 Edgely Street | SLEP 2012 (Item No. I1525) |
| | Terrace group (8–10 Edgely Street) | 2–10 Edgely Street | SLEP 2012 (Item No. I1526) |
| | Terrace house (12 Edgely Street) | 12–16 Edgely Street | SLEP 2012 (Item No. I1527) |
| | Terrace group (14–14A Edgely Street) | 12–16 Edgely Street | SLEP 2012 (Item No. I1528) |
| | Terrace group (16–20 Edgely Street) | 12–20 Edgely Street | SLEP 2012 (Item No. I1529) |
| | Terrace group | 22–24 Edgely Street | SLEP 2012 (Item No. I1530) |
| | Terrace group | 6–12 Nickson Street | SLEP 2012 (Item No. I1578) |
| | Terrace houses | 37–39 Nickson Street | SLEP 2012 (Item No. I1579) |
| | Terrace houses | 636–638 Crown Street | SLEP 2012 (Item No. I1515) |
| | Former police station buildings | 701–703 Bourke Street | SLEP 2012 (Item No. I1454) |
| | House | 618A Bourke Street | SLEP 2012 (Item No. I1451) |

| Figure Ref. | Name | Address | Listing |
|-------------|--|------------------------------|----------------------------|
| | Holy Trinity Greek Orthodox Church buildings | 626–630 Bourke Street | SLEP 2012 (Item No. I1452) |
| | Bourke Street Public School buildings | 590–614 Bourke Street | SLEP 2012 (Item No. I1449) |
| | Terrace houses | 633 South Dowling Street | SLEP 2012 (Item No. I1640) |
| | Terrace group | 635–641 South Dowling Street | SLEP 2012 (Item No. I1641) |
| | Terrace houses | 643–645 South Dowling Street | SLEP 2012 (Item No. I1642) |
| | Terrace house | 647 South Dowling Street | SLEP 2012 (Item No. I1643) |
| | Terrace house | 649 South Dowling Street | SLEP 2012 (Item No. I1644) |
| | Terrace house 'Kinkora' | 651 South Dowling Street | SLEP 2012 (Item No. I1645) |
| | Former corner shop | 595–595A Bourke Street | SLEP 2012 (Item No. I1450) |
| | Terrace group | 546–554 Bourke Street | SLEP 2012 (Item No. I1444) |
| | Terrace group | 512–518 Bourke Street | SLEP 2012 (Item No. I1439) |
| | Terrace group | 520–534 Bourke Street | SLEP 2012 (Item No. I1440) |
| | Terrace group | 536–540 Bourke Street | SLEP 2012 (Item No. I1441) |
| | Corner shop/residence and attached terrace | 542–544 Bourke Street | SLEP 2012 (Item No. I1442) |
| | Wyee Terrace | 563–579 South Dowling Street | SLEP 2012 (Item No. I1639) |

Table 5.5 Heritage conservation areas listed on other registers along or immediately adjacent to the CSELR route in the Surry Hills precinct.


| Figure Ref. | Conservation Area | Listing |
|-------------|---------------------|--------------------------|
| C1 | Cleveland Gardens | SLEP 2012 (Area No. C62) |
| C2 | Brumby Street | SLEP 2012 (Area No. C61) |
| C3 | Little Riley Street | SLEP 2012 (Area No. C65) |
| C4 | High Holborn Street | SLEP 2012 (Area No. C64) |
| C5 | Bourke Street South | SLEP 2012 (Area No. C60) |


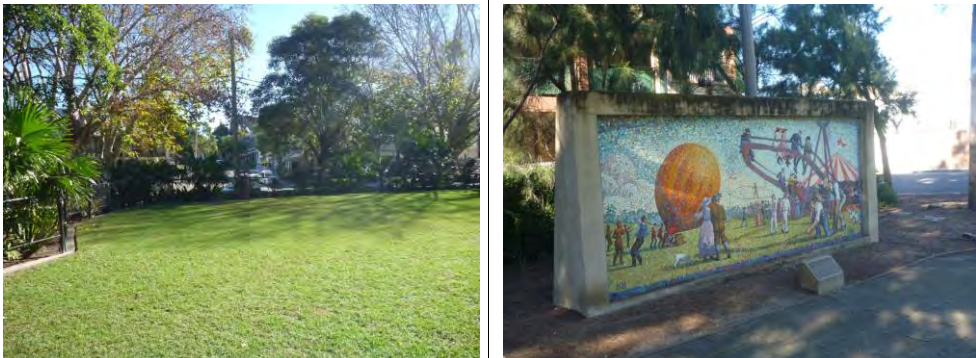
5.4.2 General Heritage Impact Assessment

Generally, the potential for heritage impacts resulting from the proposed CSELR in the Surry Hills precinct derives from the various permanent structures in the public realm affecting the visual setting of heritage items and heritage conservation areas. These structures include stops and associated weather shelters, poles and catenary wires. Physical impacts may result from the need to attach catenary wires to building facades and inserting new poles through existing awnings; the removal of significant trees; and the visual impact of the establishment and operation of work sites during construction.

5.4.3 Detailed Heritage Impact Assessment

Devonshire Street Alignment

| Items | Devonshire Street Significant Trees |
|----------------------------|--|
| Image |  |
| Description | <p>The trees are located in the public verge and tree pits in asphalt pavement adjacent to kerb on the southern side of the street only. Specimens that were planted on both sides of the street in the lower section (Chalmers Street to Elizabeth Street) previously forming a more or less contiguous avenue of interlocking canopies over the roadway. The planting layout in the upper eastern portion between Elizabeth Street and Riley Street changes to a single row plantation with a smaller scale and younger age structure (c1940–1950). Canopies extend over the roadway, footpath and adjoining buildings. Root zones are generally contained within the footpath and roadway. The trees measure approximately, height 20–23 metres, canopy spread 12–18 metres and trunk diameter up to 1.0 metre at one metre above the ground. Most of these trees appear to be in generally fair to good health and condition with varying levels of past pruning. These large trees are growing in very confined spaces along a narrow footpath. (Source: City of Sydney Register of Significant Trees 2013)</p> |
| Significance | Local |
| Statement of Significance | <p>It is considered that this group of American Cottonwoods (<i>Populus deltoides</i>) has significance at the local level in terms of visual and historic values. While none of the trees are significant as individual specimens, together they form a significant and cohesive group. Furthermore, there are relatively few examples of the mature, single species contiguous avenue within the City of Sydney LGA. They are reaching the end of their safe useful life and the City has begun a replacement planting program along the rest of Devonshire Street with a species with similar attributes, Tulip Tree (<i>Liriodendron tulipifera</i>). (Source: City of Sydney Register of Significant Trees 2013)</p> |
| Heritage Impact Assessment | <p>The street trees along the southern side of Devonshire Street are listed on the City of Sydney Significant Tree Register 2013. Construction of the CSELR along Devonshire Street would necessitate the removal of the majority of the trees of identified significance. The Devonshire Street trees are identified as significant as a group of plantings and not as individual specimens, and therefore removal of parts of the group would result in an adverse impact on the recognised significance of the row. The City of Sydney has assessed that a number of the Devonshire Street trees are 'reaching the end of their safe and useful life and the City has begun a replacement planting program along the rest of Devonshire Street with a species with similar attributes'.² The proposed works would have a major adverse impact on this group of plantings resulting from the removal of the majority of the significant trees.</p> |

| Item | Bourke Street Significant Trees |
|----------------------------|---|
| Image |  |
| Description | <p><i>This mixed avenue planting is located in the public verge and tree pits in asphalt pavement adjacent to the kerb. The trees measure approximately, height 16–18 metres, canopy spread up to 18 metres and trunk diameter up to 1.0 metre at one metre above the ground. Most of these trees appear to be in generally good health and condition with varying levels of past pruning. Eastern verge trees have been 'hollow' pruned to accommodate overhead powerlines. (Source: City of Sydney Register of Significant Trees 2013)</i></p> |
| Significance | Local |
| Statement of Significance | <p><i>This portion of Bourke Street, between the intersections with Arthur and Cleveland Streets, has a particularly outstanding group of street trees, dominated by London Planes (<i>Platanus x acerifolia</i>) and inter-planted with a similar number of Brush Box (<i>Lophostemon confertus</i>). These ornamental, deciduous and evergreen trees have local group significance in terms of their visual and historic values. (Source: City of Sydney Register of Significant Trees 2013)</i></p> |
| Heritage Impact Assessment | <p>The street trees along Bourke Street between the intersections of Arthur and Cleveland Streets are listed on the City of Sydney Significant Tree Register 2013. Construction of the CSELR along Devonshire Street would necessitate the removal or extensive pruning of a number of these significant trees in front of Wimbo Park. The Bourke Street significant trees are identified as significant as a group of plantings and not as individual specimens, and therefore removal of parts of the group would result in an adverse impact on the aesthetic and historic significance and continuity of the row. This would have a moderate adverse impact on this group of plantings.</p> |
| Wimbo Park, Surry Hills | |
| Image |  |

| | |
|--------------------------|---|
| Description | Wimbo Park, located at the eastern end of Devonshire Street, was formerly the City of Sydney Council's stone yard, where stone for the city's many sandstone buildings was dressed. A monument to this use is located in the southern area of the park. Wimbo Park also contains a mosaic mural of activities that took place in the park when it was part of larger recreational grounds. While Wimbo Park is not listed as a heritage item, these elements are likely to be of some social significance to the local community. |
| Impact Assessment | The eastern end of the proposed Devonshire Street alignment of the CSELR will cross Wimbo Park. The construction of the CSELR would result in the permanent loss of at least a central corridor through the park. The park is proposed to be used as a construction works depot and laydown area for the demolition of Olivia Gardens which is also a moderate adverse impact, as landscaping would be reinstated once works are completed. Although this park is not a listed heritage item, it contains two monuments as well as established plantings. The removal or substantial rearrangement of the park and its various components would have a major adverse impact upon the park and its monuments. Although a heritage assessment has not been carried out on the park, it is likely to be of some social value to the local community. |

Surry Hills Stop, Depot & Substation

Ward Park, Surry Hills

| | |
|--------------------------|---|
| Image |  |
| Description | Ward Park, located on the southern side of Devonshire Street, bounded by Marlborough St to the east, is a public park associated with the Northcott Estate, a public housing complex constructed in 1961. Ward Park is a grassed public open space contained by perimeter plantings with few built elements, such as park benches and tables. While Ward Park is not listed as a heritage item, it is likely to be of some social value to the local community. |
| Impact Assessment | The Surry Hills stop is proposed to be located in the northern section of the park, adjacent to Devonshire Street. The Ward Park substation is proposed to be located underground within the boundary of the park, adjacent to the stop. A portion of Ward Park is proposed to be used as a construction works depot during construction of the CSELR. The Surry Hills stop would be of neutral impact on the potential social value and aesthetic quality of the park as an open space. The construction works depot would have a moderate adverse impact, albeit temporary, on the aesthetic significance of Ward Park and any social value that it would have for the local community. Although the substation is proposed to be located underground, there is likely to be a minor adverse visual impact on the aesthetic significance of the park due to the installation of ventilation shafts, access hatches, and other infrastructure necessary to service the substation. |

242 Devonshire Street, Surry Hills**Image****Description**

Freestanding two storey mid-Victorian terrace with a rendered masonry façade and pitched colour bond roof. The original features of the building that have been retained include the 1st floor twin six-pane double hung sash windows, skillion roof to verandah (colour bond), ground floor double hung sash window and four panel front door. The ground floor has been elevated from the street level with ceramic tiles covering the verandah floor and steps. Timber beams and handrails enclose the verandah. A contemporary aluminium roller-door has been constructed along the eastern boundary of the property and a small two storey rear addition projects to the east from the rear of the main building. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

An intact mid-Victorian terrace that is indicative of the speculative housing constructed to accommodate the growing working class populations in Sydney's inner-city suburbs in the late 19th century. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The Surry Hills stop is proposed to be located on the southern footpath of Devonshire Street immediately adjacent to the northeast corner of Ward Park. The stop would have a minor adverse visual impact on the setting and appreciation of the listed terrace at 242 Devonshire Street. The Ward Park construction works depot is proposed to be located in the northeast corner of Ward Park. The works depot would also have a minor adverse visual impact on the setting and appreciation of the listed terrace at 242 Devonshire Street, albeit temporary.

244 Devonshire Street, Surry Hills**Image**

| | |
|-----------------------------------|---|
| Description | <i>Freestanding two storey mid-Victorian terrace with an attic conversion and front dormer window. The building has a rendered masonry façade and is set on a sandstone base. Characteristics of the building include an intact chimney stack at the western boundary of the pitched colour bond roof, classical motif plaster moulding on the 1st floor façade above the skillion roof to the enclosed balcony. The twin trench doors have been retained at the balcony. The ground floor features include a four-panel front door and palladian window both with plaster quoining and label moulding. The iron palisade fence and gate have been retained to the verandah. The side elevation, along Marlborough Street, has a rendered masonry façade, arched double hung sash windows and a single timber door with arched fanlight. (Source: NSW State Heritage Inventory)</i> |
| Significance | Local |
| Statement of Significance | <i>244 Devonshire Street Surry Hills is of local significance being representative of a mid-Victorian terrace building on a corner site. It has historical significance in that it represents the Victorian Italianate architectural style and forms part of the mid Victorian development of the area. (Source: NSW State Heritage Inventory)</i> |
| Heritage Impact Assessment | The Surry Hills stop is proposed to be located on the southern footpath of Devonshire Street immediately adjacent to the northeast corner of Ward Park. The stop would have a minor adverse visual impact on the setting and appreciation of the listed terrace at 244 Devonshire Street. The Ward Park construction works depot is proposed to be located in the northeast corner of Ward Park. The works depot would also have a minor adverse visual impact on the setting and appreciation of the listed terrace at 244 Devonshire Street, albeit temporary. |

Heritage Conservation Areas

| Cleveland Gardens | |
|----------------------------------|--|
| Description | <i>Cleveland House remains a fine example of the earliest residential development of the area. Rows of modest terraces constructed following the 1855 subdivision survive remnant groups in Buckingham Street and Belvoir Street. The primary roads retain little of the first wave of residential development. On Chalmers Street, original terrace houses were demolished in the 1920s and superseded with commercial and industrial development. Recent development on Elizabeth Street has seen a continued erosion of the Estate and character of the area. (Source: NSW State Heritage Inventory)</i> |
| Significance | Local |
| Statement of Significance | <i>The area has significance for its ability to reveal layers of development beginning with Cleveland House and Estate, its subdivision and development into narrow terrace lots. It provides evidence of the decline of the inner city as a residential area and subsequent demolition of terraces and replacement with industry in the early twentieth century and the rejuvenation of the inner city as a place to work at in the late twentieth century. (Source: NSW State Heritage Inventory)</i> |
| Brumby Street | |
| Description | <i>An irregular street layout and subdivision on sloping ground that survives as a remnant of a much larger area now substantially redeveloped that represents the early residential development of Strawberry Hills. The area comprises rows of small workers terraces with grander buildings including commercial and institutional buildings on Devonshire Street. (Source: NSW State Heritage Inventory)</i> |
| Significance | Local |
| Statement of Significance | <i>Part of TH James Strawberry Hills Estate developed by John Dawson as the Brumby House Estate, the Brumby Street Conservation Area is representative of the c1870 subdivision of villa estates for working class housing within walking distance of Sydney. The area gained notoriety as an example of unregulated and unhealthy working class housing in the mid-1870s and now evidences waves of residential, commercial and industrial development that followed the investigation into living conditions in Surry Hills. The area has aesthetic values derived from the repetitive simple building form overlaying sloping topography. The area also has a number of fine heritage items. (Source: NSW State Heritage Inventory)</i> |

Little Riley Street

| | |
|----------------------------------|---|
| Description | <p>The area generally has a varied mid to late Victorian streetscape character, with the predominant building form being Victorian terrace housing of various styles (Victorian Georgian and Victorian Filigree generally), interspersed with later layers (Federation, inter war & post war) of significant (eg. heritage listed Reader's Digest building) and non-significant development (eg. Mid 20th multistorey office buildings) of greater scale as a result of rezonings, site consolidation and redevelopment from the early 20th century to the 1970s.</p> <p>Buildings are generally set to the street alignment or with verandahs/balconies to the street alignment. Buildings, including terraces, are rare in this area. The street and laneway pattern is complex and includes laneway-width streets, sometimes with fine rows or groups of early terraces fronting them (eg. Goodmans Terrace and Adelaide Place). Grand 3 storey terraces in Riley Street point to its late 19th century high street role. Building development within the area is dense and fine-grained. The street trees enhance the amenity of the area. (Source: NSW State Heritage Inventory)</p> |
| Significance | Local |
| Statement of Significance | <p>The area represents several key historical period layers for the development of Surry Hills as a direct result of the subdivision of the Riley Estate. It contains good examples of late Victorian terraces, twentieth century commercial buildings and hotels which make a positive contribution to the streetscape. (Source: NSW State Heritage Inventory)</p> |

High Holborn Street

| | |
|----------------------------------|---|
| Description | <p>The area generally has a varied mid to late Victorian streetscape character (c.1880s), with harmonious scale, set-backs, Victorian Filigree and Victorian Georgian terrace forms, however there are also significant later historical period layers: Federation (such as significant Federation terraces at 32–52 High Holborn St) and inter war development (such as the interwar picture theatre on Crown St and other interwar commercial/retail development on Crown St). There are also several rare Victorian weatherboard buildings within the area: 2 Goodlet Lane (single storey weatherboard semi); 41 and 43 Lansdowne St (pair of 2 storey weatherboard terraces) and 61 Lansdowne Street (freestanding cottage). There is also a largely non-significant layer of later, post war 20th century development of greater scale as a result of site consolidation and redevelopment (eg. 547–549 Crown St, 70 Marlborough St, 58–60 Marlborough St): the best example of late 20th century development in the area is the Ed Lipmann-designed commercial building on the corner of Lansdowne & Crown Sts (535 Crown St) which is a fine example of a respectful modern commercial infill development which complements the Crown Street streetscape in height, scale and form while utilising modern materials.</p> <p>The area includes Crown Street buildings on the western side from Devonshire to Cleveland Streets (also part of the Crown Street Heritage Streetscape)—these buildings include the heritage listed former picture theatre at 525–525A Crown Street, and the former Surry Hills Post Office at 543 Crown Street. The area includes religious and former religious buildings (St Peters Church & rectory at 235–241 Devonshire St, and Our Lady of Mercy Convent at 27 High Holborn St) and 'The Kirk' (former church) at 422–424 Cleveland St. The street trees enhance the amenity of the area. (Source: NSW State Heritage Inventory)</p> |
| Significance | Local |
| Statement of Significance | <p>The High Holborn Street Conservation Area represents several of the key historical period of layers for the development of Surry Hills as a direct result of the subdivision of the Riley Estate. It contains good examples of mid Victorian, late Victorian and Federation terraces, Victorian and early twentieth century religious buildings, commercial buildings and warehouses which make a positive contribution to the streetscape. (Source: NSW State Heritage Inventory)</p> |

Bourke Street South

| | |
|----------------------------------|---|
| Description | <p>The area comprises predominantly mid to late 19th Century 2 storey residential and commercial streetscapes, of diverse and substantially intact character from the 1860s and 1870s development of Surry Hills. Demonstrates evidence of the consolidation of the expansion of the Victorian working class population with large blocks of terraces. (Source: NSW State Heritage Inventory)</p> |
| Significance | Local |
| Statement of Significance | <p>The Bourke Street South Conservation Area is of historical significance due to subdivision patterns and buildings within the conservation area dating from the mid-19th century and representing key period layers for the development of Surry Hills as a direct result of the subdivision of the Palmer Estate in the 1830s into Villa estates. The conservation area demonstrates evidence of the consolidation and expansion of the Victorian working class population with large blocks of terraces, with areas of later Federation era redevelopment, both residential and industrial. The conservation area is of aesthetic significance due to its predominantly Victorian era character and contains good examples of mid to late</p> |

Victorian era and also Federation era terraces. Victorian and early twentieth century buildings make a positive contribution to the streetscapes and character of the area. The conservation area represents complex layers of different periods of development, both in terms of its street layout, subdivision pattern and buildings. The development within the area demonstrates several key period layers for the development of Surry Hills as a direct result of the subdivision of the Riley Estate. It is a good example of mid to late Victorian subdivision with many intact buildings, some in unusual landscaped settings.
(Source: NSW State Heritage Inventory)

Heritage Impact Assessment—Surry Hills Heritage Conservation Areas

The proposed CSELR alignment runs from Chalmers Street into Devonshire Street. The proposed route would intersect or run adjacent to the heritage conservation areas detailed above. The potential impacts include additional visual clutter caused by new permanent structures for the light rail including the Surry Hills stop; additional poles for supporting overhead wiring, and the removal of trees, all of which will affect the streetscape character of the area and the setting and appreciation of significant and contributory buildings. The impacts on the heritage conservation areas along Devonshire Street generally would be a moderate adverse impact due to the change in the streetscape character, such as the removal of trees of identified significance and street plantings generally, the introduction of new infrastructure such as poles, catenary wiring and the Surry Hills stop. The Ward Park construction works depot also represents a moderate adverse visual impact, albeit temporary.

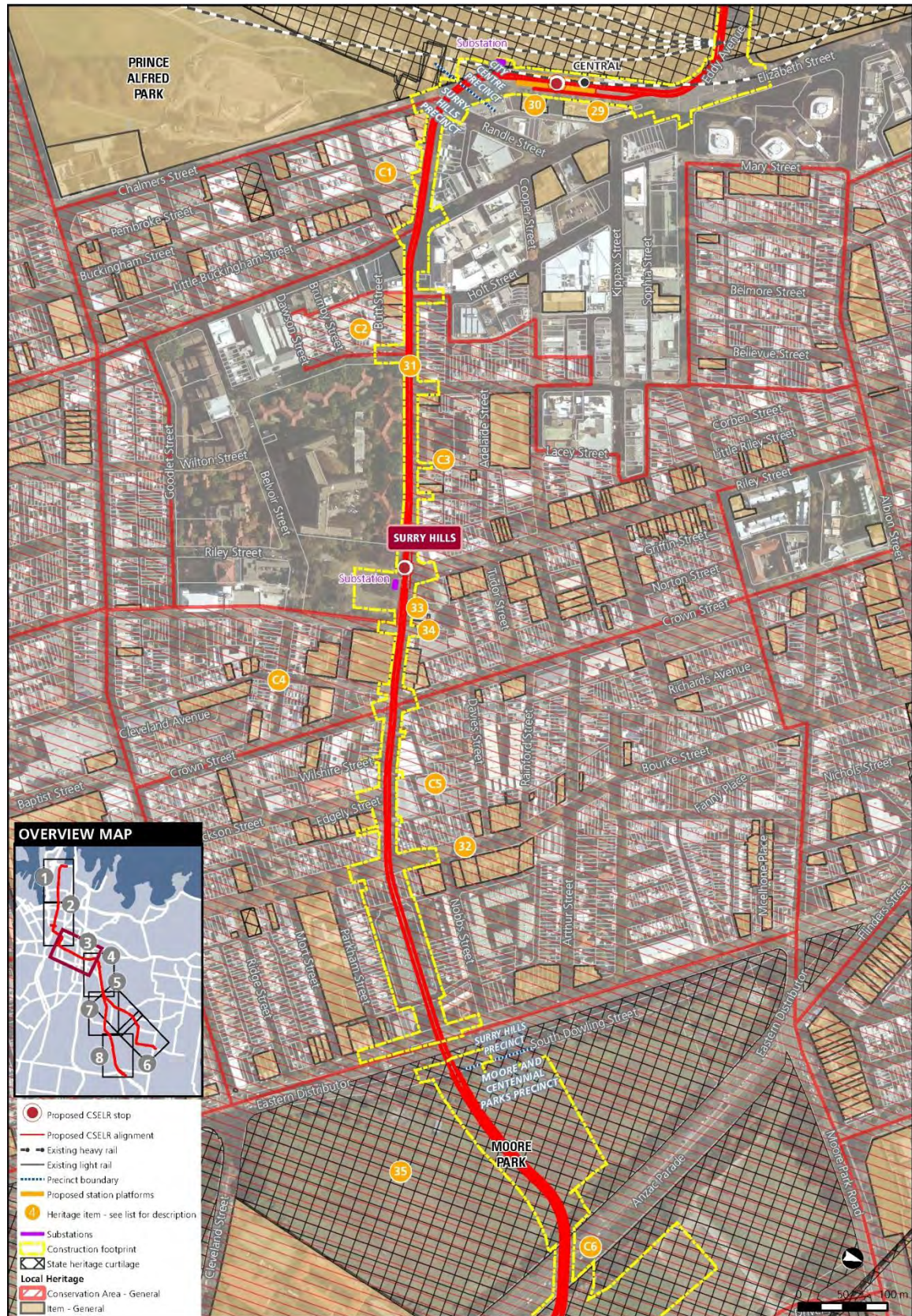


Figure 5.3 Reference map of built heritage and landscape items subject to detailed assessment in the Surry Hills precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

5.5 Moore Park Precinct (South Dowling Street to Alison Road)

5.5.1 Heritage Context and Significance

Overview

The Moore Park precinct is dominated by three major cultural landscape elements—Moore Park, Centennial Park and Anzac Parade. Moore Park and Centennial Park comprise State significant areas of parklands established during the nineteenth century. Moore Park and Centennial Park are within a broad, low lying area with established plantings along the street alignments, creating open spaces and significant groupings of established trees. The historic Royal Agricultural Showground (RAS), now Fox Studios and the Entertainment Quarter, and the Sydney Cricket and Sports Ground, are the primary built elements in the precinct. Both feature built elements of State significance including the Ladies and Members Pavilion of the Sydney Cricket Ground and the Commemorative Pavilion of the former RAS. The mixed fig avenue along Anzac Parade dates from the early twentieth century is recognised for its aesthetic and historic significance.

Heritage Items

The tables below set out the listed heritage items in the Moore Park precinct. The locations of these items are shown in Figure 5.4. For clarity, items that are listed on more than one heritage register are included on the higher register only.

Table 5.6 Heritage items listed on the SHR along or immediately adjacent to the CSEL route in the Moore Park precinct. Items with the potential to be directly affected by the CSEL route are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|--|---------|-------------------------|
| 35 | Centennial Park, Moore Park, Queens Park | N/A | SHR (listing No. 01384) |

Table 5.7 Heritage items listed on other registers along or immediately adjacent to the CSEL route in the Moore Park precinct. Items with the potential to be directly affected by the CSEL route are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|--|--|--|
| 36 | Centennial Park—Moore Park/Anzac Parade Significant Trees | Anzac Parade | City of Sydney Register of Significant Trees 2013 (Item No. 24.12) |
| | Sydney Boys High School group | 556–560 Cleveland Street | SLEP 2012 (Item No. I958) |
| | Sydney Girls High School group | 556–560 Cleveland Street | SLEP 2012 (Item No. I959) |
| | Former Toll House | Anzac Parade | SLEP 2012 (Item No. I957) |
| | Sydney Boys High School & Sydney Girls High School Significant Trees | Anzac Parade and Cleveland Street | City of Sydney Register of Significant Trees 2013 (Item No. 24.06) |
| 37 | Martin Road Significant Trees | Martin Road (corner Reserve with Anzac Parade) | City of Sydney Register of Significant Trees 2013 (Item No. 24.03) |
| 38 | House 'Dorchester' | 49–51 Robertson Road | SLEP 2012 (Item No. I156) |
| | House | 45–47 Robertson Road | SLEP 2012 (Item No. I155) |
| 39 | House 'Elouera' | 56 Martin Road | SLEP 2012 (Item No. I146) |

| Figure Ref. | Name | Address | Listing |
|-------------|-----------------------|----------------|---------------------------|
| | House 'The Crossways' | 50 Martin Road | SLEP 2012 (Item No. I145) |

Table 5.8 Heritage conservation areas listed on other registers along or immediately adjacent to the CSELR route in the Moore Park precinct.

| Figure Ref. | Conservation Area | Listing |
|-------------|-------------------|--------------------------|
| C6 | Moore Park | SLEP 2012 (Area No. C36) |
| C7 | Martin Road | SLEP 2012 (Area No. C8) |

5.5.2 General Heritage Impact Assessment

Construction of the CSELR through Moore Park will comprise the construction of a cut-and-cover tunnel through Moore Park west and a tunnel portal and stop in Moore Park East (in the vicinity of the western boundary of the Sydney Cricket Ground). There would be a temporary impact on Moore Park West through the construction of the tunnel, although the parklands and playing fields would be reinstated once works were complete. However, a permanent tunnel portal would remain within the park near the South Dowling Street frontage. Moore Park east would have more significant permanent impacts in the form of the Moore Park Special Events stop, the removal or substantial alteration of significant street trees along Anzac Parade and in the vicinity of the Martin Road Conservation Area. Generally, the route of the CSELR along Anzac Parade in this precinct is within the SHR listed Centennial Park, Moore Park, Queens Park curtilage. Introducing infrastructure such as catenary wiring, poles and stops would have a direct impact on the aesthetic significance and visual character of the item, notwithstanding that trams have historically operated along Anzac Parade and in Moore Park East.

5.5.3 Detailed Heritage Impact Assessment

Moore Park Tunnel, Works Depot & Stop

Centennial Park, Moore Park, Queens Park

Image



Description

Centennial Park

Formed to commemorate Australia's centenary in 1888. Grandly laid out in late nineteenth century landscape style with boldly curved drives and lakes, but unfortunately much of its original detail has been destroyed or simplified. Few of its original sculptures remain. It retains its extensive boundary fence of an iron palisade set on a sandstone plinth and its imposing entry gates and piers. Nature of site and its determination of species give the park its distinct open arid character. Centennial Park is characterised by a circular drive with several smaller drives and nine lakes. Similar in style to American landscape architect Frederick Law Olmstead designs (nineteenth century America, including New York's Central Park). Garden development ranges from carefully tended flower beds to relatively wild areas.

Structures:

Federation monument 1901, two Corinthian columns 1898, park gates, superintendent's residence, two statues (RNE 1978).

Moore Park

In 1866 Sydney City Council dedicated 378 acres/153ha of the north west section of Sydney Common as a recreation ground for the public to help alleviate growing pressures for outdoor activities, particularly organised sports. The area was named Moore Park in 1867 after Charles Moore, Mayor of Sydney City Council 1867–1869. Moore Park became the focus for major sporting events and entertainment facilities with the establishment of the Zoological Gardens in 1879, the Royal Agricultural Society Showground, and the first course of the Australian Golf Club in 1882.

At the time of dedication, Moore Park was bounded to the south by Lachlan Estate and Randwick Racecourse, to the west by Dowling Street, to the north by Old South Head Road, and to the east by the Lachlan Water Reserve. A road lined with stone pines marked this eastern boundary of the park and the western boundary of the water reserve. Two other roads crossed Moore Park prior to 1866; the first was known as Old Botany Road and was used by hunters and fisherman initially and later by pleasure seekers traveling to Coogee and Botany. The second road provided a western entrance to a cemetery that was located off South Dowling Street. The dedicated land encompassed the Tunnel Reserve (1827–1838), the Military Barracks and the Military Cricket Ground.

Moore Park consisted of a series of gently rolling hills, three water bodies and varied scrub vegetation. Commonly known as the Sand Hills, the land was prone to erosion. By the mid 19th century, the land was degraded and barren, more a result of years of timber getting, pillaging and dumping than of inherent environmental qualities. The removal of timber in particular had led to erosion problems, so that by the early 1860s Charles Moore the alderman and Charles Moore, the Director of the Sydney Botanic Gardens, collaborated to stabilize the soils with plantings of indigenous shrubs and couch grass. The shrubs failed, but the couch grass succeeded quickly, and sparked discussion about the loss of native vegetation.

Four of the sand hills were conspicuous enough to be named: Mount Steele, Mount Rennie, Constitution Hill and Mount Lang. However, in the process of transforming the common into parkland, these hills were modified greatly. Today Mount Steele is the least altered of the four; Mt. Rennie was reconfigured as a platform for [the Moore Park] Golf Clubhouse in 1926, Mt. Lang, across from the NSW Cricket Ground, was terraced and ramped for unknown reasons and disappeared after the 1940s. The fate of Constitution Hill is not clear. The Moore Park Golf Course (established in 1926 and continuously modified) has taken advantage of and modified the gently rolling topography in establishing fairways. (Source: NSW State Heritage Inventory)

| | |
|-----------------------------------|---|
| Significance | State |
| Statement of Significance | <p>Centennial Parklands is a unique place of exceptional National, State and Local heritage significance. It is a grand, linked open space of largely nineteenth-century landscape design intended for social and physical activity.</p> <p>The Parklands has developed at the head of the Botany Bay catchment in an area originally part of the territory of the [Gagigal] people on lands designated in 1811 as the Sydney Common. The Parklands retains evidence of the original landforms and plays a vital role in sustaining natural processes and biological diversity on a scale that is rare in the inner urban environment.</p> <p>The Parklands has national significance as the place of the inauguration of the nation, the creation of a People's Park, events, persons and monuments of national importance. The place also has strong associations with convict heritage, pathways and transportation routes, water supply, horticultural and agricultural experimentation, nature conservation, military use, and a diversity of sport, recreation and cultures. (Source: NSW State Heritage Inventory)</p> |
| Heritage Impact Assessment | <p>The proposed alignment of the CSELR through Moore Park section of the Centennial Park, Moore Park and Queens Park SHR listed parklands would result in both temporary and permanent impacts on the heritage significance of the item.</p> <p>Proposed works within Moore Park include:</p> <ul style="list-style-type: none"> • construction of the tunnel portal near South Dowling Street; |

- construction of a cut-and-cover tunnel for the CSELR through Moore Park West;
- construction of the Moore Park stop and associated tunnel portal in Moore Park East;
- selective tree removal in Moore Park West to make way for the tunnel portal at South Dowling Street, and along Anzac parade in both Moore Park East and West to allow for the cut-and-cover tunnel, and selectively along Anzac Parade;
- installation of an above ground substation in the parklands adjacent to the tennis courts;
- installation of additional infrastructure including support poles, catenary wiring and fencing around the tunnel portal;
- use as a construction works depot in Moore Park East and Moore Park West; and
- use as a laydown area in Moore Park East.

The construction of the cut-and-cover tunnel and use of sections of the parklands as work depots and machinery laydown areas would have a major adverse impact on the heritage significance Moore Park, albeit temporary. These areas would be reinstated once works are complete; however, a permanent tunnel portal would remain in Moore Park West on the South Dowling Street alignment and on Moore Park East on the Anzac Parade alignment. This is unlikely to have impact on the use of the parklands.

Construction of the Moore Park Special Events stop and the CSELR alignment next to the busway on Anzac Parade would result in the permanent loss of this area of Moore Park as a landscape space. The stop structure and portal would have a moderate adverse impact on the visual setting and dominant parkland character of this area in views from Anzac Parade and within Moore Park.

The additional infrastructure required for this section of CSELR, such as support poles, catenary wiring, fences associated with the tunnel portal, and in particular the substation, would increase the amount of built infrastructure within the parklands. Overall, this would have a moderate adverse visual impact on the aesthetic significance and setting of Moore Park and Centennial Park, in both views from the parklands area and Anzac Parade, notwithstanding that the substantial bulk of the above ground substation will be particularly noticeable.

The Anzac Parade alignment would result in the removal of a number of significant trees within the parklands. The removal of significant trees (identified in the City of Sydney Register of Significant Trees 2013 and the Centennial Parklands CMP 2010³) would have a moderate adverse impact on the visual setting and heritage significance of the parklands, which are listed as State significance on the SHR.

The alignment would also be in close proximity to the Tennis Pavilion, south of Lang Road. This element is identified in the 2010 CMP as having Moderate significance.⁴ While the pavilion is proposed to be retained, the proximity of the CSELR route would have a minor adverse visual impact on the setting of the building.

The location and alignment of the CSELR within Moore Park and along the alignment of Anzac Parade is consistent with the historic former alignment of Sydney trams. Overall, the proposed works within the Centennial Park, Moore Park, Queens Park area represent a moderate adverse impact on the aesthetic and historic significance of the park and on its significant use as public parklands.

Moore Park Conservation Area

Image



Description

The parklands at Moore Park comprise 115 hectares of open space. It has tennis courts and netball courts, the ES Marks Athletic Field and an 18 hole Group One public golf course and driving range. It is also used as a venue for circuses and outdoor events. Moore Park is a series of playing fields segmented by major and secondary roads.

Kippax Lake is the only water body to remain in Moore Park. All other swampy areas have been filled and levelled for playing fields. The lake has been 'urbanised' with constructed edgings and base.

The spatial structure of Moore Park is a broad, flat and low lying area punctuated by modified remnant sandhills and water bodies with relatively straight lines of plantings following road alignments. Linear plantings have subdivided the park into a series of spaces, open in character yet defined by walls of trees.

Moore Park has approximately 1140 specimens of trees. The species mix is limited to 44 species among 25 genera. Numerically and visually, the most dominant species in Moore Park are the Morton Bay and Port Jackson Fig trees. Older specimens are in a declined state and numbers and have been boosted by replacements.

The distinct landscape character of Moore Park is one of large-scale elements, comprising extensive avenues of majestic figs which line the roadways and set off the expansive fields.

The physical fabric of this cultural landscape is affected by the encroachment of urban development. The fig plantings, many over 100 years old, are in a state of gradual deterioration due to age and stress.

Work on Federation Way, undertaken in 2001 was carried out to strengthen the historical character and the physical link between the Parklands and the city.

Located on the western side of Anzac Parade and north of Cleveland Street is Sydney Boys High School (c 1919) and Sydney Girls High School (c 1921), with their significant inter-war buildings. (Source: Edited, NSW State Heritage Inventory)

Significance

Local

Statement of Significance

The Conservation Area, which comprises Moore Park, Sydney Boys High School and Sydney Girls High School, has high historic, aesthetic and social significance. The area is of historic significance for being part of the Sydney Common which was reserved by Governor Macquarie in 1811 and for having evolved over time from being essentially grazing land to being a public park with passive and active recreation, as well as the location of two high schools.

The parklands are representative of a mid-nineteenth century trend which established large landscaped parks for healthy recreation of all social classes and as a relic from cramped living conditions and industrial centres. They also have historical associations with Charles Moore, Mayor of Sydney (1867–1869) and Charles Moore, Director of Sydney's Botanic Gardens.

Moore Park is of aesthetic significance for its large expanse of open space and important plantings, as well as numerous elements including the entry gates and five memorial fountains. The avenue of figs along Federation Way and Anzac Parade, which traverse the area, are significant landscape elements.

Sydney Boys High School and Sydney Girls High School are significant for their inter-war buildings, their

educational role and their association with past and present students, teachers and parents. The schools are also the site of the Bear Pits which are rare surviving remains of what was Sydney's first zoo that was established on land granted by Sydney City Council in 1879 and occupied by the Zoo until 1916 when it moved to its second and current home at Taronga Zoo.

The area also has a Toll House, at the corner of Lang Road and Anzac Parade, which is exceptionally significant for its rarity as the only surviving metropolitan tollhouse and the only two-storey toll house in New South Wales.

The parklands, with its high level of recreational usage are held in high esteem by the local and wider community. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The proposed alignment of the CSELR through the Moore Park Conservation Area would result in both temporary and permanent impacts on the heritage significance of the conservation area.

Proposed works within the Moore Park Conservation Area are as described above for Centennial Park, Moore Park and Queens Park SHR listed parklands.

The construction of the cut-and-cover tunnel cover in Moore Park West would result in a minor visual impact, albeit temporary, on the setting of Sydney Boys High School (which is located within the conservation area), albeit temporary, as the parklands would be reinstated once works are complete.

The loss of open space during construction would have an impact on the significant use of the place as parklands due to the construction of the cut-and-cover tunnel and use of sections of the parklands as works depots and machinery laydown areas. This would be a moderate, albeit temporary, adverse impact on the heritage significance of the conservation area. However, the affected areas would be reinstated once the CSELR works are complete.

Construction of the Moore Park Special Events stop, tunnel portal and the additional infrastructure required for this section of CSELR; such as support poles, catenary wiring, fences associated with the tunnel portal and substations; would increase the amount of built infrastructure in the conservation area. The location of the stop and infrastructure adjacent to the extant busway ameliorates this impact somewhat. The stop structure and additional infrastructure would have a minor adverse visual impact on the conservation areas in views from Anzac Parade and within Moore Park.

The Anzac Parade alignment would result in the removal of a number of significant trees from within the conservation area. The removal of significant trees would have a moderate adverse impact on the heritage conservation area.

The location and alignment of the CSELR within Moore Park East and along the alignment of Anzac Parade is consistent with the historic former alignment of Sydney trams. Overall, the proposed works would have a minor to moderate adverse impact on the aesthetic and historic significance of the heritage conservation area.

*Anzac Parade Alignment***Centennial Park–Moore Park/Anzac Parade Significant Trees****Image****Description**

*These massive figs standing up to 20–22 metres in height and 22–25 metres in canopy spread create a dramatic scale and sense of place to this precinct. There are some notable specimens which are significant in terms of botanical and rarity value. The Moreton Bay Figs (*Ficus macrophylla*) numerically dominate the row plantations and are of varying size and scale. The row plantation along the western side of Anzac Parade ranges between 10–22 metres in height and up to 22 metres in canopy spread. This row also contains four Port Jackson Figs (*Ficus rubiginosa* f. *glabrescens*), some of which have achieved relatively large proportions (up to 22 metres in height and canopy diameter). Of particular note is the occurrence of some relatively uncommon native fig species in this row plantation. These include four specimens of the Small-leaved Fig (*Ficus obliqua*) and two Deciduous Fig (*Ficus superba* var. *henneana*). Both species occur sporadically across the LGA as minor components within broader fig planting schemes dating from this late-Victorian period. One of the Small-leaved Figs has achieved unusually large proportions for this taxon, particularly within this context. Generally, Moreton Bay Figs are much larger and they tend to suppress this species in the row plantations. The specimens of Small-leaved Fig are approximately 18 metres in height, 24 metres canopy spread and 1.3m diameter base—larger than any of the Moreton Bay Figs in this group. (Source: City of Sydney Register of Significant Trees 2013)*

Significance

Local

Statement of Significance

The mixed fig avenue along Anzac Parade present an extremely historic and culturally significant group of trees dating from the late-Victorian period. Collectively, these figs have group significance at the City/LGA level in terms of their aesthetic, historic, commemorative and social values. It represents one of the most iconic and significant avenue plantings in the Sydney metropolitan area. (Source: City of Sydney Register of Significant Trees 2013)

Heritage Impact Assessment

The avenue of trees along the length of Anzac Parade are listed on the City of Sydney Significant Tree Register 2013 as a large group of uncommon native figs that form a contiguous border along Anzac Parade, and as an item of Local significance. The proposed CSELR would necessitate the removal of a number of these trees in Moore Park and along the Anzac Parade alignment. The removal of select trees would have a moderate adverse impact on the significance of the avenue. However, as the group of trees comprising the avenue is the basis of its cultural significance, incremental removal and change would reduce the overall aesthetic and historic significance of the avenue.

Martin Road Significant Trees

Image



| | |
|-----------------------------------|---|
| Description | <i>This Live Oak (Quercus virginiana), located within a contiguous strip of parkland bordering Martin Road and Anzac Parade, is part of a much larger mixed collection of trees planted within the Centennial Parkland precinct. The tree has an exceptionally large lateral branching pattern which extends over the entire corner reserve and partially over the roadway. Although only approximately 14–15m in height it has a prodigious spread of 30m, with a trunk diameter of 2.5m at 1.0m above ground level. This tree appears to be in reasonable health and vigour, with dense canopy. (Source: City of Sydney Register of Significant Trees 2013)</i> |
| Significance | Local |
| Statement of Significance | <i>This Oak makes a significant contribution to the aesthetic and visual character of this parkland and streetscape. It is further significant in terms of its historic, social, representative and rarity values. It adjoins an informal row plantation of five Port Jackson Figs (Ficus rubiginosa f. glabrescens) of similar age and Inter-War period street tree planting of Crows Ash (Flindersia australis). (Source: City of Sydney Register of Significant Trees 2013)</i> |
| Heritage Impact Assessment | The individual Live Oak specimen at the corner of Martin Road and Anzac Parade is specifically identified as significant in the City of Sydney Significant Tree Register 2013. The proposed Anzac Parade alignment of the CSELR and crossover at Martin Road has been designed to avoid the removal of the Live Oak, and some of the associated Port Jackson Figs may need to be removed. There would be a moderate adverse impact on the visual setting of the group from the proposed removal of Port Jackson Figs specimens on the street corner. |

Heritage Conservation Area & Adjacent Heritage Items

Martin Road Conservation Area

| | |
|---------------------|--|
| Description | <i>A spatially defined Conservation Area, including Martin and Robertson Road, fronting Centennial Park on the Martin Road side and Moore Park on the Robertson Road side. Residences are high quality, detached, primarily one and two storeys, of masonry construction with slate or tile roofs representing a diverse range of architectural styles from the first third of the 20th century. Particularly on Martin Road, grand residences are set in large grounds on single or double blocks. Residences in Martin Road are elevated. Garaging is usually located off the rear lane running parallel to Martin and Robertson Roads. (Source: NSW State Heritage Inventory)</i> |
| Significance | Local |

Statement of Significance

The Martin Road Conservation Area is of historical significance as part of lands subdivided from Centennial Park in 1905 specifically to raise funds for upgrading of Centennial Park. It is a rare and unusual example of the history of urban development of inner Sydney.

The Conservation Area has aesthetic significance as a coherent high quality residential area with a variety of architectural styles typical of the first quarter of the 20th century (Federation, inter-war styles) with some modern infusions. The original building covenants, the original cost of the blocks and their setting adjacent to parkland, ensured high quality, predominantly architect designed residences were built. The area provides a beneficial urban edge to Centennial Park. (Source: NSW State Heritage Inventory)

House 'Dorchester'**Description**

Symmetrical, single storey dark brick late Inter-War California Bungalow with a hipped and gabled unglazed terracotta tiled roof featuring three street-facing brick gable ends, the central one defining the central entry porch to the flat roofed front verandah and featuring a pointed arched opening. This central gable features two decorative timber brackets. Brick corbels and strapwork are also features. The facade features two groups of timber framed french doors opening onto the front verandah. Windows are otherwise generally timber framed double hung. On the west elevation there is a single storey brick extension. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

Dorchester is aesthetically significant of a fine and late example of an Inter-War California Bungalow designed by prominent architect EA Scott of Scott and Green. (Source: NSW State Heritage Inventory)

House 'Elouera'**Description**

2 storey dark brick gable roofed Inter War Old English style house with arched colonnade to the recessed ground floor porch. First floor recessed balcony features rendered doric columns and engaged columns. Timber framed double hung windows with upper sashes divided vertically into three panes. Original leadlight front door and arched leadlight window to first floor with oriel balconette. Balcony and balconette feature twisted metal rail balustrade. Fine brickwork. (Source: NSW State Heritage Inventory)

Significance

Local

Statement of Significance

Significant as a fine example of the Inter War Old English style of architecture, and as part of the 1933 subdivision of part of the site of 'The Crossways'. (Source: NSW State Heritage Inventory)

Heritage Impact Assessment

The western boundaries of 49–51 Robertson Road and 56 Martin Road and the western boundary of the Martin Road Conservation Area are directly adjacent to the proposed Anzac Parade alignment of the CSELR and crossover at Martin Road. This change in the Anzac Parade streetscape brought about by increased infrastructure such as catenary wiring and poles and the removal of street trees would result in a minor adverse visual impact on the conservation area and heritage items.

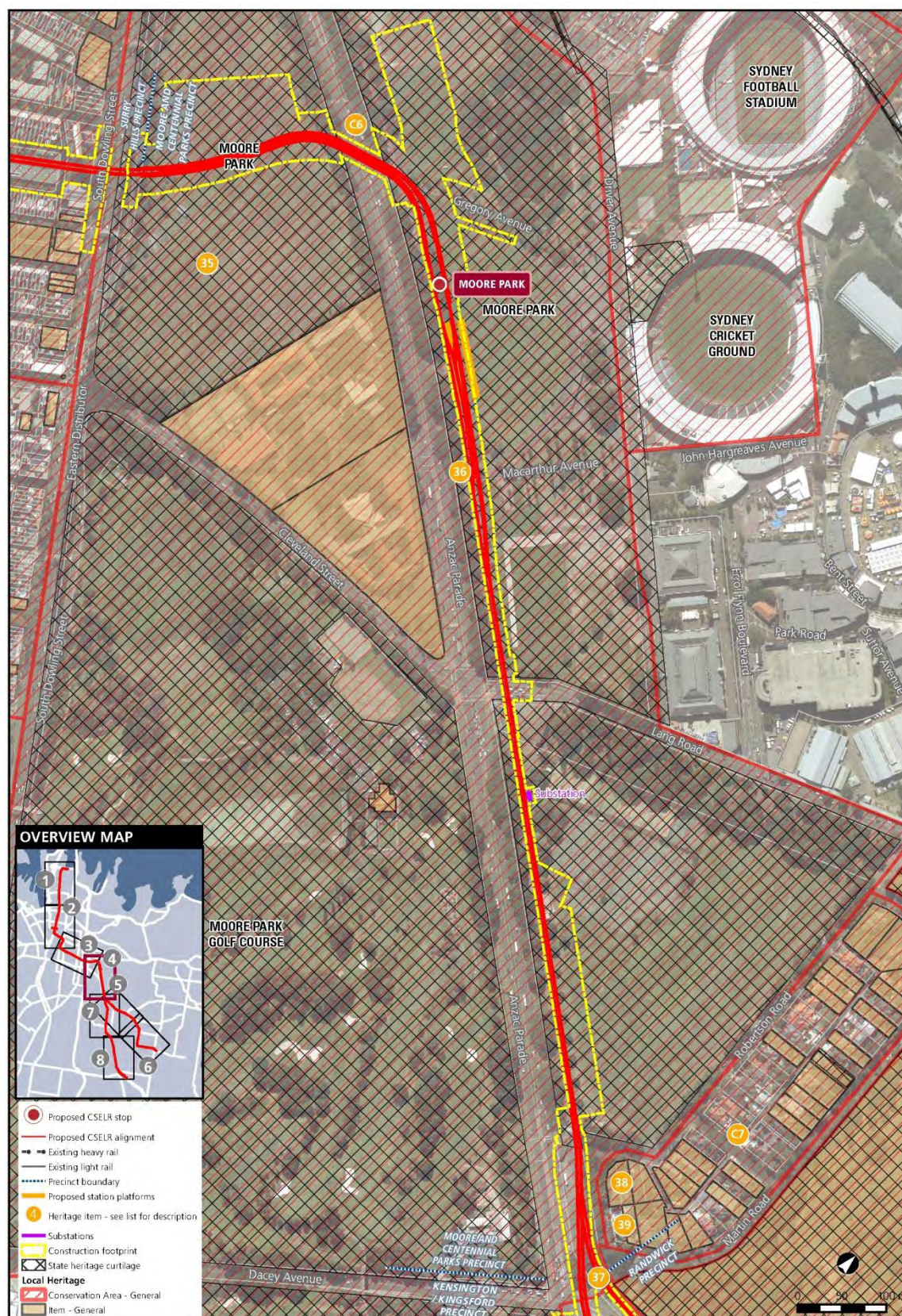


Figure 5.4 Reference map of built heritage and landscape items subject to detailed assessment in the Moore Park precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

5.6 Kensington/Kingsford Precinct (Alison Road to Nine Ways)

5.6.1 Heritage Context and Significance

Overview

Anzac Parade forms the main corridor of the suburbs of Kensington and Kingsford, with the road continuing south through these suburbs and beyond. Once the road enters Kensington (south of Alison Road) it takes on a different character from Moore Park to the north, with the parkland character giving way to streetscapes characterised by late nineteenth-century and twentieth-century commercial and residential development. The streetscape character is diverse with turn of the century single-storey bungalows and cottages, interwar flats of two storeys, high-rise flats from the 1960s to now, and a mix of commercial and public buildings, including corner hotels (such as the Doncaster) and a Masonic hall.

Tay Reserve, located at the intersection of Anzac Parade and Alison Road, was formerly the site of the Randwick Toll Bar Cottage, demolished c1909. The reserve contains a number of significant trees that are linked to the site's former use. The reserve is listed as a heritage item on the Randwick LEP 2012, being open space that makes a positive contribution to the aesthetics of this heavily urbanised area.

The University of NSW is a twentieth century development along Anzac Parade. Located on the site since 1949, the university does not have any heritage listed buildings in the vicinity of Anzac Parade. It does, however, feature significant trees recorded in the Randwick City Council Register of Significant Trees 2008, including a collection of Moreton Bay and Port Jackson Figs that date from the site's use as a racecourse, predating the university. The UNSW High Street 'Old Tote' precinct, including the White House, the Old Tote building and the associated collection of figs, have historical significance as surviving evidence of the use of the university site as Kensington Racecourse from 1893 to 1941.

Heritage Items

The table below sets out the listed heritage items in the Kingsford/Kensington precinct. The locations of the heritage items are shown in Figure 5.5 and 5.6.

There are no items on the SHR within this precinct with the potential to be directly affected by the proposed CSEL route.

Table 5.9 Heritage items listed on other registers along or immediately adjacent to the CSEL route in the Kingsford/Kensington precinct. Items with the potential to be directly affected by the CSEL are highlighted.

| Ref. | Name | Address | Listing |
|------|---|----------------------|--|
| 40 | Tay Reserve | 1R Alison Road | RLEP 2012 (Item No. I103) |
| | Doncaster Hotel | 268–270 Anzac Parade | RLEP 2012 (Item No. I107) |
| | Masonic Temple | 199–201 Anzac Parade | RLEP 2012 (Item No. I106) |
| 41 | University of New South Wales Significant Trees | 330 Anzac Parade | Randwick City Council Register of Significant Trees 2008 |
| 42 | Commercial/Residential group, 'O'Dea's Corner' | 424–436 Anzac Parade | RLEP 2012 (Item No. I152) |

5.6.2 General Heritage Impact Assessment

Generally, the heritage impact of the CSELR in the Kingsford/Kensington precinct would result from direct physical impacts to heritage items, particularly Tay Reserve and the identified significant trees on the Anzac Parade boundary of the University of NSW.

There is the potential for the catenary wires, supporting poles and general infrastructure required for the CSELR to result in an additional adverse visual impact on the streetscape of Anzac Parade and two individual heritage items; the Doncaster Hotel and the Masonic Temple; both located at the corner of Anzac Parade and Doncaster Avenue. These potential impacts would result from the cumulative impact of additional infrastructure creating additional visual clutter within the streetscape in the public domain, as well as the removal of a significant number of median strip plantings along Anzac Parade that contribute to the streetscape.

The route of the CSELR along Anzac Parade would also necessitate the removal of at least two cast iron sewer vents located in the median strip of Anzac Parade at the intersections of Todman Avenue and Bowral Street. The vents, which are not identified as heritage items, may have historic significance relating to the development of the suburb, and possibly also aesthetic significance.

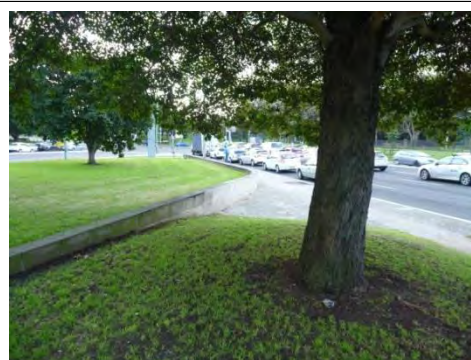
No listed heritage items, trees or landscape elements would be impacted upon by the proposed Kingsford terminus stop; although a large (unlisted) Hill's Fig is proposed to be removed, along with a number of established plantings, including large palm trees. A small reserve, Wilson Place, located at the southeast corner of the Anzac Parade/Gardeners Road intersection would be substantially altered. These landscape items, while not identified as having heritage significance (although Wilson Place is may have social value for the local community), do contribute to the streetscape and their loss may have an adverse impact on the Anzac Parade streetscape.

5.6.3 Detailed Heritage Impact Assessment

Anzac Parade Alignment

Tay Reserve

Image





| | |
|-----------------------------------|---|
| Description | <i>Tay Reserve is an open space reserve on the site of the Old Toll Bar. A metal plaque fixed to a sandstone plinth was erected by Randwick and District Historical Society to commemorate the Toll Bar but has since been removed. (Source: Randwick City Council Heritage Inventory)</i> |
| Significance | Local |
| Statement of Significance | <i>Site of original Toll Bar. (Source: Randwick City Council Heritage Inventory)</i> |
| Heritage Impact Assessment | The proposed Anzac Parade alignment of the CSELR would remove a significant portion of the northeastern edge of Tay Reserve along with the removal of a number of established trees and landscape items. The park is significant as an open space that includes the site of the Old Toll Bar that was removed c1909. A substantial reduction of the park landscape and removal of established trees would be a major adverse heritage impact. |

University of New South Wales Significant Trees

| | |
|----------------------------------|--|
| Image | |
| Description | <p>The following groups of trees on the Anzac Parade boundary of UNSW have been identified as of significance to the Randwick LGA:</p> <ul style="list-style-type: none"> • 8 Port Jackson Figs; and • 2 Moreton Bay Figs on Anzac Parade boundary (near Squarehouse). <p><i>Canopies and root zones are largely confined to this property. Specimens growing adjacent to boundaries may have canopies which extend over the public verge and partially over the roadways (Anzac Parade and High Street frontages). The root zones of these figs are likely to extend to a similar or possibly larger area of influence. (Source: Randwick City Council Register of Significant Trees 2008)</i></p> |
| Significance | Local |
| Statement of Significance | <i>These trees provide historic markers in the landscape, describing the way the campus developed over time. As a group, they are considered to have significance at the Randwick LGA level in terms of their historic, cultural, social, commemorative, educational, biodiversity, aesthetic and visual values. They are outstanding elements within this historic and culturally significant landscape precinct. Other mature Moreton Bay Figs in High Street, Barker Street and along Anzac Parade (near the Roundhouse) are also believed to date from the early development of Kensington Racecourse (G. Blaxland, pers. comm.). All of these figs are of outstanding proportions and scale. (Source: Randwick City Council Register of Significant Trees 2008)</i> |

Heritage Impact Assessment

The trees along the western Anzac Parade boundary of UNSW, near the main entrance, are listed on the Randwick City Council Register of Significant Trees 2008. Construction of the CSELR along Anzac Parade and the proposed side stop within the boundary of UNSW would necessitate the removal of a number of these. The trees are identified as a significant group of plantings as well as being individual mature plantings with historic significance. Removal of the identified trees and extensive pruning would have a major adverse impact on the group and result in the loss of individual elements that demonstrate the pre-UNSW Kensington Racecourse phase of the site.

*Strachan Street Stop***Commercial/Residential Group, 'O'Dea's Corner'****Image****Description**

Building dated 1912. Corner commercial building. Two storeys with parapet. Features recessed balconies on Anzac Parade frontage. Upstairs area still quite attractive. Typical Edwardian style. Decoration includes imitation stone, smooth rendered and roughcast sections, and some decorative tile work. (Source: Randwick City Council Heritage Inventory)

Significance

Local

Statement of Significance

The Commercial/Residential Group, 'O'Dea's Corner', is of Local significance for its aesthetic values and positive contribution to the streetscape, and as a typical example of an Edwardian style commercial building.

Heritage Impact Assessment

The Strachan Street stop is proposed to be located immediately adjacent to the Commercial/Residential group, formerly known as 'O'Dea's Corner'. The proposed central platform stop would have a minor adverse impact on the setting and appreciation of the lower level of the building in views from the south along Anzac Parade.



Figure 5.5 Reference map of built heritage and landscape items subject to detailed assessment in the Kensington/Kingsford precinct.
(Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

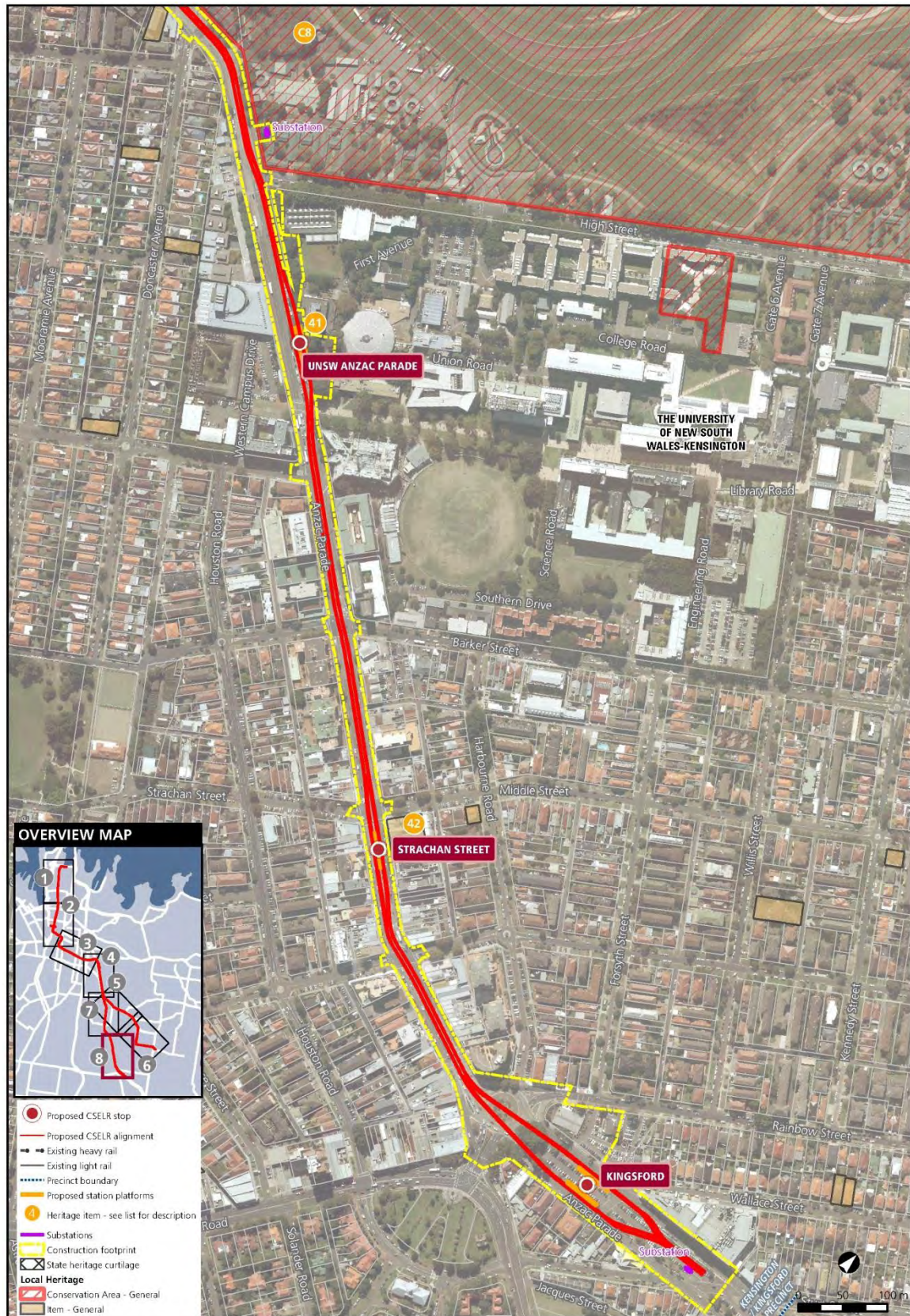


Figure 5.6 Reference map of built heritage and landscape items subject to detailed assessment in the Kensington/Kingsford precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

5.7 Randwick Precinct (Alison Road to High Cross Park)

5.7.1 Heritage Context and Significance

Overview

The Randwick precinct comprises a mix of residential and commercial development punctuated by substantial public institutions and recreation grounds dating from the mid-nineteenth century. These include the Royal Randwick Racecourse (initially established on the site in 1832, then formally in 1858), the Prince of Wales Hospital, High Street (established in 1852 as the Randwick Destitute Children's Asylum, then as a hospital in 1915), and the southern portion of Centennial Park.

Three of the former asylum buildings within the Prince of Wales Hospital grounds face Avoca Street and their sandstone facades contribute to the character of this part of Randwick. Opposite the hospital is High Cross Reserve, a heritage item that features a cenotaph and a number of significant trees.

Royal Randwick Racecourse has been redeveloped over time, with many of the buildings upgraded or replaced. Significant elements remaining on the site include the brick boundary wall along Alison Road; the former Entrance Gatehouse near Gate 1; Gate 4 to Alison Road; the Swab Building (former lavatory) near Alison Road; the workshop buildings complex in the northwest corner of the site and the stables in the southeast corner of the site; as well as plantings across the site. One of the earliest tramlines in Sydney ran to Royal Randwick Racecourse, and its former alignment and some associated structures are still evident in the northwest corner of the racecourse.

Much of Randwick did not see intense development until the late nineteenth century and early twentieth century. The listed heritage items located within the precinct reflect these key periods of development and include Victorian, Edwardian, Federation and interwar houses and interwar apartments, as well as nineteenth century corner hotels (the Royal Hotel on St Pauls Road and the former Star and Garter Inn at 141–143 Belmore Road). The precinct is also characterised by areas of mature street trees, many of which are listed on the Randwick City Council Register of Significant Trees 2008 and include palms, figs and pines.

Heritage Items

The tables below set out the listed heritage items in the Randwick precinct. The locations of the heritage items are shown in Figure 5.7 and 5.8. For clarity, items that are listed on more than one heritage register are included on the higher register only.

Table 5.10 Heritage items listed on the SHR along or in the immediate vicinity of the CSELR route in the Randwick precinct. Items with the potential to be directly affected by the CSELR are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|--|----------------------|-------------------------|
| | Centennial Park, Moore Park, Queens Park | N/A | SHR (listing No. 01384) |
| 47 | Corana and Hygeia | 211–215 Avoca Street | SHR (listing No. 00454) |

Table 5.11 Heritage conservation areas listed on other registers along or immediately adjacent to the CSELR route in the Randwick precinct.

| Figure Ref. | Conservation Area | Listing |
|-------------|--|--------------------------|
| | North Randwick Heritage Conservation Area | RLEP 2012 (Area No. C1) |
| C8 | Racecourse Precinct Heritage Conservation Area | RLEP 2012 (Area No. C13) |
| C9 | Randwick Junction Heritage Conservation Area | RLEP 2012 (Area No. C15) |
| C10 | High Cross Heritage Conservation Area | RLEP 2012 (Area No. C12) |
| | The Spot Heritage Conservation Area | RLEP 2012 (Area No. C16) |

Table 5.12 Heritage items listed on other registers along or immediately adjacent to the CSELR route in the Randwick precinct. Items with the potential to be directly affected by the CSELR are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|---|---|---|
| | 'The Legers', Federation dwelling | 29 Alison Road | RLEP 2012 (Item No. I104) |
| | Two-storey Federation duplex | 31 Alison Road | RLEP 2012 (Item No. I105) |
| | Members' Stand/Official Stand, Royal Randwick Racecourse | 77–97 Alison Road | RLEP 2012 (Item No. I249) |
| | 'Shahzada', Victorian house | 114 Alison Road | RLEP 2012 (Item No. I250) |
| | Part of Normanhurst boundary wall (adjacent to former tramway reservation) | 90A Alison Road | RLEP 2012 (Item No. I332) |
| 43 | Royal Randwick Racecourse Group A: High Street boundary, southeastern slope and eastern flat grassed area (four Woody Pear, one Bangalay) Group H: Eastern boundary adjoining Wansey Road including northeast corner (20 Moreton Bay Figs, nine Hills Weeping Figs) | 77–97 Alison Road | Randwick City Council Register of Significant Trees 2008 (Item No. 32a-d, 32e, 32aaaa-aaas, 3aaat-aaaz, 3aaaaa-aaaab) |
| 44 | George Dan Reserve (five Washington Palms, nine Canary date palms) | Cnr Wansey Road and Alison Road, Randwick | Randwick City Council Register of Significant Trees 2008 (Item No. 4a-e & 4f-n) |
| | Pepperberry tree (located at rear of private property) | 45 Wansey Road | Randwick City Council Register of Significant Trees 2008 (Item No. 53a) |
| | UNSW Group D: High Street boundary, lower campus (22 Hill's Weeping Figs, four Moreton Bay Figs) Group E: High Street boundary, upper campus (three Moreton Bay Figs, one Cork Oak) | 330 Anzac Parade | Randwick City Council Register of Significant Trees 2008 (Item No. 35aaa-aah, 35aae-aah, 35aai-aak, 35aal) |
| | Semi-detached pair | 17–19 Clara Street | RLEP 2012 (Item No. I316) |
| 45 | Prince of Wales Hospital group | 61 High Street | RLEP 2012 (Item No. I388) |

| Figure Ref. | Name | Address | Listing |
|-------------|--|------------------------|--|
| | Prince of Wales Hospital gates and fence | 61 High Street | RLEP 2012 (Item No. I389) |
| | The Star and Garter Inn | 141–143 Belmore Road | RLEP 2012 (Item No. I302) |
| | Statue of Captain James Cook | 145M Belmore Road | RLEP 2012 (Item No. I303) |
| 46 | High Cross Reserve | 217–219R Avoca Street | RLEP 2012 (Item No. I288) |
| 46 | High Cross Reserve (five Cook Pines, one Moreton Bay Fig, one Port Jackson Fig) | 217–219R Avoca Street | Randwick City Council Register of Significant Trees 2008 (Item No. 9a-e, 9f, 9g) |
| | Essex, Victorian house | 7–9 Cuthill Street | RLEP 2012 (Item No. I336) |
| | Edith, Victorian house | 11 Cuthill Street | RLEP 2012 (Item No. I337) |
| | Royal Hotel | 2–4 Perouse Road | RLEP 2012 (Item No. I422) |
| | 'Gower Galtees', Art Deco residential flat building | 8–10 Coogee Bay Road | RLEP 2012 (Item No. I322) |
| | Edwardian residence | 12 Coogee Bay Road | RLEP 2012 (Item No. I323) |
| | Pair of cottages | 15–19 Perouse Road | RLEP 2012 (Item No. I423) |
| | Sandstone boundary wall to Daintrey Crescent, gardens and landscape associated with 'Aeolia', Brigidine Convent and Chapel | 57–63 St Pauls Street | RLEP 2012 (Item No. I248) |
| | Coogee Bay Road retaining walls | 5–41LH Coogee Bay Road | RLEP 2012 (Item No. L321) |

5.7.2 General Heritage Impact Assessment

The heritage impact of the CSELR in the Randwick precinct would be substantial, resulting primarily from the removal of significant trees, parts of parklands and significant elements of the Royal Randwick Racecourse. The significant trees that would be affected are located within the racecourse (which is a heritage conservation area of Local significance) along its Alison Road and Wansey Road frontages, its northwestern area, and at High Cross Reserve, the Spot. Street trees that will be affected by the CSELR are those along Wansey Road and Alison Road, and those in two reserves: George Dan Reserve and High Cross Reserve.

Heritage impacts on Royal Randwick Racecourse and the Racecourse precinct heritage conservation area would result from demolition of the Swab Building and the removal of existing historic tram infrastructure in the northwestern area of the racecourse.

The impact on High Cross Reserve would result from a substantial incursion of the light rail stop and interchange into the park itself. Approximately half of the park would be lost, the character of the remaining portion would be irrevocably transformed from that of a Victorian-era local park to that of a contemporary transport interchange.

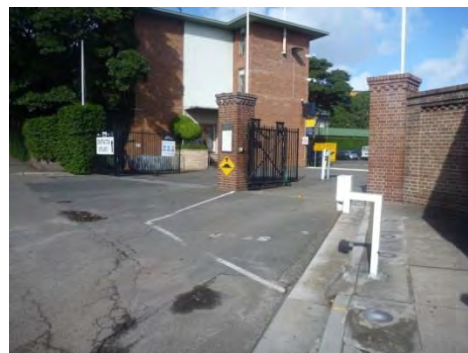
Visual impacts on heritage conservation areas would be similar to those in Surry Hills, with poles, wires and stops adding to the visual clutter in these areas. The removal of significant trees would also have adverse heritage impacts on the heritage conservation areas.

5.7.3 Detailed Heritage Impact Assessment

Alison Road Alignment, Royal Randwick Racecourse Stop, Stabling Facility & Substations

Racecourse Precinct Heritage Conservation Area (Alison Road Section)

Images



Description

The Racecourse Precinct includes Randwick Racecourse and all properties on the eastern side of Doncaster Avenue, which adjoin the racecourse at the rear. (Source: Randwick Heritage Inventory)

Significance

Local

Statement of Significance

The Racecourse, together with Centennial Park and Moore Park, further to the north and east, forms one of the largest areas of open space in the eastern suburbs of Sydney.

The Racecourse provides an outlook for parts of the suburb of Randwick on higher ground to the east, and the University of NSW, to the south. The major built features of note are the stands, particularly the 1910 Members Stand, and the oval shaped course.

The frontages to Alison Road, Wansey Road and High Street have avenue plantings of Port Jackson and Moreton Bay Figs, Plane trees and Brush Box, which enhance the visual amenity of these streets. In the north-west corner of the site there are Canary Island Date Palms and formal garden plantings.

The residential properties on the eastern side of Doncaster Avenue form a straight street frontage almost a kilometre in length, with a predominantly Victorian and Federation period character. This housing is representative of the larger Kensington precinct, on either side of Anzac Parade.

The racecourse is historically significant for its early reservation as an official racecourse, in 1833. It has been in continuous use as a racecourse since the first regular meetings held in 1863. This is probably the longest period of any racetrack in Australia. The racecourse retains much original fabric from the nineteenth and early twentieth centuries. It is the best preserved Victorian and Federation period racetrack in Sydney.

Randwick Racecourse is held in high esteem by members of the Australian Jockey Club, the racing industry, and past and present race-goers. Royalty has visited the facility on several occasions, giving the course special prestige in Australian thoroughbred racing. The physical environment of 'Royal Randwick' is an important part of the experience of a race day.

Doncaster Avenue shares a close physical and visual link with the racecourse. It is a major route for pedestrian access to the racecourse. Doncaster Avenue is also appreciated by the community as part of an important local period landscape and streetscape. (Source: Edited, Randwick Heritage Inventory)

Individual Elements Significance

The Royal Randwick Racecourse CMP (Draft)⁵ specifically lists and assigns corresponding values to the following significant elements.

Swab building: High significance

Race day stalls: High significance

Boundary group:

- Alison Road brick boundary wall: Exceptional significance
- Gate 1: Exceptional significance
- Gate 2: High significance
- Gate 3: Moderate significance
- Gates 4, 5, 6 and 7: High significance

Former entrance gatehouse (at Gate 1): High significance

Former tramway infrastructure: Moderate significance

Workshop buildings complex: Moderate significance

Southeast stables group: Moderate/Little significance

Wansey Road water reservoir: Moderate significance

Steeplehill (Rogerson) stables: Little significance

(Source: Godden Mackay Logan, Royal Randwick Racecourse Conservation Management Plan (final draft), 2006)

Heritage Impact Assessment

The proposed CSELR includes a range of structures and infrastructure within and on the boundary of the racecourse. The CSELR alignment is proposed to run along the southern side of Alison Road, within the area currently occupied by the footpath and the racecourse boundary wall. The Royal Randwick Racecourse stop would be located in the car park immediately to the north of the Swab Building. The alignment would require removal of the Swab building (High significance) and the boundary planting of figs and London Planes to the east. A tram stabling facility would be located in the former racecourse tram stop, in the northwestern area of the racecourse, and above ground substations would be located within the stabling facility and on the Alison Road alignment just to the north of the Wansey Road corner.

The proposed demolition of the Swab Building would result in the loss of one of the earliest remaining buildings at the racecourse. The Swab Building also demonstrates the long-term role and use of this part of the racecourse as a race day and spectator area. It contributes to the significance of the racecourse and its demolition would be a major adverse heritage impact.


Removal of the trees along Alison Road and in the northwestern area of the racecourse would result in the loss of plantings of Exceptional and High significance that contribute to the aesthetic and historic significance of the racecourse. The substantial bulk of the proposed above ground substation on the Alison Road alignment, in conjunction with the extensive removal of trees, would increase the amount of built infrastructure on the edge of the racecourse. Overall, this would be a major adverse impact on the conservation area.

The proposed tram stabling facility within the alignment of the earlier stabling yard would result in the demolition of remnant infrastructure that demonstrates earlier use, including a starter's cabin, retaining walls and a brick pedestrian ramp. The workshop buildings complex, which is of Moderate significance, would also be removed. While the proposed new use would be consistent with the heritage significance of this part of the racecourse land, the stabling facility would result in the loss of elements that have played an important functional role in the racecourse since the 1920s (the workshops) and remaining physical evidence of the earlier tramway. This would be a moderate adverse heritage impact.

Overall, the proposed CSELR works would have a major adverse impact on the heritage significance of the Racecourse precinct heritage conservation area.

Wansey Road Alignment, Wansey Road & UNSW High Street Stops

Racecourse Precinct Heritage Conservation Area/ Significant Trees (Wansey Road Section)

| | |
|---------------------------|---|
| Image |  |
| Description | <p>Group A: High Street boundary, southeastern slope and eastern flat grassed area (four Woody Pear, one Bangalay, a group of Lemon-scented Tea-tree).</p> <p>Group F: Western area between the racecourse and the boundary to properties in Doncaster Ave (five Canary Island Palms, three Moreton Bay Figs).</p> <p>Group H: Eastern boundary adjoining Wansey Road including the northeast corner (20 Moreton Bay Figs, nine Hills Weeping Figs). (Source: Randwick City Council Significant Tree Register 2008)</p> <p>The mixed row planting along Alison Road of Hill's Weeping Figs and London Planes is also noted within the listing.</p> |
| Significance | Local |
| Statement of Significance | <p><i>Randwick Racecourse contains one of the largest single collections of significant trees within the Randwick LGA (excluding Centennial Parklands which are not included in this Register). The Randwick Racecourse collection has a rare combination of original remnant vegetation (Eastern Suburbs Banksia Scrub) and successive overlays of cultivated specimen planting dating from the mid to late nineteenth century. The site has exceptional natural and cultural heritage values. It has individual specimens and groups which are considered to have overall significance at the Randwick LGA and regional (metropolitan) level in terms of their combined historic, social, commemorative, botanic, biodiversity, aesthetic and visual qualities.</i></p> <p><i>Of particular note are the two separate occurrences of the native Woody Pear (Xylomelum pyrifolium), including a single remnant specimen next to High Street boundary fence (under the canopy of a planted Hill's Weeping Fig) and a group of three specimens on the south-eastern grassed slope below Wansey Street. The tree within the row of figs is in decline, with a reduced canopy and loss of a second main leader under the dense shaded conditions. These trees, although only small in stature, are believed to be the last remnants of the former Eastern Suburbs Banksia Scrub which once covered these sandhills and localised sandstone outcrops. This native species, a member of the Proteaceae family, has proved to be difficult to propagate.</i></p> <p><i>The plantations and individual specimens of Moreton Bay Figs and Port Jackson Figs, (44 figs in total) form one of the largest collections of native figs in the Randwick LGA.</i></p> <p><i>The row of Moreton Bay Figs (19 trees) along the Wansey Road boundary is an outstanding single species row plantation and one of the finest examples in the Randwick LGA.</i></p> <p><i>The mixed row planting along Alison Road using Hill's Weeping Figs (Ficus macrocarpa var. hillii) and London Planes (Platanus x acerifolia) is believed to date from the early Inter-War period. The groupings of exotic Canary Island Date Palms (Phoenix canariensis) and English Elms (Ulmus procera) and the single species avenues of native Brush Box (Lophostemon confertus) were part of the ongoing garden embellishment of Randwick Racecourse during the early Inter-War period. The Hill's Weeping Figs</i></p> |

| | |
|-----------------------------------|---|
| | <i>(Ficus microcarpa var. hillii)</i> , planted as a grove in the far north-eastern corner of the site also possibly date from this period. All of these figs have achieved massive proportions and scale. The grove of figs, growing under optimum conditions in a sheltered gully location with higher moisture and soil nutrient levels, contains some of the largest specimens of this species in the Randwick LGA. (Source: Edited, Randwick City Council Significant Tree Register) |
| Heritage Impact Assessment | <p>The proposed CSELR alignment would turn into Wansey Road, requiring removal of a number of mature figs in the north eastern corner of the racecourse for the Wansey Road stop. The UNSW (High Street) stop would be located on the south eastern boundary of the racecourse, also requiring removal of significant trees, as well as the Wansey Road water reservoir (Moderate significance), part of the Southeast stables group (Moderate/Little significance) and the Steeplehill (Rogerson) stables (Little significance). Overall, the proposed CSELR alignment and associated infrastructure would require removal of the majority of significant trees in Group A, Group F, and the Alison Road mixed planting, as well as some trees in Group H.</p> <p>Demolition of the Wansey Road reservoir, part of the Southeast stables group and the Graeme Rogerson stables in the southeast stables group would result in the loss of significant built heritage items of Moderate or Little significance that reflect the expansion and development of the racecourse during the twentieth century. However, the majority of the southeast stables group would not be affected by the works. This would be a minor adverse impact on the conservation area.</p> <p>The removal of so many significant trees within the Royal Randwick Racecourse would result in the loss of items with exceptional natural and cultural values of significance to Randwick LGA and the Racecourse precinct heritage conservation area. This loss would also have an impact on the aesthetic heritage values of the conservation area. The removal of the trees in particular would be a major adverse heritage impact.</p> |

George Dan Reserve

Image



(Source: LandArc, Randwick Significant Tree Register 2008)

| | |
|----------------------------------|--|
| Description | Five Washington Palms (<i>Washingtonia robusta</i>) and nine Canary Island Date Palms (<i>Phoenix canariensis</i>). Associated plantings include Hill's Weeping Figs (<i>Ficus macrocarpa</i> var. <i>hillii</i>) and Cape Chestnuts (<i>Calodendron capense</i>). (Source: Randwick City Council Significant Tree Register 2008) |
| Significance | Local |
| Statement of Significance | <p>The formal, patterned layout of boundary row plantations including five mature Washington Palms (<i>Washingtonia robusta</i>) and eight Canary Island Date Palms (<i>Phoenix canariensis</i>) is believed to be an early Inter-War period (c.1915–1940) public planting scheme. The group is considered to have significance at the local and Randwick LGA levels in terms of its historic, visual, aesthetic, social and cultural values. The plantation may also have commemorative values associated with the First World War and this point requires further investigation.</p> <p>The mixed group forms one of the largest single clusters of exotic palms in Randwick's parks and reserves. The palms are located in a prominent location on Alison Road and create a dramatic visual impact on the local streetscape. The formal layout of paired Canary Island Date Palms at the northern</p> |

and southern ends of the reserve is an interesting design component.

The Washington Palms are amongst the tallest examples of this taxon in the Randwick LGA due to the site's relatively sheltered location near an old creek-line. These two cultivated palm species have significant representative values in the Randwick area and were typical of early twentieth century plantations in public parks and streetscapes. The palms may have been planted at a similar time as those in Randwick Racecourse.

The two Cape Chestnuts (*Calodendron capense*) located in the reserve's northern corner and an adjacent avenue of Hill's Weeping Figs (*Ficus microcarpa* var. *hillii*) in Wansey Road are believed to represent further embellishment during the latter part of the Inter-War period. These components are generally considered to be supportive with respect to the listed items however issues of competition and shading from the figs may need to be addressed over time. Other generic Eucalypts have been added to the reserve in recent decades however these trees are considered to be neutral to intrusive in the context of the original formal palm layout. (Source: Randwick Significant Tree Register)

| | |
|-----------------------------------|---|
| Heritage Impact Assessment | The Wansey Road stop is proposed to be located on Wansey Road immediately to the west of George Dan Reserve. No significant trees in George Dan Reserve are proposed to be removed; however, footpath widening and regrading of the reserve associated with the stop, which has the potential to be a minor adverse impact on George Dan Reserve and its significant trees. |
|-----------------------------------|---|

Randwick Stop

Randwick Junction Heritage Conservation Area

| | |
|-----------------------------------|--|
| Description | <p>The Randwick Junction Conservation Area is the only conservation area within the City of Randwick that is focused on a commercial centre. It retains a coherent streetscape character of nineteenth and early twentieth century buildings. Within the conservation area there are two distinct groupings of commercial buildings. These are Belmore Road and the 'Coach and Horses' grouping (centred on the intersection of Alison Road and Avoca Street).</p> <p>The Randwick Junction Heritage Conservation Area is centred on the Randwick Junction commercial centre. It is generally bounded by Belmore Road, Alison Road and Avoca Street, Randwick. (Source: Randwick Heritage Inventory)</p> |
| Significance | Local |
| Statement of Significance | A largely intact traditional commercial centre with many good examples of buildings from the Victorian, Federation and Inter-war period. (Source: Randwick Heritage Inventory) |
| Heritage Impact Assessment | The Randwick stop is proposed to be located on Belmore Road immediately to the southeast of the Randwick Junction Heritage Conservation Area. The proposed High Street alignment would run along the southern boundary of the conservation area. The stop and route would have a neutral impact on the setting and appreciation of the conservation area. |

Prince of Wales Hospital Group

Image



Description

The Prince of Wales Hospital Group is a group of classical sandstone buildings, all from the office of ET Blacket, but designed and varied by other architects. The group consists of the former main block, built in 1858, of simple two storey design, which was formerly the Destitute Children's Asylum until 1915, when it became a military hospital. A three storey wing was added soon after 1858, to a design by ET Blacket. The former Outpatients' Building was designed by T Rowe, based on an 1867 design by J Horbury Hunt, which shows minor Romanesque Revival influences. There are fine sets of wrought iron and cast iron gates. (Source: State Heritage Inventory)

Significance

Local

Statement of Significance

A fine group of restrained Classical sandstone buildings all originally from the office of the architect, ET Blacket, but designed and varied by other architects. Good example of a Victorian era benevolent institution having well scaled and proportioned facades which contribute an important civic appearance to Avoca Street and the park bounded by Cuthill Street. The complete group of buildings has lengthy and important associations with the medical and military history of Australia. (Source: State Heritage Inventory)

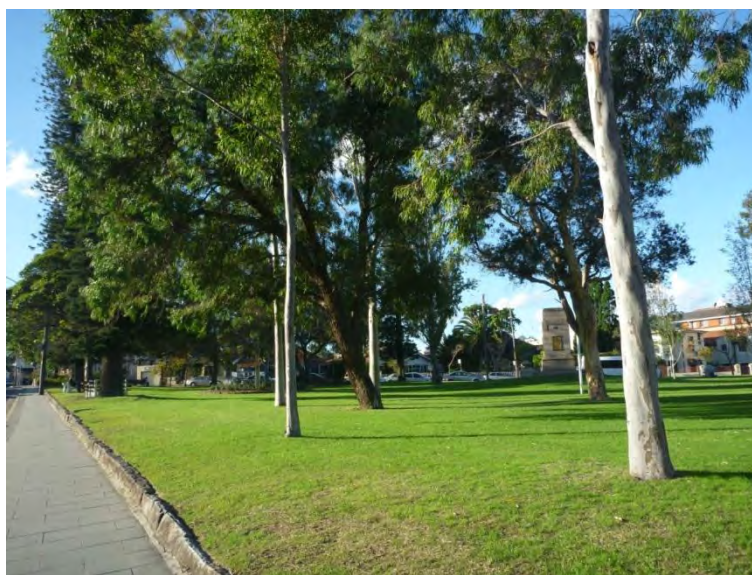
Heritage Impact Assessment

The Randwick stop is proposed to be located on Belmore Road to the east of the Prince of Wales Hospital group. The proposed High Street alignment would run along the northern boundary of the hospital and require catenary wires and associated poles.

The Randwick stop, associated bus interchange and infrastructure there and along High Street would have a minor adverse visual impact on the setting of the Prince of Wales Hospital group in views of the group from Belmore Road and High Street. The impact on the principal elevation of the group (which faces Avoca Street) would also be minor.

High Cross Reserve and High Cross Reserve Significant Trees

Image



Description

High Cross Reserve:

A small triangular landscaped reserve bounded by Avoca and Cuthill Streets and Belmore Road. Norfolk pines and poplars are the most significant vegetation species. A stone cenotaph commemorating local residents who served at World Wars I and II stands on the centre. (Source: Randwick Heritage Inventory)

High Cross Reserve Significant Trees:

Group A: Five Cook Pines (*Araucaria columnaris*); and

Group B: One Moreton Bay Fig (*Ficus macrophylla*) and one Port Jackson Fig (*Ficus rubiginosa* f. *rubiginosa*).

Significance

Local

Statement of Significance

High Cross Reserve:

Provides the focus for a series of architecturally interesting buildings ranging from early to late Victorian periods. The arrangement of such sympathetically scaled and detailed buildings around an urban park is rare in Sydney. (Source: Randwick Heritage Inventory)

High Cross Reserve Significant Trees:

The reserve is dominated by an informal group of tall, slender growing New Caledonian Pines or Cook Pines (*Araucaria columnaris*). These pines are outstanding landmark specimens of high visual, aesthetic, historic, cultural and botanic significance to this location. Their prominent position, exaggerated vertical height and combined group impact create a dramatic sense of scale to this civic space. The Cook Pines are likely to date from the latter part of the nineteenth century. This species has been a popular collector's item since the early nineteenth century, particularly as a specimen or accent planting within larger private gardens and public parks. It is closely related to other native Australian rainforest and South-western Pacific Island pine species such as the Bunya Pine (*Araucaria bidwillii*), Hoop Pine (*Araucaria cunninghamii*) and Norfolk Island Pine (*Araucaria heterophylla*). The Cook Pine and other *Araucaria* pines have been used extensively in mixed groups within The Domain, Sydney Botanic Gardens and Hyde Park. This group has special significance at the Randwick LGA and regional (metropolitan) levels in terms of representative and rarity values as a single species grove of Cook Pines rather than the more common mixed grouping of emergent *Araucarias*.

These pines were often planted in association with plantations of Moreton Bay Figs (*Ficus macrophylla*) and Port Jackson Figs (*Ficus rubiginosa*). Both of these species are present in the reserve adjacent to Avoca Street. These figs may be remnants of a former row plantation. They are relatively small in stature for these species (8–14 metres in height/12–14 metres in canopy spread and 600–1000mm DBH) but are nevertheless important components of the historic planting scheme. This stylistic approach was typical of the public parks movement promoted by Charles Moore and J.H. Maiden (Directors, Sydney Botanic Gardens 1848–1896 and 1896–1924 respectively). The Brush Box (*Lophostemon confertus*) in the park may be an Inter-War period overlay (c.1915–1940). Other various trees (eg. *Eucalypts*) have

been added during the latter part of the twentieth century however these are considered to have either a negative to neutral impact on the integrity of the earlier planting scheme.

Heritage Impact Assessment

The Randwick stop is proposed to be located within the northern portion of High Cross Reserve adjacent to Belmore Road. Approximately half of the reserve to be occupied by the stop platforms which will include a large scale elevated canopy and associated infrastructure, including an above ground substation. The stop would also include an interchange between buses and light rail. The proposed Randwick stop would result in the loss of approximately half of the existing area of High Cross Reserve and the removal of its significant trees. The cenotaph would be retained.

The historic character of the park with its landmark Cook Pines would be substantially diminished by the stop and associated bus/light rail interchange, especially the large scale elevated canopy and the substantial bulk of the above ground substation. This would be a major adverse heritage impact.

High Cross Heritage Conservation Area

Image



Description

The High Cross Conservation Area consists of High Cross Park, urban areas to the north-east and south, and part of the Prince of Wales Hospital to the west. (Source: Randwick Heritage Inventory)

Significance

Local

Statement of Significance

A major urban space providing a focus for nearby institutional buildings with many important religious and residential buildings in the surrounding area. (Source: Randwick Heritage Inventory)

The High Cross Reserve Heritage Conservation Area includes the following heritage items: High Cross Reserve; the Victorian houses 'Essex' and 'Eden' at 7–9 and 11 Cuthill Street; the Royal Hotel at 2–4 Perouse Road, Corana; Hygeia at 211–215 Avoca Street; and the Prince of Wales Hospital group.

Heritage Impact Assessment

The Randwick stop for the CSELR would result in the transformation of High Cross Reserve from the Victorian era park to a much reduced contemporary landscape, dominated by a transport interchange. High Cross Reserve is the landmark and focus of the High Cross Heritage Conservation Area and forms an important part of the setting of the Victorian houses and the Royal Hotel on Cuthill Street. Its transformation for the stop and interchange would have a moderate adverse heritage impact on the High Cross Heritage Conservation Area.

Corana and Hygeia

Image



(Source: S Watters, State Heritage Inventory)

Description

Corona and Hygeia are an attached pair of large semi-detached mansions design in the late Victoria style. Stucco finished with heavily decorated balustered roof parapets and classically derived pediments over the bowed section of the front façade and as decoration over the window lintels. Deep string course mouldings extend around the side elevations. The verandahs at the front and back retain richly decorative iron lace valances and cast iron columns. Ground floor front verandahs are attractively tiled. [The] original roof [is] believed to be of slate and [is] now covered in tiles. (Source: Edited, State Heritage Inventory)

Significance

State

Statement of Significance

Corana and Hygeia are of State heritage significance as two semi-detached mansions in the late Victorian style and constructed in 1898. They have particular aesthetic significance as a large and picturesque late Victorian two-storey pair of houses with good cast iron work on the verandah valences and columns. It has heavily decorated balustraded roof parapets, classically derived tiled verandah floors and front fences of cast iron and masonry. The building is of excellent streetscape value and provides a significant contribution to the High Cross townscape precinct at Randwick. Their historical significance is derived from their association with the family of Judge Thomas Callaghan, a prominent citizen and member of the judiciary. (Source: State Heritage Inventory)

Heritage impact Assessment

The Randwick stop is proposed to be located on Belmore Road immediately to the south of Corana and Hygeia. The stop, associated infrastructure and tracks would have a minor adverse visual impact on the setting and appreciation of these grand Victorian semi-detached mansions.

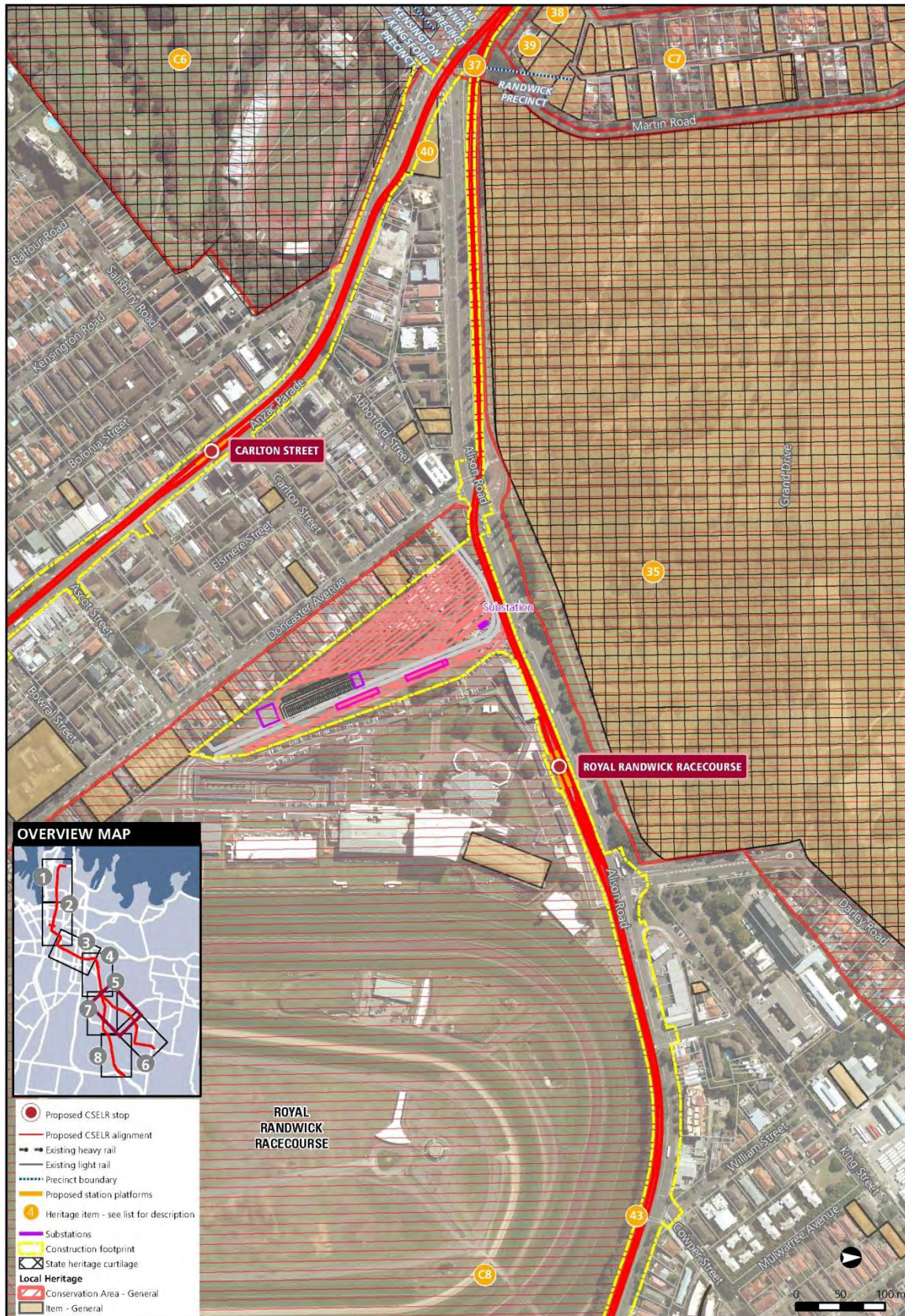


Figure 5.7 Reference map of built heritage and landscape items subject to detailed assessment in the Randwick precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)



Figure 5.8 Reference map of built heritage and landscape items subject to detailed assessment in the Randwick precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

5.8 Rozelle Stabling/Maintenance Depot

5.8.1 Heritage Context

Overview

The Rozelle Stabling/Maintenance Depot is proposed to be located within the site of the former Rozelle Marshalling Yard which operated until 1988. The yards were located within a large cutting on land that was partially reclaimed from Rozelle Bay and served the Darling Harbour goods line, which stretched from Central Station to the western side of Darling Harbour, then wound through Pyrmont to Rozelle Bay. The site retains a range of sheds and tracks dating from its use as the marshalling yards, and a stormwater channel on its northern boundary. Heritage items include the Catherine Street overbridge (a brick and concrete bridge structure in the western part of the site) and the Easton Park stormwater channel.

Prior to the establishment of the marshalling yard, the area around Rozelle Bay comprised a mixture of residential and industrial areas. The industries in the area tended to be heavy polluting types, such as abattoirs and tanneries. In 1890 an enquiry into the living conditions of areas such as Rozelle and Annandale resulted in the Department of Public Works constructing a wide system of stormwater channels in the area over the next twenty years to direct the run-off from these industries, as well as untreated sewage, from the surrounding residential areas which had been carried along natural watercourses. The Easton Park stormwater channel, part of which is located on the northern edge of the Rozelle Stabling/Maintenance Depot site, was one of the stormwater channels built at this time to control the flow of stormwater into Rozelle Bay.

While much of the heavy polluting industry is gone from Rozelle, the area retains some industrial character, particularly around the former marshalling yards. The historical residential character of Rozelle and Annandale provided the broader context for the yards. A heritage conservation area identified in the Leichhardt LEP 2000 is located to the north of the proposed Rozelle Stabling/Maintenance Depot site, separated from the site by Lilyfield Road.

Heritage Items

The tables below set out the listed heritage items in the Rozelle Stabling/Maintenance Depot area. The locations of the heritage items are shown in Figure 5.9.

Table 5.13 Heritage items listed on REP 26 along or immediately adjacent to the CSELR Stabling/Maintenance Depot. Items with the potential to be directly affected by the CSELR are highlighted.

| Figure Ref. | Name | Address | Listing |
|-------------|-----------------------------|----------------------------|--|
| | Stormwater canal | Lilyfield Road, Rozelle | Schedule 4, Part 3, SREP No. 26—City West (item No. 6) |
| | Former hotel | 78 Lilyfield Road, Rozelle | Schedule 4, Part 3, SREP No. 26—City West (item No. 2) |
| | 'Cadden Le Messurier' | 84 Lilyfield Road, Rozelle | Schedule 4, Part 3, SREP No. 26—City West (item No. 3) |
| | Railway bridge | Railway Parade, Lilyfield | Schedule 4, Part 3, SREP No. 26—City West (item No. 7) |
| | Arched Bridge, Whites Creek | Whites Creek | Schedule 4, Part 3, SREP No. 26—City West (item No. 8) |

| Figure Ref. | Name | Address | Listing |
|-------------|---------------------------------|---------------------------|---|
| 48 | Catherine Street railway bridge | Catherine Street, Rozelle | Schedule 4, Part 3, SREP No. 26—City West (item No. 12) |

5.8.2 General Heritage Impact Assessment

The Rozelle Stabling/Maintenance Depot is proposed to be located in the western end of the former Rozelle Marshalling Yards site. The only heritage item that is in the vicinity of the proposed Rozelle Stabling/Maintenance Depot is the Catherine Street railway bridge.

5.8.3 Detailed Heritage Impact Assessment

Catherine Street Railway Bridge

Image



| | |
|-----------------------------------|--|
| Description | Bridge that crosses the western end of the former Rozelle marshalling yards. It has a concrete deck and brick piers, and a brick wall railing that rises at least 1m above the road level. |
| Significance | Local |
| Statement of Significance | No statement of significance available. |
| Heritage Impact Assessment | The proposed stabling/maintenance depot would not require any physical alterations to the Catherine Street railway bridge. The continued use of the bridge for vehicles to cross the former Rozelle marshalling yard and rail line is consistent with its historical use. The proposed depot would have a neutral heritage impact on the railway bridge. |

5.9 Endnotes

- ¹ Heritage Group, State Projects, Department of Public Works & Services, Sydney/Central Station Conservation Management Plan, prepared for State Rail Authority, 1996.
- ² City of Sydney Council, Register of Significant Trees 2013, City of Sydney Council, <<http://www.cityofsydney.nsw.gov.au/live/trees/tree-policies>>
- ³ Urbis, Centennial Parklands Conservation Management Plan, prepared for the Centennial Park and Moore Park Trust, February 2010.
- ⁴ *ibid.*, p 167.
- ⁵ Godden Mackay Logan Pty Ltd, Royal Randwick Racecourse Conservation Management Plan, Final Draft, prepared for Australian Jockey Club, December 2006.



Figure 5.9 Reference map of built heritage items subject to detailed assessment in the Rozelle precinct. (Source: Parsons Brinckerhoff and Transport for NSW with details defined by GML 2013)

6.0 Mitigation Measures

6.1 General Measures

The detailed design, documentation and construction of the proposed CSELR would be managed to ensure that the potential heritage and archaeological impacts identified in this report are minimised and/or avoided by implementation of the mitigation management and strategies proposed in this report.

The following general measures would apply to the management of heritage issues along the CSELR route.

- Heritage specialists (built and landscape heritage and Aboriginal cultural heritage and historical archaeology) would be involved in the detailed design and documentation phase. They would also liaise with the teams selected to carry out the construction works to ensure that the recommended mitigation measures are implemented and impacts on heritage items and sites minimised. Heritage specialists would also be able to assist by identifying opportunities to enhance the conservation options for heritage items and archaeological sites.
- Works within or adjacent to built and landscape heritage items and heritage conservation areas would be subject to careful detailed design to ensure adverse impacts are avoided or minimised. For example, the placement of poles for catenary wires would be carefully planned and detailed so that impacts to heritage awnings are avoided or minimised.
- Appropriate protection of the physical fabric of heritage items would be provided during construction of the CSELR. This may involve temporary hoardings to sensitive areas. For example along George Street in the City Centre precinct, or variations to the construction methodology to avoid unnecessary impacts.
- Services would be grouped to reduce the amount of excavation and new structures required to minimise impacts on archaeological resources and to minimise the visual impacts on heritage items and conservation areas caused by increased visual clutter. Where possible, services would be installed in existing service trenches to minimise disturbance to areas of historical and/or Aboriginal archaeological potential.
- The light rail stops would be designed to minimise impacts on heritage items in terms of form, scale, materials and any landscaping. For example, open, lightweight and low profile structures of contemporary design that minimise visual impacts on key views to heritage buildings and spaced would be developed.
- Where above ground substations are proposed, they would be designed to minimise impacts on heritage items in the vicinity in terms of form, scale and materials. Landscaping would be used to lessen the visual impact where appropriate. For example, low profile structures utilising complementary materials and details, of contemporary design that minimise visual impacts on key views to heritage items, would be appropriate.
- All contractors working on the CSELR project would receive a heritage induction that identifies potential Aboriginal and historical archaeological issues and minimises constructions risk impacts to built and landscape heritage items.

- Although permits for archaeological impact and excavation under the *National Parks and Wildlife Act 1974* (NSW) and the *Heritage Act 1977* (NSW) are not required for projects designated as State Significant Infrastructure under the *Environmental Planning and Assessment Act 1979* (NSW); all archaeological mitigation measures including archaeological monitoring, test excavation and salvage excavation, as required, would be undertaken in accordance with standards and processes stipulated by the Office of Environment and Heritage and the NSW Heritage Division with respect to the archaeological resource.
- Potential impacts to Aboriginal objects will be mitigated in accordance with the methodologies to be set out in the Archaeological Research Design (ARD), Archaeological Technical Report (ATR) and Aboriginal Cultural Heritage Assessment Report (ACHAR) as required by the OEH *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (2012). The ATR and ACHAR would respond to the detailed design. The mitigation of impacts to Aboriginal objects include community consultation, archaeological investigation, post-excavation analysis of artefacts (as required), and the development of a Care and Control agreement for any Aboriginal objects salvaged.
- Aboriginal archaeological investigation would be undertaken in key locations along the CSELR route to further refine the area of archaeological potential and the extent of impact on potential Aboriginal archaeological deposits, where possible. Any archaeological investigation would involve registered Aboriginal stakeholders (discussed below), where required.
- Consultation with local Aboriginal stakeholders will ensure that impacts to Aboriginal cultural heritage will be appropriately mitigated. This would be undertaken prior to the commencement of any ground works.
- Historical archaeological testing, monitoring and/or salvage excavation would be undertaken to mitigate the impacts of the CSELR project, where warranted by the significance of the potential resource. Post excavation reporting, including artefact analysis and additional historical research, where necessary, would be required for any historical archaeological investigations undertaken.
- Physical impacts to historical archaeological sites of State significance would be avoided, where possible. Design modifications to avoid identified archaeological sites of State significance would be undertaken, where possible.
- Further, more detailed, targeted mitigation methodologies for the management of impacts on significant Aboriginal and historical archaeological resources would be undertaken at the detailed design stage, once key ground disturbance impacts have been finalised (in terms of exact depth, width, extent and type of impact). This would ensure that the archaeological mitigation strategies are streamlined and reduced in scope to target the key areas of unavoidable impact on significant archaeological resources.
- If human remains were to be discovered during any phase of works associated with the CSELR project, works would cease immediately in the surrounding area. The finding would need to be reported immediately to the New South Wales Coroner's Office and/or the New South Wales Police. If the remains are suspected to be Aboriginal, OEH would also need to be contacted and the relevant Aboriginal Elders consulted. A specialist forensic

anthropologist with relevant qualifications would be consulted to determine the nature of the remains. Any investigation would be undertaken in accordance with the relevant guidelines as issued by the Heritage Division and the Office of Environment and Heritage.

- If significant archaeological resources are found during the works program, relevant public dissemination of information would occur (eg through media releases, public open days, website, brochures and/or long-term interpretation measures).
- Photographic archival recording of heritage items/areas (as per the recommended mitigation measures below) would be undertaken in accordance with the relevant NSW Heritage Division guidelines.
- A strategy for conservation and curation of any historical and/or Aboriginal artefacts recovered during works would be developed. A care and control agreement for the custodianship of any Aboriginal cultural material recovered during works would be designed with the RAPs and implemented.
- Subsequent stages of interpretation development would seek to develop the concepts identified in the Heritage Interpretation Strategy report, and would also address the interpretation of any significant archaeology investigated during the course of the CSELR project.

6.2 Mitigation Measures

The DGRs for the CSELR require an evaluation of the effectiveness of the mitigation measures for heritage. The mitigation measures for known and potential historical archaeological resources, set out in Section 6.2.2 for Historical archaeology, are designed to mitigate the heritage impact on these items and area to the extent possible within the CSELR project.

The effectiveness of the measures have been ranked according to the type of mitigation proposed and the extent to which that measure will mitigate the impact of the CSELR on the known and/or potential historical archaeological resource or area. The effectiveness of the mitigation measure also depends on the level of significance of the archaeological resource affected (ie. of State or local significance). For example, avoidance of an intact archaeological resource (such as the Tank Stream), and its preservation insitu, would be the most effective mitigation measure for significant archaeological resources, whereas, investigation, recording and salvage of a fragmentary archaeological resource (such as a rubbish dump) by a qualified archaeologist would be appropriate.

The effectiveness of the mitigation measures proposed for historical archaeology is set out below and is identified against each of the specific Historical Archaeological Management Units (HAMUs) summarised in Table 6.1.

- Highly effective: This mitigation measure would completely mitigate the impact on the item/area's heritage significance.
- Moderately effective: This mitigation measure would substantially mitigate the impact on the item/area's heritage significance. However, the impact would not be mitigated completely.
- Somewhat effective: This mitigation measure would only partially mitigate the impact on the item/area's heritage significance.

- Least effective: This mitigation measure is the bare minimum required to achieve some mitigation of the impact on the item/area's heritage significance. However, the impact would not be mitigated completely.

6.2.1 Aboriginal Archaeology

The following table outlines the mitigation measures that would be employed in each of the four Aboriginal archaeological management zones.

Works in Zone 1 would be mitigated by employing the following strategies:

- Aboriginal archaeological investigation (which may include testing, monitoring and/or salvage excavation) will occur during the onsite works program in accordance with OEH guidelines to mitigate any potential impacts on Aboriginal objects.
- An Archaeological Technical Report (ATR) and an Aboriginal Cultural Heritage Assessment Report (ACHAR) would be prepared by a qualified archaeologist with demonstrated expertise in Aboriginal archaeology in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2012). The ATR and ACHAR would respond to the detailed design and would present methodologies for the conservation, management, investigation and long-term care and control of potential Zone 1 Aboriginal archaeology proposed to be impacted upon within the CSELR construction boundary.
- The ATR and ACHAR would be prepared in consultation with the Aboriginal stakeholders. The ATR and ACHAR will be provided to the Aboriginal stakeholders involved in the project for review, comment and endorsement prior to the commencement of onsite works.
- Any Aboriginal archaeological deposits or objects are identified during CSELR works they will be registered with Aboriginal Heritage Information Management System (AHIMS).

Works within Zone 2 would be mitigated by employing the following strategies:

- Aboriginal archaeological investigation (which may include testing, monitoring and/or salvage excavation) will occur during the onsite works program in accordance with OEH guidelines to mitigate any potential impacts on Aboriginal objects.
- An Archaeological Technical Report (ATR) and an Aboriginal Cultural Heritage Assessment Report (ACHAR) would be prepared by a qualified archaeologist with demonstrated expertise in Aboriginal archaeology in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2012). The ATR and ACHAR would respond to the detailed design and would present methodologies for the conservation, management, investigation and long-term care and control of potential Zone 2 Aboriginal archaeology proposed to be impacted upon within the CSELR construction boundary.
- The ATR and ACHAR would be prepared in consultation with the Aboriginal stakeholders. The ATR and ACHAR will be provided to the Aboriginal stakeholders involved in the project for review, comment and endorsement prior to the commencement of onsite works.
- In areas within Zone 2 where impacts on Aboriginal archaeology are not anticipated, an archaeological watching brief would be implemented. As part of this brief, an archaeologist

would be on call to investigate archaeological remains identified during ground works, where an archaeologist is not on site.

Works within Zone 3 would be mitigated by the following strategies:

- Aboriginal archaeological investigation (which may include testing, monitoring and/or salvage excavation) will occur during the onsite works program in accordance with OEH guidelines to mitigate any potential impacts on Aboriginal objects.
- An Archaeological Technical Report (ATR) and an Aboriginal Cultural Heritage Assessment Report (ACHAR) would be prepared by a qualified archaeologist with demonstrated expertise in Aboriginal archaeology in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2012). The ATR and ACHAR would respond to the detailed design and would present methodologies for the conservation, management, investigation and long-term care and control of potential Zone 3 Aboriginal archaeology proposed to be impacted upon within the CSEL construction boundary.
- The ATR and ACHAR would be prepared in consultation with the Aboriginal stakeholders. The ATR and ACHAR will be provided to the Aboriginal stakeholders involved in the project for review, comment and endorsement prior to the commencement of onsite works.
- In areas within Zone 3 where impacts on Aboriginal archaeology are not anticipated, an archaeological watching brief would be implemented. As part of this brief, an archaeologist would be on call to investigate archaeological remains identified during ground works, where an archaeologist is not on site.

Works within Zone 4 would be mitigated by the following strategies:

- An Archaeological Technical Report (ATR) and an Aboriginal Cultural Heritage Assessment Report (ACHAR) would be prepared by a qualified archaeologist with demonstrated expertise in Aboriginal archaeology in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2012). The ATR and ACHAR would outline a methodology for the management of unexpected Aboriginal objects within Zone 4. Should unexpected Aboriginal objects or other archaeological evidence be identified in these areas during works, works would cease in the immediate area and the archaeologist contacted to assess the evidence. Additional investigation, such as salvage excavation, may be required.
- An archaeological watching brief, where an archaeologist is on call to investigate unexpected archaeological remains identified during ground works where an archaeologist is not present on site, should be implemented.

City Centre Precinct

The Aboriginal archaeological potential and impact within the City Centre precinct has been identified as Zone 3 and Zone 4 (Figures 3.9 and 3.10).

Zone 3 and Zone 4 mitigation measures would be employed in the City Centre precinct.

Surry Hills Precinct

The Aboriginal archaeological potential and impact within the Surry Hills precinct has been identified as Zone 1–Zone 4 (3.18).

Zone 1–Zone 4 mitigation measures would be employed in the Surry Hills precinct.

Moore Park Precinct

The Aboriginal archaeological potential and impact within the Moore Park precinct has been identified as Zone 1 and Zone 2 (Figure 3.24).

Zone 1 and Zone 2 mitigation measures would be employed in the Moore Park precinct.

Kensington/Kingsford Precinct

The Aboriginal archaeological potential and impact within the Kensington/Kingsford precinct has been identified as Zone 1 and Zone 2 (Figures 3.33 and 3.34).

Zone 1 and Zone 2 mitigation measures would be employed in the Kensington/Kingsford precinct.

Randwick Precinct

The Aboriginal archaeological potential and impact within the Randwick precinct has been identified as Zone 1 and Zone 2 (Figures 3.41 and 3.42).

Zone 1 and Zone 2 mitigation measures would be employed in the Randwick precinct.

Rozelle Precinct

The Aboriginal archaeological potential and impact within the Rozelle precinct has been identified as Zone 3.

Zone 3 mitigation measures would be employed in the Rozelle precinct.

6.2.2 Historical Archaeology

Mitigation measures for Historical Archaeological Management Units (HAMUs) identified as Zone 1—State Significant Historical Archaeology; known or potential, would be managed in accordance with the following strategies:

- Impact and/or removal is generally unacceptable for archaeological resources listed on the State Heritage Register and/or identified as being highly intact.
- An Excavation Director who meets the NSW Heritage Branch requirements for directing State significant archaeological investigations must monitor the works.
- In situ retention of the archaeological resource is likely to be required, unless it is highly disturbed and/or of a fragmentary nature—or if the impacts are assessed by the excavation director to be minor in nature.
- A Work Method Statement or Archaeological Research design will be prepared by a qualified historical archaeologist in accordance with Heritage Division requirements, prior to the commencement of works. The Work Method Statement or Archaeological Research Design will outline a methodology for the investigation, salvage and/or conservation of archaeological resources.
- An archaeological testing program would be implemented in this HAMU to test the location, extent, integrity and nature of State significant (Zone 1) archaeological resources. The

testing program would be undertaken in accordance with an approved archaeological Work Method Statement or Archaeological Research Design.

- The results of the testing program would further refine the Work Method Statement or Archaeological Research Design for the investigation, salvage and/or conservation of archaeological resources .
- Works which may impact, disturb or destroy relics within Zone 1 HAMUs will be monitored by the excavation director to ensure unacceptable impacts do not occur.
- The NSW Heritage Division and Transport for NSW to be notified when intact State significant relics are discovered.
- Public engagement such as media releases; public open days during the works program; and/or post-works heritage interpretation may be warranted.
- Post-excavation reporting, artefact analysis and conservation of relics would be required if relics are found.

Mitigation measures for HAMUs identified as Zone 2—Locally Significant Historical Archaeology; known or potential, would be managed in accordance with the following strategies:

- Impact and/or removal is likely to be acceptable if appropriate mitigation measures are followed.
- A Work Method Statement or Archaeological Research design will be prepared by a qualified historical archaeologist in accordance with Heritage Division requirements, prior to the commencement of works. The Work Method Statement or Archaeological Research Design will outline a methodology for the investigation, monitoring and/or salvage of archaeological resources.
- Archaeological monitoring can be led by the State significant Excavation Director/local excavation director for works within Zone 2 areas, followed by open area excavation as required (which depends on the nature, extent and integrity of the archaeological resource to be impacted, and the level of impact proposed).
- If unexpected State significant relics are discovered in Zone 2 areas—such relics may need to be managed in accordance with the Zone 1 requirements. The Excavation Director is to determine if the unexpected relics are likely to be reassessed as State significant, and then determine appropriate mitigation (ie manage as Zone 1 or Zone 2).
- The NSW Heritage Division and Transport for NSW is to be notified when intact State significant relics are discovered.
- Public engagement such as heritage interpretation and/or public open days may be warranted, depending on the nature and significance of the archaeological resource.
- Post-excavation reporting, artefact analysis and conservation is required if relics are found.

Mitigation measures for HAMUs identified as Zone 3—No Historical Archaeological Resource Present, are unlikely to have an impact on historical archaeology. Works in these zones would be managed in accordance with the following strategies:

- All contractors to receive a heritage induction prior to works commencing.
- Archaeologist on call to investigate any unexpected discoveries of archaeological remains identified during ground works.

Set out below are specific mitigation measures for management of each HAMU.

Table 6.1 Specific mitigation measures for management of each HAMU.

| HAMU | Zone | Mitigation/Management |
|-----------------------------|------|--|
| City Centre Precinct | | |
| Tank Stream | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately Effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> • The Tank Stream would be protected by the construction of a subterranean bridging structure that would allow the CSELR to cross the item, but not physically impact on it. This would be developed in consultation with Sydney Water, City of Sydney, NSW Heritage Division; as well as a suitably qualified structural engineer, heritage consultant and archaeologist (Highly Effective). • The Tank Stream is a working, State Heritage listed Sydney Water owned infrastructure item, and cannot be impacted. Relics are likely to be associated with the Tank Stream. It would be managed in accordance with the policies outlined in the Tank Stream CMP (Highly Effective). • Consultation with Sydney Water, City of Sydney, NSW Heritage Division; as well as a suitably qualified structural engineer, heritage consultant and archaeologist is required to ensure ongoing conservation and protection of the Tank Stream throughout the CSELR works program. (Highly Effective). |
| Alfred Street/Herald Square | 1 | <p>Mitigation measures as outlined for Zone 1 (State significant) historical archaeology would apply (Moderately Effective).</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, and post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation (Moderately Effective). |

| HAMU | Zone | Mitigation/Management |
|-------------------------|------|---|
| First Fleet Park | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply.</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> The potential historical archaeological resource would be managed in accordance with the policies outlined in the First Fleet Park Conservation Management Strategy. Consultation with the Sydney Harbour Foreshore Authority is required. Ground disturbance works within First Fleet Park HAMU would be avoided. Services, if required, would be above ground or installed within existing service trenches. The subsurface archaeological remains within First Fleet Park would be protected from compaction or movement of vehicles over the park's ground surface. This may involve use of geotextile fabric or similar. Advice would be sought from a relevant expert as to the exact nature of these protection measures. The scope of appropriate ground works within First Fleet Park HAMU would be developed in consultation with a suitably qualified archaeologist and SHFA to ensure the impact on the archaeological resource is as minor as possible. An archaeological testing program would be implemented in this HAMU to test the location, extent, integrity and nature of State significant (Zone 1) archaeological resources. The testing program would be undertaken in accordance with an approved archaeological Work Method Statement or Archaeological Research Design to be prepared by a qualified historical archaeologist, in accordance with Heritage Division requirements, prior to the commencement of works. The results of the testing program would further refine the Work Method Statement or Archaeological Research Design for the investigation, salvage and/or conservation of archaeological resources. <p>(All mitigation measures above are identified as Highly Effective).</p> |
| George St North | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately Effective).</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, and post-excavation analysis and reporting. The nature and intactness of the archaeological resource may warrant interpretation (Moderately Effective). |
| Martin Place | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately Effective).</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 (Moderately Effective). |
| Underground Tunnels | 3 | <p>Mitigation measures as outlined for Zone 3 historical archaeology will apply (Highly Effective).</p> |
| Queen Victoria Building | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology will apply (Moderately Effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> In the unlikely event that remains associated with the previous market are identified and assessed as State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures (Moderately Effective). |

| HAMU | Zone | Mitigation/Management |
|------------------|------|---|
| Town Hall | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately Effective).</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 (Highly Effective). |
| George St South | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately Effective).</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 (Moderately Effective). In the unlikely event that remains associated with early brickmaking or the corn/hay/cattle market are identified and assessed to be State significant, this archaeology would be managed in accordance with Zone 1 mitigation measures (Moderately Effective). |
| Rawson Place | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately Effective).</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 (Moderately Effective). |
| Eddy Avenue | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately Effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> If skeletal remains are identified 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 (Highly Effective). |
| Belmore Park | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> The subsurface archaeological remains within Belmore Park would be protected from compaction or movement of vehicles over the park's ground surface. This may involve use of geotextile fabric or similar. Advice would be sought from a relevant expert as to the exact nature of these protection measures (Highly Effective). |
| Elizabeth Street | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</p> |
| Chalmers Street | 1 | <p>Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately effective).</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 (Highly Effective). |

| HAMU | Zone | Mitigation/Management |
|-------------------------------|------|---|
| Surry Hills Precinct | | |
| Devonshire St West | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</p> <p>Additional Measures:</p> <p>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 (Moderately effective).</p> |
| Devonshire St Central | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> 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 (Moderately effective). <p>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 (Moderately effective).</p> |
| Ward Park | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</p> <p>Additional Measures:</p> <ul style="list-style-type: none"> 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 (Moderately effective). <p>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.</p> |
| Devonshire St East | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</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 (Moderately effective). <p>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 (Moderately effective).</p> |
| Bourke St to South Dowling St | 2 | <p>Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective).</p> <p>Additional Measures:</p> <p>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 (Moderately effective).</p> |
| Olivia Gardens | 3 | <p>Mitigation measures for areas outlined as Zone 3 within the basement footprint of the Olivia Gardens building would apply (Highly Effective).</p> |
| Moore Park Precinct | | |

| HAMU | Zone | Mitigation/Management |
|--------------------------------------|------|--|
| Moore Park West | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). Additional Measures: <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 (Moderately effective). |
| Anzac Parade (Moore Park) | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). |
| Moore Park East | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). Additional Measures: <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 (Moderately effective). |
| Kensington/Kingsford Precinct | | |
| Tay Reserve | 1 | Mitigation measures as outlined for Zone 1 historical archaeology would apply (Moderately effective). Additional Measures: <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 (Moderately effective). |
| Anzac Parade (Kensington) | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). Additional Measures: <ul style="list-style-type: none"> 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 (Moderately effective). |
| University of New South Wales | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). Additional Measures: <ul style="list-style-type: none"> 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 (Moderately effective). |
| Anzac Parade (Kingsford) | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). |
| Randwick Precinct | | |
| Centennial Park | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). |
| Randwick Stabling Yard | 2 | Mitigation measures as outlined for Zone 2 historical archaeology will apply (Moderately effective). |
| Royal Randwick Racecourse | 2 | Mitigation measures as outlined for Zone 2 historical archaeology will apply (Moderately effective). |

| HAMU | Zone | Mitigation/Management |
|---------------------------------------|------|---|
| High Street | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). |
| Prince of Wales Hospital | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). Additional Measures: <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 (Highly Effective). |
| High Cross Park | 2 | Mitigation measures as outlined for Zone 2 historical archaeology would apply (Moderately effective). |
| Rozelle Precinct | | |
| Rozelle Stabling/Maintenance Facility | 2 | Mitigation measures as outlined for Zone 2 historical archaeology, where relevant, will apply (Moderately effective). Additional Measures: <ul style="list-style-type: none"> Mitigation measures would be further refined once the final scope of works is determined, as proposed works may have impact beyond those assessed above. |

6.2.3 Built and Landscape Heritage

Effectiveness of the Mitigation Measures

The DGRs for the CSELR require an evaluation of the effectiveness of the mitigation measures for heritage. The mitigation measures for built and landscape heritage items and heritage conservation areas, set out in Table 6.4, are designed to mitigate the heritage impact on these items and areas to the extent possible within the CSELR project.

The effectiveness of the measures have been ranked according to the type of mitigation proposed and the extent to which that measure will mitigate the impact of the CSELR on the heritage item or area. The effectiveness of the mitigation measure also depends on the level of significance of the item or area affected. For example, reconstruction would be a more effective measure for an item of Local significance than for an item of State significance, where preservation would be preferred over other conservation methods with a greater degree of intervention.

The effectiveness of the mitigation measures is set out below.

- Highly effective: This mitigation measure would completely mitigate the impact on the item/area's heritage significance.
- Moderately effective: This mitigation measure would substantially mitigate the impact on the item/area's heritage significance. However, the impact would not be mitigated completely.
- Somewhat effective: This mitigation measure would only partially mitigate the impact on the item/area's heritage significance.
- Least effective: This mitigation measure is the bare minimum required to achieve some mitigation of the impact on the item/area's heritage significance. However, the impact would not be mitigated completely.

Table 6.2 Effectiveness of mitigation measure types.

| Type of Measure | Item/Area's Significance | Effectiveness |
|--|--------------------------|--|
| Revise design/construction methodology to avoid any impact | State Local | Highly effective Highly effective |
| Revise design/construction methodology to reduce impact | State Local | Moderately effective Moderately effective |
| Reconstruction | State Local | Somewhat effective Moderately effective |
| Replacement (for trees) | State Local | Somewhat effective Moderately effective. (If the tree is listed for its historical significance, then this measure would be reduced to 'somewhat effective'.) |
| Partial reconstruction/replacement | State Local | Somewhat effective Somewhat effective |
| Salvage | State Local | Least effective Least effective |
| Archival recording (prior to demolition/removal or partial demolition/removal) | State Local | Least effective Somewhat effective |

Mitigation Measures

Set out below are specific mitigation measures for the built and landscape heritage items and heritage conservation areas assessed in Section 5.0. Where no specific mitigation measures are required, this is stated. The general recommendations set out in Section 6.1 above apply to all heritage items and heritage conservation areas.

Table 6.2 Specific mitigation measures for built and landscape heritage items and heritage conservation areas.

| Item | Significance | Impact | Mitigation |
|-------------------------------|--------------|---------------------------|--|
| City Centre Precinct | | | |
| Sydney Opera House | World | Neutral | <ul style="list-style-type: none"> The detailed design of the proposed construction works depot in First Fleet Park would avoid potential visual impacts on the setting of the Sydney Opera House. |
| First Fleet Park | State | Major adverse (temporary) | <ul style="list-style-type: none"> The proposed works depot in First Fleet Park would be planned to retain significant elements of the park, including plantings, monuments and landscape features and to avoid impacts on the setting of the Sydney Opera House. A photographic archival recording of First Fleet Park would be undertaken prior to works commencing. |
| Circular Quay Railway Station | State | Minor adverse | No specific mitigation measures are required. |
| George Street Heritage | State/Local | Minor/Moderate | No specific mitigation measures are required for the majority of heritage items along George Street. Those |

| Item | Significance | Impact | Mitigation |
|---------------------------|--------------|------------------------------------|--|
| Items | | adverse | items that do require specific mitigation measures are set out below. |
| Regimental Square | Local | Minor adverse (temporary) | <ul style="list-style-type: none"> The detailed design of works in Regimental Square would retain and conserve the memorial and associated significant plantings. The memorial and significant associated landscaping would be retained and protected during construction works. A photographic archival recording of Regimental Square would be undertaken prior to works commencing. |
| Cenotaph, Martin Place | State | Minor/Moderate adverse (temporary) | <ul style="list-style-type: none"> No new permanent above ground structures would be introduced into Martin Place in the immediate vicinity of the Cenotaph. The design of necessary substation ventilation shafts, access hatches, and other infrastructure would minimise visual impacts on the Cenotaph. The condition of the Cenotaph would be assessed prior to construction works for the proposed substation commencing and monitored during construction. The planning of the works compound would ensure that access is provided to the Cenotaph for the groups who use the memorial. |
| Martin Place | Local | Moderate adverse (temporary) | <ul style="list-style-type: none"> No new substantial above ground structures would be introduced into Martin Place. The design of necessary substation ventilation shafts, access hatches, and other infrastructure would minimise impacts on spatial quality of Martin Place. The planning of the works compound would minimise adverse impacts on the spatial character and vistas of Martin Place. |
| Palace Hotel Complex | Local | Minor adverse | <ul style="list-style-type: none"> The design of the proposed above ground Parker Lane substation would be further investigated during detailed design with the aim of avoiding adverse impact on views of the lower section of the Palace Hotel from Parker Lane (which could include the consideration of a below ground substation option at this location). |
| Former Haymarket Chambers | Local | Moderate adverse | <ul style="list-style-type: none"> The design of the proposed above ground Parker Lane substation would be further investigated during detailed design with the aim of avoiding adverse impact on views of the rear section the Former Haymarket Chambers (which could include the consideration of a below ground substation option at this location). |
| Corporation Building | Local | Moderate adverse | <ul style="list-style-type: none"> The design of the proposed above ground Parker Lane substation would be further investigated during detailed design with the aim of avoiding adverse impact on views of the Corporation Building (which could include the consideration of a below ground substation option at this location). |
| Station House | Local | Moderate | <ul style="list-style-type: none"> The regrading of the road and pavement levels |

| Item | Significance | Impact | Mitigation |
|---|--------------|------------------|--|
| | | adverse | would be detailed to avoid adverse impacts on the fabric of Station House at ground level, and maintain the integrity of entry doors and shopfronts. |
| Daking House | Local | Moderate adverse | <ul style="list-style-type: none"> The location and design of the Rawson Place stop would consider impacts on Daking House. The proposed shelter would be designed to minimise impacts on key views of the façade of Daking House and would be separated as far as possible from its significant awning. The regrading of the road and pavement levels would be detailed to avoid adverse impacts on the fabric of Daking House at ground level, and maintain the integrity of entry doors and shopfronts. A photographic archival recording of the principal elevations of Daking House would be undertaken prior to works commencing. |
| Belmore Park and Belmore Park Significant Trees | Local | Moderate adverse | <ul style="list-style-type: none"> Significant trees and landscaping to be retained would be protected from damage by vehicular or machinery movement. Significant landscape elements (such as sandstone kerbing) that is to be removed for the construction works depot, would be salvaged, catalogued and stored for reinstatement following completion of construction works. A photographic archival recording of Belmore Park would be undertaken prior to works commencing. |
| Central Station | State | Moderate adverse | <ul style="list-style-type: none"> Detailed design of the Eddy Avenue alignment would retain and conserve the significant fabric of Central Station and its underbridges. Any fixings proposed to be attached to the underbridges would be to the concrete structure, not the sandstone. Service poles would be rationalised and services grouped to minimise clutter on Eddy Avenue and minimise impacts on the setting of Central Station and views of its principal elevation. The alignment of the Eddy Avenue to Chalmers Street turn would minimise impacts on the Elizabeth Street Gardens. Significant fabric of the Elizabeth Street Gardens that is to be removed, such as the edging and the palms, would be salvaged, catalogued and stored for possible reinstatement (or partial reinstatement) following completion of construction works. The location and design of the Rawson Place stop would seek to minimise impact on key views of Central Station east along Rawson Place. A photographic archival recording of the parts of Central Station to be affected by the CSELR works, including the Elizabeth Street Gardens and the Chalmers Street boundary wall, would be undertaken prior to works commencing. |
| Chalmers Street Heritage Items | Local | Minor adverse | No specific mitigation measures are required. |

| Item | Significance | Impact | Mitigation |
|---|--------------|------------------|--|
| Surry Hills Precinct | | | |
| Devonshire Street Significant Trees | Local | Major adverse | <ul style="list-style-type: none"> Replanting of trees would be undertaken following completion of construction works in accordance with a management plan or other approved document. |
| Bourke Street Significant Trees | Local | Moderate adverse | <ul style="list-style-type: none"> Where significant trees along Bourke Street (near Wimbo Park) would be retained and conserved. If the trees must be removed, then suitable replacements would be made. |
| Wimbo Park | Not listed | Adverse | <ul style="list-style-type: none"> The mosaic mural and sandstone monument in Wimbo Park would be retained and conserved. If they cannot be retained in situ, relocation of these elements within the proposed new landscaping would be undertaken in accordance with a management plan or other approved document. |
| Ward Park | Not listed | Minor adverse | <ul style="list-style-type: none"> The design of necessary substation ventilation shafts, access hatches, and other infrastructure would minimise impacts on the spatial quality of Ward Park. |
| Devonshire Street Heritage Items | Local | Minor adverse | No specific mitigation measures are required. |
| Surry Hills Heritage Conservation Areas | Local | Moderate adverse | No specific mitigation measures are required. |
| Moore Park Precinct | | | |
| Centennial Park, Moore Park and Queens Park | State | Moderate adverse | <ul style="list-style-type: none"> The area required for excavation would be minimised to reduce the impact of the works on Moore Park. A construction methodology that reduces the number of significant trees to be removed would be implemented. The size and form of the tunnel portal structures would be as recessive as possible to reduce permanent visual impacts on the landscape of Moore Park. Any new structures/infrastructure would be recessive and allow the broader landscape to remain the dominant feature. The location and design of the Moore Park stop would minimise impact on significant views of the Sydney Cricket Ground and former RAS buildings from Anzac Parade and within Moore Park. The detailed design of the alignment would ensure maximum separation from the tennis pavilion, and avoid any impacts on physical fabric. Areas excavated for construction of the CSELR would be reinstated to the current condition on completion of construction. This includes areas to be used for construction work depots/laydown areas. A photographic archival recording of the areas of Moore Park that would be subject to impacts from construction of the CSELR, including the Anzac Parade avenue of trees, would be undertaken prior to works commencing. |

| Item | Significance | Impact | Mitigation |
|---|--------------|------------------------|--|
| Moore Park Conservation Area | Local | Minor/Moderate adverse | <ul style="list-style-type: none"> Mitigation measures as for Centennial Park, Moore Park and Queens Park above would be implemented. |
| Anzac Parade Significant Trees | Local | Moderate adverse | <ul style="list-style-type: none"> A construction methodology that reduces the number of significant trees to be removed would be implemented. Where significant trees must be removed, suitable replacements would be made, where possible. |
| Martin Road Significant Trees | Local | Moderate adverse | <ul style="list-style-type: none"> A construction methodology and detailed design that reduces the number of significant trees to be removed would be implemented. Where significant trees along Martin Road must be removed, suitable replacements would be made, where possible. |
| Martin Road Conservation Area | Local | Minor adverse | <ul style="list-style-type: none"> For significant trees that must be removed in the heritage conservation area, suitable replacements would be made, where possible, to screen the conservation area from the CSELR. |
| Martin Road Individual Heritage Items | Local | Minor adverse | <ul style="list-style-type: none"> Mitigation measures as per those for the Martin Road Heritage Conservation Area above. |
| Kensington/Kingsford Precinct | | | |
| Tay Reserve | Local | Major adverse | <ul style="list-style-type: none"> Detailed design of the alignment would minimise the area of Tay Reserve to be removed for the cross over at Anzac Parade. A photographic archival recording of Tay Reserve would be undertaken prior to works commencing. |
| University of New South Wales Significant Trees | Local | Major adverse | <ul style="list-style-type: none"> Detailed design of the CSELR and the UNSW stop would seek to retain, if possible the two significant Moreton Bay Figs and eight significant Port Jackson Figs along the Anzac Parade boundary of UNSW. Where significant trees must be removed, suitable replacements would be made, where possible. A photographic archival recording of the significant trees would be undertaken prior to works commencing. |
| Commercial/Residential group, 'O'Dea's Corner' | Local | Minor adverse | No specific mitigation measures are required. |
| Randwick Precinct | | | |
| Racecourse Precinct Heritage Conservation Area | Local | Major adverse | <ul style="list-style-type: none"> Detailed design of the CSELR alignment and the Royal Randwick Racecourse stop would seek to retain if possible and/or avoid/minimise impacts on the significant built elements (such as the brick boundary wall and the Swab Building) and landscaping of the Racecourse Precinct Heritage Conservation Area. Reconstruction of significant built and landscape elements, not able to be retained, would be considered to mitigate the impact of their demolition on the significance of the precinct. Detailed design of the light rail stabling facility in the northwestern corner of the racecourse would investigate retention of remnant historic tram |

| Item | Significance | Impact | Mitigation |
|--|--------------|------------------|---|
| | | | <p>infrastructure to be integrated into the new stabling facility.</p> <ul style="list-style-type: none"> A photographic archival recording of the Alison Road and Wansey Road boundaries, the northwestern area and the Swab Building would be undertaken prior to works commencing. Significant trees and structures to be demolished or altered would be recorded. |
| Royal Randwick Racecourse Significant Trees | Local | Major adverse | <ul style="list-style-type: none"> Detailed design of the Wansey Road stop and the stabling yard would seek to retain as many as possible of the significant trees at the Royal Randwick Racecourse. Where significant trees must be removed, suitable replacements would be made, where possible. |
| George Dan Reserve Significant Trees | Local | Minor adverse | <ul style="list-style-type: none"> Detailed design of the Wansey Road stop would allow for retention of significant trees. |
| Randwick Junction Heritage Conservation Area | Local | Neutral | No specific mitigation measures are required. |
| Prince of Wales Hospital Group | Local | Minor adverse | No specific mitigation measures are required. |
| High Cross Reserve and Significant Trees | Local | Major adverse | <ul style="list-style-type: none"> Detailed design of the proposed stop, especially the large scale elevated canopy and associated infrastructure, would seek to minimise the area of the reserve to be excised for the stop and associated infrastructure. The detailed design would seek to retain significant trees, where possible, and the cenotaph area. Where feasible, the proposed above ground substation would be changed to a below ground facility to reduce the extent of additional built infrastructure. Reinstatement of the remnant reserve landscaping would be subject to a management plan or other approved document. A photographic archival recording of the reserve would be undertaken prior to works commencing. |
| High Cross Heritage Conservation Area | Local | Moderate adverse | <ul style="list-style-type: none"> Mitigation measures as per High Cross Reserve, above. |
| Corana and Hygeia | State | Minor adverse | No specific mitigation measures are required. |
| Rozelle Stabling/Maintenance Depot | | | |
| Catherine Street railway bridge | Local | Minor positive | No specific mitigation measures are required. |

7.0 Appendices

Appendix A

AHIMS Search Results

Information contained within Appendix A is restricted and has been removed. It relates to sensitive location data associated with known and/or potential Aboriginal site. The information is managed by the Office of Environment and Heritage (OEH) and copyright remains in the ownership of OEH.

