

Appendix E Statement of Heritage Impact

More Trains, More Services: Wollie Creek Substation & T8 Airport Line Power Supply Upgrade

Historical Heritage Assessment



More Trains More Services: Wolli Creek Substation & T8 Airport Line Power Supply Upgrade

Historical Heritage Assessment

Client: Transport for New South Wales

ABN: 18 804 239 602

Prepared by

AECOM Australia Pty Ltd

Level 21, 420 George Street, Sydney NSW 2000, PO Box Q410, QVB Post Office NSW 1230, Australia

T +61 2 8934 0000 F +61 2 8934 0001 www.aecom.com

ABN 20 093 846 925

25-November-2019

Job No.: 60488497

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Table of Contents

Executive Summary		i
1.0	Introduction	1
	1.1	Proposal Background
	1.2	Proposal area
	1.3	Wolli Creek
	1.4	Green Square
	1.5	Chalmers Street Substation
	1.6	Assessment Methodology
	1.7	Report Limitations
2.0	Statutory Context	9
	2.1	Commonwealth Legislation
		2.1.1
		Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
	2.2	State Legislation
		2.2.1
		Environmental Planning and Assessment Act 1979 (NSW)
		2.2.2
		Infrastructure SEPP State Environmental Planning Policy (Infrastructure) 2007 (NSW)
		2.2.3
		Heritage Act 1977 (NSW)
	2.3	Local Government
	2.4	Summary of Statutory Controls
3.0	Historical Context	16
	3.1	Wolli Creek
		3.1.1
		Early European Settlement and Land Use
		3.1.2
		Railway, Drainage and Sewerage Schemes
		3.1.3
		20 th Century Developments
		3.1.4
		T8 Airport Line
	3.2	Green Square Station
		3.2.1
		Early European Settlement and Land Use
		3.2.2
		Industrial and Residential Development
		3.2.3
		Alexandra Canal
	3.3	Chalmers Street Substation, near Central Station
		3.3.1
		Early European Settlement and Land Use
		3.3.2
		Service Pit and Tunnel (“Mortuary Tunnel”)
		3.3.3
		Chronological Historical Summary
4.0	Physical Evidence	40
	4.1	Site Inspection
5.0	Significance Assessment	43
	5.1	Listed Items
	5.2	Discussion
	5.3	Historical Archaeological Potential
6.0	Heritage Impact Assessment	49
	6.1	Proposal Impacts
		6.1.1
		Direct Impacts
		6.1.2
		Indirect Impacts
		6.1.3
		Summary of Heritage Impacts
7.0	Statement of Heritage Impact	52
	7.1	Introduction
8.0	Recommendations	56
	8.1	Recommendation 1 – Heritage Induction
	8.2	Recommendation 2 – Protection Measures
	8.3	Recommendation 3 – Stop Work Procedure
	8.4	Recommendation 4 – Approvals Pathway
9.0	References	57
Appendix A		A
	Significance Assessments	A

Appendix B		B-B
Plans of the 1924 Sydney Yard high tension cable tunnel for Prince Alfred Park Substation		B-B

List of Tables

Table 1	Summary of listed heritage items intersecting or within 100 m of the Proposed Wolli Creek Substation Proposal area	12
Table 2	Summary of listed heritage items intersecting or within 100 m of the Green Square Station Proposal area	13
Table 3	Summary of listed heritage items within 100 m of the Chalmers Street Substation, near Central Station Proposal area	14
Table 4	Timeline (NSW Office of Environment & Heritage, 2019)	38
Table 5	Direct Impacts	49
Table 6	Indirect Impacts	50
Table 7	Summary of the nature of impacts	54
Table 8	Significance assessment criteria	A-1
Table 9	Western Outfall Main Sewer Significance assessment (NSW Heritage Office, 2019)	A-2
Table 10	Tempe House and St Magdalenes Chapel Significance assessment (NSW Heritage Office, 2019)	A-3
Table 11	Wolli Creek Wetlands Significance assessment (NSW Heritage Office, 2019)	A-9
Table 12	Wolli Creek Valley Significance assessment (NSW Heritage Office, 2019)	A-10
Table 13	Waterloo Public School group Significance assessment (NSW Heritage Office, 2019)	A-11
Table 14	Central Railway Station group Significance assessment (NSW Heritage Office, 2019)	A-12
Table 15	Mortuary Railway Station and site Significance assessment (NSW Heritage Office, 2019)	A-27
Table 16	Redfern Aboriginal Children's Services and Archives Significance assessment (NSW Heritage Office, 2019)	A-29
Table 17	Cathedral of the Annunciation of Our Lady Significance assessment (NSW Heritage Office, 2019)	A-31
Table 18	Significance assessment (NSW Heritage Office, 2019)	A-34
Table 19	Significance assessment (NSW Heritage Office, 2019)	A-36
Table 20	Former Co-masonic Temple Including Interior Significance assessment (NSW Heritage Office, 2019)	A-37
Table 21	Significance assessment (NSW Heritage Office, 2019)	A-38
Table 22	Significance assessment (NSW Heritage Office, 2019)	A-38
Table 23	Significance assessment (NSW Heritage Office, 2019)	A-39
Table 24	Significance assessment (NSW Heritage Office, 2019)	A-41
Table 25	Significance assessment (NSW Heritage Office, 2019)	A-42
Table 26	Significance assessment (NSW Heritage Office, 2019)	A-43

List of Figures

Figure 1	Regional Context	3
Figure 2	Proposed Wolli Creek Substation and heritage items	6
Figure 3	Green Square Station and heritage items	7
Figure 4	Chalmers Street Substation, near Central Station and heritage items	8
Figure 5	Excerpt from St George Parish Map ca. 1820s (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star	17
Figure 6	Tempe House, Cooks River ca. 1839/1840 (Mitchell Library, State Library of NSW, SSV*/Sp Coll/Elyard/2). Southern view of Tempe House and Mount Olympus (centre, left) from the northern bank of the Cooks River. Stone dam	

	and bridge shown (centre). Wolli Creek Proposal area located behind the house approximately 350 m to the west (red arrow)	18
Figure 7	Excerpt from St George Parish Map N.D. (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star	19
Figure 8	Excerpt from Map of the Country around Sydney 1881 (NLA.obj-231337997). Approximate location of Wolli Creek Proposal area indicated by red star	20
Figure 9	Auction Notice – Tempe House and Allotments 1883 (NSW State Library, Z/SP/A5/41). Wolli Creek Proposal area located off the plans	21
Figure 10	Excerpt from Aerial of Sydney 1943 (SIXmaps). Wolli Creek Proposal area indicated as red outline	22
Figure 11	Excerpt from St George Charting Map ca. 1980 (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star	23
Figure 12	Wolli Creek circa 1950s (Source: Sydney Water Corporation)	23
Figure 13	Wolli Creek circa 1960s (Source: Sydney Water Corporation)	24
Figure 14	Wolli Creek circa 1970s (Source: Sydney Water Corporation)	24
Figure 15	Wolli Creek circa 1980s (Source: Sydney Water Corporation)	25
Figure 16	Wolli Creek circa 1990s (Source: Sydney Water Corporation)	25
Figure 17	Wolli Creek circa 2000s (Source: Sydney Water Corporation)	26
Figure 18	Wolli Creek circa 2010s (Source: Sydney Water Corporation)	26
Figure 19	Tempe House 2007 (Bayside Libraries, Community History Collection). Residential development shown behind Tempe House	27
Figure 20	1888 map of Alexandria showing extent of Chinese market gardens and other leases along Shea’s Creek. The northern part of Alexandria Canal would later be constructed at the bottom of this figure (Source: ML Alexandria SP A2/88; Mitchell Library, State Library of NSW)	29
Figure 21	1854 map showing the location of the proposed work area (Source: Atlas of Sydney)	31
Figure 22	Approximate location of Prince Alfred Sewer shown as black circle (Source: Central Station Inventory Sheets)	32
Figure 23	1903 map showing Central Railway Station being developed, overlaid by the proposed compound areas (blocked yellow) and proposed 33kV subsurface cable to be laid in existing ducts (dotted yellow line) (Source: Atlas of Sydney)	33
Figure 24	1949 aerial of the area of proposed works (Source: City of Sydney)	34
Figure 25	Prince Alfred Park and Central Station rail lines circa 1950 (Source: Sydney Architecture, site accessed 22 October 2019, http://sydneyarchitecture.com/GON/GON089.htm)	34
Figure 26	Subsurface “Mortuary Tunnel” alignment marked by pink line	35
Figure 27	Beyond the rails can be seen a chimney (right) and St Pauls Church (left), circa 1915-1922 (Bradfield, 1922)	47
Figure 28	The chimney can be seen to the right, the now demolished structures to the left, circa 1915-1922 (Bradfield, 1922)	47
Figure 29	The former district engineers building and former draftsman’s office, circa 1915-1922 (Bradfield, 1922)	48
Figure 30	Sydney Yard overview, circa 1915-1922 (Bradfield, 1922)	48

Executive Summary

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Wolli Creek Substation and T8 Airport Line Power Supply Upgrade (the 'Proposal'). This report assesses impacts to historic heritage associated with the Proposal. These upgrade works are proposed to be undertaken near Wolli Creek Station, within the Airport Line tunnel, at Green Square Station and at Chalmers Street Substation near Central Station.

This historical heritage assessment has been prepared in support of a Review of Environmental Factors (REF), which has been prepared to assess the environmental impacts associated with the construction and operation of the Proposal under the provisions of Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Proposal would include the following key elements:

Wolli Creek

- construction of a traction substation (proposed traction substation) at Wolli Creek Junction, located between the T8 Airport and South Line and residential apartments that front onto Lusty Street, Wolli Creek (5-13 Lusty Street)
- upgrade of the access road at the end of Lusty Street, Wolli Creek to provide access to the proposed traction substation
- demolition of the Undercliffe Substation and Wolli Creek Sectioning Hut (to be replaced by the proposed traction substation)
- installation of 33 Kilovolt (kV), 11 kV and 1500 V underground feeders to connect the substation to the high-voltage and 1500V DC networks and the Wolli Creek portal of the Airport Line tunnel
- installation of a padmount substation
- removal of OHW structures and OHW supported by those structures

Airport Line tunnel

- installation of 33kV and 11kV feeders mounted on brackets on the sides of the tunnel
- installation of five overhead wiring (OHW) auxiliary feeders in the Airport Line tunnel and through Wolli Creek Station
- signalling upgrades in the Airport Line tunnel, including eight new signals, one relocated signal and associated modifications to trackside and relay room infrastructure

Green Square Station

- installation of an 11 kV feeder within an existing underground conduit from the Rail Operations Centre (ROC) on Wyndham Street, Alexandria to Green Square Station, including trenching works at Green Square Station

Chalmers Street Substation

- installation of 11kV and 33kV feeders between the Prince Alfred Park portal of the Airport Line Tunnel and Chalmers Street Substation.

The following historic heritage items either directly intersect or are within 100 metres (m) of the proposed works.

Wolli Creek

Within Wolli Creek one item of State significance intersects with the curtilage of the proposed works. The curtilage of the heritage item crosses an area of rail corridor where modifications to feeders have been proposed. The item is:

- Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale Local Environmental Plan 2011 I35, I36 and I238).

Further items were noted as occurring within 100 m of the curtilage of proposed works. These include items on the State Heritage Register (SHR) and the Rockdale Local Environmental Plan (LEP) 2011. Although located in proximity, these items will not be directly impacted by the proposed works. The listed items are:

- Tempe House and St Magdalene's Chapel (SHR 00725 and Rockdale LEP 2011 I236)
- Wolli Creek Wetlands (Rockdale LEP 2011 I232)
- Wolli Creek Valley (Rockdale LEP 2011 I237).

The Wolli Creek Sectioning Hut and Undercliffe Substation were identified as modern structures dating to either the late 1970s or early 1980s. No heritage significance was identified for either of these modern structures, which are both proposed for demolition.

Green Square

The proposed works at Green Square Station do not directly intersect with the curtilages of any listed items. One locally listed item was identified within 100 m of the proposed works, being;

- Waterloo Public School group (Sydney LEP 2012 I2071).

Chalmers Street Substation, near Central Station

The proposed works at the Chalmers Street Substation, near Central Station directly intersect with the State significant item:

- Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255, RailCorp's s170 heritage and conservation register (4801296) and Sydney LEP 2012 I824).

Other listed items within 100 m of the proposed works include:

- Mortuary Railway Station and site (SHR 00157, RailCorp's s170 heritage and conservation register (4803219) and Sydney LEP 2012 I194)
- Redfern Aboriginal Children's Services and Archives (SHR 01951)
- Cathedral of the Annunciation of Our Lady (SHR 01881) / Greek Orthodox Church Group (Sydney LEP 2012 I1476)
- Railway Institute Building (SHR 01257 and Sydney LEP 2012 I1472)
- Prince Alfred Park (Sydney LEP 2012 I1406)
- Former Co-masonic Temple Including Interior (Sydney LEP 2019 I195)
- Former Mercantile Bank Chambers (Sydney LEP 2019 I199)
- Cottage 137-139 Regent Street Chippendale (Sydney LEP 2012 I198)
- Chippendale Conservation Area (Sydney LEP 2012 C9)
- Redfern Estate Conservation Area (Sydney LEP 2012 C56)
- Darlington Heritage Conservation Area (Sydney LEP 2012 C11 and Register of the National Estate ID 1785).

Non-statutory RNE listings within 100 m included:

- The Block (RNE ID 101630).

It was concluded that direct impacts will occur within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 1824). These will consist of trenching and cable laying in areas without any identified subsurface potential, minor penetrations to non-significant fabric and the movement of workers and equipment. Otherwise, no impacts to known or potential heritage have been identified as a result of this assessment.

The following recommendations were made:

Recommendation 1 – Heritage Induction

A heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage items located in the surrounding vicinity and their curtilages to ensure that they are avoided from all impacts, including accidental impacts, during works.

Recommendation 2 – Protection Measures

To avoid any accidental impacts during works adequate protection and management methods should be put into place. These measures should be defined in the Construction Environmental Management Plan (CEMP). Protection measures should at a minimum include details on the use of temporary fencing around work areas to delineate them and provide separation from the surrounding heritage items, ensuring that spoil from the trenched excavations is not be stockpiled against heritage buildings or structures and maintaining adequate clearance of machinery to heritage structures.

Recommendation 3 – Stop Work Procedure

The CEMP is to include details on stop work procedures in accordance with Transport for NSW's (TfNSW's) *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016) to manage activities in the unlikely event that unexpected archaeological relics or deposits are encountered during works.

Recommendation 4 – Approvals Pathway

Approval is required for the proposed works within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 1824). A S57 rail exemption under Exemption 2 is the appropriate approval pathway for some of the proposed works (i.e. excavation adjacent to the rail corridor for the purposes of cable laying).

The exemption states: "Excavation within and adjacent to the rail corridor for the purposes of drainage works, cable laying and/or erection of posts for signals, lighting, overhead wiring, signalling cables or signage; or excavation for geotechnical bore holes, hydraulic and soil testing where there are no known or suspected archaeological relics and where works do not adversely impact the significance of any known or likely heritage item... This exemption applies to the following land only: the disturbed track zone (ballasted rail formation), rail land within the fenced area adjacent to the disturbed track zone, car parks, platforms and depot sites... This exemption does not apply if archaeological relics are likely to be present as advised by a suitably qualified and experienced archaeologist".

As the proposed works are in a fenced section of rail land adjacent to the rail lines, sections of which are currently used as a car park, it fits the requirements of this exemption. As this assessment has identified that intact deposits and archaeological relics are unlikely to be present in a subsurface context, this exemption is the appropriate approval pathway to follow for these works.

A rail exemption should also be sought under Exemption 20 (d) to cover the fixings, penetrations and cabling to be installed in existing ducts and tunnels as well as (f) to cover the temporary compound

works including the movement, laydown and storing of tools, material and equipment during works. Exemption 20 covers: “the following minor work where there is no adverse impact on heritage significance...d) Installation of essential services that require limited cables, conduits and ducting... f) Site set-up works, stock piling, temporary hoarding and temporary amenities”. This exemption is the appropriate approval pathway to follow for these works.

1.0 Introduction

1.1 Proposal Background

The Proposal for this assessment consists of the upgrade of the rail power system near Wolli Creek Station, within the Airport Line tunnel, at Green Square and through to Chalmers Street Substation near Central Station.

Wolli Creek is situated approximately 10 km south of the Sydney Central Business District (CBD) within the Bayside Council Local Government Area (LGA) (formerly Rockdale Council prior to its merger with the City of Botany Bay Council in 2016). The proposed works are situated immediately adjacent to the water channels for the Cooks River and Wolli Creek.

The Airport Line tunnel works extend from the suburb of Surry Hills at the northern end down through Redfern, Waterloo, Alexandria and Mascot, ending at the southern extent at Wolli Creek.

The Green Square Station works are located at Green Square, a precinct in the inner-east area of Sydney, approximately 4 km to the south of the Sydney Central Business District (CBD). The proposed works are located close to the centre of the Green Square precinct which is defined as being at the junction of Bourke Road, Botany Road and O'Riordan Street.

The Chalmers Street Substation works are located near Central Station in Surry Hills at the northern end of the Proposal area. Surry Hills is an inner city, eastern suburbs area of Sydney, located immediately to the south-east of the Sydney CBD. This assessment refers specifically to works being undertaken at Wolli Creek, Green Square Station and Chalmers Street Substation, near Central.

The Proposal would include the following key elements:

Wolli Creek

- construction of a proposed traction substation (proposed traction substation) at Wolli Creek Junction, located between the T8 Airport and South Line and residential apartments that front onto Lusty Street, Wolli Creek (5 – 13 Lusty Street)
- upgrade of the access road at the end of Lusty Street, Wolli Creek to provide access to the proposed traction substation
- demolition of Undercliffe Substation and Wolli Creek Sectioning Hut (to be replaced by the proposed traction substation)
- installation of 33 kV, 11 kV and 1500 V underground feeders to connect the proposed traction substation to the high-voltage and 1500V DC networks and the Wolli Creek portal of the Airport Line Tunnel
- installation of a padmount substation (proposed padmount substation)
- removal of OHW structures and OHW supported by those structures

Airport Line Tunnel

- installation of 33kV and 11kV feeders mounted on brackets on the side of the tunnel
- installation of five overhead wiring (OHW) auxiliary feeders in the Airport Line Tunnel and through Wolli Creek Station
- signalling upgrades in the Airport Line Tunnel, including eight new signals, one relocated signal and associated modifications to trackside and relay room infrastructure

Green Square Station

- installation of an 11 kV feeder within an existing underground conduit from the Rail Operations Centre (ROC) on Wyndham Street, Alexandria to Green Square Station, including trenching works at Green Square Station

Chalmers Street Substation

- installation of 11kV and 33kV feeders between Chalmers Street Substation and the Prince Alfred Park portal of the Airport Line Tunnel.

1.2 Proposal area

The larger Proposal area is indicated on Figure 1 which shows the broader regional context for these works. It contains the locations for the proposed works to be undertaken in the area around Wolli Creek, Green Square Station and Chalmers Street Substation, near Central Station. These three specific locations within the broader Proposal area are defined on Figure 1, Figure 2, Figure 3 and Figure 4 which comprise the areas and works that have been assessed in this report.



Figure 1 Regional Context

1.3 Wolli Creek

The proposed works for this project relating to Wolli Creek and the Airport Line tunnel have been summarised below.

Wolli Creek

- construction of a traction substation (proposed traction substation) at Wolli Creek Junction, located between the T8 Airport and South Line and residential apartments that front onto Lusty Street, Wolli Creek (5-13 Lusty Street)
- upgrade of the access road at the end of Lusty Street, Wolli Creek to provide access to the proposed substation
- demolition of the Undercliffe Substation and Wolli Creek Sectioning Hut (to be replaced by the proposed traction substation)
- installation of 33 Kilovolt (kV), 11 kV and 1500 V underground feeders to connect the proposed traction substation to the high-voltage and 1500 V DC networks and the Wolli Creek portal of the Airport Line tunnel
- installation of a padmount substation (proposed padmount substation)
- removal of OHW structures and OHW supported by those structures.

Airport Line tunnel

- installation of 33 kV and 11 kV feeders mounted on brackets on the sides of the tunnel
- installation of five overhead wiring (OHW) auxiliary feeders in the Airport Line tunnel and through Wolli Creek Station
- signalling upgrades in the Airport Line tunnel, including eight new signals, one relocated signal and associated modifications to trackside and relay room infrastructure.

1.4 Green Square

Proposed works at Green Square Station consist of the installation of an 11 kV feeder within an existing underground conduit from the Rail Operations Centre (ROC) on Wyndham Street, Alexandria to Green Square Station, including trenching works at Green Square Station (see Figure 3).

1.5 Chalmers Street Substation

Proposed works at Chalmers Street Substation include the installation of 11kV and 33kV feeders between the Prince Alfred Park portal of the Airport Line Tunnel and Chalmers Street Substation (see Figure 4).

1.6 Assessment Methodology

This historic heritage assessment has been undertaken in accordance with the NSW Heritage Division *Assessing Heritage Significance* (NSW Heritage Office, 2001) and *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002) and includes:

- desktop searches of relevant heritage registers;
- review of Proposal drawings and concept design reports;
- review of the following key documents:
 - heritage register listings;
 - historic plans from the Sydney Trains Plans Room; and
 - previous reports and other relevant documentation provided by TfNSW;

- background research into the historical development of the Proposal area using historic plans, historical photographs, newspapers and other primary and secondary historical sources as relevant and referenced in Section 3.0; and
- a site inspection on 5 June 2019 of the Wolli Creek section of the Proposal area, undertaken by AECOM principal archaeologist and heritage specialist Dr Darran Jordan. The purpose of the survey was to assess heritage items, existing character and past land uses in relation to the proposed works. The Green Square Station and Chalmers Street Substation sections of the Proposal area were subject to desktop assessment only. Note: all photographs within this report were taken during the site inspection unless otherwise stated.

1.7 Report Limitations

The purpose of this report is to identify and assess historic heritage and archaeological potential which might be impacted by the Proposal. Predictions have been made within this report about the probability of subsurface archaeological materials occurring, based on surface indications and environmental contexts. However, it is possible that materials may occur in areas without surface indications and in any environmental context. These would be addressed in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016). This report is based on the concept design for the Proposal. It is noted that during detailed design the Proposal may be changed and/or refined. If significantly different to the design covered by this assessment, further heritage assessment may be required to assess additional impacts to heritage values.

A summary of the statutory requirements regarding historical heritage is provided in Section 2.0. The summary is provided based on the experience of the author with the heritage system in Australia and does not purport to be legal advice. It should be noted that legislation, regulations and guidelines change over time and users of the report should satisfy themselves that the statutory requirements have not changed since the report was written.

This report addresses potential impacts to historical heritage only. Impacts to Aboriginal heritage are managed under standalone legislation and are not addressed in this assessment. Recent archaeological investigations undertaken by Artefact Heritage in 2019 have identified Aboriginal objects contained in subsurface sand deposits within Sydney Yard, attesting to the use of the area by Aboriginal peoples prior to European occupation. A single artefact scatter site, registered as 'CRS AS 01 (Central Railway Station Artefact scatter 01)', AHIMS #45-6-3654, was recorded approximately 200 m to the north-west of the current Chalmers Street Proposal area, at the southern end of Platform 12 between tracks 12 and 15. The site card recording does not contain information on the exact depth of the find, but the site photograph included with it suggests the deposit was at approximately 3 m to 4 m depth.

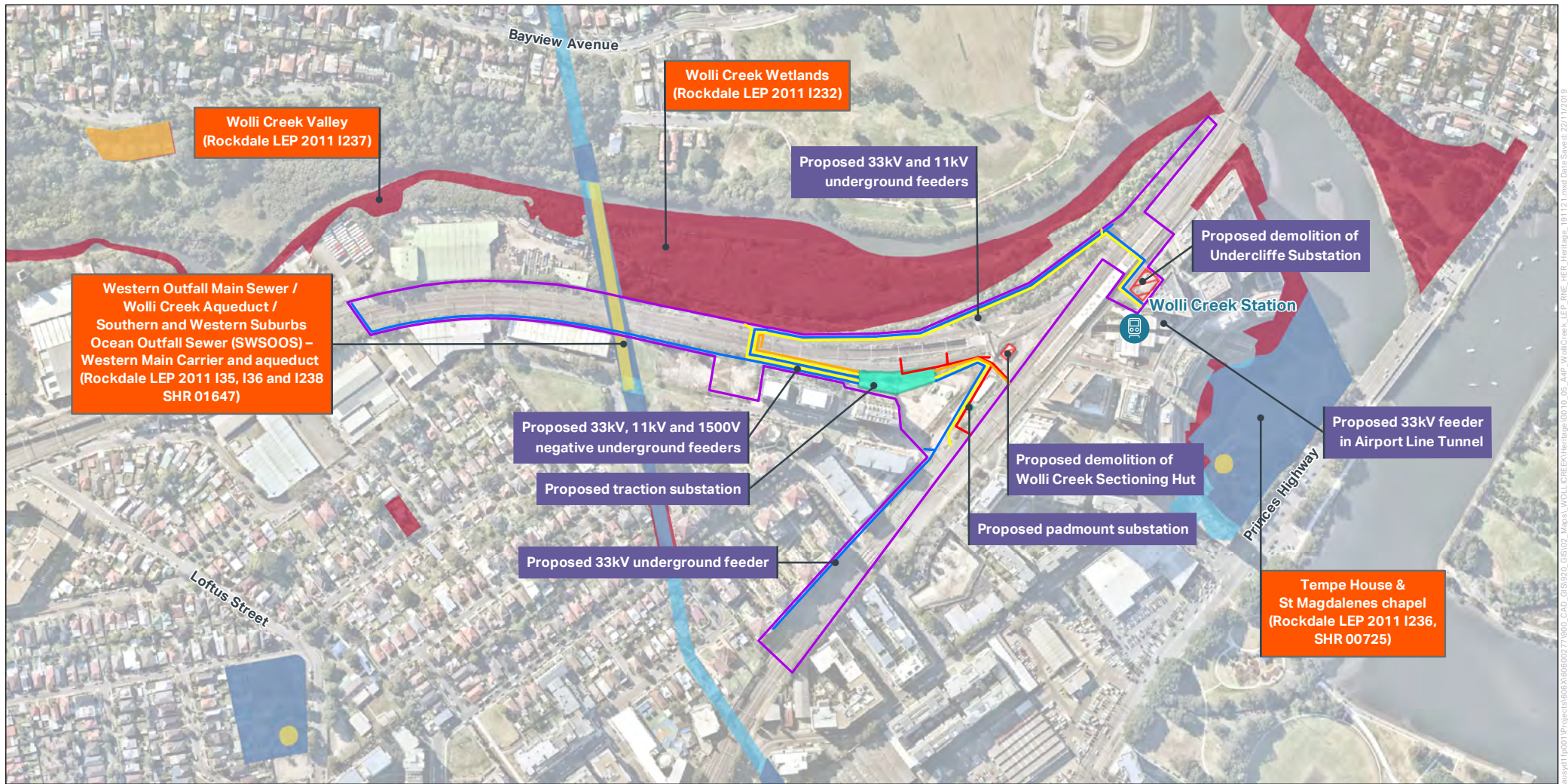













FIGURE 2: PROPOSED WORKS AND NON-INDIGENOUS HERITAGE ITEMS AT WOLLRI CREEK

AECOM



Legend

-  Railway station
-  Construction footprint boundary
-  Proposed substation
-  Building to be demolished
-  RNE Heritage Items
-  NSW State Heritage Register Items
-  LEP Heritage Items
-  Proposed 33kV underground feeder
-  Proposed 11kV underground feeder
-  Proposed 1500V positive underground
-  Proposed 1500V negative underground

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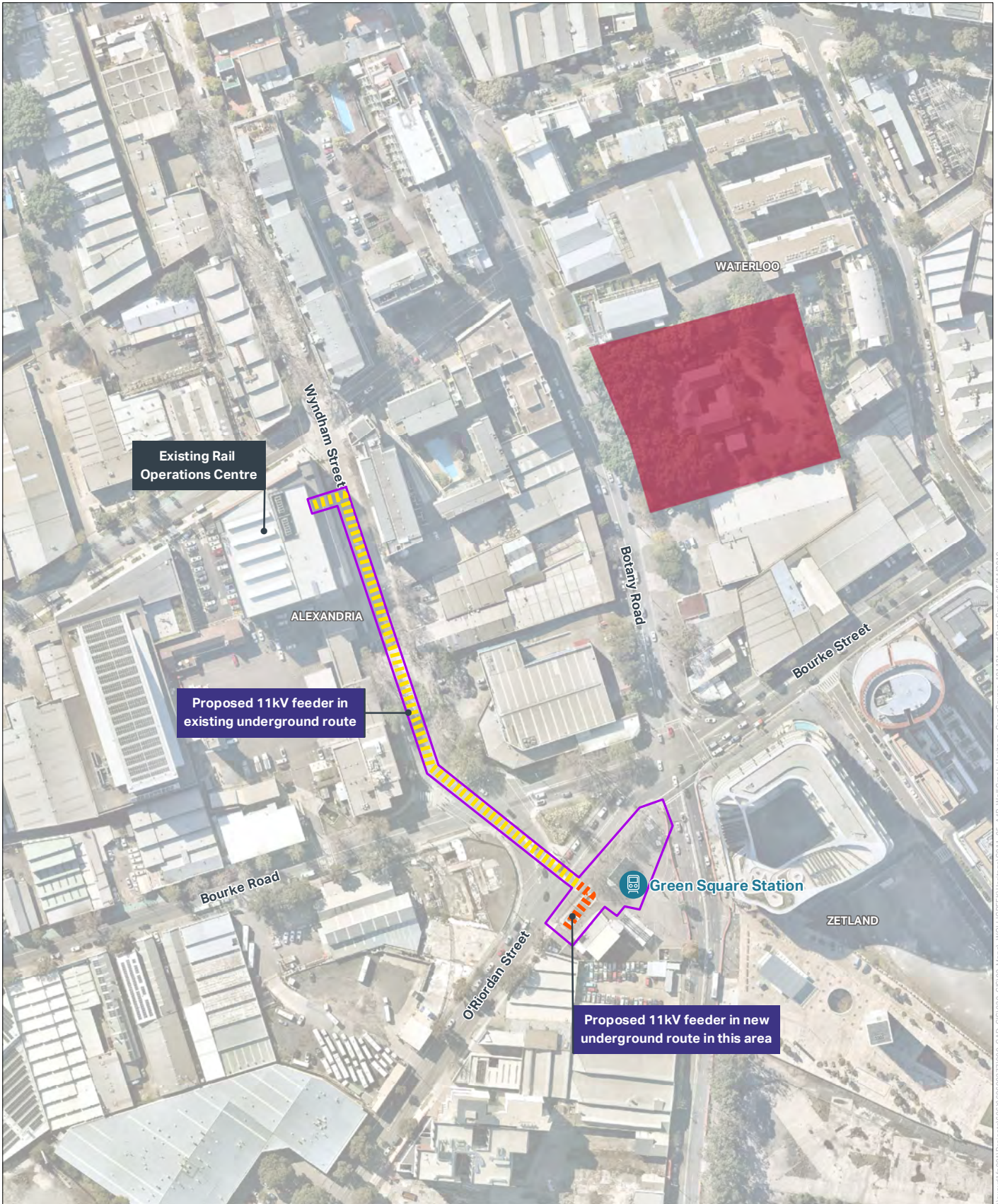







FIGURE 3: PROPOSED WORKS AND NON-INDIGENOUS HERITAGE ITEMS LOCATED AT GREEN SQUARE



Legend

-  Railway station
-  Construction footprint boundary
-  LEP Heritage Item
-  Proposed 11kv underground feeder (in new route)
-  Proposed 11kv underground feeder (in existing conduit)

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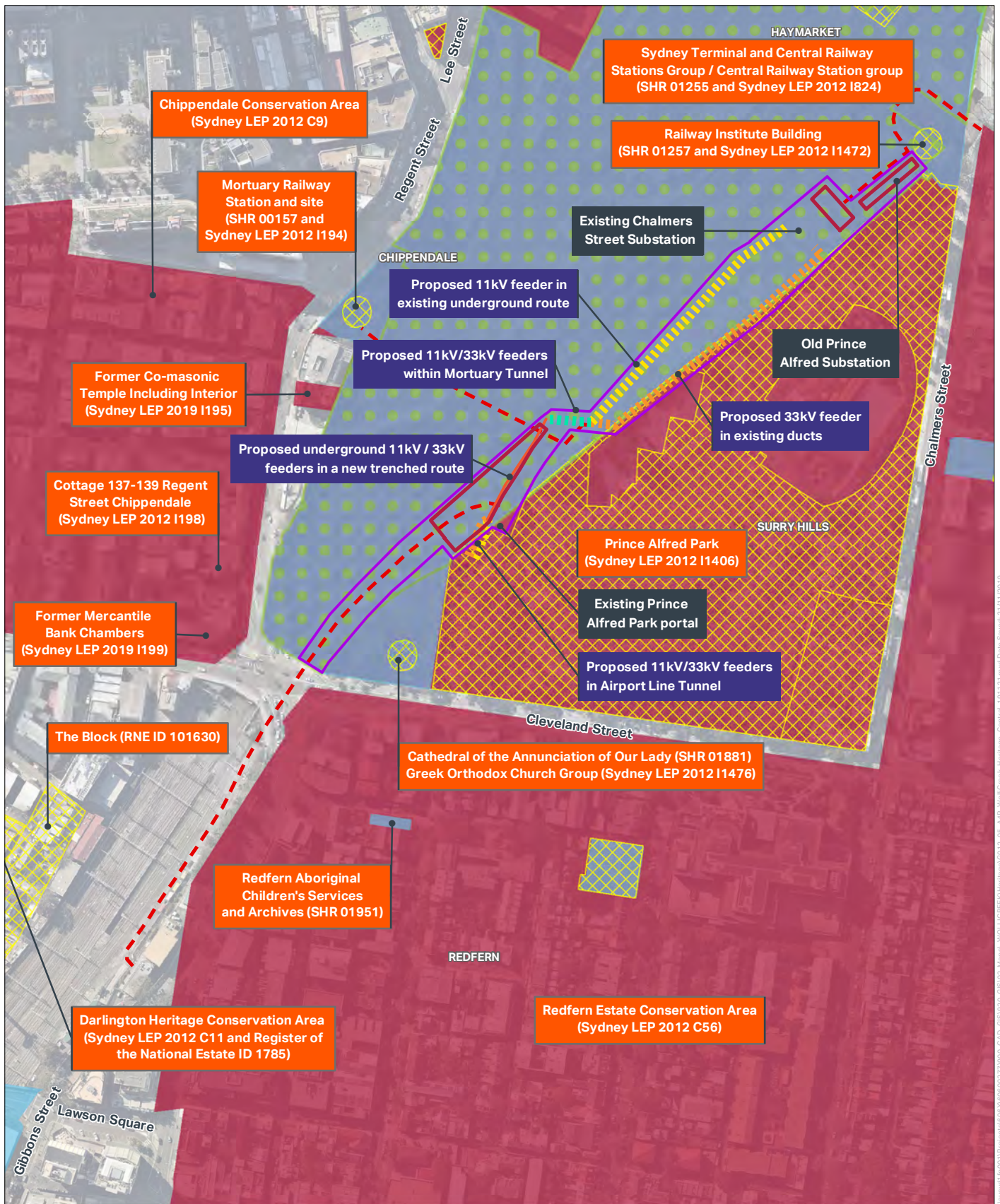


FIGURE 4: PROPOSED WORKS AND NON-INDIGENOUS HERITAGE ITEMS AT CHALMERS STREET SUBSTATION

Legend

- Construction footprint boundary
- Construction compound/laydown area
- RNE Heritage Items
- NSW State Heritage Register Items
- LEP Heritage Items
- Railcorp s170 Heritage and Conservation Register
- Proposed access route
- Proposed 33kV underground
- Proposed 11kV underground
- Proposed 11kV/33kV (within Mortuary Tunnel)
- Proposed underground 11kV/33kV in new trench



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2.0 Statutory Context

Various planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the Proposal.

2.1 Commonwealth Legislation

2.1.1 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items. Under the EPBC Act, protected heritage items are listed on the National Heritage List (NHL) (items of significance to the nation) or the Commonwealth Heritage List (CHL) (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of National Environmental Significance (known as a controlled action under the EPBC Act), may only progress with approval of the Commonwealth Minister for the Department of the Environment and Energy (DotEE). An action is defined as a project, development, undertaking, activity (or series of activities), or alteration. An action would also require approval if:

- it is undertaken on Commonwealth land and would have or is likely to have a significant impact on the environment on Commonwealth land; and/or
- it is undertaken by the Commonwealth and would have or is likely to have a significant impact.

No items have been identified on the CHL, NHL or RNE within the Proposal area, meaning a referral under the EPBC Act with respect to heritage will not be required for the proposed works.

2.2 State Legislation

2.2.1 Environmental Planning and Assessment Act 1979 (NSW)

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for the preparation of planning instruments to direct development within NSW. This includes Local Environment Plans (LEPs), which are administered by local government, and principally determine land use and the process for development applications. LEPs usually include clauses requiring that heritage be considered during development applications and a schedule of identified heritage items be provided. The EP&A Act also allows for the gazettal of State Environmental Planning Policies (SEPP). The works will be undertaken under Division 5 Subdivision 1 of the Infrastructure SEPP *State Environmental Planning Policy (Infrastructure) 2007* (NSW) (ISEPP 2007).

2.2.2 Infrastructure SEPP State Environmental Planning Policy (Infrastructure) 2007 (NSW)

SEPPs are environmental planning instruments which address planning issues within the State. SEPPs often make the Planning Minister the consent authority for the types of development they relate to. The ISEPP 2007 is of relevance to this Proposal, which refers specifically to the rail infrastructure developments under Division 5 Subdivision 1.

Clause 14 of ISEPP 2007 applies to infrastructure developments carried out by, or on behalf of, a public authority if the development is likely to impact a local heritage item or heritage conservation area (other than a heritage item that is also a State heritage item). Under ISEPP 2007, a public authority, or person/s acting on behalf of a public authority, must not carry out a development to which

this clause applies, unless an assessment of the proposed impact has been prepared and forwarded to the local government of the area for comment. Comments received within 21 days must be taken into consideration.

2.2.3 Heritage Act 1977 (NSW)

The *Heritage Act 1977* (as amended) was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, works, relics, movable objects or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the NSW State Heritage Register (SHR). Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council.

Proposals to alter, damage, move or destroy places, buildings, works, relics, movable objects or precincts protected by an IHO or listed on the SHR require an approval under Section 60.

Under Section 170 of the *Heritage Act 1977*, NSW Government agencies are required to maintain a register of heritage assets. The register places obligations on the agencies, but not on non-government proponents, beyond their responsibility to assess the impact on surrounding heritage items. Under Section 170A(1)(c) Sydney Trains must provide the Heritage Division with written notice prior to demolition of any place, building or work entered in its register.

Items identified on the SHR that occur within 100 metres of the Proposal area have been summarised in Table 1, Table 2 and Table 3.

Archaeological features and deposits are afforded statutory protection by the 'relics provision'. Section 4(1) of the *Heritage Act 1977* (as amended 2009) defines 'relic' as follows:

any deposit, artefact, object or material evidence that:

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

The 'relics provision' requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW. Therefore, no ground disturbance works may proceed in areas identified as having archaeological potential without first obtaining an Excavation Permit pursuant to Section 140 of the *Heritage Act 1977*, or an Archaeological Exception under Section 139 of the *Heritage Act 1977*.

The Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977*.

2.3 Local Government

Wolli Creek is located within the Bayside Council LGA. It was formerly within the Rockdale Council LGA prior to its merger with the City of Botany Bay Council in 2016. The relevant LEP for this assessment is the Rockdale LEP 2011. The proposed works at Green Square Station and at Chalmers Street Substation, near Central Station, fall under the Sydney LEP (Green Square Town Centre) 2013 and the Sydney LEP 2012. Part 5, Section 5.10 of the both LEPs deals with heritage conservation. All heritage items listed on both LEPs are included in Schedule 5 of each document. The objectives of the LEPs are as follows:

(1) The objectives of this clause are as follows:

- a. to conserve the environmental heritage,*
- b. to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*

- c. *to conserve archaeological sites,*
 - d. *to conserve Aboriginal objects and Aboriginal places of heritage significance.*
- (2) *Development consent is required for any of the following:*
- a. *demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - i. *a heritage item,*
 - ii. *an Aboriginal object,*
 - iii. *a building, work, relic or tree within a heritage conservation area,*
 - b. *altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
 - c. *disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
 - d. *disturbing or excavating an Aboriginal place of heritage significance,*
 - e. *erecting a building on land:*
 - i. *on which a heritage item is located or that is within a heritage conservation area, or*
 - ii. *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
 - f. *subdividing land:*
 - i. *on which a heritage item is located or that is within a heritage conservation area, or*
 - ii. *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

The identified listings relating to these LEPs are summarised in Table 1, Table 2 and Table 3.

2.4 Summary of Statutory Controls

The Proposal area curtilage contains SHR and LEP listed items. Register searches were extended 100 m from the curtilages of the Proposal area to establish if there were surrounding registered items or conservation areas that may be affected by the Proposal. SHR, LEP and RNE listed items were identified within the 100 m buffer zone for the Proposal area. Table 1 summarises the heritage listings located within 100 m of the Proposal area.

Table 1 Summary of listed heritage items intersecting or within 100 m of the Proposed Wolli Creek Substation Proposal area

Heritage list	Items within the Proposal area	Level of significance	Items adjacent to the Proposal area	Level of significance	Distance to Proposal area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
National Trust of Australia	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	Nil	n/a	n/a
State Heritage Register	Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647)	State	Tempe House and St Magdalene's Chapel (SHR 00725)	State	20
Rockdale LEP 2011	Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (I35, I36 and I238)	State	Tempe House and St Magdalene's Chapel (I236) Wolli Creek Wetlands (I232) Wolli Creek Valley (I237)	State Local Local	20 0 10

Table 2 Summary of listed heritage items intersecting or within 100 m of the Green Square Station Proposal area

Heritage list	Items within the Proposal area	Level of significance	Items adjacent to the Proposal area	Level of significance	Distance to Proposal area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
National Trust of Australia	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	Nil	n/a	n/a
State Heritage Register	Nil	n/a	Nil	n/a	n/a
Sydney LEP 2012	Nil	n/a	Waterloo Public School group (I2071)	Local	10

Table 3 Summary of listed heritage items within 100 m of the Chalmers Street Substation, near Central Station Proposal area

Heritage list	Items within the Proposal area	Level of significance	Items adjacent to the Proposal area	Level of significance	Distance to Proposal area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
National Trust of Australia	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	The Block (RNE ID 101630) Darlington Heritage Conservation Area (ID 1785)	Local Local	100 70
RailCorp's s170 heritage and conservation register	Sydney Terminal and Central Railway Stations Group (4801296) Mortuary Railway Station and site (4803219)	State	Nil	n/a	n/a
State Heritage Register	Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255)	State	Mortuary Railway Station and site (SHR 00157) Cathedral of the Annunciation of Our Lady (SHR 01881) Railway Institute Building (SHR 01257)	State State State	100 15 20
Sydney LEP 2012	Sydney Terminal and Central Railway Stations Group / Central Railway Station group (I824)	State	Mortuary Railway Station and site (I194) Redfern Aboriginal Children's Services and Archives (SHR 01951) Greek Orthodox Church Group (I1476)	State State Local State	100 100 15

Heritage list	Items within the Proposal area	Level of significance	Items adjacent to the Proposal area	Level of significance	Distance to Proposal area (metres)
			Former "Railways Institute" building including fence and interior (I1472)	Local	20
			Prince Alfred Park (I1406)	Local	10
			Former Co-masonic Temple Including Interior (I195)	Local	95
			Former Mercantile Bank Chambers (I199)	Local	50
			Cottage 137-139 Regent Street Chippendale (I198)	Local	80
			Chippendale Conservation Area (C9)	Local	40
			Redfern Estate Conservation Area (C56)	Local	10
			Darlington Heritage Conservation Area (C11)		160 (this item on the RNE is 70 due to a different curtilage)

3.0 Historical Context

To contextualise the proposed works in relation to heritage it is necessary to understand the historical context and other subsequent factors that have influenced development in the Proposal area. The following sections outline the historical development of the Proposal area.

3.1 Wolli Creek

3.1.1 Early European Settlement and Land Use

Prior to European settlement, the area now known as Wolli Creek was an important resource for Aboriginal people. According to Horton's map of Aboriginal Australia, the Proposal area is located within the Eora language group area, close to its southern border with the Tharawal language group area (Horton, 1996). There has been debate regarding the use of the name Eora as a separate language group, with its use only introduced in later sources and not contained in the earliest ethnographic recordings. This suggests that the Eora area was either part of the Tharawal, Kuring-Gai or Darug areas (Attenbrow 2010), based on the available linguistic evidence (Ross 1988). It is most likely that Wolli Creek was part of the Tharawal language group area. Some studies have argued that the Darug territory extended to the coastline between Port Jackson and Botany Bay, based on the ethnographic observations of explorers and settlers (Kohen & Lampert 1987; Kohen 1985, 1988). Other texts, such as the writings of Threlkeld (Threlkeld 1892), suggest the Kuring-Gai area may have extended further south along the coast. Each of these language areas contained various sub-groups speaking differing dialects, with the Wolli Creek area having been inhabited by the Gweagal people, who spoke a dialect of the Tharawal language; the name Wolli Creek takes the word Wolli from the local Aboriginal term for 'camping place' (Tranby College, 1986:1). A combination of smallpox epidemics in the 1790s and encroaching European exploration followed by settlement, forced the Aboriginal people who occupied this area to leave (Clouston, 2004).

The first land grant in the region was to Hannah Laycock in 1804. The property was called Kings Grove and made use of the flat terrain and fertile soils on the sides of Wolli Creek for grazing stock (Tranby Aboriginal College, 1986). In 1808, 100 acres of land on the southern bank of the Cooks River was released to Sergeant William Tucker, and a further 100 acres was granted on the south eastern bank of Wolli Creek to Reuben Hannam, between 1819 and 1825 (Clouston, 2004; NSW Heritage Office, 2019). By this time, smaller parcels along Wolli Creek had been promised to farmers as the land was shown to be particularly productive (Clouston, 2004). Early parish maps (see Figure 5) show these land grants and depict the roads planned for construction. Once completed, these roads accelerated the growth of agriculture in the region as goods could be transported to Sydney (Wilson, 2015:4). As shown in Figure 5, the Proposal area is on the border of the properties originally granted to Fieldhouse and Mary Taylor.

In 1826, Alexander Brodie Spark purchased property from William Tucker, which then only included a small cottage. By 1835, Spark had redeveloped the land into a personal paradise, complete with a productive garden and Grecian-style house that he named 'Tempe', set in front of a small hill he named 'Mount Olympus' (NSW Heritage Office, 2019: SHI 5045451). Illustrations of Tempe House demonstrate that the land surrounding the property was still moderately forested, and a stone bridge and dam extended across the Cooks River in front of the property (Figure 6). The dam was originally built to facilitate the drainage of freshwater into Sydney; however, the porosity of the sandstone did little to prevent salt water seeping through. Parish maps show Spark's property and the plans for the dam, which, while failing in its original purpose, facilitated greater transport between the north and south banks of the Cooks River in the area and was concurrent with the development of additional roads to the south (Figure 7). While improving transport, the dam radically increased the level of Wolli Creek and encouraged erosion of the original banks (Tranby College, 1986).

In the 1840s, bans on noxious trades forced industries to move out of the central Sydney area following concerns of growing pollution. Many small trades relocated to Wolli Creek, although growth remained relatively slow for the next 40 years, and the valley was mostly occupied by orchards, market gardens, dairies, poultry and pig farms (NSW Heritage Office, 2019). Many of these small

farms remained in use until the mid-1900s, including a large number of market gardens operated by Chinese settlers (Clouston, 2004).

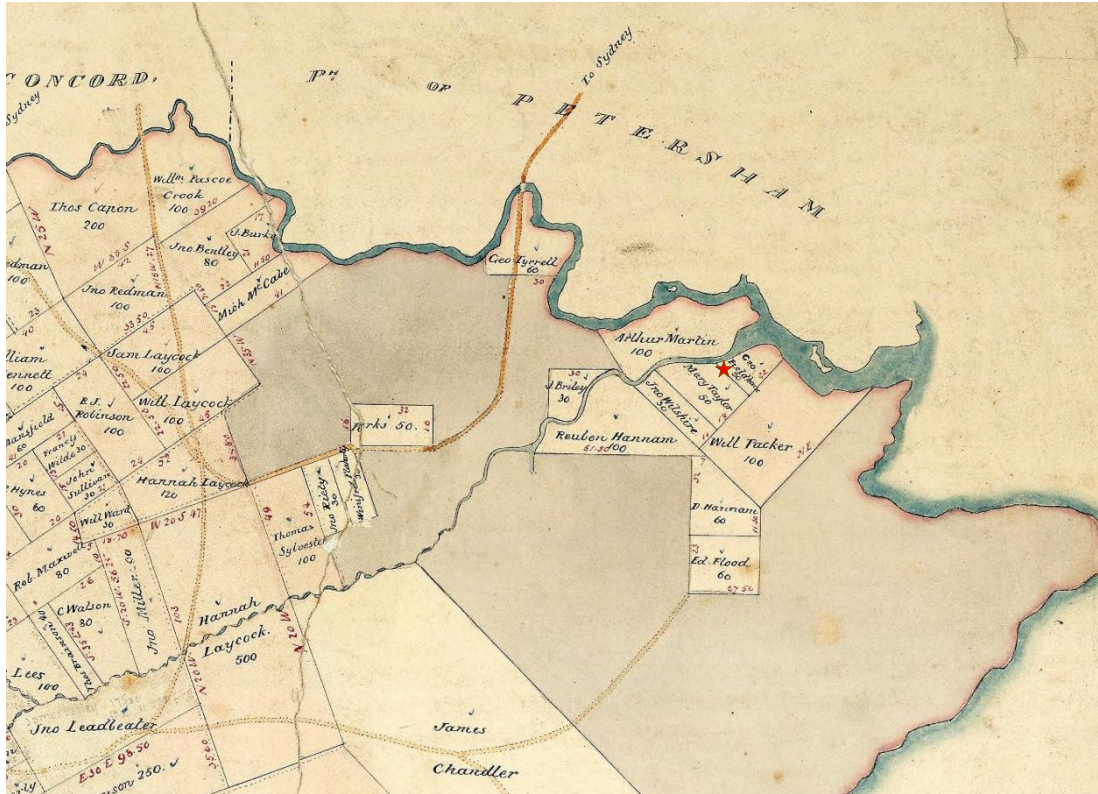


Figure 5 Excerpt from St George Parish Map ca. 1820s (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star



Figure 6 Tempe House, Cooks River ca. 1839/1840 (Mitchell Library, State Library of NSW, SSV*/Sp Coll/Elyard/2). Southern view of Tempe House and Mount Olympus (centre, left) from the northern bank of the Cooks River. Stone dam and bridge shown (centre). Wolli Creek Proposal area located behind the house approximately 350 m to the west (red arrow)



Figure 7 Excerpt from St George Parish Map N.D. (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star

3.1.2 Railway, Drainage and Sewerage Schemes

Following the success of the first railway line from Sydney to Parramatta in 1855, proposals for additional lines were numerous (MWA International Pty Ltd, 2009). Public pressure increased for improved infrastructure to connect Sydney and the Illawarra region, and by 1874 private enterprises undertook surveys for possible routes (Singleton, 1984). Early plans for the Illawarra Railway are shown on Figure 8, where a thin line running south-west to north-east through the Proposal area is labelled 'Appn 3766' and closely follows the orientation of the future railway. The Illawarra Railway construction contract was signed in September 1882, and by 1884 a double line was completed to Hurstville (Register of the National Estate, 2019; Singleton, 1984). The line crossed the Cooks River, immediately north-east of the Proposal area (Figure 8).

The construction of the railway and highway widening on the eastern boundary of Tempe House were concurrent with a large program of land reclamation and drainage works that dramatically altered the banks of the Cooks River (NSW heritage Office, 2019; Wilson, 2015). The 'Cooks River Improvement Scheme', involved the drainage and dredging of extensive tracts of mangrove and saltmarsh flats, with much of the material used to build up and sculpt other areas (Clouston, 2004). This dramatic change is shown between the 1881 map (Figure 8) and the 1883 auction notice of Spark's Tempe House property, where the vegetated banks to the east of the property have disappeared (Figure 9).

In the 1890s, increasing issues with drainage prompted the construction of a network of sewers. In 1895 an aqueduct was completed across Wolli Creek as part of the Western Main Sewer serving Western Sydney, and this was later combined with the Southern Main Sewer to form the Southern and Western Ocean Outfall Sewer (SWOOS), with aqueducts facilitating the drainage of stormwater and sewage out towards Botany Bay (Clouston, 2004; NSW Heritage Office, 2019).



Figure 8 Excerpt from Map of the Country around Sydney 1881 (NLA.obj-231337997). Approximate location of Wolli Creek Proposal area indicated by red star



Figure 9 Auction Notice – Tempe House and Allotments 1883 (NSW State Library, Z/SP/A5/41). Wolli Creek Proposal area located off the plans

3.1.3 20th Century Developments

By 1930, the Tempe to East Hills railway line was completed and joined the Illawarra Line immediately in front of the Proposal area, before crossing the Cooks River (Figure 10). Following this, further development occurred to the south, west and east of the Proposal area, including the construction of schools, churches and a number of shopping centres between the 1940s and 1950s (Clouston, 2004). Despite this development, the Proposal area and the banks of Wolli Creek to the north remained undeveloped (Figure 10).

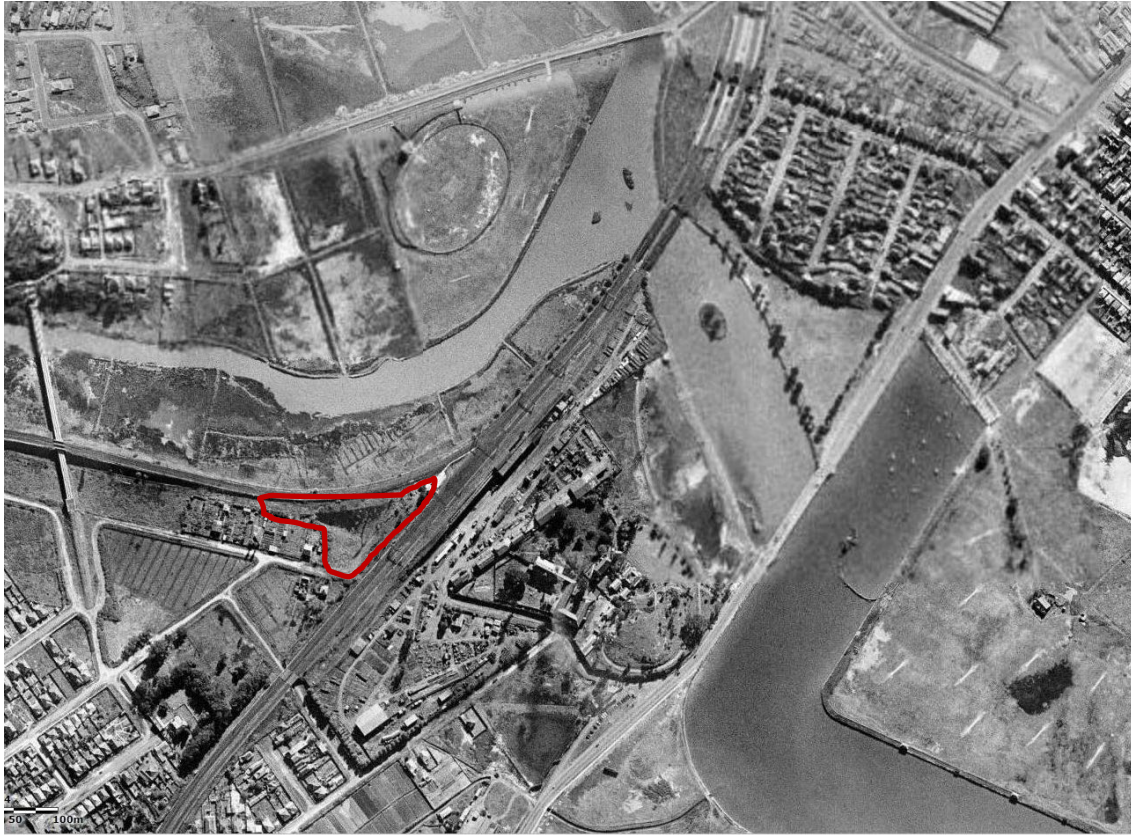


Figure 10 Excerpt from Aerial of Sydney 1943 (SIXmaps). Wolli Creek Proposal area indicated as red outline

Charting maps from the 1980s (Figure 11), demonstrate the increasing complexity of the area by this time, with numerous notes depicting additions. Turella Railway Station and Arncliffe Railway Station are also shown. Note 243 on the map indicates that the land surrounding the Proposal area was resumed for a pumping station in 1958.

The sequence of aerials from the 1950s to the 2010s demonstrates the increasing development of the area over that period of time. It also shows the modernity of the Wolli Creek Sectioning Hut and Undercliffe Substation, which are both proposed for demolition. The construction for both dates to the late 1970s or early 1980s, as they both first appear on the 1980s aerial of this area (see Figure 11 to Figure 18). No heritage significance was identified for either of these modern structures.

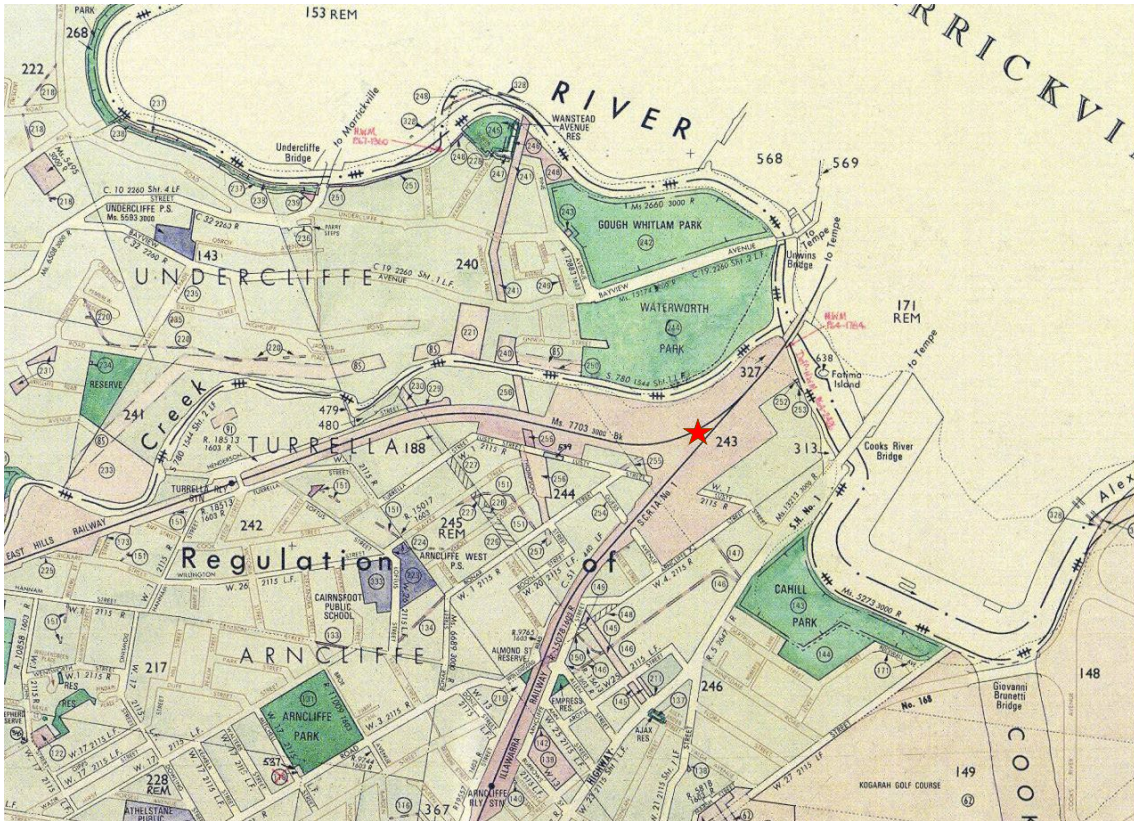


Figure 11 Excerpt from St George Charting Map ca. 1980 (HLRV). Approximate location of Wolli Creek Proposal area indicated by red star



Figure 12 Wolli Creek circa 1950s (Source: Sydney Water Corporation)



Figure 13 Wolli Creek circa 1960s (Source: Sydney Water Corporation)



Figure 14 Wolli Creek circa 1970s (Source: Sydney Water Corporation)



Figure 15 Wolli Creek circa 1980s (Source: Sydney Water Corporation)



Figure 16 Wolli Creek circa 1990s (Source: Sydney Water Corporation)



Figure 17 Wolli Creek circa 2000s (Source: Sydney Water Corporation)

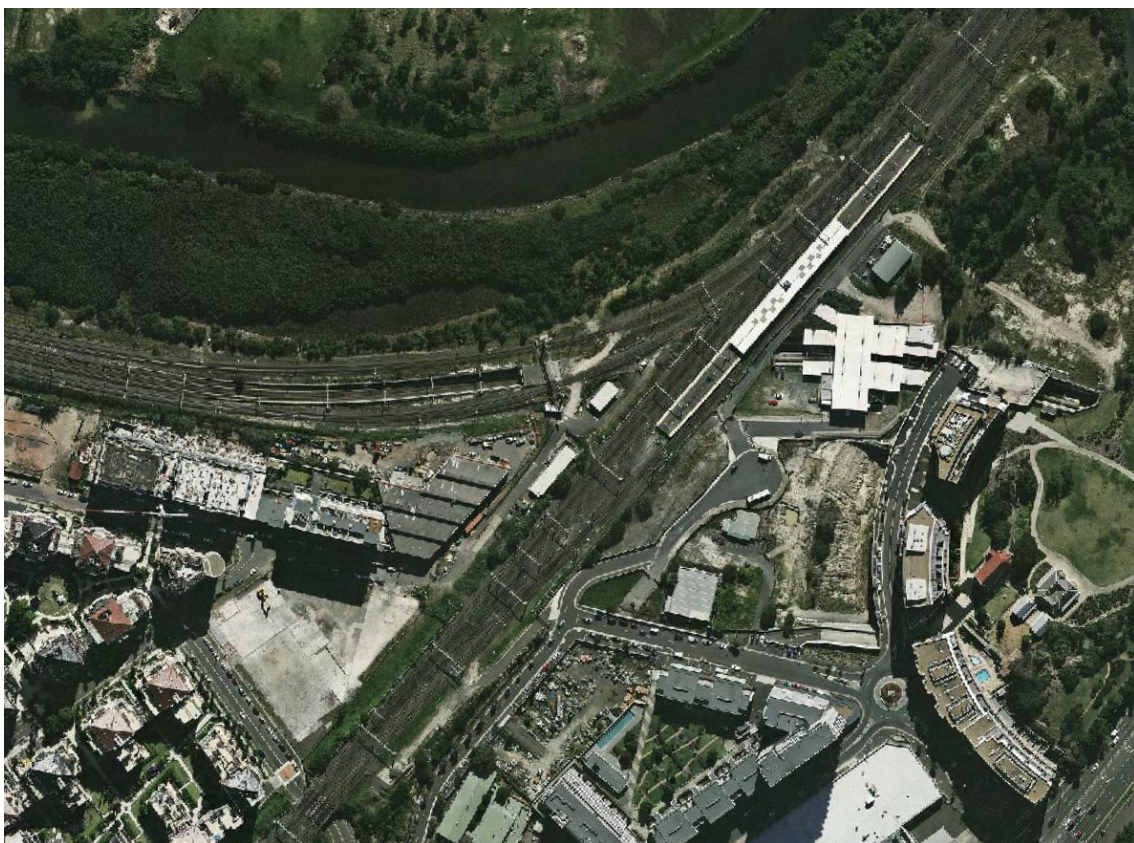


Figure 18 Wolli Creek circa 2010s (Source: Sydney Water Corporation)

3.1.4 T8 Airport Line

In 1994, the State Government signed a deal for the construction of a railway line that would connect Central Station with Sydney Kingsford-Smith Airport and continue on to join with the East Hills line. The line was “expected to be finished by 1999, for the 2000 Sydney Olympics” (Canberra Times, 1994:4). A residential and commercial boom was apparent in the area following this announcement, and much of Mount Olympus was blasted and levelled in preparation for works to the east of the Proposal area (NSW Heritage Office, 2019).

In 2000, ahead of the Sydney Olympic Games, the underground Airport Line was opened between Central and Wolli Creek. The line, constructed through extensive tunnelling between 1994 and 2000, was operated by Sydney Trains, yet stations were privately owned and operated by the consortium of Transfield Holdings and CRI (Canberra Times, 1994). In the same year, the land encompassing Tempe House (then owned by Qantek) was bought by Interciti Arncliffe Developments Pty Ltd, for the development of high-density housing (NSW Heritage Office, 2019). This development, while avoiding Spark’s 1835 building, dramatically changed the character of the landscape (Figure 19).

In 2002, Wolli Creek was classified as an official suburb and in 2004, amidst growing concern for the increasing development, a linear corridor along the Wolli Creek valley was designated as a regional park (Clouston, 2004).



Figure 19 Tempe House 2007 (Bayside Libraries, Community History Collection). Residential development shown behind Tempe House

3.2 Green Square Station

3.2.1 Early European Settlement and Land Use

Prior to European settlement this general region was once occupied by the Cadigal Aboriginal people. The Cadigal people were part of the Eora language group according to the Aboriginal Australia map produced for AIATSIS (Horton, 1994). As previously noted, there has been debate regarding the use of the name Eora as a separate language group, suggesting the Kuring-Gai (or Guringai) area may have extended further south along the coast, into this part of the Proposal area.

The Guringai utilised hunting tools such as boomerangs, spears and clubs. Fishing spears were made from plant stems with prongs added, made from grass tree flower stems, fish bones or shells and affixed by bees wax and gum (Gibberagong Environmental Education Centre, 1983:14). Fibrous grasses and oyster shell were also utilised to make hooks and fishing lines (Gibberagong Environmental Education Centre, 1983:15). A record of the presence of the Guringai exists throughout their traditional country in the form of rock art and engravings. Known motifs include fish, dugong and human figures. The arrival of European settlers radically transformed the life of the Guringai, as access to land and traditional food resources were blocked by growing settlements and pastoral developments (Gibberagong Environmental Education Centre, 1983:17). In the late 1780s, a smallpox epidemic swept through the Guringai people causing a decline in population numbers in the area (Tench, 1793).

Two of the original grants in the Green Square Station area were 1400 acres made to William Hutchinson in 1823, which he named Waterloo Estate. The second was made to John Thomas Campbell in 1825, the 185 acres he named the Mount Lachlan Estate.

In conjunction with Samuel Terry, Hutchinson established Waterloo Mill on the Estate for the processing of wheat into flour in around 1820. The Mill made use of the water from Waterloo Swamp, which drained into Shea's Creek, and from there into the Cooks River and Botany Bay. Alterations to the swamp led to the formation of Waterloo Dam. In 1827, the facility was converted into a woollen mill. The Estate was later acquired by Daniel Cooper and Solomon Levey, who also bought Campbell's Mount Lachlan Estate. Cooper later became the sole owner, with his heirs retaining the property into the twentieth century.

3.2.2 Industrial and Residential Development

From 1821 the area was serviced by Botany Road, but it was not until 1848 that the area began to be intensively used. In that year a ban was imposed on noxious industries within Sydney, which resulted in many of them moving to the Waterloo and Alexandria areas, as well as Wolli Creek, as previously mentioned. The industries, which included wool-washing and fellmongering (dealing in hides), were established on land leased from Cooper. These were followed by abattoirs, boiling down works and tanneries. In 1855, brickworks were established by Goodlet and Smith in the area between Epsom and Cressy Streets. The other major industry in the area was market gardens, which were established from the 1850s onwards. Initially, these were operated by European owners, but by the 1880s this had shifted and the majority were worked by Chinese leases. The area contained a small pool of residential housing, which was largely limited to the area bounded by Wellington, Raglan and Elizabeth Streets.

Alterations began with the damming of the Waterloo Swamp and continued with the clearance of vegetation to allow for grazing and as fuel for the local industries. The Swamp continued to be drained for use by local industries and to supply water for the north-eastern area of Sydney. In 1908, a large portion of the Swamp was drained to allow for the opening of the Victoria Park Racecourse, which was located on Joynton Avenue, opposite the site of the future Royal South Sydney Hospital. The Racecourse closed following the Second World War and was sold for industrial purposes.

While use of the area had intensified from 1848 onwards, by the 1870s the area was still sparsely developed. This was to change over the coming 30 years, with a significant increase in both industrial and residential development. Residential development peaked in the 1880s and was again reinvigorated by the release of further land in 1911, although sales were hampered by the First World War.

Further industrial development was undertaken during this period and by the 1920s the industries taking up land were larger in nature and more labour intensive. These industries slowly pushed out the market gardeners. Industrial activity in the area continued to increase until the 1950s.

During the 1940s and 1950s and peaking in the 1960s, large areas of Waterloo were flattened in a program of slum clearances. The houses were replaced with two- and three-storey blocks of flats. By the 1970s local opposition to the redevelopment led to a Green Ban by the Builders Labourers Federation. This halted the residential redevelopment of the area until the 1990s.

In 1913 the South Sydney Hospital, later the Royal South Sydney Hospital, was opened. The northern portion was originally part of Waterloo Dam, while the southern portion appears to have been empty.

The hospital operated until its closure in 1997. It is now listed on the South Sydney LEP as an item of local heritage significance. A Conservation Management Plan was completed for the site in 2011 by City Plan Heritage.

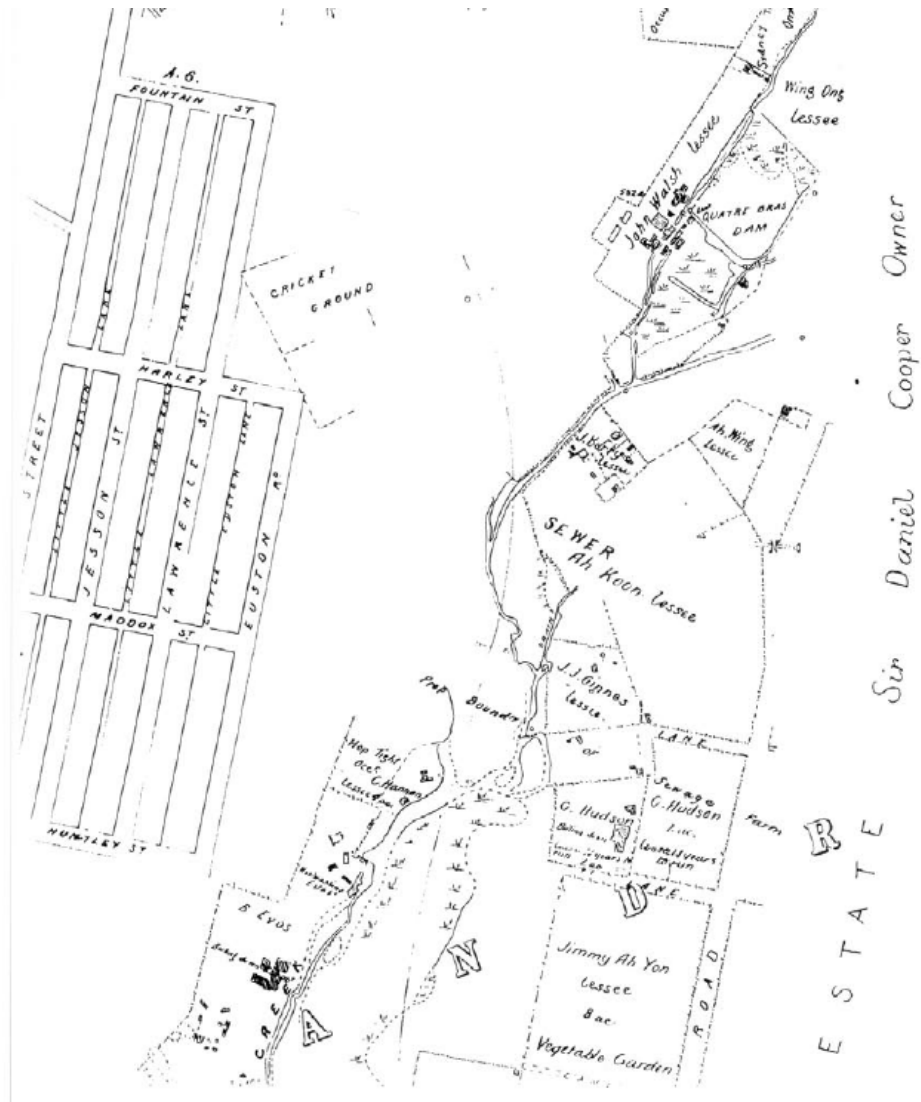


Figure 20 1888 map of Alexandria showing extent of Chinese market gardens and other leases along Shea's Creek. The northern part of Alexandria Canal would later be constructed at the bottom of this figure (Source: ML Alexandria SP A2/88; Mitchell Library, State Library of NSW)

3.2.3 Alexandria Canal

In order to facilitate the development of manufacturing and industrial uses along Shea's Creek, dredging of the Creek began in 1887. The intention was to convert the Creek into a canal and thereby attract investment by offering shipping as a mode of transportation. The Canal was conceived as the 'Birmingham of Australia'.

Built under an unemployed work relief scheme, the Canal was originally formed with fascine dykes. Fascine consists of bundles of sticks, or similar material, which are placed horizontally and held in place with stakes. The bundles are placed on top of each other to form a wall. Smaller sections were formed with sandstone, or later replaced the fascine dykes.

The original section extended between the Sydenham to Botany Railway Bridge to the Canal Road Bridge. In 1894 plans were floated to extend the Canal to Buckland Street, Redfern. However, only part of this was constructed and the Canal halted just to the south of Huntley Street, Alexandria, with

works completed by 1900. Major alterations were made during the expansion of the Sydney airport between 1947 and 1970. As part of these alterations, the outlet into the Cooks River was altered.

The Canal was never fully utilized, being subject to silting, tidal factors and limitations on the draft of vessels that could use the passage. Also, by 1930, road transportation had become more prevalent and economical. The closure of the Canal to shipping traffic began in the 1930s when two lifting span bridges were replaced with fixed span bridges. In the early 1940s the wharves that had serviced the Canal were demolished as the declining use of the Canal did not warrant their maintenance.

The construction of the Canal allowed for a geological investigation of the area by R. Etheridge, T.W.E. David and J.W. Grimshaw during the 1890s. During the excavation, the men observed the uncovering of fossilized bones which were identified as belonging to a Dugong. A number of the bones, particularly the ribs, exhibited “deep scratches and cuts” that were interpreted as evidence of butchering with a “tomahawk”. This discovery led to an appreciation of the longevity of Aboriginal occupation in the area. The excavations also revealed evidence of a submerged ancient forest in the area (Etheridge, Edgeworth David, & Grimshaw, 1896).

3.3 Chalmers Street Substation, near Central Station

3.3.1 Early European Settlement and Land Use

As with Green Square Station, prior to European settlement this general region was occupied by the Cadigal Aboriginal people (part of the Kuring-Gai or Guringai area). As previously noted, they utilised hunting tools such as boomerangs, spears and clubs. Fishing spears were made from plant stems with prongs added, made from grass tree flower stems, fish bones or shells and affixed by bees wax and gum (Gibberagong Environmental Education Centre, 1983:14). Fibrous grasses and oyster shell were also utilised to make hooks and fishing lines (Gibberagong Environmental Education Centre, 1983:15). A record of the presence of the Guringai exists throughout their traditional country in the form of rock art and engravings. Known motifs include fish, dugong and human figures. The arrival of European settlers radically transformed the life of the Guringai, as access to land and traditional food resources were blocked by growing settlements and pastoral developments (Gibberagong Environmental Education Centre, 1983:17).

The major industries in early Australia were pastoral, with sheep farming for the wool industry a primary economic driver. The need to transport goods led to road development, but by the 1840s a proposal was being sought for the development of a railway line following a survey for the feasibility of a rail line from Sydney that was commissioned in 1846. The Sydney Railway Company was formed in 1849 to undertake development works. The Hunter River Railway Company was established in 1853 to work on a Maitland to Newcastle railway line. The Legislative Council passed legislation authorising the purchase of both companies by the Government in 1854. The 1854 map of Sydney shows a structure in the vicinity of the proposed cable area in what were then Government Paddocks, but it is not labelled therefore it is uncertain what the structure was (Figure 21).

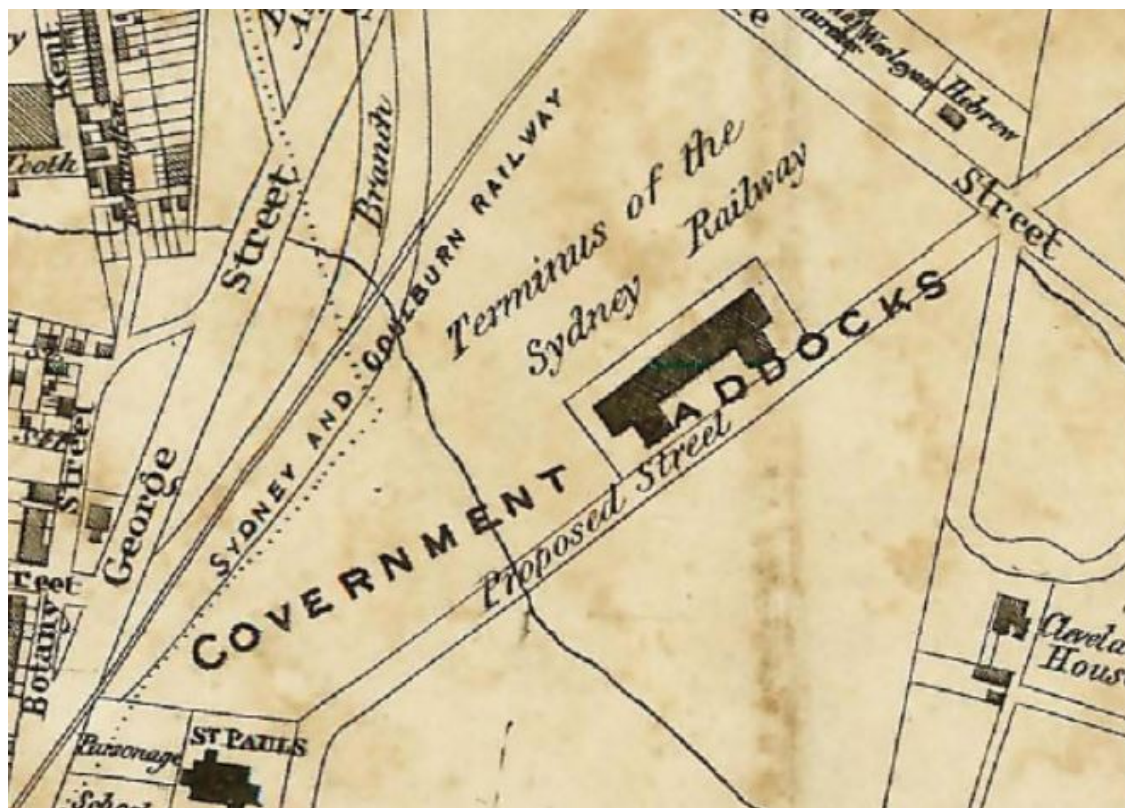


Figure 21 1854 map showing the location of the proposed work area (Source: Atlas of Sydney)

In 1855 the first Sydney station, named Redfern, was established close to where the contemporary Central Railway Station now stands. It comprised a single timber platform servicing both an up and a down line. The same year, the first railway workshop building was constructed at the Sydney Yards, being a two-storey sandstone building with arches and a slate roof. It was later removed along with most of the rest of the extensive rail yard to provide space for the construction of further platforms and the city electric station.

Black Wattle Creek, which crossed through the Government Paddocks (as shown on Figure 21) was replaced by the Prince Alfred Sewer between 1856 and 1857, as part of a Government scheme to improve sanitary conditions. The sewer measured 1.8 m by 1.2 m in size with oviform sections along its extent. Blackwattle Bay Stormwater Channel. It was later disconnected upstream in 1926. The exact depth and location of the structure are unknown, but it was known to have followed the original path of Black Wattle Creek, placing this subsurface structure in the general vicinity of the proposed works (see Figure 22).

In 1867 the Mortuary Station was constructed to service funerals and transportation to Rookwood Cemetery. Between 1871 and 1887 railway workshops were constructed at Eveleigh to service the ongoing rail network, removing the repair function from the Sydney Yards (Rappoport Pty Ltd, 2013).

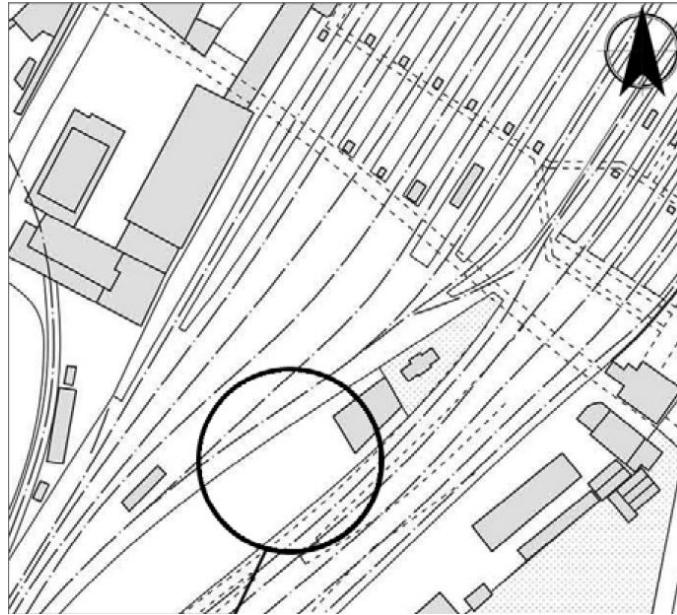


Figure 22 Approximate location of Prince Alfred Sewer shown as black circle (Source: Central Station Inventory Sheets)

In 1891, the Chief Railway Commissioner in NSW, Edward Miller Gard Eddy, proposed the construction of a large terminus for country trains. Edward W O'Sullivan, Minister for Public Works, commented in 1901 that it should be a monumental work of stateliness and beauty. Existing properties at the chosen location for Central Railway Station were resumed and demolished from 1901 onwards, including exhumation and the removal of bodies from the Devonshire Street Cemetery. Walter Liberty Vernon, the first NSW Government Architect, was responsible for the architecture of the Station. Due to funding, the works were completed in two stages, the first ending in 1906 with completion of the Terminus and main concourse. Stage 2 occurred between 1916 and 1921 and saw the clock tower and upper levels completed.



Figure 23 1903 map showing Central Railway Station being developed (Source: Atlas of Sydney)

The 1903 map (see Figure 23) shows the structure from the 1854 map had been demolished by this stage. What are likely to be sheds associated with the rail yard are shown to have been in the area of proposed trenching works in 1903. These sheds had been demolished by 1906 as a result of the Stage 1 development works. Between 1922 and 1926 additional rail lines and platforms were added to Central Railway Station as part of the electrification of the NSW railway network. The first public electric train travelled between Central Railway Station and Oatley on 1 March 1926. The 1940 aerial of the Proposal area shows the proposed trench crosses what was by then a cleared open area adjacent to Prince Alfred Park (see Figure 24). This was still the case in 1950 (see Figure 25).

Since then, modifications and updates have continued to occur at Central Railway Station, with modernising works balanced against restoration works maintaining the existing aesthetic of this landmark location (Rappoport Pty Ltd, 2013).



Figure 24 1949 aerial of the area of proposed works (Source: City of Sydney)



Figure 25 Prince Alfred Park and Central Station rail lines circa 1950 (Source: Sydney Architecture, site accessed 22 October 2019, <http://sydneyarchitecture.com/GON/GON089.htm>)

3.3.2 Service Pit and Tunnel (“Mortuary Tunnel”)

A subsurface service pit and tunnel runs beneath the rail lines on the south-western side of Central Railway Station, connecting from the southern side of Mortuary Station to the car park area adjacent to Prince Alfred Park (see Figure 26). The tunnel is predominantly within the curtilage of Central Railway Station but also crosses into the curtilage of Mortuary Station at its north-western end. The tunnel has been constructed with a mix of concrete and brick and is currently used for the egress of various feeders and infrastructure, including feeders. The tunnel has previously been modified as the need for services has changed over time, with evidence of holes having been drilled in the brick walls for new feeders to pass through.

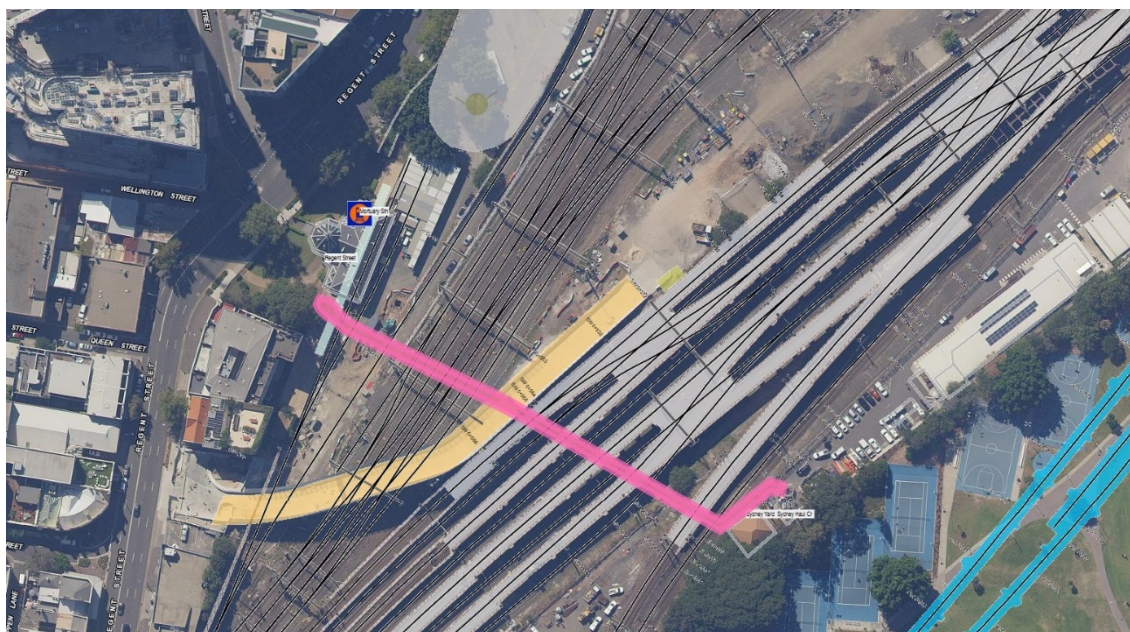


Figure 26 Subsurface “Mortuary Tunnel” alignment marked by pink line

Although one end of the tunnel is located in proximity to Mortuary Station, thus giving it the name of “Mortuary Tunnel”, this modern service pit and tunnel was not built contemporaneously with Mortuary Station itself (dating to 1869) but rather was constructed in 1924 and thus does not have any significance associated with Mortuary Station (Archaeological Management & Consulting Group (AMAC), 2019:12). It is referred to in plans as the Sydney Yard high tension cable tunnel for Prince Alfred Park Substation and was likely constructed by the Rail and NSW Electrical Board (see Appendix B). While it passes in a subsurface context through the curtilages of both Mortuary Station and Central Railway Station, the tunnel is not identified in the Conservation Management Plans (CMPs) for either of these listed items. There is no reference to it as a contributing feature in the SHR listings of either of these items either.

There is no evidence that a heritage assessment has ever been undertaken of the tunnel or that any heritage significance has been identified for it, apart from its general association through proximity with Mortuary Station and Central Railway Station. The conclusion drawn about the tunnel by AMAC during work in the area that exposed part of its brick encasement was that “the Mortuary Tunnel service encasement [217], are in fact still live and therefore may be considered underground forms of built heritage rather than archaeology” (Archaeological Management & Consulting Group (AMAC), 2019:51). No heritage values were identified for the tunnel by AMAC or by Heritage21 when they undertook a Statement of Heritage Impact assessment for works to install a new Low Voltage Distribution Board associated with the “Mortuary Tunnel” (Heritage21, 2017).

The Central Station CMP does make reference to the northern and western baggage tunnels (originally used for the transfer of luggage and mail), the basement tunnel system, service tunnels beneath the main concourse and the Devonshire Street pedestrian tunnel as features associated with the main concourse area that contribute to the overall heritage significance. It further notes that some of the disused baggage tunnels were upgraded between 1980 and 2000 and lined for pedestrian usage. Others it cites remained in use as service tunnels with services and lines exposed. While the baggage tunnels were adapted and changed use, there is no evidence that the “Mortuary Tunnel” has ever been used for anything except the egress of services. It is located to the south-west of the main concourse and is therefore not associated with the same design, construction and use as the other tunnels mentioned in the CMP. It is a later feature than both the Mortuary Station and main concourse, having been added in 1924 as a practical service feature.

Access was not provided to the service pit and tunnel for this assessment, but photographs taken during past Sydney Trains works within it were provided to assist in a desktop assessment of the proposed works (see Plate 1 to Plate 4).



Plate 1 Service pit and tunnel

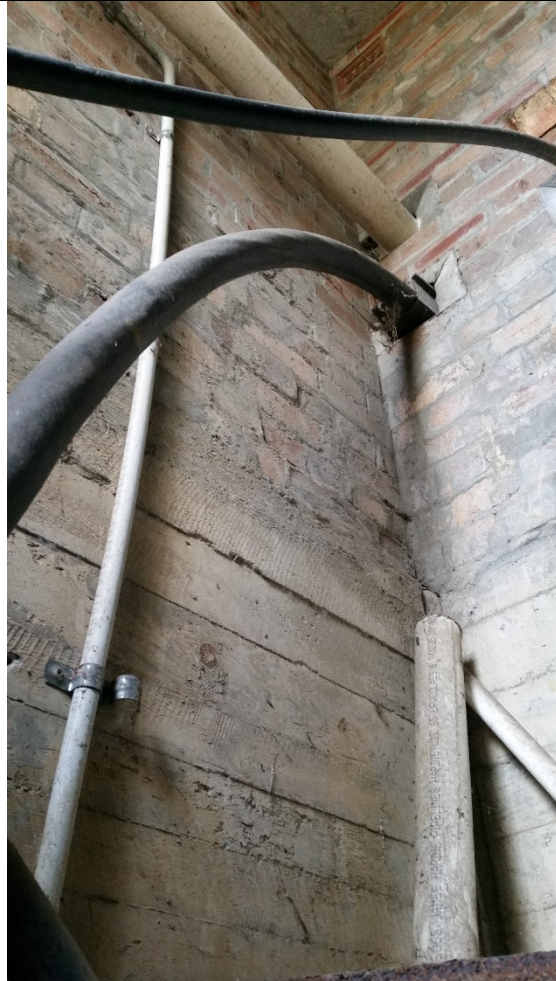


Plate 2 Service pit and tunnel wall showing cable egress



Plate 3 Service pit and tunnel with existing cables



Plate 4 Service pit and tunnel showing past cable egress impacts to the brick wall

3.3.3 Chronological Historical Summary

Following in Table 4 is a timeline summarising the key historical dates or events pertinent to Central Railway Station.

Table 4 Timeline (NSW Office of Environment & Heritage, 2019)

Year	Event
1849	The Sydney Railway Company applies for land on which to build a Sydney Railway terminal.
1855	The Sydney Railway Terminus is built between Devonshire and Cleveland Streets.
1866	A sandstone engine house is constructed.
1869	Mortuary Station is constructed.
1876	The original building for Central Railway Station is demolished and replaced by a brick building of neo-classical design.
1879	A steam tramline links Sydney Railway Terminus to Hunter Street in the city area.
1888	Work begins on the quadruplication of the Western Line to Homebush as well as the duplication of other suburban lines.
1890	The Railway Institute is built on the eastern side of the train yard.
1901	Work commences on a new location for Central Railway Station, requiring the exhumation of bodies due to works going through Devonshire Street Cemetery.
1902	A foundation stone is laid for Central Railway Station by the Secretary for Public Works, the Hon EW O'Sullivan.
1906	Central Railway Station is officially opened, despite ongoing or unfinished works in some areas.
1921	The clock tower at Central Railway Station is constructed.
1924	The service pit and tunnel called "Mortuary Tunnel" is installed.
1926	The Central Electric Station is built, new platform additions completed and the first public electric train runs from Central to Oatley.
1958	Tram lines are removed from Sydney, including those that connected to Central Railway Station.
1979	The Eastern Suburbs Railway line is added to the network, accessible through Central Railway Station.
1980	The platforms and concourse at Central Railway Station undergo restoration works. An aluminium and fibreglass roof is added to the concourse.
1984-1985	The clock and clock tower undergo restoration works.
1991	A bus terminal is constructed on Eddy Avenue, adjacent to Central Railway Station on its northern side.

Year	Event
1993	The parcels and luggage subways are converted at Central Railway Station for use as pedestrian subways.
1995	The male toilets on the concourse are closed.
1996	Metro light rail tram lines are installed, connecting to Central Railway Station.
1998	The Parcels Post Office area of Central Railway Station is sold and converted to residential apartments.
1998-2002	The western yard carriage sheds are demolished and a water column with associated elevated water tank is removed from Central Railway Station.
1999	The Prince Alfred siding workshops are demolished as part of the construction works for the airport line.
2004	The Inwards Parcel Office is converted into accommodation for backpackers.
2011	A new entrance structure is built for the Devonshire Street tunnel. Sandstone restoration works on the clock tower are completed.
2012	An upgrade at Central Railway Station has ESR tiling added.

4.0 Physical Evidence

4.1 Site Inspection

A site inspection was undertaken of the proposed area around Wolli Creek by AECOM archaeologist Dr Darran Jordan on 5 June 2019. He inspected the locations of proposed works within the Proposal area and assessed them in relation to the listed items identified in close proximity. He also assessed the Proposal area for any items of historical heritage that had not been previously recorded and considered whether intact subsurface historical deposits were likely to occur within the area.

The listed items (shown on Figure 2) (with listing details included in Appendix A) were verified as outside the bounds of the Proposal area and unlikely to be impacted either directly or indirectly by the proposed works. No further heritage items were identified and no areas of subsurface archaeological potential likely to be impacted by the proposed works were identified. The Wolli Creek Sectioning Hut and Undercliffe Substation proposed for demolition were not identified as having any specific heritage values.

The following images (Plate 5 to Plate 7) illustrate the main parts of the Proposal area that were inspected for this assessment. No inspections were undertaken for Green Square Station or Chalmers Street Substation, which were assessed by desktop research only.



Plate 5 Wolli Creek Sectioning Hut and yard area to the south west of Wolli Creek Railway Station (sectioning hut proposed for demolition, yard to be excavated and used as a construction compound)



Plate 6 Undercliffe Substation to the east of Wolli Creek Railway Station (proposed for demolition)



Plate 7 Undercliffe Substation (left) and Wolli Creek Railway Station (right) divided by Spark Lane

5.0 Significance Assessment

5.1 Listed Items

In order to understand how a development would impact on a heritage item, it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular item is important and to enable the appropriate site management and curtilage to be determined. The following heritage items either directly intersect or are within 100 m of the proposed works.

Wolli Creek Station

At Wolli Creek one item of State significance intersects with the curtilage of the proposed works. The item is:

- Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale LEP 2011 I35, I36 and I238).

Further items were noted as occurring within 100 m of the curtilage of proposed works. These include items on the State Heritage Register (SHR) and the Rockdale Local Environmental Plan (LEP) 2011. Although located in proximity, these items will not be directly impacted by the proposed works. The listed items are:

- Tempe House and St Magdalene's Chapel (SHR 00725 and Rockdale LEP 2011 I236)
- Wolli Creek Wetlands (Rockdale LEP 2011 I232)
- Wolli Creek Valley (Rockdale LEP 2011 I237).

Green Square Station

The proposed works at Green Square Station do not directly intersect with the curtilages of any listed items. One locally listed item was identified within 100 m of the proposed works, being:

- Waterloo Public School group (Sydney LEP 2012 I2071).

Chalmers Street Substation, near Central Station

The proposed works at the Chalmers Street Substation, near Central Station directly intersect with the State significant item:

- Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824).

Other listed items within 100 m of the proposed works include:

- Mortuary Railway Station and site (SHR 00157 and Sydney LEP 2012 I194)
- Redfern Aboriginal Children's Services and Archives (SHR 01951)
- Cathedral of the Annunciation of Our Lady (SHR 01881) / Greek Orthodox Church Group (Sydney LEP 2012 I1476)
- Railway Institute Building (SHR 01257 and Sydney LEP 2012 I1472)
- Prince Alfred Park (Sydney LEP 2012 I1406)
- Former Co-masonic Temple Including Interior (Sydney LEP 2019 I195)
- Former Mercantile Bank Chambers (Sydney LEP 2019 I199)
- Cottage 137-139 Regent Street Chippendale (Sydney LEP 2012 I198)

- Chippendale Conservation Area (Sydney LEP 2012 C9)
- Redfern Estate Conservation Area (Sydney LEP 2012 C56)
- Darlington Heritage Conservation Area (Sydney LEP 2012 C11 and Register of the National Estate ID 1785).

Non-statutory RNE listings within 100 m included:

- The Block (RNE ID 101630).

Although the LEP listed curtilage for Darlington Heritage Conservation Area is greater than 100 m from the Proposal area, the RNE listed curtilage is slightly different and extends to less than 100 m distance, so the item has been considered here as a precautionary measure.

There are existing Statements of Significance and significance assessment data available for all of the identified items. This data has been assessed in relation to the proposed works and the proximity of the Proposal area to the curtilage of listed items. The full significance assessments and statements of significance for all identified items 100 m or less from the Proposal area have been included in full in Appendix A.

5.2 Discussion

Wolli Creek discussion

Reference to the significance assessments for Tempe House and St Magdalene's Chapel (SHR 00725 and Rockdale LEP 2011 I236), Wolli Creek Wetlands (Rockdale LEP 2011 I232) and Wolli Creek Valley (Rockdale LEP 2011 I237) has identified that no direct impacts will occur to these items as a result of the proposed works. The Wolli Creek Wetlands and Wolli Creek Valley are both listed for their natural heritage values, relating to vegetation and wetlands across a wider area. As no works will be undertaken within the curtilages of these items, and the nature of the proposed works does not suggest a likelihood for indirect impacts being caused to these adjacent areas, it is assessed as unlikely that the Proposal will impact upon the heritage significance of these items. Tempe House and St Magdalene's Chapel is predominantly listed for its heritage structures, but a larger curtilage has been preserved around them due to garden and landscape values, areas of archaeological potential and the significance of view-lines to and from the heritage structures. It is assessed as unlikely that any of these values will be directly or indirectly impacted by the proposed works.

The State significant item Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale LEP 2011 I35, I36 and I238) covers a large area through a linear corridor that crosses through part of the Proposal area. Where it crosses the Proposal area it consists predominantly of an aqueduct situated over Wolli Creek and underneath the railway corridor. The aqueduct consists of polychrome brickwork and sandstone arch construction supporting pipes and is a key structure of the Southern and Western Ocean Outfall Sewer. The outfall sewer itself includes three brick barrels, part of an oviform brick construction method of the period. This item is still in use, having been utilised continuously for over 100 years. Although the Proposal area intersects with the curtilage of this item, no actual impacts are proposed to the heritage item, as no ground disturbance works are proposed to be undertaken in this portion of the Proposal area in addition to the sewer being deeper than the proposed works for the feeder. An existing GST crossing the heritage item within the rail corridor connects to existing 33 kV underground feeders on its eastern side. It is only to the west and north-west of this area that new 11kV underground feeders are proposed to be installed, with all ground disturbance works outside the bounds of the listed item.

Although no direct or indirect impacts to these items has been identified, their proximity to the proposed works mean that there is a risk for accidental impacts without protection measures being put

in place. With adequate provisions however, heritage impacts can be avoided in the Wolli Creek Proposal area.

Green Square Discussion

The closest listed site to the proposed works at Green Square Station is Waterloo Public School group (Sydney LEP 2012 I2071). No works are proposed to occur within its bounds and the proposed trenching works and associated laydown area are unlikely to impact the heritage significance of the item. As with Wolli Creek, this item's proximity to the proposed works mean that there is a risk for accidental impacts without protection measures being put in place. With adequate provisions however, heritage impacts can be avoided to the adjacent listed item during works at Green Square Station.

Chalmers Street Substation, near Central Station Discussion

The proposed works at Chalmers Street Substation, near Central Station are located within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824). The works will have a direct impact in this area through trenching for the proposed installation of 11kV and 33kV underground feeders and the use of a construction compound/laydown area during works. These works will not impact on any identified heritage items/buildings (as defined by the significance assessment and Statement of Significance in Appendix A) and are therefore unlikely to impact upon the existing heritage significance of the item.

No other direct or indirect impacts have been identified, although numerous listed heritage items were noted to be in the surrounding vicinity, as summarised in Table 3. Reference to the location and curtilage of these items, as well as their significance assessments and Statement of Significance, all indicate that the proposed works will not cause either direct or indirect impacts. To avoid any accidental impacts during works adequate protection and management methods should be put into place.

5.3 Historical Archaeological Potential

The Proposal area at Wolli Creek is predominantly located within the existing rail corridor. This area has been subjected to high levels of impacts from the construction, use and ongoing development of the railway line. No potential archaeological deposits have been identified in the areas surrounding the rail corridor that will be affected by works at Wolli Creek (i.e. the Proposed Wolli Creek Substation and the demolition of the Wolli Creek Sectioning Hut). It is likely that all railway activity in this area has removed any historical potential, despite being limited, of any land use prior to the construction of the railway line. As such, it is unlikely for there to be any historical archaeological potential within this area.

Based on the understanding of the historical development of the Proposal area and the Wolli Creek site inspection, it is assessed as unlikely that intact historical archaeological deposits or relics will be impacted.

The Proposal at Green Square Station involves trenching works within the road corridor of existing streets. These road corridors have been subjected to high levels of impacts from their construction and ongoing use. No potential archaeological deposits have been identified in these areas.

The area proposed for impacts at Chalmers Street Substation, near Central Station, is on the periphery of the Central Station listing and there is no known rail infrastructure in this area. There were some structures present at the location in the past, including a building shown on the 1854 map, demolished by 1903, and what are likely to be sheds associated with the rail yards on the 1903 map. The area where the structure shown on the 1854 map was, has previously been excavated for an existing 11kV underground cable. Background research for this assessment has identified that some brick and sandstone features were encountered during previous works in this general area during archaeological monitoring. Sandstone footings likely to be foundations of an 1860s building were

found in a heavily disturbed context and it was noted that: “no significant historical fills or deposits were exposed or disturbed” (Heritage21, 2017:38). Other features consisted of part of a mid-19th century sandstock brick culvert and brick-lined pit. It was noted that these features had been significantly impacted by modern services and there were no associated heritage deposits with research potential. The results of the monitoring were that this area had been “heavily truncated throughout the 20th century and a vast number of modern services dissect the site leaving much of the archaeological record fragmentary” (Archaeological Management & Consulting Group (AMAC), 2019:54). This suggests that any demolished structures have been predominantly removed and the proposed 11kV and 33kV underground cables (located immediately south of the existing 11kV cable) is unlikely to encounter intact in situ historical deposits in this area.

The structures shown on the 1903 map in this area are likely to have been sheds associated with the rail yards. They were most likely corrugated metal sheds on a timber structure as such are unlikely to have left an archaeological signature in subsurface deposits following their removal. The specific use of these rail sheds is unknown, however, it is unlikely that any relics associated with the occupation and use of these sheds by railway workers would remain. This is based on the level of impact that has occurred within the Sydney Yard in this area, and the superficial nature of these sheds. There are unlikely to be relics below the former yard surface, which has been highly disturbed since. The historic images taken by Dr John Bradfield between 1915 and 1922 give some indication of the demolished structures and their surroundings at that time. Given they were located adjacent to the Central Electric Flyovers it is likely they were removed sometime between 1915 and 1926, when the Central Electric lines were completed (see Figure 27 to Figure 30). Otherwise the available evidence suggests that the Proposal area was predominantly associated with an open park area until after the 1950s (as indicated by Figure 24 and Figure 25).

The identified presence of the Prince Alfred Sewer in this general area is not possible to clarify further as it is a subsurface structure with limited information available about it. General knowledge of sewers throughout Sydney suggests that it will be at a depth greater than the proposed excavation works, which will have a typical depth of approximately 1.5 m. If the works were to uncover deposits associated with the Prince Alfred Sewer, they would potentially pass through the cut excavated for the creation of the sewer. The backfill is unlikely to contain relics or other research material, however, the presence of the cut for the sewer would help position the sewer accurately.



Figure 27 Beyond the rails can be seen a chimney (right) and St Pauls Church (left), circa 1915-1922 (Bradfield, 1922)



Figure 28 The chimney can be seen to the right, the now demolished structures to the left, circa 1915-1922 (Bradfield, 1922)



Figure 29 The former district engineers building and former draftsman's office, circa 1915-1922 (Bradfield, 1922)



Figure 30 Sydney Yard overview, circa 1915-1922 (Bradfield, 1922)

6.0 Heritage Impact Assessment

6.1 Proposal Impacts

6.1.1 Direct Impacts

Direct impacts will occur within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824). These works are unlikely to impact upon the heritage values of the listed item. Based on the available evidence it is unlikely that the service pit and tunnel (referred to as the “Mortuary Tunnel”) has any heritage significance on its own merits. It has not been identified as contributing to the heritage significance of Central Railway Station or Mortuary Station and the available evidence for this desktop assessment indicates it is unlikely to do so. The tunnel is a functional part of rail activity in this area. The proposed works at this location would involve penetrations to the service pit and tunnel wall and fixing services to the tunnel. This is in keeping with the current use of the tunnel. These works do not constitute a heritage impact and can be undertaken under a S57 rail exemption. No other direct impacts will occur to heritage items or values as a result of the proposed works. These results are summarised below in Table 5.

Table 5 Direct Impacts

Listed Item	Proposed Impact
Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale LEP 2011 I35, I36 and I238)	No direct impacts have been identified in relation to this item.
Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824)	<p>Direct impacts will not occur to any known and identified heritage items or fabric associated with the heritage listing within the curtilage area associated with this listing. The assessment has identified there is not likely to be any historical archaeological remains associated with any of the former sheds constructed in this area, as they were likely to be lightweight structures. There are not expected to be any relics in situ in these areas associated with these structures.</p> <p>The proposed works may pass over the location of the Prince Alfred Sewer. This sewer is presumed to be at a greater depth than 1.5 m. If crossed, the works would may cross through the cut associated with the construction of the sewer. If so, this would not have any direct impact to the sewer itself. The cut, and associated fill, is not likely to have any associated relic material present.</p>

6.1.2 Indirect Impacts

Although there may be temporary visual changes to the landscape during works, these either consist of temporary elements (i.e. the presence of work equipment which will be removed following works) or reversible impacts (i.e. trenches that will be in-filled following works). None of these have been assessed as having a likelihood of long-term visual impacts to identified heritage items. It is possible that accidental impacts could occur during works or unexpected finds could be encountered, but the risk for these can be mitigated by control measures and management planning. As such, no indirect

impacts have been identified in relation to the identified heritage items or values as a result of the proposed works. These results are summarised below in Table 6.

Table 6 Indirect Impacts

Listed Item	Proposed Impact
Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale LEP 2011 I35, I36 and I238)	No indirect impacts have been identified in relation to this item.
Tempe House and St Magdalene's Chapel (SHR 00725 and Rockdale LEP 2011 I236)	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities and are already minimised by the existing buildings present between the area of proposed works and the major elements of this listing. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Wolli Creek Wetlands (Rockdale LEP 2011 I232)	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Wolli Creek Valley (Rockdale LEP 2011 I237)	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Waterloo Public School group (Sydney LEP 2012 I2071).	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824)	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Mortuary Railway Station and site (SHR 00157 and Sydney LEP 2012 I194)	No indirect impacts have been identified in relation to this item.
Redfern Aboriginal Children's Services and Archives (SHR 01951)	No indirect impacts have been identified in relation to this item.
Cathedral of the Annunciation of Our Lady (SHR 01881) / Greek Orthodox Church Group (Sydney LEP 2012 I1476)	No indirect impacts have been identified in relation to this item.
Railway Institute Building (SHR 01257 and Sydney LEP 2012 I1472)	No indirect impacts have been identified in relation to this item.
Prince Alfred Park (Sydney LEP 2012 I1406)	Temporary visual impacts may be present during works, but these will be reversed following the completion of activities. As such, no indirect impacts have been identified that will alter the heritage significance of this item.
Former Co-masonic Temple Including Interior (Sydney LEP 2019 I195)	No indirect impacts have been identified in relation to this item.

Listed Item	Proposed Impact
Former Mercantile Bank Chambers (Sydney LEP 2019 I199)	No indirect impacts have been identified in relation to this item.
Cottage 137-139 Regent Street Chippendale (Sydney LEP 2012 I198)	No indirect impacts have been identified in relation to this item.
Chippendale Conservation Area (Sydney LEP 2012 C9)	No indirect impacts have been identified in relation to this item.
Redfern Estate Conservation Area (Sydney LEP 2012 C56)	No indirect impacts have been identified in relation to this item.
Darlington Heritage Conservation Area (Sydney LEP 2012 C11 and Register of the National Estate ID 1785)	No indirect impacts have been identified in relation to this item.
The Block (RNE ID 101630)	No indirect impacts have been identified in relation to this item.

6.1.3 Summary of Heritage Impacts

Direct impacts will occur within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824). No impacts will occur to any heritage items in the surrounding area.

7.0 Statement of Heritage Impact

7.1 Introduction

As direct impacts have been identified in relation to the proposed works at Chalmers Street Substation, near Central Station, it is appropriate to undertake a Statement of Heritage Impact (SoHI) for Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824) in relation to these works.

The objective of a Statement of Heritage impact (SOHI) is to evaluate and explain how the proposed development, rehabilitation or land use change will affect the heritage value of the site and/or place. A SOHI should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the proposed works. This report has been prepared in accordance with the NSW Heritage Office & Department of Urban Affairs and Planning *NSW Heritage Manual* (1996) and NSW Heritage Office *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). The guidelines pose a series of questions as prompts to aid in the consideration of impacts due to the proposed works. The questions most appropriate to this assessment are for a new development adjacent to a heritage item. These questions are:

- How is the impact of the new development on the heritage significance of the item or area to be minimised?
- Why is the new development required to be adjacent to a heritage item?
- How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?
- How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?
- Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?
- Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?
- Will the additions visually dominate the heritage item? How has this been minimised?
- Will the public, and users of the item, still be able to view and appreciate its significance?

These questions are addressed in the following section.

Summary of Impacts

The proposed works at Chalmers Street Substation, near Central Station are located within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824). The works will have a direct impact in this area through trenching for the proposed installation of 11kV and 33kV underground feeders and the use of construction compounds/laydown areas during works. The impacts to the listed item resulting from the proposed works are addressed below.

Heritage Impact Assessment

How is the impact of the new development on the heritage significance of the item or area to be minimised?

The proposed works consist of the laying of 11kV and 33kV underground feeders and use of areas for construction compounds/laydown areas. The impact consists of subsurface feeders in an area with no

identified subsurface archaeological potential associated with the listing of Central Railway Station. There is the potential the works would cross the location of the Prince Alfred Sewer, however, the sewer is considered to be at a greater depth than the proposed works. As such, these works are not likely to impact on the location of the sewer.

As the area will be returned to its pre-works state following completion of the cable laying, there will be no permanent change to the visual landscape in this area. No significant fabric associated with the heritage listed item will be impacted by the proposed works.

Why is the new development required to be adjacent to a heritage item?

The new development is an operational necessity for the T8 Airport Line Capacity improvement. This purpose of the Proposal is to increase the current number of trains per hour per direction following the proposed upgrade works. The works need to be undertaken at Central Station which, as well as being a listed heritage item, is a major transport hub requiring operational changes and upgrades as the needs of transport in Sydney change.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

The proposed works are within the curtilage of the Central Railway Station heritage listing, which will be retained and unchanged by the works. The trenching activities are being undertaken on the periphery at the southern edge of the curtilage, immediately adjacent to the item's boundary.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

As these are subsurface works they will not affect views to or from the heritage item. Although there may be some visual impacts during the works, these will be reversed once the works have been completed.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

No potential historical archaeological deposits have been identified in the area of proposed works.

Sydney Yard and Central Railway Station is known to contain historical archaeological remains associated with the original station and its evolution. Areas of archaeological potential are well known and are mapped based on the location of former structures and works that have occurred to date on the site. The location of the works within the Central Railway Station and Yard would be located near the location of former small sheds. These were likely small ancillary sheds that were built on ground, with no substantial footings or other features. This area was also likely to have been heavily disturbed, removing any potential for archaeological remains to be present.

The proposed works may pass over the location of the Prince Alfred Sewer. This sewer is presumed to be at a greater depth than 1.5 m. If crossed, the works would may cross through the cut associated with the construction of the sewer. If so, this would not have any direct impact to the sewer itself. The cut, and associated fill, is not likely to have any associated relic material present.

Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?

The new developments are subsurface infrastructure, so they will not impact the visual elements of the heritage item. These developments are in keeping with past uses of the area, which contains existing subsurface infrastructure including 11kV underground feeders as well as existing galvanised steel troughing (GST).

Will the additions visually dominate the heritage item? How has this been minimised?

The additions will not be a visually dominant feature as they will be placed below ground level.

Will the public, and users of the item, still be able to view and appreciate its significance?

There will be no changes to the existing public access and use of Central Railway Station as a result of these works.

7.2 Statement of Heritage Impact

From the assessment against the NSW Heritage Division guidelines (NSW Heritage Office, 2002), the potential impacts to the Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824) in relation to these works have been assessed. These are graded to determine their impact against the significance of the site and are detailed in Table 7.

Table 7 Summary of the nature of impacts

Impact Type	Impact
Major negative impacts (substantially affects fabric or values of State significance)	N/A
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	N/A
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance values)	N/A
Negligible or no impacts (does not affect heritage values either negatively or positively)	Although they occur within the curtilage of the listed item, these works will not impact on any known and identified heritage items or significant fabric. These works have been assessed as having a negligible impact on the listed item.
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	N/A
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	N/A

Summary

a) The following aspects of the proposed works respect or enhance the heritage significance of the item for the following reasons:

The proposed installation of 11kV and 33kV underground feeders is an appropriate development in that it is occurring in an area that has previously been utilised for the same type of infrastructure, with existing subsurface 11kV feeders and GST present in the area. As the works are subsurface they will not alter the existing visual aesthetic beyond temporary visual impacts during works. As such these works respect the heritage significance of the listed item and will not impact on it.

b) The following aspects of the proposed works could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The works are directly impacting an area within the curtilage of the listed item. This assessment has been undertaken to identify any known or potential heritage within the proposed area of impact. As no known or potential significant heritage fabric is present in the proposed impact area, control and mitigation measures should be instigated to avoid accidental impacts and provide procedures to follow should unexpected finds be identified during works.

c) Conclusion

These works will not directly impact on significant elements of the item (as defined by the significance assessment and Statement of Significance in Appendix A) and are therefore unlikely to impact upon the existing heritage significance of the item. Despite the lack of impact to heritage significance, an approvals pathway would need to be followed prior to works commencing due to their location within the item's defined curtilage. A S57 rail exemption under exemption 2 would be appropriate for the proposed works (i.e. excavation adjacent to the rail corridor for the purposes of cable laying). A rail exemption should also be sought under Exemption 20 (d) to cover the fixings, penetrations and cabling to be installed in existing ducts and tunnels as well as (f) to cover the temporary compound works including the movement, laydown and storing of tools, material and equipment during works. Exemption 20 covers: "the following minor work where there is no adverse impact on heritage significance...d) Installation of essential services that require limited cables, conduits and ducting... f) Site set-up works, stock piling, temporary hoarding and temporary amenities". This exemption is the appropriate approval pathway to follow for these works.

8.0 Recommendations

The following recommendations should be considered for the Proposal.

8.1 Recommendation 1 – Heritage Induction

A heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage items located in the surrounding vicinity and their curtilages to ensure that they are avoided from all impacts, including accidental impacts, during works.

8.2 Recommendation 2 – Protection Measures

To avoid any accidental impacts during works adequate protection and management methods should be put into place. These measures should be defined in the Construction Environmental Management Plan (CEMP). Protection measures should at a minimum include details on the use of temporary fencing around work areas to delineate them and provide separation from the surrounding heritage items, ensuring that spoil from the trenched excavations is not stockpiled against heritage buildings or structures and maintaining adequate clearance of machinery to heritage structures.

8.3 Recommendation 3 – Stop Work Procedure

The CEMP is to include details on stop work procedures in accordance with Transport for NSW's (TfNSW's) *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016) to manage activities in the unlikely event that unexpected archaeological relics or deposits are encountered during works.

8.4 Recommendation 4 – Approvals Pathway

Approval is required for the proposed works within the curtilage of the State significant item Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 I824). A S57 rail exemption under Exemption 2 is the appropriate approval pathway for some of the proposed works (i.e. excavation adjacent to the rail corridor for the purposes of cable laying).

The exemption states: "Excavation within and adjacent to the rail corridor for the purposes of drainage works, cable laying and/or erection of posts for signals, lighting, overhead wiring, signalling cables or signage; or excavation for geotechnical bore holes, hydraulic and soil testing where there are no known or suspected archaeological relics and where works do not adversely impact the significance of any known or likely heritage item... This exemption applies to the following land only: the disturbed track zone (ballasted rail formation), rail land within the fenced area adjacent to the disturbed track zone, car parks, platforms and depot sites... This exemption does not apply if archaeological relics are likely to be present as advised by a suitably qualified and experienced archaeologist".

As the proposed works are in a fenced section of rail land adjacent to the rail lines, sections of which are currently used as a car park, it fits the requirements of this exemption. As this assessment has identified that intact deposits and archaeological relics are unlikely to be present in a subsurface context, this exemption is the appropriate approval pathway to follow for these works.

A rail exemption should also be sought under Exemption 20 (d) to cover the fixings, penetrations and cabling to be installed in existing ducts and tunnels as well as (f) to cover the temporary compound works including the movement, laydown and storing of tools, material and equipment during works. Exemption 20 covers: "the following minor work where there is no adverse impact on heritage significance... d) Installation of essential services that require limited cables, conduits and ducting... f) Site set-up works, stock piling, temporary hoarding and temporary amenities". This exemption is the appropriate approval pathway to follow for these works.

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Appendix A

Significance Assessments

Appendix A Significance Assessments

Introduction

In order to understand how a development would impact on a heritage item, it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular item is important and to enable the appropriate site management and curtilage to be determined. Cultural significance is defined in *The Australia ICOMOS Charter for Places of Cultural Significance 2013* (ICOMOS (Australia), 2013) as meaning "aesthetic, historic, scientific, social or spiritual value for past, present or future generations" (Article 1.2). Cultural significance may be derived from a place's fabric, association with a person or event, or for its research potential. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken, and community tastes change.

The process of linking this assessment with an item's historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance* (NSW Heritage Office, 2001), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e. to the people living in the vicinity of the site), at a State level (i.e. to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

In accordance with the guideline *Assessing Heritage Significance*, an item would be considered to be of State significance if it meets two or more criteria at a State level, or of local heritage significance if it meets one or more of the criteria outlined in Table 8. The Heritage Council require the summation of the significance assessment into a succinct paragraph, known as a Statement of Significance. The Statement of Significance is the foundation for future management and impact assessment.

Table 8 Significance assessment criteria

Criterion	Inclusions/Exclusions
Criterion (a) – an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).	The site must show evidence of significant human activity or maintains or shows the continuity of historical process or activity. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (b) – an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local to area).	The site must show evidence of significant human occupation. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (c) – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	An item can be excluded on the grounds that it has lost its design or technical integrity or its landmark qualities have been more than temporarily degraded.
Criterion (d) – an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.	This criterion does not cover importance for reasons of amenity or retention in preference to a proposed alternative.

Criterion	Inclusions/Exclusions
Criterion (e) – an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.	Under the guideline, an item can be excluded if the information would be irrelevant or only contains information available in other sources.
Criterion (f) – an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.
Criterion (g) – an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's): <ul style="list-style-type: none"> cultural or natural places cultural or natural environments. 	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

Wolli Creek Station listed items

Western Outfall Main Sewer / Wolli Creek Aqueduct / Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) – Western Main Carrier and aqueduct (SHR 01647, Rockdale LEP 2011 I35, I36 and I238)

The various elements of the Western Outfall Main Sewer have multiple separate listings featuring on the NSW SHR and the Rockdale LEP 2011. The curtilage for this item directly crosses the Proposal area, but it is located in a subsurface context under the section of rail corridor where the works are proposed to occur. This item has State significance.

Table 9 Western Outfall Main Sewer Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>This section of the Western Outfall Main Sewer is of historical significance, being one of Sydney's earliest main sewers, built in the 1890's to end the discharge sewage into Sydney Harbour. It is also significant for its association with the former Botany Sewage Farm, which it served until 1916, when the farm was superseded by the SWSOOS No1.</i>
Historical association significance SHR criteria (b)	<i>Does not meet this criterion.</i>
Aesthetic significance SHR criteria (c)	<i>This item does not have any notable outstanding aesthetic values.</i>
Social significance SHR criteria (d)	<i>This item is listed on the National Trust (NSW) register and is thus recognised by an identifiable group, and as such has importance to the broader community.</i>

Significance Criteria	Application of Criteria (Existing Assessment)
Technical/Research significance SHR criteria (e)	<i>The three barrels are an excellent example of the oviform brick construction method of the period, which have been in continuous operation for over 100 years and continues to give excellent service.</i>
Rarity SHR criteria (f)	<i>The brick barrels are a rare and unusual example of late 19th century sewer construction and are part of the highly significant SWSOOS sewer system which is the largest in the SWC system and likely NSW.</i>
Representativeness SHR criteria (g)	<i>The brick barrels are a representative example of late 19th century sewage construction.</i>
Integrity/Intactness	<i>Substantially intact.</i>

The Statement of Significance reads as follows:

“The Valda Avenue, Arncliffe to SWSOOS Merging Chamber section of the original Western Outfall Main Sewer is of historical and technical significance. Historically, it is an original section of one of Sydney's oldest main sewers, built in the 1890s to end the discharge of sewage into Sydney Harbour. Its flow originally terminated at the former Botany Sewage Farm (which was one of only two known large-scale sewage farms built in Australia during the 19th century), with which it has close temporal and locational associations. Technically, the three brick barrels, which are encased in concrete, are an excellent example of the oviform brick construction method of the time, which have provided continuous service for over 100 years” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 2 December 2000.

Tempe House and St Magdalenes Chapel (SHR 00725 and Rockdale LEP 2011 I236)

Tempe House and St Magdalenes Chapel is listed on both the NSW SHR and the Rockdale LEP 2011. The curtilage for this item is within 100 m of the Proposal area, but no impacts are proposed to occur within the listed item's bounds. This item has State significance.

Table 10 Tempe House and St Magdalenes Chapel Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>The house and gardens of Tempe Estate remain uniquely intact, which offers a rare opportunity for understanding the cultural history of New South Wales. The estate is of historic significance as the grounds and gardens exemplify an historic and picturesque example of typical British models of 19th century landscape styles. Tempe House belongs to a select group of houses owned by prominent individuals in the colony.</i></p> <p><i>The unique intactness of Tempe House and the landscape setting of the Estate contribute to an understanding of the cultural history of New South Wales.</i></p> <p><i>The Tempe estate is of considerable historical significance as it represents the picturesque aspirations of men of Spark's class during the boom years of the 1830s, and how those aspirations were carried out in the Australian colonial setting.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
<p>Historical association significance SHR criteria (b)</p>	<p><i>The property has a strong historical connection with Alexander Brodie Spark, an important social figure in New South Wales. Spark, a wealthy entrepreneur of the 1830s also built Tusculum at Potts Point, (now the headquarters of the NSW Chapter of the Royal Australian Institute of Architects). He was the largest landholder in the Cooks River area, was instrumental in the building of the St Peters Church and establishing the early community there. He also made popular the Cooks River area through his patronage of the arts, Tempe and the surrounding areas being the subject of numerous paintings by well-known artist since the 1840s largely due to Sparks's connections and the picturesque scheme he established on the estate. Many of Spark's original documents are available today and together with the intactness of the Tempe Estate provide an extremely rare and valuable historical asset. As such Tempe Estate and its connection to Spark have exceptional historical significance.</i></p> <p><i>The site is associated with several people of renown. As well as the original owner Spark, the Estate is also associated with the architect John Verge who designed the house in 1833, the architects Sheerin and Hennessy who designed the Chapel 1888 and Caroline Chisolm who operated a girl's school from the site for a period.</i></p>
<p>Aesthetic significance SHR criteria (c)</p>	<p><i>The house and setting of Tempe Estate are particularly significant as a consciously designed "Arcadian Villa". Spark erected a house designed by John Verge in keeping with his vision of a Grecian inspired temple. The picturesque ideal involved contrasting tamed expanses of open landscape with clusters of rough or 'wild' outcrops of rocks or stands of trees. Tempe House was placed to take advantage of the ideal romantic and picturesque site on the Cooks River with the 'Mt Olympus' knoll as backdrop. Both the setting and the house designed for it remain an exceptionally intact example of picturesque landscaping and design from the 1830s. These same aspects can be appreciated today despite the many constraints of its setting.</i></p> <p><i>The open space leading to the Cooks River provides views of the surrounding area and Fatima Island that are integral to the landscaped scheme and are of considerable aesthetic importance. The surviving views are similar to those shown in the earliest illustrations both from the northern side of the river toward the house and from the house looking northward across the river. The open space is of importance not only as a historical scheme but also for the contemporary community as the Tempe Estate can be appreciated from many surrounding vantage points. As such, the landscape of Tempe Estate must be seen as highly significant.</i></p> <p><i>Tempe Estate has landmark qualities as an exceptional space within the local landscape. The 'Olympus Knoll' and exposed cliff face beside Princes Highway and the open parkland from the river combine to give the site landmark qualities.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>Consciously designed as an 'Arcadian Villa' Tempe house and setting was designed to take advantage of the optimal views and splendour of the Cooks River. With the backdrop of 'Mt Olympus', the house is aesthetically significant as it provides an exceptional example of an 1830's landscape design. Tempe house exemplifies the work of John Verge and includes detail that is not found in his other works. It is the intactness of the original elements in the estate, which generates an extremely high aesthetic significance.</i></p>
<p>Social significance SHR criteria (d)</p>	<p><i>During the Sisters of the Good Samaritan Order ownership, the site functioned as a place of welfare orientated activities. While not initially opened to the public, the later period of eth Order's administration involved sharing the facility with local religious and sporting groups.</i></p> <p><i>Tempe House is also of social significance as a landmark to the local community. The house's association with A.B. Spark, who was active in establishing the local community and the St Peters Church and entertained extravagantly, adds to the social significance of the house. The house can be seen to have functioned as a focus for community activities during Spark's ownership. The subsequent use by the Sisters of the Good Samaritan for community welfare activities enhances the importance of this association.</i></p> <p><i>St Magdalen's Chapel was built by the Sisters of the Good Samaritan Order and designed by architects Sheerin & Hennessy is historically significant as a representation of the occupation of the site for over a century by the Benedictine Order. The stained-glass windows directly memorialise the former Superiors of the Order, while the lives and beliefs of the many other women that lived and worked in the St Magdalen's Retreat are indirectly represented by the Chapel buildings itself. While the many other buildings constructed during the Order's period of ownership have been demolished, the Chapel remains a significant historical component within the site.</i></p> <p><i>The Chapel building is significant as the spiritual focus for almost a century of charitable works at Tempe by the Sisters of eth Good Samaritan Order. It represents not only the religious devotion of the Sisters living on the site, but also the philosophy of repentance driving the charitable works that governed the operations of the 'Retreat' during the extensive period of the Order's ownership.</i></p> <p><i>Tempe House and its surrounding landscape have considerable esteem at both a local and a state level. Contemporary interest in the remnant estate, including the natural vegetation on Mount Olympus clearly demonstrates the value attached to the gardens and grounds as an integral component of Tempe House.</i></p> <p><i>Tempe Estate has been the subject of several major landscape paintings since the 1830s. That the view of Tempe that has been recorded by artists throughout the last two centuries remains largely intact is of significance to the community familiar with the paintings as well as the wider community.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
<p>Technical/Research significance SHR criteria (e)</p>	<p><i>The site offers a significant opportunity to investigate and study a rare and early example of colonial architecture and landscape.</i></p> <p><i>That Tempe Estate has been the subject of several major landscape paintings since the 1830s and that those views largely remain today is of significance for providing a rare opportunity to view the preferred subject matter of 19th century Australian picturesque landscape paintings.</i></p> <p><i>The remaining features of the garden and grounds of Tempe have the potential to reveal the early cultural and natural landscape of eth place.</i></p> <p><i>The archaeological remains on the site have the potential to provide evidence associated with not just Spark and his family but also with the large number of servants and convict staff used to establish and maintain the estate.</i></p> <p><i>The analysis and interpretation of the archaeological remains from this site should provide evidence of the material culture of the various occupants of the house as well as contributing to the understanding of the design and development of gardens in colonial Sydney.</i></p> <p><i>The archaeological structures and remains on the site would be able to contribute knowledge into several research questions:</i></p> <p><i>The material culture of Tempe House and grounds are likely to contain artefacts and structures whose analysis can provide us with socio-economic information about elite living conditions, including patterns of consumption.</i></p> <p><i>It will also inform us about working, accommodation and living conditions for convicts on colonial properties.</i></p> <p><i>The analysis of the underfloor deposits should be able to add to our knowledge about identification of socio-economic status, gender relations and other areas of substantive archaeological research.</i></p> <p><i>Location of structural remains of outbuildings associated with Tempe House will add to and improve our understanding of the layout of early colonial estates.</i></p> <p><i>Recording the location and construction of the gardens elements will contribute to knowledge about colonial garden design in Sydney. Interpretation of this evidence will help inform us about the ideological influences involved in the design of this landscape.</i></p> <p><i>The archaeological evidence associated with the Sisters of the Good Samaritan and their institutional buildings should shed light on the changing practices of reformatory institutions and the practices of reform and respite. There is great interest in the practices of institutions, in how they controlled the lives of inmates to achieve certain ideological intentions. In this case helping women to 'renounce their evil habits'.</i></p> <p><i>The potential for intact archaeological evidence associated with the Sisters of the Good Samaritan would provide substantive evidence for how this late nineteenth century reform institution operated and the way</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>in which the ideology of reform and resistance to it impacted on the physical structure as well as the material artefacts.</i></p> <p><i>The reformatory period evidence may also help inform us about the attitudes of the dominant ideology towards women and how gender relations were constructed between the women inmates and between them and their (female) supervisors.</i></p>
<p>Rarity SHR criteria (f)</p>	<p><i>The house combined with its setting is a rare example of a relatively intact picturesque landscape scheme from the 1830s and 1840s. The integrity of the twelve acres of land immediately surrounding the house offers a rare opportunity for the appreciation of a picturesque aesthetic as designed in the early nineteenth century.</i></p> <p><i>Tempe is a rare and exceptionally intact example of John Verge's work. It is a unique example of a Georgian neo-Classical design, fulfilling both the criteria of the villa and the cottage.</i></p> <p><i>St. Magdalen's Chapel, although relatively plainly finished on the exterior, it contains some very unusual features, notably: corbelled stone eaves; stone pediments above apse windows, which project above eaves line at the northern end; vaulted cedar boarded ceiling of rare design.</i></p> <p><i>Although not as developed as other examples at Elizabeth Bay House (no longer extant) or Government House, the survival of the Australian shrubbery within the garden is rare.</i></p> <p><i>The group of eucalypts and associated vegetation on Mount Olympus has some scientific value as an indicator of the natural vegetation communities of this part of the Estate.</i></p> <p><i>The use of the main house by the various occupants could be elucidated by archaeological evidence. Archaeological investigation and analysis of the site is likely to reveal remains and information not available from other sources.</i></p> <p><i>The site may contribute data relevant to early nineteenth-century households and economic status in this part of Sydney. The opportunity to examine archaeological assemblages that might contribute to such knowledge is rare and diminishing. The artefact assemblage should reflect all classes of people who lived in the house: owners, servants and convicts.</i></p> <p><i>The evidence associated with the reform institutions is rare and if it survives with any level of integrity it provides knowledge that no other resource can.</i></p> <p><i>This site has the potential to contain archaeological remains associated with two significant phases of occupation of the site. The occupation by Alexander Spark and family and the reform institution operated by the Sisters of the Good Samaritan.</i></p> <p><i>The knowledge to be gained from the analysis of the archaeological material excavated from the study area is relevant to general and</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>substantive problems relating to the archaeology and history of Australia. Some of the areas of research that are germane to historical archaeology are questions relating to:</i></p> <ul style="list-style-type: none"> <i>- colonial attitudes towards house and garden design and private recreation</i> <i>- identification, analysis and interpretation of living conditions and class structure within nineteenth-century society and how this evidence is structured within the archaeological resource;</i> <i>- working, accommodation and living conditions for convicts on colonial properties;</i> <i>- examination of the role of gender relations and how it structured nineteenth-century life especially with reference.</i>
Representativeness SHR criteria (g)	<i>No values have been identified under this criterion.</i>
Integrity/Intactness	<i>No values have been identified under this criterion.</i>

The Statement of Significance reads as follows:

“Tempe House is of exceptional historical significance as a remarkably intact 1830s villa still within its largely unaltered landscape setting. Designed by John Verge, Tempe House is an exceptional and rare example of Neo-Classical Georgian architecture, self-consciously designed as an 'Arcadian villa" for a picturesque setting and the only such example in the Sydney Metropolitan area. The site's association with the historical figures of A.B. Spark, Tempe's original owner, and following occupants, Caroline Chisholm and the Sisters of The Good Samaritan Order is also of significance.

“The site's intact nature makes it a valuable technical and research resource. As the only remaining building from the long period of the Sisters of the Good Samaritan Order's ownership, the St. Magdalen's Chapel, is of high social significance and represents the philosophy and religious beliefs of what was a large and rare charitable institution operating throughout the late 19th and 20th century. Architecturally the St. Magdalen's Chapel is also noteworthy. Tempe Estate is of exceptional social significance in the local area and displays landmark qualities that can be appreciated from a wide surrounding area.

*“The garden and grounds of Tempe House, on the Cooks River Arncliffe are of cultural significance on a State level for their siting and development by A.B. Spark according to Romantic Picturesque principles. Tempe Estate is a rare example of an 1830s villa which is still able to be appreciated in its landscape setting. The grounds are of exceptional importance for their ability to demonstrate close adherence to early nineteenth century design principles, including the modified natural element Mt Olympus - an unusual example of a detached shrubbery, and for surviving early fabric - walling, gateposts and sundial. They are important for their association for one hundred years with the Sisters of the Good Samaritan and for their framework of mature plantings, particularly the early *Olea europaea* subsp. *Europaea*. The group of eucalypts on Mount Olympus has value in providing evidence of the natural vegetation on the site. Mount Olympus and the group of eucalypts which, as a group, are rare on a local level. These are an identifiable natural landmark on the Princes Highway.*

“The potential archaeological remains within the study area have a high level of historic and archaeological significance and research potential. The archaeological excavation and analysis of

the remains associated with Tempe House occupation are likely to further our understanding of the colonial occupation of the house, and the material culture and living standards of elite families, their staff and convict servants and colonial attitudes towards gardens and recreation.

“The potential archaeological evidence associated with the occupation of the site by the Sisters of the Good Samaritan and their reform institution should provide important information, the analysis and interpretation of which will advance our understanding of reform ideology in the late nineteenth century and early twentieth centuries in Australia” (NSW Heritage Office, 2019).

This Statement of Significance was last updated on 14 November 2003.

Wolli Creek Wetlands (Rockdale LEP 2011 I232)

Wolli Creek Wetlands (I232) has been assessed against the SHR criteria in the Rockdale LEP 2011 listing and identified as having local significance.

Table 11 Wolli Creek Wetlands Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>Wolli Creek is historically significant for its role in the decision to begin settlement in this area.</i>
Historical association significance SHR criteria (b)	<i>Wolli Creek is associated with Reuben Hannam one of the earliest European settlers in the area and his son David Hannam who was responsible for early land subdivision in Arncliffe.</i>
Aesthetic significance SHR criteria (c)	<i>Does not meet this criterion.</i>
Social significance SHR criteria (d)	<i>Does not meet this criterion.</i>
Technical/Research significance SHR criteria (e)	<i>Does not meet this criterion.</i>
Rarity SHR criteria (f)	<i>It is a rare surviving example of a relatively intact Mangrove and Saltmarsh habitat in the Sydney region. The Saltmarsh community is rare and poorly conserved in NSW. This area also acts as an important wildlife corridor, with 14 species of birds protected by the Migratory Wading Bird Treaty having been sighted in the area.</i>
Representativeness SHR criteria (g)	<i>It is a good example of a mangrove and saltmarsh habitat in the Sydney region.</i>
Integrity/Intactness	<i>The wetlands are substantially intact.</i>

The Statement of Significance reads as follows:

“A rare surviving example of a relatively intact Mangrove and Salt marsh habitat in the Sydney region. The Salt marsh community is rare and poorly conserved in NSW. This area also acts as an important wildlife corridor, with 14 species of birds protected by the Migratory Wading Bird Treaty having been sighted in the area” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 15 July 2010.

Wolli Creek Valley (Rockdale LEP 2011 I237)

Wolli Creek Valley (I237) has been assessed against the SHR criteria in the Rockdale LEP 2011 listing (Table 1) and identified as having local significance.

Table 12 Wolli Creek Valley Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The Wolli Creek Valley is historically significant for its role in the decision to begin settlement in this area as it provided water and promised good soils for crops.</i>
Historical association significance SHR criteria (b)	<i>The Wolli Creek Valley is associated with Reuben Hannam, one of the earliest European settlers in the area, and his son David Hannam who was responsible for early land subdivision in Arncliffe.</i>
Aesthetic significance SHR criteria (c)	<i>The Wolli Creek Valley is integral to the protection of the riparian corridor of Wolli Creek and is today an essential green recreation corridor buffering the densely urban areas surrounding it.</i>
Social significance SHR criteria (d)	<i>The Wolli Creek Valley has special association for a local group known as the Wolli Creek Preservation Society who has actively campaigned for the conservation of the Valley since 1983.</i>
Technical/Research significance SHR criteria (e)	<i>Further research may reveal more about the Aboriginal inhabitants of the area both prior to and subsequent to colonial settlement.</i>
Rarity SHR criteria (f)	<i>The Wolli Creek Valley contains extensive bushland, much of it of high conservation value. It is associated with one of the few remaining creeks in inner Sydney with banks that have not been extensively engineered or channelled. In combination, they represent a heritage of natural values unique in a wide region from the fringes of the Parramatta River to those of the Georges River and from the coast to as far west as Prospect.</i>
Representativeness SHR criteria (g)	<i>The Wolli Creek Valley is representative of pre-settlement riparian environments in the Rockdale area.</i>
Integrity/Intactness	<i>The Wolli Creek Valley is reasonably intact.</i>

The Statement of Significance reads as follows:

“The Wolli Creek Valley is historically significant for its role in the decision to begin settlement in this area as it provided water and promised good soils for crops. Wolli Creek Valley is associated with Reuben Hannam one of the earliest European settlers in the area and his son David Hannam who was responsible for early land subdivision in Arncliffe. The Wolli Creek Valley is integral to the protection of the riparian corridor of Wolli Creek and is today an essential green recreation corridor buffering the densely urban areas surrounding it. The Valley is a rare example of native vegetation and landscape in the inner urban area of Sydney, containing several rare and significant faunal and floral species. The place has the potential to reveal more about Aboriginal inhabitants of the area prior to and subsequent to colonial settlement” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 28 September 2010.

Green Square listed items

Waterloo Public School group (Sydney LEP 2012 I2071)

Waterloo Public School group has been assessed against the SHR criteria in the Sydney LEP (Green Square Town Centre) 2013 listing (Table 1) and identified as having local significance. The features contributing to its heritage significance consist of buildings including interiors, landscaping and retaining wall.

Table 13 Waterloo Public School group Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The group is historically significant as it represents, and therefore allows an interpretation of, the substantial institutional development that took place along the main transport route of Botany Road, and within the South Sydney area in the 1880s.</i>
Historical association significance SHR criteria (b)	<i>Does not meet this criterion.</i>
Aesthetic significance SHR criteria (c)	<i>The buildings are also aesthetically significant as the design of prominent government architect William Kemp c. 1880 with additions by Richard Wells, Government Architect 1926-1929. The group has aesthetic significance as the scale and prominence of the buildings and plantings are landmarks in the local area.</i>
Social significance SHR criteria (d)	<i>The group has social significance as a place that has strong associations with the surrounding community.</i>
Technical/Research significance SHR criteria (e)	<i>Does not meet this criterion.</i>
Rarity SHR criteria (f)	<i>Does not meet this criterion.</i>
Representativeness SHR criteria (g)	<i>Representative example of a Victorian inner city school</i>
Integrity/Intactness	<i>Externally intact.</i>

The Statement of Significance reads as follows:

“Waterloo Public School, the school residence, and the school grounds have, as a group, high local significance. The group is historically significant as it represents, and therefore allows an interpretation of, the substantial institutional development that took place along the main transport route of Botany Road, and within the South Sydney area in the 1880s. The buildings are also aesthetically significant as the design of prominent government architect William Kemp c. 1884 with additions by Richard Wells, Government Architect 1926-1929. The group has aesthetic significance as the scale and prominence of the buildings and plantings are landmarks in the local area. The group also has social significance as a place that has strong associations with the surrounding community” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 29 July 2003.

Chalmers Street Substation, near Central Station listed items

Sydney Terminal and Central Railway Stations Group / Central Railway Station group (SHR 01255 and Sydney LEP 2012 1824)

The Central Railway Station group is listed on both the NSW SHR and the Sydney LEP 2012. This item has State significance.

Table 14 Central Railway Station group Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
<p>Historical significance SHR criteria (a)</p>	<p><i>THE SYDNEY TERMINAL & YARD</i></p> <p><i>The primary historical importance of the Sydney Terminal and the associated yards is the continuation of use of this site, for railway purposes, since the construction of the first line, from Sydney to Parramatta, in 1855. Three successive Sydney Termini, the Mortuary Station and the Central Electric Station have been built on this site.</i></p> <p><i>The construction of the Sydney Railway yards and terminal is associated with the introduction of railways to NSW in 1855 and the subsequent construction of a rail network throughout the state, and interstate, initially by a private company and subsequently by the government. The establishment of the railways in NSW and Victoria was undertaken during the same period albeit using differing technology and standards.</i></p> <p><i>The development of the Sydney yards commenced in 1855 and was one of the first two yards in Australia, the other being in Melbourne. Extensive workshop facilities were established to enable the repair of locomotives. From the late 1880s the working functions of the Sydney Yards have gradually been transferred, initially to Eveleigh and, during the 20th century further afield. Following the erection of the main terminus, and later the Parcels Post Office, in the 20th century the focus of the goods handling activities has transferred from the eastern to the western side of the site. The majority of the working yard area disappeared with the construction of the City Electric lines however, a small pocket remains along the boundary with Prince Alfred Park.</i></p> <p><i>The construction of the Darling Harbour Branch Line and the establishment of an extensive area for goods storage and transfer indicate the importance of the Sydney Terminal and yards in the distribution of produce from country NSW.</i></p> <p><i>The construction of the Central Station or the Sydney Terminal on the site of the Old Burial ground was one of the largest planned interventions into the urban fabric of Sydney undertaken prior to World War 1 and is a rare example of a scheme that not only included a formal public building but also parkland and roadway. The deliberate creation of the formal approaches, the widening of the streets to form avenues and create vistas, the separation and multi-layering of tramlines, vehicular and pedestrian access and the creation of subways resulted in the creation of an urban environment of a scale and character not before seen in Sydney, a character that would have been in sharp contrast to the residential character of Redfern, Chippendale and Surry Hills.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>The development of the main terminus resulted in an increase in the commercial activity around Railway Square and influenced the choice of the site for department stores.</i></p> <p><i>Following the introduction of trams, Railway Square and later Central Station became a major tram interchange with links to the suburbs and Circular Quay. In 1900, 60% of the 100 million trips on Sydney's public transport system were by tram and only 15% by train. The link between Circular Quay and the Railway Station being a popular route, carrying in the order of 11 million passengers in 1911. During peak hour the George Street trams were 29 seconds apart.</i></p> <p><i>The separation of the trams from other forms of traffic at the Sydney Terminal would have speeded up the flow of the trams. Little evidence of the existence of the complicated tram layout around Central Station remains.</i></p> <p><i>With the expansion of the rail network across the state the coastal shipping network declined. Train travel was more reliable, the train timetable was not reliant on good weather conditions and the loading and unloading of freight was less hazardous. Little trace remains of a once extensive coastal shipping network. Rather than Sydney Harbour, the Sydney Terminal became the main point of entry or departure for travellers to and from country NSW and for the movement of goods.</i></p> <p><i>The construction of a city rail loop was proposed around the turn of the century and provision left adjacent to the main terminal building. Construction did not occur until the mid-1920s. The demand for trams would have been lessened following the introduction of the city loop and the construction of the Central Electric Station.</i></p> <p>SYDNEY TERMINUS</p> <p><i>Central Station, constructed to serve the expanding population of Sydney, was the first major metropolitan rail terminus to be constructed in Australia and is the main NSW terminus. There have been three successive passenger termini on this site, each successive station designed to provide a much greater level of passenger accommodation than the former.</i></p> <p><i>The debate concerning the location of the main terminal for Sydney occurred on and off during the last two decades of the 19th century. The technical difficulties associated with extending the line further north and the associated cost as well as changing governments resulted in the creation and abandonment of numerous station designs and almost as many locations.</i></p> <p><i>The design and erection of a major terminal for Sydney, which allowed for future expansion, indicated a climate of optimism regarding the future growth of Sydney metropolitan area.</i></p> <p><i>The earlier station designs had allowed for the line to be continued northwards. The final scheme adopted involved the moving of the terminal to the northern side of Devonshire Street allowing the second</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>Station to continue to function until the new terminal was operational. The third Terminal did not allow for the continuation of the lines, resulting in the construction of the adjacent Central Electric Station, when an extension into the city was agreed.</i></p> <p><i>The design of the Sydney Terminal was modified for cost cutting purposes however, it still represented considerable expenditure by the State Government. The second stage of the main terminus was one of the largest of the limited building projects, undertaken by the government during World War 1. The two stages are almost imperceptible and the overall character of the initial design was continued in the second stage. The second stage was not completed, plinths were constructed for the cupolas flanking the central bay but the cupolas themselves were not constructed.</i></p> <p>THE MORTUARY STATION</p> <p><i>There are few other known examples of a purpose built mortuary stations anywhere in the world. The other stations which may have been solely Mortuary Stations exist in England, Sutherland and Sandgate. The pair of Mortuary Stations are the only examples in Australasia.</i></p> <p><i>The Mortuary Stations is one of the oldest surviving stations in Australia, there a few remaining examples of stations which date from pre 1870. Four other examples remain in NSW and a series of five identical stations were built in Victoria c.1862-3.</i></p> <p><i>The development of this station is not only associated with the expansion of the Sydney yards but also with the development of the Rookwood Necropolis at Haslem's Creek (Lidcombe), one of the largest and most intact Victorian garden cemeteries in the world.</i></p> <p><i>The erection of a permanent Mortuary Stations, within 15 years of the commencement of the rail network in NSW is an indication of not only the rapid expansion of the railway but that it had rapidly become accepted as a mode of transport by the citizens of Sydney.</i></p> <p>RAILWAY INSTITUTE</p> <p><i>The Railway Institute was the first such institution of its type in Australia, providing a high level of facilities for the employees.</i></p> <p>PARCELS POST OFFICE</p> <p><i>The Parcel Post Office was constructed in this location as the majority of parcels were carried by rail. Many of the Sydney Department Stores ran a mail order catalogue, sending goods to country NSW. The size of the building indicates the volume of parcels handled, or planned for.</i></p> <p>DARLING HARBOUR LINE</p> <p><i>Together with the remaining structures and works on the Sydney main line to the old Parramatta station. The Dive is one of the earliest surviving cuttings and overbridges in NSW. Built as a branch off the initial railway line from Sydney to Parramatta, to provide a link with</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>Darling harbour and to enable goods to be transferred to and from ships, the Darling Harbour Branch Line formed part of an extensive trade network to provide for the export of Australian grown wool.</i></p> <p><i>This rail link was influential in the development of Darling Harbour in the second half of the 19th century. The use of Sydney Cove for trade purposes declined, as access by land became more congested, and there was a corresponding increase in the use of Darling Harbour. This link, although disused, is retained for emergency purposes.</i></p>
Historical association significance SHR criteria (b)	<p><i>The item has not been assessed against this criterion.</i></p>
Aesthetic significance SHR criteria (c)	<p>THE SYDNEY TERMINAL & YARD : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>The developments of the railways in Europe were closely followed in Australia and initially the locomotives, carriages, rolling stock and rails were imported from England. The technology was imported directly with little or no modification. The railway lines in NSW were designed and built by engineers who trained under the prominent British railway engineers.</i></p> <p><i>Between 1855 and 1930 the majority of the construction work within the Central Station complex, the sewers, the railway lines, the Mortuary Station, the Main Terminus and approaches, the road re-alignments, the tramlines and the construction of the Parcels Post Office was undertaken by branches of the Public Works Department.</i></p> <p><i>The Colonial or Government Architects Branch designed the Mortuary Station and the Main Terminus. The overall layout, approaches and the Eddy Avenue level, as well as the remainder of the stations in NSW constructed prior to 1920 were designed by the Railway Construction Branch. Railway construction was separated from remainder of the Department of Public Works during the construction of the second stage of the main terminus.</i></p> <p><i>With the exception of the Central Electric Station, the station buildings were designed for steam trains. The tank engines required constant maintenance and supplies of fuel and water which were available at nearby Eveleigh.</i></p> <p><i>Associated with the passenger station were working yards which provided evidence of the changing technology of train travel, from steam to electrification and diesel. The railway yards were necessary to allow for the shunting of trains as well as to store and maintain carriages and for the transfer of goods. Traces of the workings of the yards during the steam train era remain including water tanks and columns.</i></p> <p><i>The changes in the predominant building materials, and the way in which they are employed, with sandstone and corrugated iron being used until c.1870 for even the most utilitarian buildings such as workshops, then polychromatic brickwork, then sandstone for the more</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>important buildings, and brick with sandstone dressings from the lesser buildings, indicates not only changes in technology, but also the changing fashions for the use of a particular material. After the 1899 inquiry into building materials for public buildings sandstone was used for all major public buildings. The use of sandstone therefore indicates the status of a particular building.</i></p> <p><i>Particular building styles, details and material were associated with the railways and were used for the construction of the early stages of the Sydney Terminal complex. The remaining workshop buildings feature standard windows that are also found in the Eveleigh and Honeysuckle workshop buildings. Moulded and polychromatic bricks were used in the second station building and its additions, other examples of this style of station building, designed by John Whitton remain in country NSW locations such as Albury. In contrast the main terminus is of a scale and character that is unique in NSW.</i></p> <p><i>The construction of the railways utilised large quantities of bricks not only for buildings but also for the creation of flyovers, bridges, embankments and retaining walls. There exists a tradition of recycling of building elements from railway buildings, particularly the cast iron elements such as canopy brackets (which could be utilised for verandah or platform canopies), columns and trusses, not only within the yard but also to other railway complexes. Examples of such recycling can be found within the station complex.</i></p> <p>THE SYDNEY TERMINAL & YARD : LANDMARK SIGNIFICANCE</p> <p><i>The first and second Devonshire stations both fronted Railway Square however, the expansion of the platforms in front of the second terminus building diminished any sense of formal approach.</i></p> <p><i>The bellcote of the Mortuary Station and later the clocktower of the main terminal building could be seen from a great distance when first constructed. The main terminus forms a prominent Sydney landmark and was designed to act as gateway to the city. The formal approaches and surrounding avenues enhance this characteristic. The clocktower remains visible from Railway Square, Pitt Street and part of Surry Hills.</i></p> <p><i>The workings of the railway yard have always been visible from the Cleveland Street Bridge and Prince Alfred Park, however, plantings in the park in the 20th century have lessened the visibility of the yard. There is considerably less manual activity within the yard than in the 19th century, however, the frequency of trains has increased considerably.</i></p> <p>SYDNEY TERMINUS : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>The design of the Sydney Terminal was overseen by an Advisory Board of experts, whose members included the chief railway engineers from Victoria, NSW and Queensland and the NSW Government Architect. This Advisory Board were also involved in the design of the Flinders Street Station in Melbourne. In scale and character the design of Sydney</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>Station and the Sydney Terminal, is of a similar quality as the major European and American Rails Termini.</i></p> <p><i>In contrast with the second Station where the lines passed through the new building, Station was a true terminal, the main building and concourse preventing any further extension of the line. The majority of railway stations in Australia are located at a point along a railway line rather than forming the end point of the line.</i></p> <p><i>Sydney Station, as constructed, contains many innovations not previously seen or rare in NSW, the viaducts for the trams, the three pin truss roof to the portico, the assembly platform [concourse], the Devonshire Street subway, the mail and luggage subways and the subterranean gentlemen's toilet, beneath the assembly platform.</i></p> <p><i>The first stage of the main terminal building is reputed to be the first large scale use of reinforced concrete slab construction in NSW.</i></p> <p><i>The design of the Sydney Terminal were easily accessible from the main concourse, or assembly platform where a destination board detailed the arrivals and departures. In major termini such boards have largely been replaced by computerised arrival and departure displays. The display board from the Sydney Terminal is now held in the Powerhouse Museum.</i></p> <p><i>The concourse, or assembly platform, was designed as a place of assembly and was one of the larges covered public spaces in the city. Other large spaces accessible by the public were the Centennial Hall in the Town Hall, the Exhibition building in Prince Alfred Park and the Queen Victoria market building.</i></p> <p><i>The design was a collaboration between the railway engineers, in particular Henry Deane and the Government Architect, WL Vernon. Both men were trained in Europe and subsequently travelled there to inspect the latest projects. Vernon studied a variety of building types whilst Deane concentrated on railway and tramway installations. Deane was particularly impressed by the American Stations, and modelled the proposed three pin truss train shed roof on Union Station, St Louis.</i></p> <p><i>The influence on overseas precedents can be seen in the form and layout of the building, the architectural style and in the use of the three pin truss. There are few precedents for the multi-level segregation of trams, pedestrian and vehicular traffic.</i></p> <p>SYDNEY TERMINUS : LANDMARK SIGNIFICANCE</p> <p><i>The Sydney Terminus was designed to form a landmark. When completed in 1920 the clocktower would have been visible from many parts of the city as it was the tallest tower in the city. By creating the park and the wide avenues adjacent to the station the views to the clocktower were accentuated.</i></p> <p><i>A formal approach to the station, either through Belmore Park or up the ramps to the portico or via the cab ramp formed an elaborate sequence</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>of spatial experiences unequalled in Sydney. This progression was continued within the station building, through the booking hall, assembly platform [concourse] and onto the platforms.</i></p> <p><i>The approaches to the terminus were to form the gateway to the city, tree lined avenues were created and Pitt Street widened. George Street not Pitt Street however, has developed to form the main thoroughfare north to south through the city.</i></p> <p><i>The multiple levels of the main station building were designed to separate the types of traffic, vehicular, tram and pedestrian in the aim of preventing accidents. Over the time the ordered separation has become less apparent, with the removal of tramway and bus services.</i></p> <p><i>The Devonshire Street subway was the first major subway in NSW, probably in Australia, introducing an urban form more common in the major European and American cities of the time.</i></p> <p><i>The station was one of the largest buildings in the city, rivalling the town hall and the main government department in Bridge Street.</i></p> <p>THE MORTUARY STATION : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>The Mortuary Stations are considered to be one of the finest designs by the Colonial Architect James Barnet and were, at the time of their construction the most elaborate stations in Australia. A series of identical Gothic Revival stations (with residence attached) were constructed in Victoria in the early 1860s however, the design, and decorative detail is nowhere near as elaborate as the Mortuary Station.</i></p> <p><i>The Mortuary Station is considered to be an exceptional example of the Gothic revival style, one of the finest in Australia and is comparable with English examples of the period. James Barnet designed four major Gothic Revival buildings: the GPO in Martin Place, the Andersen Stuart Building at Sydney University and the two Mortuary Stations. He based his design, not only on Venetian Gothic prototypes, popularised through the writings of Ruskin but also on the work of the prominent architect Sir George Gilbert Scott such as the (unbuilt) Foreign Office.</i></p> <p><i>The Gothic theme carries through the decorative motifs used throughout the design and the carved furniture, which resembled pews. In contrast with the majority of stations the platform was tiled not asphalt. The level of detail is far higher than any other railway station of the period on the NSW system.</i></p> <p><i>The sandstone elements were finely carved, including the medallions, the foliated capitals and the intrados (soffits). The Colonial Architect, James Barnet, through his designs played an important role in encouraging the craft of stone masonry in NSW.</i></p> <p><i>Coincidentally, the station building used the same platform layout as the first temporary terminal at Devonshire Street building, i.e. a single platform. Its level of decorative detail was much higher and more</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>permanent material were employed in its construction. The Mortuary Station is the finest example of this type of station in Australia.</i></p> <p>THE MORTUARY STATION : LANDMARK SIGNIFICANCE</p> <p><i>The Mortuary Station was a local landmark, clearly visible from Prince Alfred Park, the Cleveland Street Bridge, from the grounds of Sydney University and seen by passengers arriving and departing from the Sydney Terminal. This context has been largely submerged by 20th century developments.</i></p> <p>RAILWAY INSTITUTE : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>During the early 1890s a number of public buildings were undertaken by competition. These designs reflected the up-to-date trends in architectural design. The use of the Queen Anne Revival follows English trends, the style having been popularised by the London Board schools. The choice of materials, in particular the moulded bricks and the red tiled roof are prominent features of the Queen Ann style.</i></p> <p><i>This building features Marseille roof tiles for the first time in a building in Australia.</i></p> <p><i>The large hall still retains much of its decorative detail and is a rare surviving example of a small hall of the late Victorian period. Other intact examples, the Town Hall and St Georges Hall are much larges spaces.</i></p> <p><i>The building is one of few known examples of the work of the architect Henry Robinson.</i></p> <p>RAILWAY INSTITUTE : LANDMARK SIGNIFICANCE</p> <p><i>The Railway Institute is prominent when viewed from the Railway yards and from Chalmers Street.</i></p> <p>PARCELS POST OFFICE : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>The building is one of three major buildings on the site designed by the Colonial or Government Architects Branch. The neo-classical detailing of both the Parcel Post Office and the Sydney Terminal was designed by GM Blair. The building was designed in stages, as was the main Terminal building probably for funding reasons.</i></p> <p><i>The roofscape of the building is unusually prominent when viewed from a distance. There are few other office buildings in Sydney where the roofscape is so visible.</i></p> <p><i>The Parcel Post is an early example of an office building, with an internal frame design which provides for the maximum free floor area. It was designed before the introduction of fully framed buildings. The facade is load bearing masonry.</i></p> <p>PARCELS POST OFFICE : LANDMARK SIGNIFICANCE</p> <p><i>The Parcel Post Office adds to the distinctive character of Railway Square.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p>DARLING HARBOUR LINE : AESTHETIC & TECHNICAL SIGNIFICANCE</p> <p><i>The Darling Harbour Line is one of the few remaining structures which relate to the first phase of construction of the terminal and yard, when sandstone was the predominant material in the early phase of development. It provides an indication of the extent of civil engineering works required to construct the first terminal and yards.</i></p>
<p>Social significance SHR criteria (d)</p>	<p>SYDNEY TERMINAL & YARD</p> <p><i>The Sydney Terminus has always been a major passenger interchange. In contrast with the first two termini where the subsequent development was haphazard, the interchange between the various forms of transport at Central Station was carefully designed to lessen the chance of accidents.</i></p> <p><i>Each station building also improved on the last in terms of passenger comfort, the first Redfern or Sydney Station being a hastily erected shed, the second station being designed to separate the arriving and departing passengers. The third passenger station was constructed complete with numerous platforms, a covered assembly area and separate waiting and dining facilities for ladies and gentlemen.</i></p> <p><i>A large workforce was once required to maintain and refuel the steam locomotives. Following the establishment of the workshop complex at Eveleigh the workshop facilities in the Sydney yards declined. There are no longer workshop facilities at the Sydney Terminal, not even for electric and diesel trains.</i></p> <p><i>Many of the operations of the yards, such as signalling were once operated manually. With the introduction of hydraulic and later electronic signalling the number of staff required to operate the yards has declined. This trend is not peculiar to the Sydney yards.</i></p> <p><i>The development of the suburban train system allowed workers to commute rather than having to reside near to their place of work. Vast numbers of commuters use 'Central Station' as an interchange on a regular basis.</i></p> <p><i>The development of the rail network allowed fast and comfortable travel available to all. The journey to Bathurst by stagecoach took 18 hours. The train would have been considerably faster and provided a higher level of facilities. The Sydney Terminal was the point of departure for many travellers.</i></p> <p>SYDNEY TERMINUS</p> <p><i>The new terminus was designed with a capacity to double the passenger number, to an expected maximum of 40,000 per day. With the increase in the use of the private car in the late 20th century the reliance on public transport has lessened however, Sydney Terminal Station is still used a large number of commuters on a daily basis.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>The Sydney Terminus was designed with an elaborate and impressive booking hall, which was not only experienced by passengers buying tickets but also glimpsed by passengers passing through onto the assembly platform [concourse]. The experience of buying a ticket in such an elaborate and formal space would have heightened the sense of romance associated with travel.</i></p> <p><i>Associated with the assembly platform [concourse] were a series of amenities which reflect the attitudes and customs of the period, separate dining, tea and waiting facilities were provided for ladies and gentlemen. A barber and change facilities, including baths, were provided to allow passengers to clean up after their journey.</i></p> <p><i>A reading room and dining room were provided for the railway commissioners and their staff, to mitigate against the fact that the terminal building has been located away from the centre of town.</i></p> <p>THE MORTUARY STATION</p> <p><i>The erection of the receiving stations at Sydney and within the Rockwood Necropolis was to enable the dignified transfer of the coffins from carriages onto the funeral train. The station was designed to provide an elaborate setting for the mid to late Victorian rituals associated with both death and mourning. The Gothic Revival style, generally more commonly associated with ecclesiastical or collegiate buildings, was employed to provide a suitable atmospheric setting favoured for funeral designs during the period.</i></p> <p>RAILWAY INSTITUTE</p> <p><i>One of the aims of the institute was to provide for the continuing education of the railway employees. Evening Classes and examinations were undertaken within the building.</i></p> <p><i>The Honour Boards record the names of important people in railway history.</i></p> <p><i>The building has continued to operate as a facility for Railway employees for over a century and the halls within the Institute have been utilised for a wide range of social functions and during emergencies.</i></p> <p>PARCELS POST OFFICE</p> <p><i>The Parcel Post Office was designed for an all male work force, there were no toilet facilities for women included in the original scheme. The original scheme also included detectives galleries, to allow for the surveillance of the floor.</i></p>
<p>Technical/Research significance SHR criteria (e)</p>	<p>THE SYDNEY TERMINAL & YARD</p> <p><i>In addition to the extant remains of the early stages of development of the site such as the Darling Harbour Branch Line and the imprint of the demolished heavy goods shed, evidence remains in the archaeological record of the former uses of the site. The site of the main terminus was formerly occupied by the Benevolent Asylum, Carters Barracks and the</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>Devonshire Street cemetery. Re-location of the graves and demolition of the structures was recorded in the documentary evidence. As the site levels were raised to create the new station it is unlikely that all foundations were removed. Other contemporary building projects were constructed leaving the former foundations in-situ.</i></p> <p><i>PARCELS POST OFFICE</i></p> <p><i>The Parcel Post Office is a reprehensive example of state of the art fire proof construction and its application to multistorey construction techniques.</i></p> <p><i>DARLING HARBOUR LINE</i></p> <p><i>The rail line under George Street was one of the first underpasses to be constructed as part of the NSW rail network. George Street was initially carried across the track by a bridge. In contrast to the Cleveland Street Bridge, the George Street overbridge remains largely intact.</i></p>
Rarity SHR criteria (f)	<i>The item has not been assessed against this criterion.</i>
Representativeness SHR criteria (g)	<i>The item has not been assessed against this criterion.</i>
Integrity/Intactness	<i>The item has not been assessed against this criterion.</i>

The Statement of Significance reads as follows:

“THE SYDNEY TERMINAL AND YARDS

- *As the site of the first Sydney Terminal and the starting point of the main line, from which the NSW rail network grew;*
- *for its continuity of railway use since 1855;*
- *As the site of one of the first passenger stations in NSW;*
- *As a major terminal by world standards, comparable with late Victorian and Edwardian metropolitan stations in Europe, Great Britain and North America;*
- *Containing the Mortuary Station, one of five pre 1870 stations surviving in the State;*
- *As the first major terminus to be constructed in Australia and the only example of a high level terminus in the country;*
- *As a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings in particular the Mortuary Station, Railway Institute and the Parcels Post Office;*
- *Containing two of the three station buildings, in NSW designed by the Colonial or Government Architect in NSW;*
- *As one of the two longest continuously operating yard/workshop complexes in Australia, dating from the 1850s. Although many of the original functions have been superseded, or operations transferred to other sites, evidence of the working 19th century yard remains extant;*

- *As a major multi-level transport interchange between pedestrians, vehicular traffic and trains and later trams and subsequently buses. Since its establishment in 1855 it has been one of the busiest transport interchanges in Australia;*
- *As the largest formally planned addition to the urban fabric of Sydney prior to World War 1, intended to form a gateway to the city;*
- *As the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record;*
- *As a major public work undertaken in numerous stages between 1855 and 1930 by two branches of the Department of Public Works, the Railway and Tramway Construction Branch and the Colonial (later Government) Architects Branch;*
- *For the evidence provided of the changing technology of train travel from steam to electric trains, indicated not only by the declining yard workforce but also by the changes in yard layout and signalling work practises;*
- *As point of entry to the city for visitors from country NSW and a major departure point for travellers within Australia;*
- *The railway yards, the Mortuary Station, Railway Institute Building, terminus and clock tower are familiar Sydney landmarks, particularly to rail travellers.*

THE WESTERN YARD

- *For their continual operation as a rail yard since the introduction of railways to NSW in 1855;*
- *As site of the first and second Sydney Terminals and the Mortuary Station;*
- *Whitten virtually abandoned Sydney work in order to construct the main line network in the country areas.*

THE DARLING HARBOUR BRANCH LINE

- *Containing one of the first overbridges and cuttings constructed in Australia, part of the first phase of railway construction in NSW;*
- *As a vital link with Darling Harbour and for the export of wool and other agricultural products from country NSW;*
- *For the surviving fabric which provides evidence of change embankment and retaining wall and bridge construction techniques.*

THE MORTUARY STATION

- *As one of a pair of purpose-built mortuary or receiving stations, the only known example in Australasia. Whilst the station at Sydney remains in its original location, the Rookwood Station has been relocated;*
- *As a fine, rare example of 19th century Venetian Gothic;*
- *As the finest example of a covered single platform type station in Australia and the most elaborately detailed stations, of its period. The detail includes a rare example of a tiled platform, elaborately carved stonework and joinery, furniture and decorative wrought iron work;*
- *As one of few Gothic Revival buildings designed by the Colonial Architect James Barnet, a highly praised design, marking a high point in his career and considered to be one of his finest designs;*
- *For its association with Victorian rituals surrounding death and mourning. The building was designed as an elaborate setting for the example of the use of trains rather than horse drawn carriages to transport coffins to cemeteries;*

- *As one of few Gothic revival buildings of the period that were designed for a function other than for churches or schools. The style was selected to provide an appropriate atmosphere for the mourners;*
- *As an early example of the introduction of Venetian Gothic motifs including the colonnade which screens the platform;*
- *As a fine example of stone masonry including an arcade with foliated capitals and carved intrados (soffit), metal and wood work;*
- *For the role played by the colonial Architect James Barnet in encouraging the art of stone masonry through his designs;*
- *For its association with the development of the Rookwood Necropolis, one of the largest garden cemeteries in the world;*
- *As a local landmark, visible from locations such as Prince Alfred Park, the Cleveland Street Bridge and the forecourt of Sydney University.*

THE WEST CARRIAGE SHEDS

- *One of few surviving working buildings on the site, whose industrial character, specialised layout and form demonstrate former functions and operations;*
- *As the smaller, and remaining of two carriage sheds, built for the servicing of carriages;*
- *Part of the extension of the Sydney Terminal shortly after the turn of the century;*
- *The disuse of the carriage sheds provides evidence of the changing nature of rail travel and work practices, such labour intensive processes no longer being undertaken within the Sydney Yards.*

PRECINCT 2: THE PRINCE ALFRED SIDINGS

- *Contain the only remains of a workshop building within the Sydney Terminal complex, which date from the 1870s, and also the Railway Institute;*
- *Mark the eastern boundary of the once extensive Sydney yards.*

THE RAILWAY INSTITUTE

- *The first Railway Institute to be established in Australia;*
- *A fine example of the Queen Anne revival style, based on English precedent. The building exhibits characteristic features of the style including Dutch Gables, the use of moulded brickwork and Marseille roof tiles;*
- *For its role in the continuing education of the railway employees, through evening classes;*
- *A setting for social activities for the railway employees;*
- *Containing significant plaques and memorials to railway employees;*
- *Containing a rare, and largely intact, example of a small scale, late Victorian Hall.*

PRECINCT 3: THE SYDNEY TERMINAL - THE TERMINUS

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

- *A major planned urban design aimed at improving Sydney, in contrast to the haphazard beginning and former unplanned growth of the rail termini. The only major building of this period in Sydney where the urban setting was consciously designed to complement, and provide views of the main structure;*
- *A symbol of the progress of the development of the city and the railway;*
- *A major public building designed by the Government Architect WL Vernon, and detailed by GM Blair, and completed by his successor George McRae. The only railway station designed by Vernon, and his most adventurous free classical design;*
- *A major sandstone building, one of the few to be constructed, in Sydney, outside of the heart of the CBD. The use of sandstone reflected the status of the building as a major public building;*
- *For its design as an elaborate progression of spaces, from the tram portico to the booking hall to the concourse and into the (proposed) train shed, enhancing the sense of journey. This contrasted with the previous station which had grown into an unplanned conglomeration of platforms;*
- *The largest station to have been constructed in NSW, previously the major country stations such as Albury were grander both in scale and decorative detail than the Sydney Terminal;*
- *The Sydney Terminal would have been even grander had the train shed been constructed covering the platforms. The changing of the design as a cost cutting measure reflects the economic conditions of the time. The construction of Stage Two during the war years, however, reflects the importance of this transport link to the Australian economy;*
- *A rare example, in Sydney, of the use of multi level vehicular approaches, the separate approaches for tram, pedestrian and vehicle, being identified at the outset as being a particular feature;*
- *The clocktower, completed as part of the second stage, is a well known Sydney landmark, nicknamed "the working mans watch";*
- *Containing such planning innovations as separate subways for passengers and baggage handling and the main assembly platform [concourse];*
- *Further investigation may reveal the main assembly platform to be one of the earliest uses of reinforce concrete floor slabs in NSW;*
- *Marking a period of prosperity for the railways and a subsequent decline in other forms of transport, in particular the more unreliable coastal shipping, following construction of the north coast Railway 1910-1922;*
- *The manner in which different structural systems, such as the three pin and crescent truss roofs, were used throughout the design to form a variety of spaces;*
- *The original floor plan indicates separate waiting facilities for different classes of passenger and for women. These distinctions have largely disappeared, with the exception of the use of a system of classes on the transcontinental trains and the XPT and Explorers;*
- *For the inclusion, in the design, of up-to-date technology including telephones and telegraphs.*

THE PARCEL POST OFFICE

- *The only purpose built post office building, of this period in Sydney;*
- *An indication of the importance of rail in carrying parcels;*
- *An example of the work of the Government Architects Vernon and McRae and their principal design architect, GM Blair;*

- *A fine example of neo-classical detailing on one of the few brick and sandstone public buildings in inner Sydney;*
- *A landmark in Railway Square;*
- *An early example of a concrete and steel framed office building of fire proof construction.*

THE SYDNEY YARD

- *The yard contains one of the earliest sewers in Metropolitan Sydney, built by the newly formed Department of Public Works in the mid 1850s;*
- *The site of the workshops which were the heart of the working yard in the mid to late 19th century;*
- *Containing evidence of the changing technology of train travel, commencing with steam locomotives in the mid 1850s;*
- *Showing the impact of the decentralisation of railway functions, which began in the 1880s, on the Sydney Yard.*

PRECINCT 5: THE CENTRAL ELECTRIC STATION

- *Association with JJC Bradfield and the construction of the City Electric Railway, and the Sydney Harbour Bridge in the late 1920s;*
- *One of a number of inner Sydney stations designed by JJC Bradfield, of which two are above ground, Milsons Point and Central Electric;*
- *Containing the most elaborate station entrance (Elizabeth Street), of the City Circle stations;*
- *For the continuation of the neo-classical architectural vocabulary and the use of sandstone for the station building and the viaduct;*
- *For its continuous use as a commuter station for the Sydney suburban lines;*
- *For the use of 'state of the art' reinforced concrete construction" (NSW Heritage Office, 2019).*

This Statement of Significance was last updated in 1996.

Mortuary Railway Station and site (SHR 00157 and Sydney LEP 2012 I194)

The Mortuary Railway Station has already been identified as a State significant item as part of the Central Railway Station group listing. It is also listed as a separate site on its own.

Table 15 Mortuary Railway Station and site Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>There are few other known examples of a purpose built mortuary stations anywhere in the world. The other stations which may have been solely Mortuary Stations exist in England, Sutherland and Sandgate. The pair of Mortuary Stations are the only examples in Australasia.</i></p> <p><i>The Mortuary Stations is one of the oldest surviving stations in Australia, there a few remaining examples of stations which date from pre 1870. Four other examples remain in NSW and a series of five identical stations were built in Victoria c.1862-3.</i></p> <p><i>The development of this station is not only associated with the expansion of the Sydney yards but also with the development of the Rookwood Necropolis at Haslem's Creek (Lidcombe), one of the largest and most intact Victorian garden cemeteries in the world.</i></p> <p><i>The erection of a permanent Mortuary Stations, within 15 years of the commencement of the rail network in NSW is an indication of not only the rapid expansion of the railway but that it had rapidly become accepted as a mode of transport by the citizens of Sydney.</i></p>
Historical association significance SHR criteria (b)	<p><i>The item has not been assessed against this criterion.</i></p>
Aesthetic significance SHR criteria (c)	<p><i>The Mortuary Stations are considered to be one of the finest designs by the Colonial Architect James Barnet and were, at the time of their construction the most elaborate stations in Australia. A series of identical Gothic Revival stations (with residence attached) were constructed in Victoria in the early 1860s however, the design, and decorative detail is nowhere near as elaborate as the Mortuary Station.</i></p> <p><i>The Mortuary Station is considered to be an exceptional example of the Gothic revival style, one of the finest in Australia and is comparable with English examples of the period. James Barnet designed four major Gothic Revival buildings: the GPO in Martin Place, the Andersen Stuart Building at Sydney University and the two Mortuary Stations. He based his design, not only on Venetian Gothic prototypes, popularised through the writings of Ruskin but also on the work of the prominent architect Sir George Gilbert Scott such as the (unbuilt) Foreign Office.</i></p> <p><i>The Gothic theme carries through the decorative motifs used throughout the design and the carved furniture, which resembled pews. In contrast with the majority of stations the platform was tiled not asphalt. The level of detail is far higher than any other railway station of the period on the NSW system.</i></p> <p><i>The sandstone elements were finely carved, including the medallions, the foliated capitals and the intrados (soffits). The Colonial Architect,</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>James Barnet, through his designs played an important role in encouraging the craft of stone masonry in NSW.</i></p> <p><i>Coincidentally, the station building used the same platform layout as the first temporary terminal at Devonshire Street building, i.e. a single platform. Its level of decorative detail was much higher and more permanent material were employed in its construction. The Mortuary Station is the finest example of this type of station in Australia.</i></p> <p>THE MORTUARY STATION : LANDMARK SIGNIFICANCE</p> <p><i>The Mortuary Station was a local landmark, clearly visible from Prince Alfred Park, the Cleveland Street Bridge, from the grounds of Sydney University and seen by passengers arriving and departing from the Sydney Terminal. This context has been largely submerged by 20th century developments.</i></p>
Social significance SHR criteria (d)	<p><i>The erection of the receiving stations at Sydney and within the Rockwood Necropolis was to enable the dignified transfer of the coffins from carriages onto the funeral train. The station was designed to provide an elaborate setting for the mid to late Victorian rituals associated with both death and mourning. The Gothic Revival style, generally more commonly associated with ecclesiastical or collegiate buildings, was employed to provide a suitable atmospheric setting favoured for funeral designs during the period.</i></p>
Technical/Research significance SHR criteria (e)	<p><i>The item has not been assessed against this criterion.</i></p>
Rarity SHR criteria (f)	<p><i>The item has not been assessed against this criterion.</i></p>
Representativeness SHR criteria (g)	<p><i>The item has not been assessed against this criterion.</i></p>
Integrity/Intactness	<p><i>The item has not been assessed against this criterion.</i></p>

The Statement of Significance reads as follows:

“THE MORTUARY STATION

- *As one of a pair of purpose-built mortuary or receiving stations, the only known example in Australasia. Whilst the station at Sydney remains in its original location, the Rookwood Station has been relocated;*
- *As a fine, rare example of 19th century Venetian Gothic;*
- *As the finest example of a covered single platform type station in Australia and the most elaborately detailed stations, of its period. The detail includes a rare example of a tiled platform, elaborately carved stonework and joinery, furniture and decorative wrought iron work;*
- *As one of few Gothic Revival buildings designed by the Colonial Architect James Barnet, a highly praised design, marking a high point in his career and considered to be one of his finest designs;*

- *For its association with Victorian rituals surrounding death and mourning. The building was designed as an elaborate setting for the example of the use of trains rather than horse drawn carriages to transport coffins to cemeteries;*
- *As one of few Gothic revival buildings of the period that were designed for a function other than for churches or schools. The style was selected to provide an appropriate atmosphere for the mourners;*
- *As an early example of the introduction of Venetian Gothic motifs including the colonnade which screens the platform;*
- *As a fine example of stone masonry including an arcade with foliated capitals and carved intrados (soffit), metal and wood work;*
- *For the role played by the colonial Architect James Barnet in encouraging the art of stone masonry through his designs;*
- *For its association with the development of the Rookwood Necropolis, one of the largest garden cemeteries in the world;*
- *As a local landmark, visible from locations such as Prince Alfred Park, the Cleveland Street Bridge and the forecourt of Sydney University.” (NSW Heritage Office, 2019).*

This Statement of Significance was last updated in 1996.

Redfern Aboriginal Children's Services and Archives (SHR 01951)

Redfern Aboriginal Children's Services and Archives is a listed item on the NSW SHR.

Table 16 Redfern Aboriginal Children's Services and Archives Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>Redfern Aboriginal Children's Services was instrumental in bringing about a substantial shift in government policy regarding the care of Aboriginal children that were removed from their parents. Redfern Aboriginal Children's Services also influenced policy for non-Indigenous children leading to the current practice known as 'kinship care' where priority is given to placing the removed child with family members. In the case of Aboriginal children the emphasis is placed upon finding culturally appropriate carers, something that was not considered important prior to the establishment of the Redfern ACS.</i></p> <p><i>Redfern Aboriginal Children's Services provides evidence of the revolution in Aboriginal self determination that occurred in Redfern in the 1970s. The service demonstrates the displacement caused by government policy and the success of the Aboriginal community in reclaiming their right to care for their own kin and run their own affairs. The Redfern ACS is an integral part of the story of Redfern.</i></p>
Historical association significance SHR criteria (b)	<p><i>The establishment and ongoing running of the Redfern Aboriginal Children's Services is associated with several influential Aboriginal women whose activism lead to social change including Isabel Coe, Ann Weldon, Colleen Shirley Perry (Mum Shirl), Jenny Monroe, Vilma Ryan and Sylvia Scott.</i></p>
Aesthetic significance SHR criteria (c)	<p><i>18 George Street is a multi level free standing town house that demonstrates the Victorian Filigree architectural style and exhibits the</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>aspirations of a gentleman solicitor in 1874. There are parts of the interior which relate to its use by the Aboriginal Children's Services such as the double sided mural in the entrance hall. The building has aesthetic value at a local level.</i></p>
<p>Social significance SHR criteria (d)</p>	<p><i>The Redfern Aboriginal Children's Services has strong social significance for the contemporary Aboriginal community in Redfern, Sydney and NSW for a number of reasons. The place is symbolic as a safe place for Aboriginal children who were placed in care with kinship consideration. The hundreds of children who passed through the Redfern ACS would be expected to have strong memories of the service as it played a role during their removal from their parents.</i></p> <p><i>Redfern Aboriginal Children's Services provides evidence of cultural and traditional ways of cooperating and caring for each other being translated to an urban setting. The Redfern ACS has always played a charitable role in the community and continues to do so today with services such as a free food delivery service and playgroup for mothers in the neighbourhood.</i></p> <p><i>For the past and present workers at Redfern Aboriginal Children's Services the place has spiritual significance as it is occupied by the spirit of ancestors/ board members who have passed on but continue to inhabit and care for the place.</i></p>
<p>Technical/Research significance SHR criteria (e)</p>	<p><i>There are substantial archives relating to the complete history of the Redfern Aboriginal Children's Service held on site. These archives have the potential to provide significant information about the organization as well as containing the records about each child that was fostered through the service. These archives have an elevated level of significance as no history of the service has been prepared to date and because adults who were fostered through the service may seek to inspect the records in order to connect with kin.</i></p>
<p>Rarity SHR criteria (f)</p>	<p><i>Redfern Aboriginal Children's Services played a pivotal role as the original service from which other services grew. It has rarity as a surviving symbol of the organization.</i></p> <p><i>Redfern Aboriginal Children's Services is now a rare example of the once numerous pioneering organizations for the well being and advancement of Aboriginal people that were based in Redfern but have recently moved on to other areas due to the gentrification of the suburb.</i></p>
<p>Representativeness SHR criteria (g)</p>	<p><i>Redfern Aboriginal Children's Services is an early example of children's services specifically for the placement of Aboriginal children. The service is an excellent example of resistance against the policy of removing Aboriginal children from their family, culture and community and successfully establishing kinship ties as an important consideration in child placements. 18 George Street is an excellent example of a building adapted for use by Aboriginal Children's Services.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
Integrity/Intactness	<i>Redfern Aboriginal Children's Services building is highly intact. The intactness of the archive is unknown.</i>

The Statement of Significance reads as follows:

“The Redfern Aboriginal Children's Service & Archives is of state significance because it was instrumental in bringing about a substantial shift in government policy regarding the care of Aboriginal children as well as being influential in the introduction of the 'kinship care' policy for non-Indigenous children. Redfern Aboriginal Children's Services & Archives provides evidence of cultural and traditional ways of cooperating and caring for each other being translated to an urban setting. Along with Redfern Aboriginal Legal Service, the Aboriginal Housing Company and the Aboriginal Medical Service, the Redfern ACS was one of the pivotal Aboriginal organizations in the 1970s revolution in self determination that occurred in Redfern. Redfern Aboriginal Children's Services at 18 George Street, Redfern is now a rare example of Aboriginal service providers as the suburb has become increasingly gentrified and the services have left with the Aboriginal population.

“Redfern Aboriginal Children's Services & Archives is an early example of children's services established by Aboriginal people specifically for the placement of Aboriginal children. The service is an excellent example of resistance against the policy of removing Aboriginal children from their family, culture and community and successfully establishing kinship ties as an important consideration in child placements. 18 George Street is an excellent example of a building adapted for use by Aboriginal Children's Services.

“Redfern Aboriginal Children's Services has historical association with a number of key figures in Aboriginal politics and welfare provision including Isobel Coe, Jenny Munroe, Mum Shirl, Ann Weldon, Vilma Ryan and Sylvia Scott.

“18 George Street also houses important historical archives documenting the operation of ACS, including information about each foster child” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 20 November 2014.

Cathedral of the Annunciation of Our Lady (SHR 01881) / Greek Orthodox Church Group (Sydney LEP 2012 I1476)

This item is listed on both the NSW SHR and the Sydney LEP 2012, but with two different names.

Table 17 Cathedral of the Annunciation of Our Lady Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The Cathedral of the Annunciation of Our Lady is of state heritage significance as an important ecclesiastical design in the architectural career of Edmund Blacket. Blacket was the diocesan architect for the Church of England and was awarded three important commissions in the late 1840s - these being St Paul's in Redfern, Church of the Holy Trinity in Berrima and St Phillips in Church Hill. Blacket designed different Gothic forms for each of these churches and, in doing so, established the architectural model for parish church construction throughout NSW.</i> <i>This item is also significant as the Greek Orthodox Cathedral for Australia. Since its conversion and re-consecration to the Orthodox faith</i>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>in 1970, the cathedral has become a cultural centre for worship, education and the continuity of Greek customs, traditions and language in Australia.</i></p>
<p>Historical association significance SHR criteria (b)</p>	<p><i>The Cathedral of the Annunciation of Our Lady has state heritage significance for its association with the migrant communities that settled in Australia following the Second World War. Establishing churches and maintaining the orthodox faith has always been a significant aspect of the Greek-Australian experience and with the settlement of a new population after the war, the formation of a cathedral for Greek Orthodoxy was of fundamental importance. The cathedral became the focal point of cultural, education and philanthropic life in the community and was essential for the ongoing practice and celebration of their customs, traditions and language.</i></p> <p><i>The building also has a significant association with the acclaimed colonial architect Edmund Blacket. Blacket was the diocesan architect for the Church of England and was awarded three important commissions in the late 1840s - these being St Paul's in Redfern, Church of the Holy Trinity in Berrima and St Phillips in Church Hill. Blacket designed different Gothic forms for each of these churches and, in doing so, established the architectural model for parish church construction throughout NSW.</i></p> <p><i>The former Anglican church also has a significant association with Reverend Francis Bertie Boyce, who resided over the parish from 1886 until his retirement in 1930. A notable and active leader for social reform, Boyce used his political connections to campaign for clearing slums, improving living conditions, promoting pensions and alleviating working class distress.</i></p>
<p>Aesthetic significance SHR criteria (c)</p>	<p><i>The Cathedral of the Annunciation of Our Lady has state heritage significance as an early example of Edmund Blacket's work as Diocesan Architect for the Church of England and as a largely intact example of his ecclesiastical designs in the Colonial Decorated Gothic style. Positioned in a visually prominent location, the design of this landmark church made use of an already popular architectural style that was a potent reflection of the buildings of Britain (of home).</i></p>
<p>Social significance SHR criteria (d)</p>	<p><i>The Cathedral of the Annunciation of Our Lady has state heritage significance for the important role it continues to have in the lives of the Greek Orthodox community in NSW. Following the Second World War and the government-assisted migration program, a significant Greek community settled in NSW and the establishment of a cathedral was important as a place to meet, maintain the orthodox faith and continue the Greek customs, traditions and language.</i></p> <p><i>Churches have always been a significant aspect of the Greek-Australian experience and, with the settlement of a new population after the war, the cathedral became the focal point for the social, cultural, education and philanthropic life in the community. This social significance</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>continues as the generations of migrant-descendants learn and celebrate their Greek identity.</i></p> <p><i>Today, the cathedral is internationally recognised as the seat of Greek Orthodoxy in Australia and provides service for the most significant events within the church. As the Greek Orthodox cathedral in Australia, this site has particular significance for those follow the Greek Orthodox faith.</i></p>
Technical/Research significance SHR criteria (e)	<p><i>Expansion of the adjacent railway facilities saw the resumption of acres of church land in 1911 - leading to the demolition of the school (1854) and rectory (1864). Further archaeological exploration of this site may reveal evidence of these earlier buildings.</i></p>
Rarity SHR criteria (f)	<p><i>This building may be considered rare as the seat of Greek orthodoxy in Australia but its design (originally as an Anglican church) is not particularly rare in NSW.</i></p>
Representativeness SHR criteria (g)	<p><i>The Cathedral of the Annunciation of Our Lady is a representative example of Gothic-style churches designed by Edmund Blacket during his career as diocesan architect for the Church of England. During the colonial period, architecture was commissioned by the British settlers and was often designed to reflect the buildings of their homelands. The ecclesiastical building models were symbolic of Christianity and Blacket, in keeping with other colonial architects of the time, took inspiration from the design of established churches in England.</i></p> <p><i>Its use as a Greek Orthodox Cathedral is also representative of religious institutions being used as a community meeting place for the continuity and practice of traditional customs and language. Churches were often used by migrant communities for this purpose.</i></p>
Integrity/Intactness	<p><i>Despite some internal modifications to convert the former Anglican church into its current use as the Greek Orthodox Cathedral, the building is in very good condition and retains much of its integrity and intactness.</i></p>

The Statement of Significance reads as follows:

“The Cathedral of the Annunciation of Our Lady is of state heritage significance as an important early ecclesiastical design in the architectural career of Edmund Blacket. Originally St Paul’s Anglican Church, its Decorated Gothic design became one of the established architectural models for parish church construction throughout NSW.

This item is also significant as the Greek Orthodox Cathedral for Australia and for its association with the migrant communities that settled in NSW following the Second World War. Establishing churches and maintaining the orthodox faith has always been a significant aspect of the Greek-Australian experience and, since the conversion and re-consecration of the church to the Orthodox faith in 1970, the cathedral has become a centre for worship and the continuity and celebration of Greek customs, traditions and language.

The former Anglican church also has a significant association with Reverend Francis Bertie Boyce, who resided over the parish from 1886 until his retirement in 1930. A notable and active

leader for social reform, Boyce used his political connections to campaign for clearing slums, improving living conditions, promoting pensions and alleviating working class distress within the Redfern/Chippendale parish” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 15 October 2012.

Railway Institute Building (SHR 01257 and Sydney LEP 2012 I1472)

This item is listed on the NSW SHR and the Sydney LEP 2012. It has been identified as having State significance.

Table 18 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>The Railway Institute was the first such institute in NSW and in Australia. It is an important and successful part of the history of technical and adult education in NSW, which began with the establishment of the Sydney School of Arts in 1833 and spread across the state during the rest of the nineteenth century. Its establishment also reflects the influence of English precedent whereby railway companies built Mechanics Institutes for the education of employees.</i></p> <p><i>It has associations with prominent figures associated with the development of the railway during the nineteenth century, most particularly Railway Commissioners Goodchap and Eddy.</i></p> <p><i>The building has played an important role in the cultural, recreational and social activities of Railway employees, and in the cultural life of Sydney. For instance, for many years it was the location of the city of Sydney Eisteddfod.</i></p> <p><i>The physical fabric of the building reveals the rapid growth of the Institute and clear evidence of the ways in which the building was used for instruction and recreational purposes.</i></p> <p><i>The building reflects the paternalistic and responsible attitude held by the management of the NSW Railways at the end of the nineteenth century, and the efforts of railway workers to achieve a higher level of education.</i></p>
Historical association significance SHR criteria (b)	<i>Does not meet this criterion.</i>
Aesthetic significance SHR criteria (c)	<p><i>The Railway Institute Building is an exceptionally fine example of the Federation Anglo Dutch style of architecture, with many characteristic features of the style such as the use of brickwork, Flemish gables, picturesque massing and decorative details.</i></p> <p><i>It is a rare surviving example of the work of architect Henry Robinson, of whom little has been documented and whose known output is small. The quality of the building's exterior reveal him to have been an accomplished and skilful designer who was aware of the latest architectural trends.</i></p> <p><i>The external fabric demonstrates a high degree of workmanship, both in intact surviving original sections and in recent conservation work.</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
	<p><i>The building is reputedly the first building in NSW connected with a government instrumentality to have been finished with a Marseille-pattern terra cotta tile roof. This significance, however, has been diminished by later replacement of the original roofing, resulting in the loss of important detail such as cresting.</i></p> <p><i>The building has retained much of the early and original internal fabric and configuration. The main hall on the first floor of the 1891 building in particular is a fine space and has retained much original decorative fabric. It is considered to be a rare example of a small public hall from the late Victorian period.</i></p> <p><i>The building is a most important part of the physical environment of the area, particularly in relation to Prince Alfred Park, Chalmers Street and the Central Railway complex. It has the potential to be reinstated as a prominent visual landmark that forms a positive component of the local townscape, but presently is obscured by small buildings and trees on three sides.</i></p>
Social significance SHR criteria (d)	<i>The Railway Institute Building is socially significant because of its strong associations with railway employees in the past in NSW, and apparently is still very meaningful to many older employees.</i>
Technical/Research significance SHR criteria (e)	<i>The building is significant because it is a fine example of its type, which is still evident despite later modifications. It provides evidence of the processes of adult education at the end of last century and in the first quarter of the twentieth century.</i>
Rarity SHR criteria (f)	<i>Does not meet this criterion.</i>
Representativeness SHR criteria (g)	<i>Does not meet this criterion.</i>
Integrity/Intactness	<i>The item has not been assessed under this criterion.</i>

The Statement of Significance reads as follows:

“The Railway Institute is culturally significant for the following reasons:

It is historically significant as the first Railway Institute building to be erected in Australia, and an important educational facility at the end of the nineteenth and during the twentieth century.

The 1891 section of the building is a rare and fine example of the Federation Anglo Dutch style, demonstrating a high degree of architectural quality and detail, particularly on its exterior. Later additions complement this original portion in scale and quality of materials.

The building is an important and rare known example of the work of architect Henry Robinson.

The building has rare technical significance because it is an outstanding and relatively intact example of a Railway Institute Building and demonstrates the activities which were carried out in association with adult education in the late nineteenth and early twentieth centuries.

The building has representative social significance arising out of its seminal role as a railway institute and is still valued by a section of the community.” (NSW Heritage Office, 2019).

This Statement of Significance was last updated in 1998.

Prince Alfred Park (Sydney LEP 2012 I1406)

Prince Alfred Park is listed on the Sydney LEP 2012 as an item with local heritage significance.

Table 19 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>Prince Alfred Park has been the location of several major historical events including the holding of NSW Agricultural Society Intercolonial Exhibitions from 1870 to 1881.</i>
Historical association significance SHR criteria (b)	<i>Association with Benjamin Backhouse, Architect for the NSW Agricultural Society, and a notable Victorian era architect, and with the NSW Agricultural Society and its exhibitions. Park also has associations with local heritage buildings including Cleveland House and the Exhibition Hotel.</i>
Aesthetic significance SHR criteria (c)	<i>Prince Alfred Park was the first park in Australia designed for a major exhibition and was notable for the siting of a public building in a landscaped setting. Trees and elements of the layout from the original 1869 plan of the park still exist.</i>
Social significance SHR criteria (d)	<i>Prince Alfred Park is the major open space in the southern part of central Sydney, serving as a local park to both business and residential areas.</i>
Technical/Research significance SHR criteria (e)	<i>The item does not meet this criterion.</i>
Rarity SHR criteria (f)	<i>Rare as a park laid out for the purpose of an exhibition.</i>
Representativeness SHR criteria (g)	<i>The item does not meet this criterion.</i>
Integrity/Intactness	<i>Modified, however elements from the original design do remain.</i>

The Statement of Significance reads as follows:

“Historically significant as the first park in Australia laid out for the purpose of holding an Agricultural Society Intercolonial Exhibition in 1870. The layout and mature vegetation are extremely important historical items. The park has immense historical and aesthetic significance, and is also of social significance. The park has historical associations with the NSW Agricultural Society and with Benjamin Backhouse, Architect.” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 18 May 2006.

Former Co-masonic Temple Including Interior (Sydney LEP 2019 I195)

This item is listed on the Sydney LEP 2019 as having local significance.

Table 20 Former Co-masonic Temple Including Interior Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>Of high historical significance for its association with and strong physical link to the Wesleyan Church and the Co-masons and for its ability to demonstrate a pattern of institutional/religious use in the Regent Street area. Of historical significance as a rare and intact surviving example of the Co-masonic movement within the City of Sydney and NSW. The Co-masonic Temple is one of a small group of buildings associated with Co-masonry in New South Wales. It was the Centre of Sydney Co-masonry for approximately 80 years. Has historic significance at a State level. Has historic significance locally.</i>
Historical association significance SHR criteria (b)	<i>The item does not meet this criterion.</i>
Aesthetic significance SHR criteria (c)	<i>Of aesthetic significance for its strong streetscape form, for its strong visual links with the Mortuary Station and the adjacent terraces as a rare example in the city and city edge area of small-scale institutional religious building from the Federation period. Has aesthetic significance locally.</i>
Social significance SHR criteria (d)	<i>The item does not meet this criterion.</i>
Technical/Research significance SHR criteria (e)	<i>The site has archaeological potential for the early stages of the development of the site by the Wesleyan Church. Has archaeological significance at a State level. Has archaeological significance locally.</i>
Rarity SHR criteria (f)	<i>There are no other Co-masonic Temples currently listed on the State Heritage Inventory or the City of Sydney Schedule of Heritage Items. This is a rare and intact physical example of the co-masonic movement in New South Wales. Is rare at a State level. Is rare locally.</i>
Representativeness SHR criteria (g)	<i>The item does not meet this criterion.</i>
Integrity/Intactness	<i>The item has not been assessed under this criterion.</i>

The Statement of Significance reads as follows:

“Of historic significance due to its strong physical link to the Wesleyan Church and the Co-masons. The Co-masonic temple is a rare and intact example of a Co-masonic Hall. Of aesthetic significance as a rare example of this building type in the city, for its strong streetscape contribution to Regent Street, for its continuity of the precinct centred around the Mortuary Station and the adjacent commercial terraces and as a well-designed modest institutional building. The site has archaeological potential in relation to the earlier Wesleyan Church that occupied the site” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 12 January 2006.

Former Mercantile Bank Chambers (Sydney LEP 2019 I199)

This item is listed on the Sydney LEP 2019 as having local significance.

Table 21 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>This item has historical significance due to its association with the Mercantile Bank, as it was used as its chambers.</i>
Historical association significance SHR criteria (b)	<i>No specific historical association has currently been identified for this item.</i>
Aesthetic significance SHR criteria (c)	<i>This two storey Victorian Italianate style commercial building has architectural values as an example of this style. The front of the building is a prominent visual feature on Regent Street.</i>
Social significance SHR criteria (d)	<i>No specific social significance has currently been identified for this item.</i>
Technical/Research significance SHR criteria (e)	<i>The item does not meet the requirements for this criterion.</i>
Rarity SHR criteria (f)	<i>Further research would be required to ascertain the rarity of this item.</i>
Representativeness SHR criteria (g)	<i>No specific historical significance has currently been identified for this item.</i>
Integrity/Intactness	<i>Further research would be required to ascertain the integrity and intactness of this item.</i>

There is no Statement of Significance on file for this item. The following statement has been produced for this report based on the available information:

“This item is significant as the former chambers for the Mercantile Bank. It also has architectural significance due to it being an example of the Victorian Italianate style”.

Cottage 137-139 Regent Street Chippendale (Sydney LEP 2012 I198)

This item is listed on the Sydney LEP 2019 as having local significance.

Table 22 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The two storey Colonial Regency style cottage is significant as one of the earliest remaining dwellings in the entire Chippendale area. It represents the earliest phases of European settlement of the area, contemporary with the establishment of the Kent Brewery and the Military Gardens.</i>
Historical association significance SHR criteria (b)	<i>No specific historical association has currently been identified for this item.</i>
Aesthetic significance SHR criteria (c)	<i>This item has aesthetic significance as a two storey Colonial Regency style cottage and is a prominent visual item within the Chippendale landscape.</i>

Significance Criteria	Application of Criteria (Existing Assessment)
Social significance SHR criteria (d)	<i>No specific social significance has currently been identified for this item.</i>
Technical/Research significance SHR criteria (e)	<i>The item does not meet the requirements for this criterion.</i>
Rarity SHR criteria (f)	<i>The item does not meet the requirements for this criterion.</i>
Representativeness SHR criteria (g)	<i>The item does not meet the requirements for this criterion.</i>
Integrity/Intactness	<i>The item has not been assessed under this criterion.</i>

The Statement of Significance reads as follows:

“The two storey Colonial Regency style cottage is significant as one of the earliest remaining dwellings in the entire Chippendale area. It represents the earliest phases of European settlement of the area, contemporary with the establishment of the Kent Brewery and the Military Gardens.” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 28 November 2011.

Chippendale Conservation Area (Sydney LEP 2012 C9)

This item is listed on the Sydney LEP 2019 as having local significance.

Table 23 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>Significant for:</i></p> <ul style="list-style-type: none"> <i>-its ability to reflect aspects of the unique character of the nineteenth century suburb including workers residential, industry and quality residential.</i> <i>-its ability to reflect the early character of Chippendale through the survival of key public buildings from -the 1860's and 1870's including the original Roman Catholic Church, St Benedicts, and the City Mission in Queen Street.</i> <i>-the extent of land reclamation that occurred in the early twentieth century which increased the dominance of industry in the area.</i> <p><i>Strickland House is significant as evidence of the first public housing by the City Architect.</i></p> <p><i>The Brewer, J.C. Goodwins, E.G. Bishop, Building Magazine reflect the long term importance of Chippendale as an industrial suburb of Sydney.</i></p>
Historical association significance SHR criteria (b)	<i>The area is significant for its association with the 1819 land grant to William Chippendale and the 1820 Cooper's distillery estate and sugar refinery which lies outside the area.</i>

Significance Criteria	Application of Criteria (Existing Assessment)
Aesthetic significance SHR criteria (c)	<p><i>Chippendale is significant as a highly intact nineteenth century industrial working class suburb characterised by a varied range of finishes and scale typified by simple forms of both two and one storey height.</i></p> <p><i>It is also significant for its development of quality residences as evidenced in Regent Street and City Road.</i></p> <p><i>Chippendale, particularly the area of the Darling Nursery Estate, is significant for its cohesive streetscape qualities.</i></p> <p><i>The Strickland Building is significant as a fine example of public housing and the first public housing designed by the City Architect.</i></p> <p><i>The City Mission and St Benedicts Church are significant as quality religious institutions built to assist the working class population.</i></p> <p><i>Part of the Chippendale Conservation Area displays positive townscape qualities with the overriding character being late Victorian period terraces of both one and two storey in a traditional grid pattern subdivision with night soil rear lanes. The majority of buildings are largely intact and nearly all contribute to the character and visual qualities of the area. The area demonstrates a variety of building styles and materials.</i></p>
Social significance SHR criteria (d)	<p><i>Significant for the continuing association of the area with industry and the importance that this association has to the residential population.</i></p>
Technical/Research significance SHR criteria (e)	<p><i>The area is significant for the archaeological potential of redeveloped sites.</i></p>
Rarity SHR criteria (f)	<p><i>The area is significant for its ability to understand the continued expansion of an industrial working community adjacent to the city.</i></p>
Representativeness SHR criteria (g)	<p><i>The area is significant for the establishment of early Colonial/Victorian subdivision.</i></p>
Integrity/Intactness	<p><i>High.</i></p>

The Statement of Significance reads as follows:

“Chippendale is of historical significance for three key themes: 19th century industry, industrial working class residential, and quality residential housing. Industry was the key historical role of Chippendale due to its location relative to the City. Housing for industrial workers is integral to the industrial history of Chippendale, evidenced by early housing in Elim and Chandler’s Avenues.

Chippendale is also of historical significance for the extent of land resumption which occurred in the early 20th century which increased the dominance of industry in the area. Strickland House, the first public housing by the City Architect, is significant as evidence of the need to provide quality low income housing.

Chippendale’s association with high quality 19th century residential housing predominantly predates the intrusion of the railway around Regent Street. Chippendale demonstrates several key periods of layers for the development of inner city Sydney: the first layer as a direct result of

the subdivision of the Cooper Estate and Shepherd's Nursery, subsequent layers from Railway construction and from the resumption era, and the construction of industry and related housing for industrial workers

Chippendale is an exceptional area with multiple key period layers, an early residential suburb profoundly affected by land resumptions and the construction of industrial buildings and associated Victorian working class housing. The area contains many intact buildings which are contributory to the area's significance.

Earlier periods of buildings are included as significant. Buildings other than those identified as from a significant period may also be contributory." (NSW Heritage Office, 2019).

This Statement of Significance was last updated 18 June 2018.

Redfern Estate Conservation Area (Sydney LEP 2012 C56)

This item is listed on the Sydney LEP 2019 as having local significance.

Table 24 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The area occupies the grant of Dr William Redfern made in 1817. An early Victorian residential subdivision dating from 1842, structured in eight equal blocks.</i> <i>Redfern developed from the 1840s to the 1890s as a prestigious inner city suburb with housing for the upper, middle and working class and several fine public buildings.</i>
Historical association significance SHR criteria (b)	<i>Residential settlement, commercial centres, corner stores, pubs etc., associated with the establishment of the railway and small-scale industry.</i>
Aesthetic significance SHR criteria (c)	<i>Streetscape qualities, landmark buildings.</i> <i>Built form responding to the gently undulating topography. Small scale working class community and fine terraces built for the upper class in harmonious streetscapes. The park and fine plantings have high aesthetic values.</i>
Social significance SHR criteria (d)	<i>Continued community and residential focus since the 1850s.</i>
Technical/Research significance SHR criteria (e)	<i>Archaeological potential on redeveloped sites and to the rear of pre 1860 properties.</i>
Rarity SHR criteria (f)	<i>Proportion of single storey circa 1850 buildings.</i>
Representativeness SHR criteria (g)	<i>The establishment of early Colonial / Victorian residential subdivision and its continued expansion.</i>
Integrity/Intactness	<i>Further research is required to determine this item's integrity/intactness.</i>

The Statement of Significance reads as follows:

“The Redfern Estate Heritage Conservation Area is historically significant as an early Victorian structured subdivision covering the entire grant to William Redfern. The development of the estate from the 1840s - 1890s reflects the establishment of the Railway at Redfern. The importance of the suburb of Redfern in the mid/late nineteenth century is evidenced in the development of the Commercial Centre, the fine Civic buildings, the Park and the prestige housing on primary streets. The area is able to represent a great diversity of housing types dating from the period 1840 - 1890. Large scale factories and warehouses reflect the importance of manufacturing in Redfern in the early twentieth century” (NSW Heritage Office, 2019).

This Statement of Significance was last updated 28 July 2006.

Darlington Heritage Conservation Area (Sydney LEP 2012 C11 and Register of the National Estate ID 1785)

This item is listed on the Sydney LEP 2019 and the RNE as having local significance.

Table 25 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>Subdivided from 1856, the Eveleigh Estate is an early Victorian residential subdivision associated with workers housing for the railway and brewery.</i>
Historical association significance SHR criteria (b)	<i>Working Class settlement, corner store communities associated with the establishment of the railways and small-scale industry. Established with the help of a Federal Government Fund, ‘The Block’ has been associated with the Aboriginal community since the 1960s.</i>
Aesthetic significance SHR criteria (c)	<i>The area possesses largely intact groups of terrace housing dating from the key period of significance 1865-1890.</i>
Social significance SHR criteria (d)	<i>‘The Block’ has continuing association with Sydney’s Aboriginal Community.</i>
Technical/Research significance SHR criteria (e)	<i>The item does not meet this criterion.</i>
Rarity SHR criteria (f)	<i>‘The Block’ evidences Federal Government initiative of the 1970s to establish an inner city Aboriginal Community to be managed by Aboriginal people.</i>
Representativeness SHR criteria (g)	<i>Representative of early Victorian subdivision.</i>
Integrity/Intactness	<i>Further research is required to determine this item’s integrity/intactness.</i>

The Statement of Significance reads as follows:

“Darlington Heritage Conservation Area is historically significant as a representative area of mid nineteenth century residential subdivision and mid to late nineteenth century working class housing. It illustrates the principal characteristics of a working class district of the period 1860-1890. The area demonstrates the impact of the Eveleigh Railway Workshops on the development of the surrounding area. The establishment of the Railway Workshops introduced a unique and

powerful influence which stimulated development, particularly housing to meet the requirements of employees of the Workshops. The Conservation Area illustrates the impact of the railway line, Cleveland Street and the topography of the area on the street pattern, which is dominated by narrow twisting streets with changing views ending in T-intersections and long bent through streets. The area's basically residential character is intact and consists of rows of terraces hugging the curving streets. There is a complementary mix of light industrial buildings, largely sympathetic in scale and alignment to the terraces. The residential buildings are low scale and austere in their presentation, occupying narrow deep allotments. The form, layout and location of the buildings demonstrate the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney and express the social conditions and environment of that time. The area is significant as a relic of mid to late nineteenth century urban development and illustrates the principal characteristics of a working class district in this period. The Darlington Conservation Area lies within the lands of the Gadigal (Cadigal) people, part of the Dharug Nation. The area within the Darlington Conservation Area referred to as The Block is significant as one of the bases for Koori people in Sydney; it was one of the first pieces of land in urban Australia owned by indigenous people when it was purchased for indigenous housing in 1973. The Block has provided indigenous Australians moving to Sydney the opportunity to remain living in a community environment with extended family, living together, providing a support network. The sense of community is partially maintained by the time residents spend in the public spaces of the verandahs and Eveleigh Street. The layout of the houses and the street facilitates this community atmosphere. The media attention and visibility of The Block has helped in the national acknowledgement that it is a significant place. The Block is important to all Australians as a symbol of the ability of indigenous Australians to maintain their community identity in an urban situation. The struggle to gain ownership and control of The Block by the indigenous community was part of the movement by indigenous people during the 1970s towards self-determination. The Block is also significant for its association with many famous indigenous people who have been residents or associated with The Block including Shirley Smith (Mum Shirl) and Kevin Gilbert" (NSW Heritage Office, 2019).

This Statement of Significance was last updated 28 July 2019.

The Block (RNE ID 101630)

This item is listed on the RNE as having local significance.

Table 26 Significance assessment (NSW Heritage Office, 2019)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>This item has significance as one of the bases for Aboriginal people in Sydney and one of the first pieces of land in urban Australia owned by Indigenous people when it was purchased for Indigenous housing in 1973.</i>
Historical association significance SHR criteria (b)	<i>Many famous Indigenous people have been residents or associated with the Block. Shirley Smith (Mum Shirl), a resident of the Block, was one of the founding members of the Aboriginal Medical Service, the Black Theatre Group, the Aboriginal Breakfast Program and the Detoxification Unit at Wiseman's Ferry. Kevin Gilbert, an Aboriginal poet and activist, was one of the founding members of the Redfern Legal Service, the Black Theatre and the beginnings of the Land Rights Movement. He also initiated and developed many of the original plans for the Aboriginal Housing Committee, outlining the initial ideals and intentions.</i>

Significance Criteria	Application of Criteria (Existing Assessment)
Aesthetic significance SHR criteria (c)	<i>No aesthetic values have been identified for this item.</i>
Social significance SHR criteria (d)	<i>This item has social significance as an historic locale for Indigenous Australians with continuity in this environment from the 1968 resettlement program to today.</i>
Technical/Research significance SHR criteria (e)	<i>No technical values have been identified for this item.</i>
Rarity SHR criteria (f)	<i>Further research would be required to determine if there are any rarity values for this item.</i>
Representativeness SHR criteria (g)	<i>No representative values have been identified for this item.</i>
Integrity/Intactness	<i>In 2000, the fabric of most of the buildings externally and internally is in poor condition. Little has been done to maintain and preserve the fabric of the properties, which are in various states of disrepair. Many of the houses have graffiti in the verandah area. The details inside and outside including verandah detailing, windows, moulding, fireplaces have largely been removed/destroyed. Houses vary in condition most retain their external shell and chimney pieces.</i>

The Statement of Significance reads as follows:

“The Redfern Block lies within the lands of the Gadigal (Cadigal) people, part of the Dharug Nation. It falls within the larger Darlington Conservation Area, which is historically significant as an area of late nineteenth century (1880s) housing constructed largely to provide housing for those employed at the Eveleigh Railway Workshops. The railway workshops provided a unique and powerful influence in the development of the surrounding area.

Since the 1940's Redfern and the Block has been seen by many as one of the bases for Aboriginal people in Sydney. It was one of the first pieces of land in urban Australia owned by Indigenous people when it was purchased for Indigenous housing in 1973.

The Block has provided Indigenous people moving to Sydney with the opportunity to remain living in a community environment with the extended family, living together, providing a support network. The sense of community is partially maintained by the time residents spend in the public spaces of the verandahs and Eveleigh street. The layout of the houses and the streets facilitates this community atmosphere.

The Block community is important for Indigenous people who spend short periods in Redfern visiting relatives in prison or hospital. Several generations of Indigenous people have been brought up in the Block and it is of social and cultural significance to these long-term residents. This is demonstrated by their efforts to remain in the area and the return of many of those who have moved away from the area. The media attention and visibility of the Block has helped in the national acknowledgment that it is a significant Indigenous place. The Block is important to all Australia as a symbol of the ability of Indigenous people to maintain their identity in an urban situation.

The struggle to gain ownership and control of the Block by the Indigenous community was part of the movement by Indigenous people during the 1970's towards self-determination. Indigenous

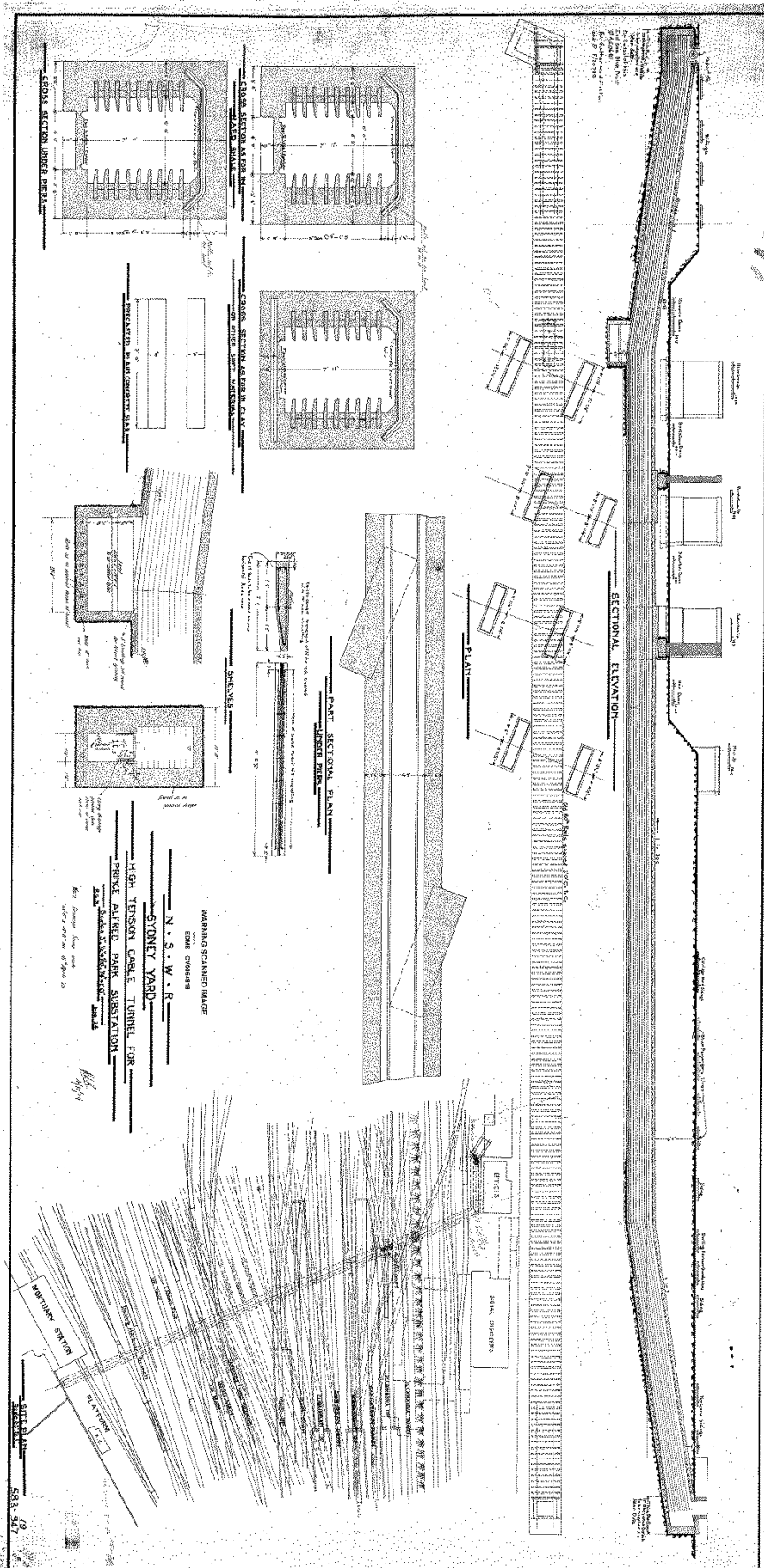
control of Indigenous affairs was a major issue and it was for the Indigenous residents of Redfern and the Block that many of the first Indigenous controlled services in Australia were developed.

Many famous Indigenous people have been residents or associated with the Block. Shirley Smith (Mum Shirl), a resident of the Block, was one of the founding members of the Aboriginal Medical Service, the Black Theatre Group, the Aboriginal Breakfast Program and the Detoxification Unit at Wiseman's Ferry. Kevin Gilbert, an Aboriginal poet and activist, was one of the founding members of the Redfern Legal Service, the Black Theatre and the beginnings of the Land Rights Movement. He also initiated and developed many of the original plans for the Aboriginal Housing Committee, outlining the initial ideals and intentions" (NSW Heritage Office, 2019).

This Statement of Significance was last updated 1 November 1983.

Appendix B

Plans of the 1924 Sydney Yard high tension cable tunnel for Prince Alfred Park Substation



20 NOV 2019

