



# Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

<b>Assessment name:</b>	Design refinements at heritage listed stations along the Sydenham to Bankstown line
<b>Prepared by:</b>	Sydney Metro
<b>Prepared for:</b>	Sydney Metro
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

## 1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown

SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Bankstown Station Modification 1 – October 2020

Date of determination: 12/12/2018

Type of planning approval: Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

Construction and operation of a metro rail line, approximately 13km long, between Marrickville and Bankstown, including ten metro stations and associated ancillary infrastructure. The works include station works, track and rail system facility works and other works to support metro operations.

The works required at each station depend on the nature and condition of the existing facilities, and generally include:

- platform works, which could include:
  - re-levelling of the platforms to provide a consistent height and finish
  - provision of platform screen doors
  - provision of emergency egress ramps
- new lifts to access the station and station platforms at stations that do not currently have lift access
- refurbishment/repurposing of station buildings on platforms or at station entrances, including control and communication rooms, toilets, staff facilities, storerooms, and offices
- provision of accessible toilets
- renewing/revitalising of station interiors and exteriors, where required
- signage and wayfinding at the station

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):  
Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017  
Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018  
Sydenham to Bankstown Submissions Report (SR) – September 2018  
Sydenham to Bankstown Modified Conditions of Approval – October 2020

All proposed works identified in the assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR and SR and the conditions of approval.

## 2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Consistency Assessment relates to the outcomes of the detailed design process and assesses the overall heritage impact of the Project's Stage 3 detailed design.

The Stage 3 detailed design has been assessed against the Non-Aboriginal Heritage Impact Assessment report prepared for the preferred project within the Submissions and Preferred Infrastructure Report for the following stations:

- Marrickville Station
- Dulwich Hill Station
- Hurlstone Park Station
- Canterbury Station
- Campsie Station
- Belmore Station
- Lakemba Station
- Wiley Park Station
- Punchbowl Station.

The revised non-Aboriginal heritage impact assessment, and how it compares to the Approved Project, is summarised in Appendix A.

Some of the Stage 3 design refinements include minor modification across the stations relating to the installation of new platform edge screens (PES), platform screen doors (PSDs) and mechanical gap fillers (MGFs) along the outer edge of the platforms. Canterbury Road Overbridge works at Canterbury Station include the removal and reinstatement of the brick parapet walls. Some stations require the replacement of the flooring within in the existing platform station building with concrete floors. Other station specific changes have also been included within this Consistency Assessment as outlined in Appendix A.

Similar plant and equipment will be used for the proposed activities as those used for the Approved Project.

### 3. Timeframe

When will the proposed change take place? For how long?

Construction at the stations is expected to commence in the first half of 2021, and is scheduled to finish around Quarter 2, 2022.

### 4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The proposed works would be located within the stations from Marrickville to Punchbowl along the Sydenham to Bankstown corridor – refer to the Environmental Impact Statement for the site descriptions.

### 5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The proposed works would be located within the stations and footprint of the Sydenham to Bankstown project – refer to the Environmental Impact Statement for a description of the existing environment.

## 6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

As detailed design for the Stations progresses, station-specific Non-Aboriginal Heritage Impact Assessment reports are developed to summarise the potential impacts to Non-Aboriginal built heritage that is associated with the design. These heritage impact assessments include a comparison to the level of impact assessed within the Non-Aboriginal Heritage Impact Assessment reports prepared for the preferred project within the Submissions and Preferred Infrastructure Report. Detailed design development has resulted in a number of minor design refinements at the stations, when compared to the high level design assessed in the Submissions and Preferred Infrastructure Report. These design refinements and justifications are set out in Appendix A.

## 7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

N/A

## 8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

The proposed station works would be undertaken in accordance with the Construction Heritage Management Sub-plan which falls under the approved Construction Environmental Management Plan (CEMP), approved by Department of Planning, Industry and Environment (DPIE).

## 9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

N/A

## 10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise and vibration	The proposed activities would result in construction noise and vibration impacts including impacts from jack hammering, however, the extent of these impacts would be consistent with the Approved Project. Similar plant and equipment will be used for the proposed activities as those used for the Approved Project. Noise and vibration impacts would be managed through the construction period of the project in accordance with the existing Construction Environmental Management Plan (CEMP), Noise and Vibration Management Plan (NVMP) and the existing Conditions of Approval (CoA)/Revised Environmental Mitigations Measures (REMMs).	No additional measures required.	Y	Y	
Indigenous heritage	The Aboriginal Heritage Impact Assessment in Technical Paper 4 of the EIS identified that the archaeological potential of the project area is considered to be nil to low. This is due to previous significant disturbance and landform modifications within the project area which would have removed any archaeological deposits. The Assessment identified two Potential Archaeological Deposit (PAD) sites, PAD01 and PAD02, near the project area. Given the distance of the proposed works from	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	these PADs, and the minor additional excavation proposed, no additional mitigations measures are required beyond the Approved Project. This includes test excavation and salvage at PAD02 under REMMAH3. The proposed works are consistent with the Approved Project.				
Non-indigenous heritage	<p>The proposed works are at the following stations with heritage significance:</p> <ul style="list-style-type: none"> <li>Marrickville Station - heritage item of State heritage significance listed on the State Heritage Register (Item #00186), Marrickville Local Environment Plan (LEP) 2011 (Item #189) and RailCorp s170 Heritage Register (Item #4801091)</li> <li>Dulwich Hill Station - heritage item of State heritage significance listed on the Marrickville Local Environment Plan (LEP) 2011 (Item #1316) and RailCorp s170 heritage register (Item #4801909)</li> <li>Hurlstone Park Station - heritage item of Local heritage significance listed on the Canterbury Local Environment Plan (LEP) 2012 (Item #1124) and RailCorp s170 heritage register (Item #4802051)</li> <li>Canterbury Station - heritage item of State significance listed on the State Heritage Register (Item #01109), the Canterbury LEP 2012 (Item #167) and RailCorp s170 heritage register (Item #4801100)</li> <li>Campsie Station - heritage item of Local significance listed on the Canterbury LEP 2012 (Item #140) and RailCorp s170 heritage register (Item #4801101)</li> </ul>	Works will continue to be undertaken in accordance with the project CoA and REMMs, and any additional recommendations provided by heritage specialists.	Y	Y	



Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<ul style="list-style-type: none"> <li>Belmore Station – heritage item of State significance listed on the State Heritage Register (Item #01081), the Canterbury LEP 2012 (Item #111) and RailCorp s170 heritage register (Item #4801084)</li> <li>Lakemba Station - heritage item of Local significance listed on the Canterbury LEP 2012 (Item #1143) and RailCorp s170 heritage register (Item #4801916)</li> <li>Wiley Park Station - heritage item of Local significance listed on the Canterbury LEP 2012 (Item #1159) and RailCorp s170 heritage register (Item #1801946)</li> <li>Punchbowl Station - heritage item of Local significance listed on the Canterbury LEP 2012 (Item #1155) and RailCorp s170 heritage register (Item #4802009)</li> </ul> <p>The heritage impact of the proposed works, compared to the Approved Project is provided in Appendix A which is a summary of station-specific Non-Aboriginal Heritage Impact Assessments, which have been informed by detailed design development. Some elements of the Stage 3 design may have a greater heritage impact however some impacts have been reduced or are negligible compared with the Approved Project. Overall, the heritage impacts of the proposed works are considered to be consistent with the Approved Project.</p>				
Community and stakeholder	There will be ongoing community and stakeholder engagement in relation to these proposed works, in	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	line with the Sydney Metro Overarching Community Consultation Strategy.				
Traffic	Overbridge works proposed at Canterbury Station would require partial lane closures. These works would be carried out on a combination of possession and day time works, programmed between March and December 2021. Any road closures will be managed in accordance with Traffic Control Plans, Road Occupancy Licenses and the Delivery Contractors Construction Traffic Management Plan. This is considered to be consistent with the Approved Project.	No additional measures required.	Y	Y	
Waste	Additional waste may be generated from the removal of concrete coping and flooring where it cannot be reused on site however, the additional volumes are expected to be consistent with the Approved Project.	No additional measures required.	Y	Y	
Social	No change from the Approved Project	No additional measures required.	Y	Y	
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	
Visual	The proposed works would involve some additional visual impacts during construction due to the change and additional scope in construction works at the stations. However, additional visual impacts are expected to be negligible and consistent with the Approved Project.	No additional measures required.	Y	Y	
Urban design	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	

## 11. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the Approved Project.	No additional measures required.	Y	Y	
Water	No change from the Approved Project.	No additional measures required.	Y	Y	
Air quality	No change from the Approved Project.	No additional measures required.	Y	Y	
Noise vibration	No change from the Approved Project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the Approved Project.	No additional measures required.	Y	Y	
Non-indigenous heritage	Operational heritage impacts of the proposed works compared to the Approved Project have been included in Appendix A. Overall, the operational heritage impacts resulting from the proposed works is considered to be consistent with the Approved Project.	Works will continue to be in accordance with the project CoA and REMMs, and any additional recommendations provided by heritage specialists.	Y	Y	
Community and stakeholder	No change from the Approved Project.	No additional measures required.	Y	Y	
Traffic	No change from the Approved Project.	No additional measures required.	Y	Y	
Waste	No change from the Approved Project.	No additional measures required.	Y	Y	
Social	No change from the Approved Project.	No additional measures required.	Y	Y	
Economic	No change from the Approved Project.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	Visual impacts resulting from the proposed works, compared to the Approved Project have been set out in Appendix A. Visual impacts resulting from the proposed works are considered to be consistent with the Approved Project.	No additional measures required.	Y	Y	
Urban design	No change from the Approved Project.	No additional measures required.	Y	Y	
Geotechnical	No change from the Approved Project.	No additional measures required.	Y	Y	
Land use	No change from the Approved Project.	No additional measures required.	Y	Y	
Climate Change	No change from the Approved Project.	No additional measures required.	Y	Y	
Risk	No change from the Approved Project.	No additional measures required.	Y	Y	
Other	No change from the Approved Project.	No additional measures required.	Y	Y	

## 12. Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a metro rail line between Sydenham and Bankstown.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the Approved Project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The changes identified in this assessment are consistent with the objectives and functions of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/modifications?	No. The proposed works do not result in any new environmental impacts beyond those considered in the Approved Project.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

### 13. Other Environmental Approvals

Identify all other approvals required for the project:	N/A
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## Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Rachel Gardner	Signature:	
Title:	Planning Approvals Officer		
Company:	Sydney Metro	Date:	18/5/2021

This section is for Sydney Metro only.

### Application supported and submitted by


Name:	Yvette Buchli	Date:	18/05/2021
Title:	Associate Director Planning Approvals	Comments:	
Signature:			



Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes  The proposed activity/works are consistent and no further assessment is required.

No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	19 May 2021
Title:	Director City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

## Appendix A – Heritage impact from stage 3 detailed design

Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
Marrickville Station				
Physical heritage impacts				
Platform 1 and 2	Exceptional	Moderate	<p>The proposed removal of a maximum of 700 mm of original brick coping would involve removing up to nine original brick courses, an element of exceptional heritage value and original fabric contributing to the heritage significance of Marrickville Station overall. The proposed platform coping modification works would be an irreversible impact to an element of exceptional heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate to major physical impact to the platform 1 and platform 2 existing brick coping.</p> <p>The removal of brick coping at the country end ramp of platform 2 would result in a minor physical impact to the heritage significance of the platform 1 brick coping.</p> <p>Platform furniture including seating, bins and tactiles, are not original significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts.</p> <p>Platform works would affect the modern asphalt wearing surface, including trenching for 27.1m and 26.1m long strip drainage trenches, at 100mm wide, to Platform 1 and 2 respectively. The installation of buried drainage utilities on platform 1 and 2 would involve excavation up to 1.1 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>Existing and redundant services would be removed on the northern side of platform 1 which would not involve modifying or removing any significant fabric.</p> <p>A concrete-encased conduit box for the CSR up to 1200 mm in width would run within the alignment of platforms 0 and 1 below the platform surface. The</p>	Moderate to Major



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>excavation and installation of these concrete-encased CSR alignment would be located behind the brick platform coping. Service pits would also be excavated within platform 0/1 and platform 2 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As both these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works include piling along the platform surface and behind the brick platform coping. Each of the 21 piling locations, being approximately 2 m apart, are located within modern asphalt platform surface and not located in areas where they will impact significant fabric. Each pile will be 6300 mm deep. Design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile will be offset to maintain that minimum 200 mm distance. As these piles would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Platform building, platform 1	High	Moderate	<p>The introduction of a partitional stud wall between the existing staff room and staff toilet entry would alter the existing building layout to reflect the original Marrickville Platform 1 building design. The stud wall would be a new and reversible addition to the building. This would result in a neutral physical impact to heritage significant fabric.</p> <p>The removal of a modern partitional wall to the modern staff toilets would not result in any adverse heritage impact. The alteration of an existing opening between the existing plant room and the adjacent existing women’s bathroom would require the partial removal of the original interior wall of the building, which has been listed as feature of high heritage significance. The proposed modifications would alter the layout of the building and see the removal of the original opening between the spaces, effectively removing the legibility of its original use. The proposed works to</p>	<p>Minor to Moderate adverse impact to platform 1 station building.</p> <p>Minor impact to Marrickville Station overall.</p>



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>this area of the building would result in a moderate physical impact to the station platform building, and a minor physical impact to the heritage significance of Marrickville Station overall.</p> <p>The floor to ceiling stall walls of the women’s toilets are consistent with the original layout, although the fabric itself has been modified over time. The proposed removal of the stall walls would result in a loss of moderately significant fabric but the overall legibility of the phasing of the room would be retained with the preservation of brick nib walls. The subsequent partial infill of the original stall openings with modern timber stud walls would physically alter the layout of the building and the legibility of the original use of the room, resulting in a minor physical impact to the station building.</p> <p>The existing men’s toilet stalls are sited in the original design locations; however, they have undergone various modifications that have altered the legibility of the fabric and its connection to the original station design. Although the stall doors are reconstructed, they are of moderate heritage value. The removal of these elements would result in a minor physical impact to the station building.</p> <p>The removal of modified or intrusive fabric such as bathroom fixtures, carpets and tile would not result in any adverse heritage impacts. The proposed remedial works (repainting, replastering of interior walls) would result in a neutral physical impact to the station building. Additional restoration works include the reglazing of windows, restoration of wall trim and timber joinery including architraves and skirting boards.</p> <p>The replacement of presumed original timber sub flooring with concrete floors in three rooms (modern men’s and women’s toilet and current staff toilet) would permanently remove original and significant fabric. Structural engineering reports indicate that the existing timber flooring and support joists would be insufficient to</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>support the weight of new Sydney Metro operational equipment. Alternative designs including partial preservation of timber floors with isolated concrete plinths were considered, however this would result in partial removal of joists which would reduce their structural capacity to bear both timber floors and the heightened equipment load. The removal of the timber floor in three rooms of the building would result in a moderate physical impact to the station building.</p> <p>The introduction of silicone fixed 4mm aluminium panels to window frames within two rooms of the building would require minor penetrations to the window frames which are of high heritage value within the station precinct. The proposed works would result in a minor physical impact to the fabric. The proposed restoration of the northern SMR2 room doorway would reinstate an original opening to the building, generating both a physical and visual positive heritage impact.</p> <p>The proposed new fibre cement ceilings to the woman’s toilets, the former men’s toilets and the existing staff toilets would remove modified and modern ceilings, resulting in negligible physical heritage impacts. The proposed new lighting fixtures to all rooms would remove intrusive fixtures, resulting in no adverse heritage impact. The proposed new flooring and skirting to the PER room, SMR 1 and 2 rooms would not adversely impact the existing flooring, which are of modern tiles and concrete.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in approximately seven rooms of the platform 1 building,</p>	

Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building, including behind new drop ceilings. The proposed services would result in minor physical impacts to the building’s interior walls.</p> <p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to building. Internal positioning of the conduits would result in a physical impact to the buildings interiors; however, it is noted that these would not be visible to the public.</p> <p>Overall, these works would result in a minor to moderate physical impact to an element of high value, and a minor impact to the overall heritage significance of Marrickville Station.</p>	
Platform building, platform 2	High	Moderate	<p>The retention of the men’s toilet stalls would result in a neutral physical impact to a rare element within the Bankstown Line. The timber stalls in the platform 2 building men’s toilets are in poor condition however these would be repaired and preserved. New ceilings, lighting and flooring to the CLS and MCHEMS rooms would not adversely impact heritage fabric within these locations.</p> <p>The proposed plasterwork and tiling to the men’s toilets and cistern room would cover the original exposed brickwork, included segmental arch detailing to opening, resulting in a minor physical impact to the original fabric of the building.</p>	<p>Minor adverse impact to platform 1 station building.</p> <p>Minor impact to Marrickville Station overall.</p>



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in existing or new locations, resulting in minor physical heritage impacts.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a minor physical impact to the buildings interiors; however, we note that these would not be visible to the public. Externally, the proposed trenching of conduits within the platform is a good heritage outcome.</p> <p>Overall, as these works would not involve the removal of significant fabric and only small and largely reversible alterations to the internal fabric of the building, the project would result in a minor physical impact to an element of high value, and a minor impact to the overall heritage significance of Marrickville Station.</p>	
Illawarra Road concourse	High	Minor	The current concourse is a new building which was completed in 2016 as part of the TAP upgrade program. The works would not impact significant fabric and would result in no adverse impacts to the heritage significance of Marrickville Station.	Neutral
Illawarra Road overbridge	High	Minor	<p>The proposed works to the eastern side of the overbridge includes the removal of the existing modern mesh screening to the eastern parapet wall. The current fabric has been intrusively affixed to the capping of the brick parapet. The removal of this fabric would result in a negligible physical impact.</p> <p>The proposed steel support system would be sited below the step outs of the brick parapet, resulting in the retention of the original parapet wall. Current designs indicate the works would introduce approximately 6 steel posts along the parapet (station-side) of the wall. This would require approximately 4 bolts (per post) to penetrate the steel support beam by between 150 mm – 200 mm. The proposed design indicates a distance of approximately 10 mm between the original fabric of</p>	Negligible



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>the parapet and the cantilevered support beam, reducing the amount of physical impact to the overbridge fabric.</p> <p>The works to this area of the Illawarra Road overbridge would result in a negligible physical impact to the Illawarra Road overbridge and a negligible impact to the heritage significance the Marrickville Railway Station Group overall.</p> <p>The overall proposed works to the western side of the overbridge indicates that steel support beams would be mounted to the concrete base of the overbridge at approximately 500 mm below the existing concrete culvert. No works are proposed to directly impact the overbridge brickwork. The current design indicates that the proposed works would cantilever over the step outs of the existing brick parapet wall and concrete culvert, which are located on both overbridge abutments and Arthur Street. These works would result in the retention of the original parapet wall, which is a good heritage outcome for the significant brickwork fabric of the overbridge.</p> <p>The current design indicates the proposal includes the introduction of approximately 26 steel posts along the parapet (rail-corridor side) wall, which would require new holes to penetrate the existing concrete slab and concrete abutments at approximate depths between 150 mm – 300 mm for the introduction of steel support beams. The proposed design indicates the introduction of compressive filler material, located between the wall and the new support structure. As these fixings would be made into concrete, these new penetrations would not adversely impact the significant brickwork of the parapet wall. Additionally, the design indicates a distance of approximately 10 mm between the original fabric of the concrete step out and the cantilevered support beam, reducing the amount of physical damage to the overbridge fabric. The proposed installation of approximately 12 soil nails along the concrete overbridge abutment and below the Arthur Street parapet structure</p>	





Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>would not result in any adverse heritage impacts as original brickwork would be reinstated following installation.</p> <p>The proposed works would result in a negligible physical impact to the significance of the Illawarra Road Overbridge and a negligible physical impact to the significance of the Marrickville Railway Station Group overall.</p>	
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	<p>The accumulation of new and modern structural elements would noticeably alter the overall visual character of Marrickville Station. The station platforms would be isolated from one another from the PESs and PSDs, with significant views altered by the new mesh screens along the Illawarra Road overbridge. While the platform buildings would be conserved and their external detailing predominately retained, their isolation on the platforms would result in adverse heritage impacts. Additional works to the surrounding landscape setting of the station would not result in any adverse heritage impacts.</p> <p>Overall, the station renovation works would result in a minor visual impact to the heritage significance of Marrickville Station.</p>	Minor
<b>Dulwich Hill Station</b>				
<b>Physical heritage impacts</b>				
Platform 1/2	High	Moderate	<p>The proposed removal of up to 750 mm of original brick retaining wall located below the upper concrete platform coping would involve removing up to seven original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Dulwich Hill Station overall. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate physical impact to the heritage significance of the platform 1/2 retaining walls.</p>	Negligible to moderate



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The proposed new concourse, lifts, stairs and platform building to the western end of the platform would not physically impact upon the significant fabric of the station buildings. Excavation required to install the lifts, stairs and footbridge supports and new services would occur within the island platform and would not modify the platform retaining walls and coping. The asphalt platform wearing surface and subgrade are not considered significant fabric their removal for the installation of the new structures would not result in adverse physical heritage impacts to Dulwich Hill Station. Replacement of platform to corridor stairs would involve removal of modern stair additions and therefore be of negligible heritage impact.</p> <p>Platform furniture including seating, bins and tactiles, are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts. Platform regrading works would modify asphalt wearing surfaces, which are not considered significant fabric and would not result in adverse physical heritage impacts.</p> <p>Platform works would affect the modern asphalt wearing surface, including 100 mm wide trenching for trench drains running the length of the platform, to the north and south sides of the platform. The installation of buried drainage utilities on platforms 1 and 2 would involve excavation up to 1.5 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR, up to 890 mm in width, would run along the southern side of the platform, below the platform surface. The excavation and installation of this concrete-encased CSR alignment would be located abutting the brick platform coping. New electrical and mechanical service pits would also be excavated within the southern side of the platform to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As these works would not modify significant fabric, there would be no adverse physical</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.	
Platform building, platform 1/2	High	Moderate	<p>The general scope of works includes restoration works to interior fabric (patching of interior walls, ceilings and repairing existing doors) resulting in a good heritage outcome.</p> <p>The removal and replacement of the interior brick wall of the waiting room (room 1A) would result in the partial removal of original fabric. The retention of nib walls would result in a legible response to the original layout of the building, while the introduction of the timber stud wall would retain the original use of the room as a general waiting room for the public, while also being a reversible introduced element within the station. New skirting boards and lighting would not result in any adverse heritage impacts. The proposed works would result in minor physical impacts to the significance of the station building overall.</p> <p>The removal of the stone threshold to room 1B would result in the removal of original fabric which has been impacted and damaged by the introduction of non-original tiling to the surface. The removal would result in a negligible impact to the station building overall. The proposed works to room 1C would not result in any adverse heritage impacts to significant fabric. The proposed works to room 1D would result in the complete removal of the existing toilet stall walls which comprise of later station fabric of little significance. The original use of the room would be maintained for toilet facilities and the proposed works would generally relate to the upgrade of existing non original fabric, resulting in a negligible physical impact to the room.</p> <p>The proposed introduction of a new sink to room 1E would require minor wall penetrations and result in a negligible physical impact to the station building. Additional works within this room would not result in any adverse heritage impacts to elements of heritage significance. Works to room 1F would consist of repairs and</p>	Negligible to minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>the introduction of a new vinyl flooring to the existing concrete, resulting in no adverse heritage impacts.</p> <p>The proposed works to the existing men’s toilets (room 1G) would require the removal of the toilet stalls which are consistent with the original location of the stalls but are a later introduction. Nib walls of two courses would be retained in order to preserve the original layout of the building. The proposed internal patching of walls and replacement of existing no original flooring would not result in any adverse heritage impacts. The introduction of fenestration panels would require localised and limited penetrations to attach the new fabric, resulting in a negligible heritage impact to the existing fenestration.</p> <p>The proposed localised penetrations to the internal walls would result in the partial removal of fabric to the internal walls of the building. However, the proposed works would predominately retain the building fabric and are reversible, resulting in minor physical impacts to the building fabric and the significance of Dulwich Hill station overall.</p> <p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts. The proposed penetrations of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building.</p> <p>Overall, the proposed works would result in negligible to minor physical impacts to the station platform 1/2 building.</p>	
Overhead booking office and concourse	High	Moderate	The proposed works to the interior of the overhead booking office would not result in any adverse heritage impacts to the significant fabric of the building. New services to be sited within the structure would require minor localised penetrations,	Negligible to minor

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			<p>resulting in negligible impacts to the internal fabric of the building. The introduction of the new Metro services room to room 3D would require additional external penetrations to adjoin the western façade of the booking office, resulting in localized negligible physical impacts to the building, however these works would generally be reversible. The removal of non-significant and intrusive fabric (balustrades, ticketing machines, bins) would not result in any adverse heritage impacts. The introduction of new external services would require localised penetrations to existing fabric, resulting in a negligible heritage impact to the external features of the overhead booking office and retail space.</p> <p>The introduction of the new bifold security door along the station entrance would require additional wall penetrations to the external facades of the existing booking office and retail space, resulting in minor physical impacts to the building fabric.</p> <p>Overall, the proposed works would result in a negligible to minor physical impact to the overhead booking office and station concourse.</p>	
Stairs	Moderate	Neutral	The retention of the stairs is considered a positive heritage outcome for the project. The re-treading of the wearing surfaces of the stairs would generate a negligible physical impact as the significant supporting steel trellis, balustrades and newel posts would not be modified.	Negligible
Wardell Road overbridge	Moderate	Minor	The modification of the overbridge and Wardell Road would not alter the brick piers and abutments on either side of the rail corridor. The modifications to existing non-original fabric would not result in adverse heritage impacts. The introduction of new services along the abutment would require additional wall penetrations, resulting in negligible physical impact to the structure.	Negligible
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	The addition of new and modern structural elements (new pedestrian concourse, lift and stairs, introduction of platform edge screens and doors, alterations to the existing overhead booking office and concourse, modifications to anti-throw screens) would significantly alter the overall visual character of Dulwich Hill Station.	Negligible to moderate



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			<p>The introduction of the new concourse lift and stairs would strongly transform the pedestrian approach to the station from Bedford Crescent and Ewart Lane. This new structure would generate a small number of new view lines towards the station, however existing views and vistas would be overshadowed to a larger extent than the creation of new sightlines. The station would cease to be situated in the open environment which is characteristic of the location of the station. The introduction of platform edge screens and doors would reduce the existing and potential (new concourse view lines) views towards the original platform retaining walls.</p> <p>Overall, the station works would result in a negligible to moderate visual impact to the heritage significance of Dulwich Hill Station.</p>	
Hurlstone Park Station				
Physical heritage impacts				
Platform 1 and Platform 2	High	Moderate	<p>The proposed removal of up to 500 mm of the existing platform coping would involve the removal of approximately 350 mm of intrusive concrete coping overlying approximately 150 mm of original brickwork on both platforms (up to 2 brick course). Brick platform retaining walls are an element of high heritage value and original fabric contributing to the heritage significance of Hurlstone Park Station overall. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value, however the removal of the intrusive concrete coping and partial removal of the significant brick coping would generally not reduce the condition and integrity of the platform retaining wall overall. These works would result in a minor physical impact to the heritage significance of the platform 1 and platform 2 retaining walls.</p> <p>Additional features including boundary fences, seating, bins, garden beds and tactiles are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts.</p>	Minor



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			<p>The installation of the exhaust system on platform 1 would require trenching works on the platform between the building and concourse stairs, however as this would occur within the bitumen/asphalt platform surface, which would result in a neutral physical impact to the fabric. Additional electrical trenching would impact asphalt platform surfaces only and would result in neutral physical impacts to the station.</p> <p>The proposed excavation works would generally be located within the platform and would not impact upon the original brick coping. These works would result in neutral physical impacts to the station.</p> <p>Platform works would affect the modern asphalt wearing surface, including 100 mm wide trenching for trench drains running the length of the platform, to the north and south sides of Platform 2 and to the south side of Platform 1. The installation of buried drainage utilities on Platforms 1 and 2 would involve excavation up to approximately 1.5 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR, up to 1015 mm in width, would run along the south side of Platform 1 and the north side of Platform 2, below the platform surface. The excavation and installation of this concrete-encased CSR alignment would be located behind the brick platform coping. New electrical and mechanical service pits would also be excavated within Platform 1 and Platform 2 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works including piling works would also take place within the platform surface, behind the brick platform wall. Two piles would be located on Platform 2 within the modern asphalt platform surface, with the capping beam to be stepped</p>	

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			<p>locally. Each pile would be approximately 20 m deep with the indicative pile toe located at RL 16.5 m AHD. Design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile will be offset to maintain that minimum 200 mm distance. As these piles would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from the brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p> <p>The installation of two new lifts and stairs to platforms 1 and 2 would require excavations of approximately 6 m to the platform fabric. This would involve excavation into the platform for the lift shaft and stair pylons into previously impacted fabric, which is not original. Therefore, there would be no impact to significant platform heritage</p>	
Platform building, platform 1	High	Moderate	<p>The removal of the timber floorboards in room 1A and 1B would constitute an irreversible replacement of original fabric with new concrete slabs. A new lightweight wall would be introduced on a north to south axis, resulting in new minor wall penetrations. These works would result in a minor physical impact to an element of high heritage value to Hurlstone Park Station. The consolidation of the existing waiting room (room 1C), existing men’s and women’s toilets (room 1D) and existing cistern room (room 1E) into one SMR room would alter the layout of the building. However, the partial demolition of the shared wall between room 1C and 1D and room 1D and 1E would retain the four nib walls of the original shared walls, providing evidence of the original building layout. These works would result in a minor physical impact to the heritage significance of the building.</p> <p>The proposed works to the disused toilets (room 1F), including new floor and wall tiles, a new ceiling and new door and transom grills would result in negligible physical impacts to the building.</p> <p>The removal of modified or intrusive fabric such as bathroom fixtures, cubicle walls, carpets and tile would not result in any adverse heritage impacts. The installation of</p>	Moderate





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			<p>new ceilings would involve laying the new ceilings over the existing internal brick walls and would involve minimal modification to original fabric; new reversible walls would be moulded around existing decorative elements and window and door architecture. The introduction of aluminium panels to the existing windows would require minor penetrations, as would the installation of new plasterboard walls along the interiors of room 1A and 1C. These works would generally retain the original internal walls and prevent further physical impacts to the interior of the building. These works would have a negligible physical heritage impact of Hurlstone Park Station.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in all rooms of the station building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls, where new plasterboards are not present.</p> <p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building.</p>	



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			Overall, the proposed works would result in a moderate physical impact to the station platform 1 building.	
Platform building, platform 2	High	Moderate	<p>These works would involve modifications to the interiors of rooms, and some building elements, but would not irreversibly alter the layout or structural fabric of the building. The removal of intrusive or modified fabric would result in a neutral physical heritage impact. The retention and conservation of the original timber stall walls and urinals would result in a positive heritage outcome. The proposed introduction of new door, plasterboard walls and ceiling within room 2D would generally result in minor physical impacts to the building due to new wall penetrations. The proposed introduction of new services within the roof cavity and along the interior and exterior elevations would result in minor physical impacts to the building overall.</p> <p>Overall, the proposed works would result in a minor physical impact to an element of high value to the overall heritage significance of Hurlstone Park Station.</p>	Minor
Footbridge	High (stairs) Moderate (footbridge) Little (deck)	Major	<p>The existing staircase is graded as having high value to the heritage significance of Hurlstone Park Station overall. The demolition of these structures would result in the irreversible removal of significant heritage fabric. The total demolition of the stair structures would result in an irreversible major localised physical impact to the heritage significant fabric of the existing stairs.</p> <p>The retention and relocation of the original newel posts would result in negligible physical impacts to the element. Overall, these works would result in a moderate physical impact to the heritage significance of Hurlstone Park Station.</p>	Negligible (newel post) Major (stairs)
Duntroon Street Overbridge	High	Negligible	The proposed works would see the removal and reinstatement of the brick masonry of the overbridge, The removal and reinstatement of the brick parapet walls to the north and southwest would result in minor physical impacts to the element, as it is likely that all removed brickwork may not be salvageable for reconstruction. The installation of the piling posts would result in negligible physical impacts, while the	Minor



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			support posts located along the deck and brick retaining walls would require new penetrations to the fabric and result in minor physical impacts to the fabric. The introduction of the anti-throw screens and the proposed remedial works would generally not result in any adverse impacts upon the fabric of the overbridge. The introduction of new services along the abutment would require additional wall penetrations, resulting in negligible physical impact to the structure. Overall, the proposed works to the Duntroon Street Overbridge would result in minor physical impacts to the element.	
Overhead booking office	Little	Neutral	The overhead booking office and concourse were constructed in the 1980s and are graded as having little heritage significance to Hurlstone Park Station. The removal of the and replacement of the existing roof, interior toilets, bike rack and railing at top of stair landing would result in a neutral physical impact to significant fabric at Hurlstone Park overall. Introduced fabric including glass safety screen, public art, new wall exterior cladding, interior plasterboard walls and new services that would require penetrations into the existing structure would result in neutral physical impacts to the station.	Neutral
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	<p>The accumulation of new and modern structural elements (new services, lifts, stairs and canopy structures, introduction of platform edge screens and doors) would alter the overall low-elevation and early twentieth-century built character of Hurlstone Park Station. The replacement of the existing concourse roof and upgrading of the concourse with a new modern structure would change the pedestrian approach to the station however it would not noticeably obscure heritage-significant views to the heritage platform buildings from the concourse and overbridge. New structures on the concourse and stairs are sufficiently sited to avoid overshadowing heritage significant structures on the station platform.</p> <p>However, the introduction of the PSDs and PESs on the station platforms which are currently largely open would reduce sightlines to and from the station platforms, while also enclosing the station platform.</p>	Negligible to moderate



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			Overall, the station renovation works would result in a moderate visual impact to the heritage significance of Hurlstone Park Station.	
<b>Canterbury Station</b>				
<b>Physical heritage impacts</b>				
Platform 1 and Platform 2	High	Moderate	<p>The proposed removal of up to 600 mm of original brick retaining wall would involve removing up to nine original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Canterbury Station overall. While Canterbury Station platforms have been modified in the past by shearing former corbelled brick courses at the edge of the coping, this has only removed two to three brick courses in the past. A further 6 metres of coping on platform 2 underneath the Canterbury Road bridge would also be removed to allow for CSR transition. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate physical impact to the heritage significance of the platform retaining walls.</p> <p>The proposed introduction of two new lifts would require excavation works to both platforms of up to 2 m in depth. The siting of the lift shafts would not physically impact upon the significance of the station buildings. However, the proposed removal of original platform fabric would result in a moderate physical impact to the heritage significance of the platforms. Vibration levels should be explored in final design stages in order to mitigate any potential impacts caused by the excavations, particularly to the platform 1 station building.</p> <p>The existing platform 1 stairs, handrail and canopy structure are not original to Canterbury Station and have been assessed as elements of little significance within the Canterbury Station Group. A section of the stair canopy has been intrusively attached to the existing platform 1 building and the removal of intrusive fabric</p>	Moderate



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			<p>would provide a positive heritage benefit to the station. The proposal includes the introduction of a new stairway, railing and canopy to sit slightly north of the existing structure in order to accommodate the proposed new lift to Platform 1. The proposed introduction of the new structure would generate a negligible physical impact to the significance of the platform as the works would not involve excavation or removal of brick platform coping. Overall, the proposed works would result in a moderate physical impact to the heritage significance of platform 1.</p> <p>New asphalt to the existing access ramp and new fencing is to be introduced along the ramp and the platform towards the platform 2 building. These works would not result in any adverse physical impacts to significant fabric. The introduction of a new lift to the eastern end of the platform would require excavation of the existing original platform but would not remove additional brick coping material and would also not result in adverse heritage impacts.</p> <p>Platform furniture including seating, bins and tactiles, are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not result in any adverse heritage impacts.</p> <p>Platform works would affect the modern asphalt wearing surface, including trenching for trench drains running the length of the platform, at 100mm wide, to the north side of Platform 1 and the south side of platform 2. The installation of buried drainage utilities on platform 1 and 2 would involve excavation up to 1.1 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>Designs indicate that existing and redundant services such as gas would be removed on the north side of platform 2 and south side of platform 1, which would not involve modifying or removing any significant fabric.</p>	

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			<p>A concrete-encased conduit box for the CSR up to 1170 mm in width would run along the south side of platform 1 below the platform surface. The excavation and installation of this concrete-encased CSR alignment would directly abut but not impact brick platform coping. New electrical, mechanical and cable service pits would also be excavated within platform 1 and platform 2 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As both these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works include piling along the platform surface and behind the brick platform coping. Each of the 3 piling locations, being approximately 4 m apart, are located within modern asphalt platform surface on the eastern end of platform 1 and not located in areas where they will impact significant fabric. Each pile will be 450mm in diameter and 2000mm deep into Class V sandstone or 700mm into Class III. Design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile will be offset to maintain that minimum 200 mm distance. Concrete encasement of steel columns (below ground) to ensure durability of new lift and bridge structures would also occur, impacting only modern asphalt surface. As these works would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Platform building, platform 1	Exceptional	Moderate	The proposed restoration of interior fabric of the existing store (1A) (proposed waiting room vestibule) would result in a neutral physical impact to elements of high significance within the Canterbury platform 1 building. Restoration works would generate a positive heritage outcome and re-instatement of the public use of the room is also viewed as a good heritage outcome. The proposed restoration of the existing original skirting boards and openings in the existing comms room (1B) would result in a neutral physical heritage impact. The proposed introduction of a	Minor



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			<p>concrete floor within this room would result in a minor physical impact to the existing timber floor joists, which are currently exposed due to the amount of floor penetrations within the existing particleboard flooring. The proposed removal and replacement of the existing tiled flooring of the cleaner’s room would not result in any adverse physical impact to the room or station building.</p> <p>The proposed replacement of the existing modern tiles with vinyl flooring would not result in any adverse physical impact. Exterior works (removal and replacement of the existing boarded door with a timber panelled door) would remove intrusive fabric and introduce sympathetic, like-for-like material that would result in a neutral heritage impact to the façade of the station building.</p> <p>The toilet partitions in the women’s toilets (1G) have been identified as modern reconstructions with brick (as they were originally made of timber). However, these modified toilet partitions are constructed of similar material to the building and are aligned with the original location and of the same proportions as the original toilet partition stalls. Nib walls (of one to two courses of brick) would be preserved of the original stalls to indicate the original layout and purpose of the room. While these stalls are not original fabric, they are considered of moderate significance and their removal would result in a minor physical impact to the station building. The removal of modern floor and wall tiles and proposed replacement with vinyl flooring would not result in any adverse physical impact.</p> <p>The proposed restoration works to the existing cistern room include plaster repair and re-painting the existing wall, which would result in a neutral physical impact. The works to the existing men’s bathroom stalls would involve their retention and blocking off stall doors. These works would result in a negligible physical to elements of high significance within Canterbury Station. The proposed continued use of the room as a public toilet would retain the original use of the room which is</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>a good heritage outcome. The proposed removal and introduction of modern tiles and toilet facilities would result in a negligible physical impact to the room.</p> <p>The introduction of a new ceiling to the women’s toilets would replace an existing modern element and would not result in any adverse heritage impacts. Additional interior works (new toilets, tiling) would involve modifications to the interiors of these rooms but would not irreversibly alter the layout or structural fabric of the building. The introduction of new aluminium panels to cover windows within the building would require minor penetrations to existing timber framing, resulting in negligible physical impacts to the fabric.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in approximately six rooms of the station platform 1 building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls and modern flooring.</p> <p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in negligible to minor physical heritage impacts. Areas where new penetrations are introduced would result in negligible physical impacts to the station building.</p>	





Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a physical impact to the buildings interiors; however, we note that these would not be visible to the public. Externally, the proposed trenching of conduits within the platform is a good heritage outcome.</p>	
Platform building, platform 2	High	Moderate	<p>These works would involve modifications to the interiors of rooms but would not irreversibly alter the layout or structural fabric of the building. The works to the existing men’s bathroom stalls would involve the blocking of stall doors which would alter fabric yet would still retain the legibility of the original use of the room. These works would result in a minor physical impacts to elements of moderate significance within Canterbury Station. The removal of intrusive or modified fabric may have a net positive heritage impact. The proposed works to the existing cistern room would require new penetrations into the existing interior walls in order to introduce the new ceiling. These works would generate a minor physical impact to original fabric. Overall, these works would result in a minor physical impact to an element of high value to the overall heritage significance of Canterbury Station.</p> <p>Stage 3 designs depict the existing services (lighting, HP, speakers) would be removed and replaced, with services located in existing or new locations, resulting in minor physical heritage impacts.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a minor physical impact to the buildings interiors; however, we note that these would not be visible to the public. Externally, the proposed trenching of conduits within the platform is a good heritage outcome.</p>	Minor



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			Overall, these works would result in a minor physical impact to an element of high value, and a minor physical impact to the overall heritage significance of Canterbury Station.	
Footbridge	Moderate	Neutral	The existing flooring is constructed of concrete which replaced the original timber decking. The existing concrete fabric does not contribute to the significance of the element and its removal is supportable from a heritage perspective. The application of public art to the glazing will not impact any significant heritage fabric. The removal and replacement of the existing screens and balustrades with a new glass screen with mesh top would generate a negligible physical impact upon the existing fabric.	Negligible
Overbridge	High	Minor	<p>The brick masonry along both sides of the Canterbury Road Overbridge are considered elements of high heritage significance, and a contributing element within the State heritage listed Canterbury Railway Station Group. The removal of original significant parapet and pier fabric along each side of the Canterbury Road would be considered a physical impact on heritage fabric. The proposed removal methodology of the works (saw cutting in 1 m vertical sections) would result in a low salvage rate of original brick. The degree to which salvaged brick could be then used to reconstruct the bridge would result in a moderate physical impact to the parapet brickwork and the heritage significance of the bridge overall.</p> <p>The reconstructed bridge parapet would include a new concrete support beam which would run at the base of the Canterbury Road-level brick parapets. This concrete support beam would not be visible from Canterbury Road but would be apparent on the outside of the structure. In addition to the loss of original brickwork required to install this concrete support, this concrete would be readily visible on the outside (rail-corridor facing sides) of the Canterbury Road overbridge.</p> <p>A parapet strengthening frame would be constructed with new steel posts at both abutments and at the central pier. The structure is not expected to cause a physical impact to heritage fabric, rather it will serve as a protection and conservation</p>	Moderate



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			<p>structure for the overbridge, and lead to the long-term structural stability of the bridge and parapet. Overall, the introduction of the strengthening frame is considered a negligible physical impact on heritage fabric.</p> <p>The proposed works would include the introduction of protection safety screens on the Canterbury Road eastern and western masonry parapets. The screens would be fixed to new horizontal steel members connected to steep posts at abutments and pier. The southbound screen would be 26 m long, whilst the northbound screen would be 10 m long and 1.5 m high. The new steel supports would be installed on the exterior of the reconstructed brick parapet and would be built into the newly proposed steel support frame. As such, they are not expected to cause a physical impact to heritage significant fabric.</p> <p>The proposed works would include the removal of 45 m of kerbing and guttering along southbound Canterbury Road, and 35 m along northbound Canterbury Road. The kerbing and guttering will be replaced with Elsholz re-directive kerbing. The kerbing and guttering along the Canterbury Road Overbridge are not considered elements of heritage significance, nor do they contribute to the overall significance of the Canterbury Railway Station Group. The modification of the wearing surfaces of the road and footpath would not modify the underlying jack arched structure of the bridge. As such, the impacts to kerbing and guttering would be considered a negligible physical impact.</p> <p>The proposed works would include the removal of the existing footpath canopy along the northbound Canterbury Road footpath, south of the Canterbury Station building. The canopy, constructed in the late 1980s, is not considered an element of heritage significance within the Canterbury Road Overbridge, nor is it a contributing element within the State heritage listed Canterbury Railway Station Group. As such, the removal of the canopy would be considered a negligible physical impact.</p>	

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			The steel girders, supporting the parapet, would be inspected, cleaned, and a protective paint coating will be applied. The steel girders are considered elements of high heritage significance as original elements of the overbridge and a contributing element within the State heritage listed Canterbury Railway Station Group. The cleaning and protective works are considered necessary maintenance and are unlikely to cause physical damage to these structures. As such, these works would result in a negligible physical impact to the heritage significance of the Canterbury Overbridge.	
Overhead booking office and concourse	Little	Neutral	The overhead booking office and concourse are recently constructed and are not considered heritage significant fabric of Canterbury Station. Modification to these structures would result in no physical impacts to heritage significant fabric.	Neutral
Canopies	Little	Neutral	The platform canopies are recently constructed and are not considered heritage significant fabric of Canterbury Station. Modifications to this canopy would result in a neutral physical impact to the significance of the station platform building. The new siting of the stairs and canopy would not adversely impact the heritage significance of the station platform building.	Neutral
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	Overall, the station renovation works would result in a minor to moderate visual impact to the heritage significance of Canterbury Station.	Minor to moderate
<b>Campsie Station</b>				
<b>Physical heritage impacts</b>				
Platform 1 and Platform 2	High	Moderate	The proposed removal of up to 750 mm of original brick retaining wall would involve excising up to six original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Campsie Station overall. While Campsie Station platforms have been modified in the past by shearing former corbelled brick courses at the edge of the coping, these works have generally maintained the brick coping of the station platforms. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall.	Moderate



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>These works would result in a moderate physical impact to the heritage significance of the platform 1 and platform 2 retaining walls.</p> <p>Platform furniture including seating, bins, garden beds and tactiles, are not original or heritage significant fabric. It is noted that garden beds were not located on either platform 1 or platform 2 from aerial imagery from the 1940s, and existing garden beds are not considered significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts.</p> <p>The installation of the condenser system on platform 1 and 2 would require trenching works on the platform between the building and concourse stairs, however as this would occur within the bitumen/asphalt platform surface, which would result in a negligible physical impact to the fabric. Additional electrical trenching would impact asphalt platform surfaces only and would result in negligible physical impacts to the station.</p> <p>The removal and reinstatement of brickwork on platform 2 for the installation of new conduits would not increase the overall degree of impact (moderate) to the significance of this element.</p> <p>Platform works would affect the modern asphalt wearing surface, including a 100 mm wide trenching for trench drains running the length of the platform, to the north side of Platform 2 and the south side of Platform 1. The installation of buried drainage utilities on Platforms 1 and 2 would involve excavation up to approximately 1.5 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR, up to 1115mm in width, would run along the north side of Platform 2 and the north side of Platform 1, below the platform surface. The excavation and installation of this concrete-encased CSR</p>	



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			<p>alignment would be located behind the brick platform coping. New electrical and mechanical service pits would also be excavated within Platform 1 and Platform 2 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works involving piling as part of constructions works would be within the platform surface and behind the brick platform coping. Each of the 22 piling locations, being approximately 6 m apart, are located within modern asphalt platform surface across Platform 1 and not located in areas where they will impact significant fabric. Each pile would be 3100 mm deep and design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile would be offset to maintain the minimum 200 mm distance. As these piles would be located with a minimum separation from the brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Platform building, platform 1	High	Moderate	<p>The proposed works to the existing ceilings, walls and slab floors of the building would not result in any adverse heritage impacts. New lightweight walls would be introduced to two rooms (room 1A and room 1E) on a north to south axis, resulting in new wall penetrations. These works would result in a negligible physical impact to an element of high heritage value to Campsie Station. The room layout would be preserved through the introduction of a lightweight and reversible stud wall.</p> <p>The installation of a new ceiling (room 1B) would involve laying the new ceiling over the existing internal brick walls and would involve a minimal modification to original fabric and would be moulded around existing decorative elements and window and door architecture. The introduction of aluminium panels to the existing windows would require minor penetrations. These works would generally retain the original internal walls and prevent further physical impacts to the interior of the building, resulting in negligible physical impacts to the heritage fabric of Campsie station. The</p>	Minor



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			<p>removal of modified or intrusive fabric such as bathroom fixtures, toilet cubicle doors, carpets and tiles would not result in any adverse heritage impacts. The proposed modifications to the room 1E external door would require localised impacts to the interior of the building, resulting in negligible physical heritage impacts to the existing platform structure.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in all rooms of the station building, requiring new wall penetrations within each room. New Metro equipment would be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior brick walls.</p> <p>The proposed localised penetrations to the internal walls would result in the partial removal of fabric to the internal walls of the building. The amount of fabric to be removed is approximately 100 mm by 100 mm per each penetration, of which there are approximately 15 penetrations spread out across four of the five internal walls of the building. However, the proposed works would predominately retain the building fabric and are reversible, resulting in minor physical impacts to the building fabric and the significance of Campsie station overall.</p> <p>The existing services (lighting, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts. The proposed penetrations of the exterior fabric for the installation of new conduit cables and services would impact the facades of the</p>	

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			<p>building’s fabric, resulting in a minor physical impact to the heritage significance of the building.</p> <p>Overall, the proposed works would result in a minor physical impact to the station platform 1 building.</p>	
Platform building, platform 2	High	Moderate	<p>These works would involve modifications to the interiors of rooms but would not irreversibly alter the layout or structural fabric of the building.</p> <p>The installation of a new ceiling (room 2D) would involve laying the new ceiling over the existing internal brick walls and would involve a minimal modification to original fabric and would be moulded around existing decorative elements and window and door architecture.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any new exterior penetrations. Any fixings required would use limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in two rooms of the station building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls.</p> <p>The existing services (lighting, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts. The proposed penetrations of the exterior fabric for the installation of new conduit cables and services would impact the façades of the</p>	Minor





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			<p>building’s fabric, resulting in a minor physical impact to the heritage significance of the building.</p> <p>Overall, the proposed works would result in a minor physical impact to the station platform 2 building.</p>	
Overhead booking office (modern 2002 extension)	Little	Neutral	<p>The removal of the remaining heritage fabric associated with the 1915 booking office, including reconstructed and original internal detailing (ripple ceilings, ceiling roses, cornices, weatherboard cladding, timber windows, windowpanes and remnant door architecture) would lead to the total loss of heritage value of this element. While the building has been partly reconstructed, it possesses sufficient original fabric situated in its original footprint location to remain historically legible despite its change of use for small retail premises.</p> <p>The removal of this building would result in a major physical impact to this element and would result in a moderate physical impact to the heritage significance of Campsie Station overall.</p>	Neutral
Original overhead booking office and parcels office	Moderate	Minor		<p>Major impact to significant fabric of overhead booking office.</p> <p>Moderate impact to the significance of Campsie Station overall.</p>
Pedestrian footbridge	Moderate	Minor		Neutral
Overbridge	High	Minor	<p>The modification of the road and footpath wearing surfaces on Beamish Street would not alter the steel jack-arches, the underside arched brickwork or the brick piers and abutments on either side of the rail corridor. The wearing surface of the active road has undergone resurfacing events throughout its lifespan, and further modification to these wearing surfaces would not result in adverse heritage impacts. The introduction of new services along the abutment would require additional wall penetrations, resulting in negligible physical impacts to the structure.</p>	Negligible

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			The proposed works to the eastern boundary of the overbridge are outside of the heritage curtilage of the station precinct. The proposed works would not impact upon a heritage item, nor would the works impact upon significant heritage fabric.	
Platform 3	Moderate	Neutral	As the proposed works would not impact the heritage fabric of platform 3 or the cambered stone retaining walls, these works would result in a neutral physical impact to the station. The proposed works to Beamish Street concourse would replace modern fabric and would not result in any adverse heritage impacts. Likewise, the removal of the modern signal cabinet to Lillian Lane would not result in any adverse heritage impacts.	Neutral
Landscape/ natural features	High	Neutral		Neutral
Platform canopies, platforms 1-3	Little	Neutral	The platform canopies (with the exception of the platform 1 station building city-end awning) are recently constructed and are not considered heritage significant fabric of Campsie Station.  Modifications to these canopies would not result in adverse heritage impacts.	Neutral
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	The accumulation of new and modern structural elements (new pedestrian concourse entry, introduction of platform edge screens and doors) would significantly alter the overall visual character of Campsie Station. The replacement of the existing booking office and the majority of the current Beamish Street façade with a new modern and open-air structure would entirely transform the pedestrian approach to the station and removes any heritage-significant views of the former structures.  Heritage significant buildings on platforms would remain within minor localised external modifications, however sightlines to and from these structures would only be conserved from on the platform the building is located on and from the overhead concourse (through tinted screens and partly obscured by existing canopies).  Overall, the station renovation works would result in a moderate visual impact to the heritage significance of Campsie Station.	Moderate



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
Belmore Station				
Physical heritage impacts				
Platform 1/2	Exceptional	Moderate	<p>The proposed works within platform 1/2 at Belmore Station would result in moderate physical impacts to the heritage significance of the platform, consistent with the Approved Project.</p> <p>The proposed removal of a maximum of 600 mm of original brick coping would involve removing up to seven original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Belmore Station overall. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate physical impact to the heritage significance of the platform 1 and platform 2 existing brick coping.</p> <p>Platform furniture including seating, bins and tactiles, are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts.</p> <p>The removal of the fence around the stairs and installation of the exhaust vents would not result in any physical impacts to significant fabric.</p> <p>The installation of the exhaust system and subsurface conduit installation on the platform would require trenching works on the platform between the booking hall and concourse stairs, however as this would occur within the asphalt platform surface, which would result in a negligible physical impact to the fabric.</p> <p>Platform works would affect the modern asphalt wearing surface, including 100 mm wide trenching for strip drains running the length of the platform, to the north and south sides of the platform. The installation of buried drainage utilities on the</p>	Moderate

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			<p>platform would involve excavation up to approximately 1.1 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>No new electrical and mechanical service pits would be excavated within the platform. As these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the drainage pipes.</p> <p>Structural works involving piling as part of construction works would also be required along the platform surface and behind the brick platform coping. Each of the 2 piling locations, being approximately 6 metres apart, are located within modern asphalt platform surface across Platform 1 and not located in areas where they will impact significant fabric. Each pile will be 2500 mm deep and design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile would be offset to maintain the minimum 200 mm distance. As these piles would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Platform building, platform 1/2 (Type 11)	High	Moderate	<p>The proposed works within the platform building at Belmore Station would result in moderate physical impacts to the heritage significance of the platform building.</p> <p>The removal of modern tiling and additional toilet fittings and partitions associated with the modern upgrade to the men’s toilet (room 1H) at the city end of the platform building would see the removal of intrusive fabric, resulting in a neutral heritage impact. The installation of a new lightweight wall within the new PER room (room 1H), is not expected to damage significant fabric and would not result in permanent changes to the room layout as it is a reversible stud wall.</p> <p>Cable trays and ducting are not expected to cause impacts to significant fabric as they would be fed through existing cavities above the ceiling. The installation of</p>	Moderate



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			<p>aluminium security screens to the interiors of the windows may result in minor damage to the window frames and sills from new fixings. The implementation of new cables and air conditioning infrastructure within the existing ceilings (as opposed to drop ceilings) would result in localised impacts to original ceiling fabric for access panels and ventilation shafts. Works would result in minor physical impacts to the existing men’s toilet (room 1H).</p> <p>The existing FAT (room 1G) would largely be unmodified with the exception of the permanent closure of the southern façade door and the construction of a bulkhead to waterproof the existing coloured glass louvre windows. The installation of the bulkhead may result in physical impacts to existing ceiling fabric, however there is little significant fabric present within the FAT. Works would result in negligible physical impacts to the existing FAT (room 1G).</p> <p>The existing women’s toilet (room 1F) would be repurposed into storage and equipment rooms. The existing partitions for the women’s toilet stalls would be retained however the existing tiles and vinyl flooring would be removed and the floors would be levelled with screed to the existing concrete slab. This room would be retiled, and no significant fabric would be impacted. Lighting designs indicate that new mounted rectangular lights would be installed within both rooms. The ceiling rose located within the room would not be impacted, however the installation of the new lights would result in new penetrations into the existing ceiling. Overall, the proposed works within the women’s toilet (room 1F) would result in negligible physical impacts to significant fabric.</p> <p>The existing women’s waiting room (room 1E) would remain largely unmodified as a result of the proposed works. The southern external door would be permanently closed however no significant fabric would be impacted. The installation of the equipment room would not result in any physical impacts to significant fabric associated with the former fireplace in the women’s waiting room. The proposed</p>	



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			<p>works within the women’s waiting room (room 1E) would result in neutral physical heritage impacts.</p> <p>The proposed works to the new station master’s room (room 1D) would include the removal of timber floorboards and skirting boards which are of high heritage significance. The floorboards would be replaced with a concrete slab covered with vinyl flooring and skirting. The removal of original timber floorboards would result in physical impacts to significant and original fabric and would not be reversible, resulting in a moderate physical impact to the significance of the station building. The proposed works are required in order to support the new station services within the room. A new concrete slab and vinyl covering would be installed in order to provide the required support and anti-static requirements for the running of the equipment. Aluminium panels would be installed to existing windows, likely resulting in localised physical impacts to the original timber window architraves. The northern exterior door would be permanently closed, altering the traditional entrances to the store, however it is not anticipated that this would result in any damage or physical impacts to the fabric of the door.</p> <p>The empty storeroom (room 1C), adjacent to the store, would also form an SMR room and have computer equipment installed. Timber floorboards, skirting would be retained and restored, and the fireplace would be retained. Three metro service boxes would be installed to the eastern wall above ground and would require new penetrations into the wall to be mounted.</p> <p>The current cabinet room (room 1B) would not be repurposed for the project. The door between the cabinet room and adjacent storeroom room (room 1C) would be permanently closed and locked and the room layout would not be irreversibly altered. As such, the proposed works within the cabinet room (room 1B) would result neutral physical impacts.</p>	



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			<p>The proposal would see the waiting room (room 1A) at the country end of building would have three existing wooden doors removed to turn the room into an open lobby for commuters. Removal of the timber doors and doorframes would result in negligible physical impacts, while the restoration of the space to a publicly accessible area adjacent to the former booking office windows would be a positive heritage impact to the significance of the station.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in all rooms of the station building, requiring new wall penetrations within each room. New Metro equipment is to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls.</p> <p>Stage 3 designs depict the removal of sympathetic drop lights, which are centred within four of the existing ceiling roses. New lighting would be suspended from the existing repaired ceilings, which comprise of ripple iron and contribute to the heritage significance of the station. The proposed lighting would require new ceiling penetrations, resulting in localised impacts to existing fabric within the station. The proposed works also outline that existing ceilings would be made good following the introduction of the new lighting services, resulting in a negligible impact overall.</p> <p>Stage 3 designs depict the existing services (lighting, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts.</p>	

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			<p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services and the installation of new exit signs would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building.</p>	
Overhead booking office and Burwood Road concourse	High	Moderate	<p>The current overhead booking office and concourse were upgraded and modified in 2008 as part of the Transport Access Program (TAP) upgrade. The proposed internal works to the overhead booking office would not result in any adverse physical impacts to the building. The proposed concourse works would result in the removal or modification of modern elements and would not result in any adverse heritage impacts. Public art, in the form of glazed panels, would have no adverse heritage impact due to its replacement of modern material. The proposed introduction of new cable conduit trays to be located along the exterior of the building would require additional wall penetrations to support the structure. These would result in minor physical impacts to the building.</p>	Minor
Burwood Road Overbridge	High	Negligible	<p>The proposed works to the overbridge include the removal of the existing modern mesh screening each parapet wall. The current fabric has been intrusively affixed to the capping of the brick parapet. It is anticipated that the new screens would be fixed to the overbridge using the existing supports and penetrations and would not result in additional physical impacts to the overbridge fabric. The removal and replacement of this fabric would result in a negligible physical impact to the significance of the fabric.</p> <p>The works to this area of the Burwood Road overbridge would result in a negligible physical impact to the significance of the Burwood Road overbridge and a negligible physical impact to the heritage significance the Belmore Railway Station Group overall.</p>	Negligible
Visual heritage impacts				





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Overall (cumulative)	-	Moderate	The accumulation of new and modern structural elements would noticeably alter the overall visual character of Belmore Station. While platform buildings would be conserved the accumulation of new services to the north of the station and the PESs and PSDs, would result in increasing the visual clutter within prominent sightlines of the station precinct. This would result in moderate visual impacts to the heritage significance of Belmore Station.	Moderate
Lakemba Station				
Physical heritage impacts				
Platform 1/2	High	Moderate	<p>The proposed removal of up to 660 mm of original brick retaining wall would involve the removal of up to five original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Lakemba Station overall. While Lakemba Station platforms have been modified in the past by shearing former corbelled brick courses at the edge of the coping, this has only removed a limited amount of brick courses in the past. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate physical impact to the heritage significance of the platform 1 and platform 2 retaining walls.</p> <p>Additional features including seating, bins and tactiles are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts. The proposed buried conduits would require the removal of the existing platform surface, which is a modern fabric and would be replaced and made good following the installation. Coupled with the proposed platform regrade, these works would not result in any adverse heritage impacts.</p> <p>The proposed new louvred enclosure would require penetrations into the regraded platform, which would not result in any adverse impacts to heritage fabric. The</p>	Moderate



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			<p>proposed removal and replacement of the earth ramp to the east of the platform would not directly impact the heritage fabric of the station. However, a small portion of the retaining brick walls that align the earth ramp would be removed as part of the works. The removal of this fabric would result in a minor physical impact to the element.</p> <p>Platform works would affect the modern asphalt wearing surface, including trenching for trench drains running the length of the platform, at 100mm wide, to the north and south sides of Platform 1. The installation of buried drainage utilities on platform 1 and 2 would involve excavation up to 1.1 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR up to 800mm in width would run along the north side of the platform, below the platform surface. The excavation and installation of this concrete-encased CSR alignment would be located behind the brick platform coping. New electrical and mechanical service pits would also be excavated within platform 1 and platform 2 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As both these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works include piling along the platform surface and behind the brick platform coping. Each of the 9 piling locations, being approximately 4 m apart, are located within modern asphalt platform surface across platform 1 and 2 and are not located in areas where they will impact significant fabric. Each pile will be 3000mm deep. Design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile will be offset to maintain that minimum 200 mm distance. As these piles would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from brick</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			platform retaining walls, these works would result in no adverse physical heritage impacts.	
Platform building, 1/2	Exceptional	Moderate	<p>The removal of the brick walls between the former cistern room and the bathrooms (room 1E) would be an irreversible impact of original heritage fabric although it is noted that the current brick walls are in poor condition and have been modified in the past. The preservation of nib walls would allow the former layout of the room to be preserved. These works would result in a minor physical impact to an element of moderate heritage value to Lakemba Station and would result in a minor physical impact to the heritage significance of Lakemba Station overall.</p> <p>The proposed works to the existing cistern room (room 1C (3)) include the introduction of new materials and a new use. The proposed works would require the potential removal of original flooring, and the introduction of new tiles to the existing walls. These works would result in a minor physical impact to an element of moderate heritage value to Lakemba Station.</p> <p>The renovation works including the installation of aluminium solid panels to the existing windows and the replacement of two existing, non-original fanlights with louvres would be largely reversible, resulting in a minor physical impact to the significance of the building, and would result in a minor physical impact to the heritage significance of Lakemba Station overall.</p> <p>The removal of modified or intrusive fabric such as bathroom fixtures, cubicle walls, carpets and tile would not result in any adverse heritage impacts. The installation of new drop ceilings would involve laying the new ceilings over the existing internal brick walls and would involve a minimal modification to original fabric and would be moulded around existing decorative elements and window and door architecture. These works would have a minor adverse physical heritage impact of Lakemba Station.</p>	Minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The introduction of a new wall to the interior of the existing storage room (room 1C (1)) would involve penetrations to the original northern and southern walls of the station building. These works would have a minor physical heritage impact to the station building.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible.</p> <p>New services to be introduced internally range in scale, form and function and would be installed in five rooms of the station platform building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls and modern flooring.</p> <p>The existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in negligible to minor physical heritage impacts. Areas where new penetrations are introduced, including the proposed awning penetrations, would result in negligible physical impacts to the station building.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a minor physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a physical impact to the buildings interiors; however, we note that these would not be visible to the public. Externally,</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			the proposed trenching of conduits within the platform is a good heritage outcome. Where new conduits are to run along the exterior of the building, these works would result in negligible physical impact due to new wall penetrations.	
Footbridge and stairs	Moderate	Neutral	The proposed introduction of a new stair tread and stair tactiles would not alter the significant fabric of the footbridge and would be a reversible element with the stairwell of Lakemba Station. The proposed removal and reinstatement of the newel post would require the relocation of an original element and its connection to the existing balustrade, At the current stage, the proposed works would result in a negligible impact to significant fabric at Lakemba Station overall. The proposed location of the new exhaust ducts would not result in any adverse physical impacts to heritage fabric.	Negligible
War Memorial	High	Neutral	The retention of the war memorial in its current state would result in a neutral impact to Lakemba Railway Station overall.	Neutral
Overhead booking office and concourse	Little	Neutral	The overhead booking office and concourse are graded as having little heritage significance to Lakemba Station. The replacement of the modern screens, the installation of the roller shutter and public art would result in a negligible impact to significant fabric at Lakemba Station overall. Movable heritage items currently located within the overhead booking office would not be affected by the proposed works and no impacts to moveable heritage would be incurred.	Negligible
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	The accumulation of new and modern structural elements would alter the overall visual character of Lakemba Station. External view lines towards the platform building and platform coping would be negatively impacted by the introduction of the proposed PESs and PSDs to the platform edges. The introduction of louvres to the platform building would alter the legibility and integrity of the building's original exterior. The proposed works to the Haldon Street Overbridge would result in a negligible visual impact from the overbridge towards Lakemba Station, while the introduction of service conduits, GST troughing and the new service building would result in minor visual impacts.	Minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			Overall, the station renovation works would result in a minor visual impact to the heritage significance of Lakemba Station.	
<b>Wiley Park Station</b>				
<b>Physical heritage impacts</b>				
Platform 1/2	Moderate	Moderate	<p>The proposed removal of the original concrete retaining wall, steel rails and asphalt platform would involve the demolition of the original concrete coping, an element of moderate heritage value. The new platform would be constructed of like-for-like materials (pre-cast concrete). The removal of the existing concrete platform would result in a heritage impact to an element of moderate significance. This would result in a moderate heritage impact to the station.</p> <p>The proposed new PES, PSD and mechanical gap filler would be sited on the new station platforms, resulting in no adverse physical impacts to significant heritage fabric.</p> <p>The introduction of two new lifts to the station platforms would require the partial removal of platform fabric, which has been assessed as an element of moderate significance. These works are to be conducted prior to the removal and replacement of the platform coping and asphalt surface. However, these lifts would not impact any of the concrete platform coping and would involve excavation of non-significant sub-platform fill materials. These works would result in a neutral physical impact. Additional excavation works and the introduction of soil nails to the existing earth embankments of the station ramp would result in negligible physical impacts to the station fabric.</p> <p>The introduction of new services within the new platform would not physically impact original or significant heritage fabric within the station precinct.</p>	Moderate



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The introduction of the new services building would be a significant new structural addition to platform 1. However, the construction of this building would not involve the removal or alteration of any heritage significant fabric.</p> <p>The new on-platform service building, roof and canopy structure would not impact any structures on the platform, resulting in a neutral physical impact.</p> <p>The proposed new canopy structure to Platform 2 would be sited on the country end of the platform and involve no modifications to significant elements within the station precinct. These works would result in a neutral physical impact to the heritage significance of Wiley Park Station.</p> <p>Additional features including seating, bins, platform fencing and tactiles are not original or heritage significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts. Existing fencing on the outer edge of both platforms are not significant fabric and their replacement would involve no physical impacts.</p> <p>Overall, these platform modification works would result in a moderate physical impact to Wiley Park Station.</p> <p>Platform works, including trenching for 100 mm wide trench drains running the length of the platform, would affect the modern asphalt wearing surface of Platforms 1 and 2. The installation of buried drainage utilities on Platforms 1 and 2 would involve excavation up to approximately 1.1 m in depth and up to 500 mm in width. Excavations for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR, up to 815 mm in width, would run along the south side of Platform 1, below the platform surface. The excavation and installation of this concrete-encased CSR alignment would be located behind the</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>platform coping. New electrical and mechanical service pits would also be excavated within Platform 1 to provide access to the proposed CSR; pit locations would be excavated within the platform and would not modify significant fabric (platform station buildings). As these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works including bored piling as part of construction works would also take place within the platform surface and behind the concrete platform coping. Three piles would be installed across Platform 2. Structural works include piling along the platform surface and behind the brick concrete platform coping. Each of the 11 piling locations are located within modern asphalt platform surface across platform 1 and 2, away from areas where they will impact significant fabric. Piles 1-8 will be 2.5 m deep, and piles 9-11 will be 4 m deep. As these piles would not be excavated through any significant buildings (such as platform station buildings) and are not located near the platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Platform building, platform 1	High	Moderate	<p>The proposed conversion of the existing men’s and women’s toilets would see the removal of existing modern tiling and replacement with new tiles. The walls would also be tiled floor to ceiling, causing damage to the existing plastered walls, and the installation of new toilet and sink fixtures (located in the men’s toilets) would also cause damage to walls. The proposed changes would largely retain the original building layout and would result in a minor physical impact to the heritage significance of Wiley Park Station overall.</p> <p>The removal of modified or intrusive fabric such as bathroom fixtures, cubicle walls and tiles would not result in any adverse heritage impacts. The installation of new ceilings would involve laying the new ceilings over the existing internal brick walls. This would involve minimal modifications to original fabric as the works would be moulded around existing window and door architecture. These works would have a negligible adverse heritage impact on the significance of Wiley Park Station.</p>	Minor





Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>New services to be introduced internally range in scale, form and function and would be installed in the station platform building, requiring new wall penetrations to existing fabric. New Metro equipment are to be installed onto the existing interior walls of the building. The proposed services would result in minor physical impacts to the building’s interior walls.</p> <p>Stage 3 designs depict the existing services (lighting, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in minor physical heritage impacts.</p> <p>Overall, the proposed works would result in a minor physical impact to Wiley Park Station.</p>	
Platform building, platform 2	High	Moderate	The proposed works would include the introduction of a new asphalt layer to the existing concrete floor of the interior room, resulting in negligible physical impacts to the platform 2 building. The proposed removal and reinstatement of the original timber benches would not result in any adverse heritage impacts. Overall, the proposed works would result in a negligible physical impact to Wiley Park Station.	Negligible
Overhead booking office	High	Moderate	<p>The proposed removal and replacement of the existing art deco awning with a like-for-like design involves the removal of heritage significant fabric. The existing condition of the fabric has been assessed as poor to moderate, with its physical condition resulting from a long-term lack of effective maintenance and repair. The awning demonstrates signs of distress and degradation of structural adequacy. The element has been previously altered from the removal of a section of the northern awning for adjacent construction commercial construction works.</p> <p>The removal of the awning would result in an adverse impact to the element however due to its poor condition long-term preservation of the element has not been considered feasible. The awning would be reconstructed with a like-for-like replacement to match the existing material and design. While this would result in</p>	Minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>the removal of original fabric the replacement with a reconstructed element in better condition would result in minor adverse impacts to significance from the removal of original fabric overall.</p> <p>The proposed removal of the existing Opal readers and ticket machines would not adversely impact the heritage significance of the overhead booking office or the station overall.</p> <p>Stage 3 designs show the installation of two new security shutters to King Georges Road and along the new northern entry to the concourse. The new tilt up shutter is likely to require new localised penetrations and permanent fixings to be made to the original façade of the overhead booking office. The proposed introduction of new fabric would generate a minor physical impact to the heritage fabric of the booking office.</p> <p>The re-introduction of the heritage kiosk is considered a positive heritage outcome. The proposed works would not result in any adverse physical impacts, as the original kiosk fabric has been removed since its original construction.</p> <p>The existing metal gantry service platform is not an element of significant heritage fabric. The removal of this fabric would result in a neutral physical impact. The proposed installation of anti-climb screens to front King Georges Road would be sited directly adjacent to the southern façade of the overhead booking office. The installation of the proposed screens would not adversely impact the significant fabric of the station.</p> <p>The removal and replacement of the existing fencing, paving and planter boxes located along King Georges Road would not adversely physically impact element of heritage significance. The removal and replacement of the existing intrusive footbridge metal cladding with glazed anti throw screens and public art panels</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>would not adversely impact the heritage significant fabric of the overbridge booking office or footbridge. This element is a modern replacement material and replaced the original glazed windows and weatherboarding that extended along the footbridge from the overhead booking office and concourse. The proposed works would result in a negligible physical impact to the heritage significance of the building and the station overall.</p> <p>The interior layout of the building would be retained. The removal of modern fixtures and fittings (flooring, toilet cubicles etc) would not adversely impact heritage significant fabric of the overhead booking office.</p> <p>The introduction of new services and the conduit cable tray to the existing exterior of the building would generate minor penetrations to existing fabric, resulting in negligible physical impacts to the overhead booking office internal and external fabric.</p> <p>Overall, the proposed works to the overhead booking office and concourse entry to the station would result in a minor physical heritage impact to the heritage significance of Wiley Park Station.</p>	
Retail at Station entry	Intrusive	Neutral	<p>The SHI listing for the item identified the structures as detracting from the significance of the overhead booking office, therefore their removal would have a neutral physical impact on the overhead booking office and the station as a whole. The reinstatement of the heritage kiosk is a good heritage outcome and would result in a neutral physical impact to Wiley Park Station overall.</p>	Neutral
Footbridge and access ramps	Moderate	Moderate	<p>The proposed regrading works to the existing footbridge and access ramps would result in a negligible physical impact to the significant fabric of the footbridge. The proposed introduction of new stairs to both ends of the footbridge would modify the original function of the footbridge, resulting in a negligible physical impact to the significance of the footbridge.</p>	Negligible



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The proposed new anti-throw screens would require new penetrations into the existing flooring of the footbridge. The new screens would be sited on both sides of the footbridge and rise to approximately 2.5m. These works would result in a negligible physical impact to the significance of the footbridge. The proposed removal and replacement of the intrusive hooped fencing with vertical steel flat bar fencing would result in a negligible physical impact to the significance of the footbridge.</p> <p>Overall, the proposed works would result in a negligible physical impact to Wiley Park Station.</p>	
Access ramp canopies	Little	Neutral	The canopies are of little heritage significance and the proposal would result in a neutral physical impact to significant fabric.	Neutral
Landscape/natural features	High	Neutral	<p>The proposed removal of the modern timber retaining walls would not adversely impact the heritage significance of the platform or surrounding landscape.</p> <p>The removal and replacement of the rail corridor fencing, and the removal of the existing trees would not result in an adverse physical impact to the station overall.</p> <p>Overall, the proposed works would result in a neutral physical impact to Wiley Park Station.</p>	Neutral
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	The accumulation of new and modern structural elements (new lifts, introduction of platform edge screens and doors) would noticeably alter the overall visual character of Wiley Park Station. The removal of the retail spaces along King Georges Road and the upgrading of the concourse and booking office awning would transform the pedestrian approach to the station, however it would not noticeably obscure heritage-significant views to the heritage platform buildings from the concourse and overbridge. The removal and replacement of the existing concourse elements and existing trees would not result in any adverse heritage impacts.	Minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>New structures on and off the platforms are sufficiently sited to avoid overshadowing heritage significant structures on the station platform. The removal and replacement of the existing concrete platforms with a like-for-like material and design would generally retain the visual characteristics and function of the platforms.</p> <p>The introduction of the PSDs and PESs on the station platforms which are largely open would noticeably reduce sightlines and space on the station platforms. This is compensated by the removal of modern intrusive retail building structures and the replacement of obstructing walls with transparent panels which would provide better sight lines from the overhead concourse towards the platforms and platform structures.</p> <p>Overall, the station renovation works would result in a minor visual impact to the heritage significance of Wiley Park Station.</p>	
<b>Punchbowl Station</b>				
<b>Physical heritage impacts</b>				
Platform 1/2	High	Moderate	<p>The proposed removal of a maximum of 750 mm of original brick coping would involve removing up to nine original brick courses, an element of high heritage value and original fabric contributing to the heritage significance of Punchbowl Station overall. The proposed platform coping modification works would be an irreversible impact to an element of high heritage value and would reduce the condition and integrity of the platform retaining wall. These works would result in a moderate physical impact to the platform 1/2 existing brick coping.</p> <p>Platform furniture including seating, bins and tactiles, are not original significant fabric. The removal and (partial) reinstatement of these structures would not cause any adverse heritage impacts.</p>	Negligible to moderate



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The installation of new services would require trenching works on the platform, however as this would occur within the bitumen/asphalt platform surface, which would result in a negligible physical impact to the fabric. Excavation required to install the lift shaft would occur within the island platform and would not modify the platform retaining walls and coping. The asphalt platform wearing surface and subgrade are not considered significant fabric their removal for the installation of the new structures would not result in adverse physical heritage impacts to Punchbowl Station.</p> <p>Platform works would affect the modern asphalt wearing surface, including 100 mm wide trenching for trench drains running the approximate length of Platform 1 and around the station building on the Platform 2 side. The installation of buried drainage utilities on Platforms 1 and 2 would involve excavation up to approximately 1.1 m in depth and up to 500 mm in width. Trenches for these drainage lines would not impact any significant fabric and would not result in adverse physical heritage impacts.</p> <p>A concrete-encased conduit box for the CSR, up to 975 mm in width, would run along the north side of Platform 1, below the platform surface. The excavation and installation of this concrete-encased CSR box would be located behind the brick platform coping. New service pits would also be excavated on the north side of Platform 1 to provide access to the proposed CSR. Pit locations would be excavated within the platform and would not modify significant fabric (brick platform coping or platform station buildings). As these works would not modify significant fabric, there would be no adverse physical heritage impacts from the installation of the CSR sub-surface conduits and service pit locations.</p> <p>Structural works would involve piling along the platform surface, behind the brick platform coping. Each of the 30 piling locations, being approximately 9 m apart, would be located within the modern asphalt platform surface across both Platform 1 and Platform 2, and not located in areas where they would impact significant</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>fabric. Piles 1-12 would be 1900 mm deep. Piles 13-30 would be 1700 mm deep. Design information specifies that if the edge of a pile is within 200 mm of a masonry wall, the pile would be offset to maintain that minimum 200 mm distance. As these piles would not be excavated through any significant buildings (such as platform station buildings) and would be located a minimum separation from brick platform retaining walls, these works would result in no adverse physical heritage impacts.</p>	
Overhead booking office and concourse	High	Moderate	<p>The proposed works would not result in any direct physical impact to the significant fabric of the overhead booking office. Some modification to the overhead booking office may occur due to the removal of intrusive fabric (such as metal cladding or hoop fencing) is removed and replaced, or where gate structures are installed which would be affixed into adjacent significant fabric. These works would result in localised minor penetrations to existing fabric and would generally be reversible, resulting in a negligible heritage impact to the fabric of the building. The removal of the modern kitchenette would not result in any adverse heritage impacts to significant fabric.</p> <p>The introduction of a new lift and landing to the western end of the concourse would generate the partial removal of the modern railings, and glazed wall leading to the platform 2 stairs. The new lift and landing would extend west from the concourse, with approximate dimensions of 3 m by 6 m. The lift, awning and landing would not impact physical fabric of the overhead booking office or the concourse. The existing canopy and lighting fixtures are restored, or intrusive elements and the proposed removal and replacement would result in a negligible impact to significant fabric. The proposed repair works to the asphalt finishes to the concourse and platform stairs would not directly impact upon the heritage fabric of the overhead booking office or the station overall. As the existing metal cladding on the exterior of the concourse is not original fabric, the proposed removal and replacement of this cladding with fibre cement weatherboards would result in a negligible physical impact to the significant fabric of the concourse. The proposed introduction of new openings to the east and west of the concourse would be sited within the new fibre</p>	Negligible



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>cement weatherboard fabric and not result in any adverse heritage impacts. The retention of the ticket window openings is a good heritage outcome, while the replacement and installation of the existing windows with period appropriate sash windows would result in negligible heritage impacts to the building fabric.</p> <p>New services to be sited within the structure would require minor localised penetrations, resulting in negligible impacts to the internal fabric of the building. The introduction of new external services would require localised penetrations to existing fabric, resulting in a negligible heritage impact to the external features of the overhead booking office and retail space.</p> <p>Overall, the proposed works would result in a negligible physical impact to the heritage significance of the overhead booking office and concourse.</p>	
Footbridge	Moderate	Moderate	<p>The introduction of the new lifts, awnings and lift landings would require the partial removal and modification of the existing footbridge fabric; however, the footbridge deck, canopy and southern stairs have been substantially replaced in 2014. The modification of this replacement and introduced fabric would not substantially impact original fabric and would result in a negligible physical impact to the heritage significance of the footbridge. The addition of the honeycomb style brick walls in front of to the trestles and stair treads would not have a substantial impact on the fabric and are ultimately reversible.</p> <p>The removal and replacement of the modern hooped fencing, handrails and existing footbridge awning would not impact significant fabric and would therefore have a neutral physical impact to Punchbowl Station. The use of silicone sealant to the existing stair treads would result in a negligible physical impact.</p> <p>Overall, the proposed works would result in a negligible physical impact to the heritage significance of the footbridge.</p>	Neutral to negligible





Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
Platform 1/2 building	Moderate	Moderate	<p><u>Eastern platform 1/2 station building</u></p> <p>The proposed works to the cleaner’s room (room 1G) would not result in any adverse heritage impacts to the significant fabric of the building. The proposed removal of the interior partitional walls would alter the existing layout of the building, however the former use of the room would be retained and legible through the retention of the original toilet partitional walls and original cleaner’s sink. The proposed works would result in a negligible physical impact to the significance of the building.</p> <p>The proposed internal works within room 1H would require new walls to be installed within the space, resulting in an impact to the original layout of the building. However, all new wall partitions would be reversible and any localised physical impacts to the building would result in negligible heritage impacts to the existing fabric. The proposed infill of a non-original opening along the eastern interior wall would result in negligible impacts to the immediate brickwork surrounding the doorway. The introduction of aluminium panels would require localised penetrations to the existing window frames, resulting in negligible heritage impacts to the station building. The proposed new flooring would not result in any adverse heritage impacts.</p> <p>The proposed works to room 1L would require a new opening to the eastern façade of the building. This area faces the platform and has previously been impacted by the removal of the original opening along this elevation and the introduction of new services to the external façade of the building. The proposed works would require the localised removal of original fabric; however, the new opening would reinstate the original building layout by reintroducing an opening along this elevation. The proposed works would result in a minor physical impact to the building fabric overall. The proposed introduction of new flooring to the existing modern fabric would not result in any adverse heritage impacts. The removal and replacement of</p>	Negligible to minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>the existing ceiling would require localised impacts to the interior of the room, resulting in negligible physical impacts to the building fabric. The proposed removal of the existing unsympathetic windows would be a positive outcome, however their replacement with mesh panels would result in a neutral heritage impact.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible. New services to be introduced internally range in scale, form and function and would be installed in all rooms of the station building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in negligible physical impacts to the building’s interior walls, where new plasterboards are not present.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building’s fabric, resulting in a negligible physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a physical impact to the buildings interiors; however, it is noted that these would not be visible to the public.</p> <p><u>Western platform 1/2 station building</u></p> <p>The removal and replacement of the modern toilet facilities (room 1E and 1F) would not adversely impact upon the significant fabric of the Punchbowl Station platform 1/2 building.</p>	



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The infill of the open elevation to the existing waiting room (room 1D) would result in the removal of the original use of space and the layout of the building. However, the proposed works would be reversible and the infilled timber stud walls would result in a legible outline of the original opening to the building, resulting in a minor physical impact to the heritage significance of the building. The proposed internal use of room 1C and 1D would require the removal of the existing internal party wall between these spaces. These works would alter the existing layout of the building and result in minor physical impacts to the fabric of the building. The introduction of aluminium panels would require localised penetrations to the existing window frames, resulting in negligible heritage impacts to the station building.</p> <p>The proposed partial removal of the original partition wall between rooms 1C and 1B would require the partial removal of original fabric and result in minor physical impacts to the building fabric overall. The introduction of new flooring would not result in any adverse heritage impacts. The introduction of a reversible timber stud wall would alter the original layout; however, the works would be reversible and minor penetrations would be required to adjoin the existing internal elevations, resulting in negligible physical impacts to the building fabric. The proposed infill of the existing internal door of room 1A would alter the original layout of the building, however the works would be reversible and the original room opening would be legible, resulting in a minor physical impact to the building. The removal of modern furnishing would not result in any adverse heritage impacts.</p> <p>The proposed new internal services within the roof cavity would not be visible from interior rooms and would not penetrate the existing façade of the building. Services within the roof cavity that require exterior ventilation have been sympathetically designed to be sited at existing openings and would not require any exterior penetrations. Any fixings required would minimise adverse heritage impacts by using limited penetrations and reusing existing penetrations wherever possible.</p>	

Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>New services to be introduced internally range in scale, form and function and would be installed in all rooms of the station building, requiring new wall penetrations within each room. New Metro equipment are to be sited on flooring or installed onto the existing interior walls of the building. The proposed services would result in negligible physical impacts to the building's interior walls.</p> <p>Revised stage 3 designs depict the existing services (lighting, HP, speakers) would be removed and replaced, with services located in the existing and new locations, resulting in negligible physical heritage impacts.</p> <p>The proposed penetration of the exterior fabric for the installation of new conduit cables and services would impact the facades of the building's fabric, resulting in a negligible physical impact to the heritage significance of the building. Internal positioning of the conduits would result in a physical impact to the buildings interiors; however, it is noted that these would not be visible to the public.</p>	
Canopies and extensions	Little	Negligible	The canopies are of little heritage significance and the proposal would result in a negligible physical impact to significant fabric.	Negligible
<b>Visual heritage impacts</b>				
Overall (cumulative)	-	Moderate	<p>The proposed works at Punchbowl Railway Station would not involve extensive works to exterior and publicly accessible areas within the station. The proposed works and visual impacts would largely be confined to the interior rooms, which would result in a significant change to the internal rooms within the platform 1/2 building.</p> <p>Although the three proposed lifts would be legible as new features within the context of Punchbowl Station, their siting, form and scale are recessive and sympathetic to the existing significant view lines and vistas to and from the station buildings, resulting in a minor visual impact.</p>	Minor



Element	Significance	Approved Project heritage impact Summary	Heritage impact from proposed works (detailed design)	Revised stage 3 detailed design heritage impact summary
			<p>The introduction of the PSDs and PESs on either side of the station platform would reduce sightlines and space on the station platforms when viewed from outside of the station, although sightlines while on the island platform to significant structures would not be noticeably obscured. New canopies would be largely transparent but may involve obscuring some significant views of the overhead booking office.</p> <p>Overall, the station renovation works would result in a minor visual impact to the heritage significance of Punchbowl Station.</p>	