Sydney Trains Environmental Management System
Site Environmental Management Plan (SEMP)

1 Project / Program details

Project / Program Details		
Project/Program Name	**Cronulla Station Retail Uplift Program**	
Project/Program No	1905 – Cronulla Retail Uplift Program – Tranche 1B	
Scope of Works	Create a warm shell to an existing vacant space including, new metered water and electrical services, demolition of walls and patch works.	
What is the cost of the scope of works?	☑ Routine maintenance - any value ☐ Capital investment - less than $5 million ☐ Capital investment - more than $5 million	
Location	Cronulla Railway Station	
Attach applicable Environmental Work Method Statement (EWMS)	EWMS Number	EWMS Title
	EMS-03-EW-0298	Station Facility Service Provision and Internal Removal
Is any of the proposed work outside of the EWMS' scope?	☑ No: Continue to next question	
	☐ Yes: *Contact your environmental officer to determine how the works' environmental assessment can proceed*	
Does this work have any steps or equipment that are not covered by the EWMS?	☑ No: Continue to next question ☐ Yes: Provide details below	
Is the work part of a larger job?	☑ No: Continue to *Part 2 Project Timing and Location* ☐ Yes: Provide details of larger job and relationship to these works	
	Contact your local environmental officer. The larger project may have environmental controls that need to be applied to this job. *All relevant conditions and controls need to be added to PART 5. Summary of approvals and control measures*	

2 Project timing and location(s)

2.1 Project timing

Activity	Dates & work hours, noting any 'Out of hour' periods (Out of hour = outside of 7am–6pm Monday to Friday or 8am–1pm Saturday)

Works/program commencement: *Including pre-works, site establishment (including access, laydown/stockpiles, site amenities, parking), installation of erosion and sediment controls, etc*	Construction commencement is scheduled for early February but requires confirmation by Sydney Trains Management. Demolition works scheduled for standard hours with general construction works (i.e., Electric drill) planned for Standard and Night works.
Site construction and/or periodic maintenance activities *For programs/ recurring maintenance detail recurrence frequency and work hours of activities*	N/A
Works/program completion: *Including demobilisation and removal of all site offices, equipment and materials.*	30th March 2023.....

2.2 Existing environment

Where multiple sites are to be covered by this form each location is to be identified separately in the following question set (e.g. Site 1, Site 2, etc)

The descriptions are to be derived from desktop studies such as aerial photos, overlays and databases (e.g. WebGIS ME) and are to be confirmed, modified and expanded by a pre-work site inspection and. Descriptions must include aspects such as acute slope/fall, waterways, drains, vegetation and individual trees, heritage items or curtilage, difficult access, traffic, nearest neighbours etc

Site 1: Cronulla Railway Station

Local environment includes:
- ☑ In, or near, residential area
- ☑ In, or near, customer areas
- ☐ Tunnel/underground location
- ☐ Easement/off corridor areas
- ☑ Open spaces
- ☐ Sparsely vegetated spaces
- ☐ Thickly vegetated spaces
- ☑ In, or near, waterways or drains
- ☐ Other (specify):

3 Consultation requirements

3.1 Consultation with adjoining land managers

Do the works require consultation with other land managers[1]?	
Will the works result in substantial impacts on Council related infrastructure and services or locally listed heritage items? (i.e. local heritage items, stormwater, traffic, sewerage, water or impact on public place or footpaths, or works that impact flood prone areas or coastal areas)	☑ No: Continue to next question ☐ Yes: Identify requirements and how they were addressed: .....
Are the works adjacent to land reserved under the *National Parks & Wildlife Act 1974?*	☑ No: Continue to next question ☐ Yes: Identify requirements and how they were addressed: .....
Consultation required with other stakeholders (e.g. Roads, Crown Land, Private landholder etc.)	☑ No: Continue to next question ☐ Yes: Identify requirements and how they were addressed: .....
(1) Where consulted, all land managers must have a minimum 21 days to provide comments. Comments received must be considered and appropriate actions identified in *Part 5.1*	

3.2 Community consultation

Could there be community interest in the works?	
☑ No: Community consultation assessment not required	☐ Yes: Complete **EMS-03-FM-0104 *EIA Public Engagement Assessment*** and identify the assessment outcome; ☐ 'Outrage' risk management ☐ Targeted public consultation ☐ Public engagement not required Actions arising from this assessment are to be identified in *Part 5 Summary of approvals and control measures*

4 Environmental assessment

4.1 Working outside the Active Operational Zone (AoZ)

Are any works to be completed outside the AoZ?	
☑ No: Continue to Section *4.2 Vegetation condition*	☐ Yes: *Contact your environmental officer for support.* ***EMS-03-FM-0249 EWMS activities outside AoZ** must be completed by an environmental officer and must be attached to this SEMP.*

Vehicle access across land that is not in the control of Sydney Trains via roads, access ways, easements, or with the consent of the relevant landowner is not considered to form part of the works outside the AOZ

4.2 Vegetation condition

Has all the vegetation within the worksite been maintained[1] within the last 10 years?	
☐ Yes: Continue to Section 4.3	☑ No/Don't know Discuss with your local environmental officer whether the site should be considered as a sensitive site due to some biodiversity aspect. If so, add site to 4.3 Sensitive Sites as directed
Note (1): 'Maintained' means pruned, weeded, mowed or other activity that significantly disturbed the vegetation.	

4.3 Sensitive sites

For works undertaken outside of the AOZ the following section is to include all sites identified by the environmental officer in the activities' **EMS-03-FM-0249 *EWMS activities outside AOZ.***

Will the works be located in, or within 100m of a Sensitive Site? (Ref: Web GIS ME)	
• Aboriginal heritage site or Environmentally Sensitive Site?	☐ Yes ☑ No
• Contaminated Site?	☐ Yes ☑ No
• Non-Aboriginal Heritage site?	☑ Yes ☐ No

A separate line is to be completed in the following table for each site/location identified		
Location and distance (m) from the worksite	**Nature of site** (Details from database or register)	**Potential for the works to impact [2]**
Cronulla Station (SHR 001123)	Cronulla Station Façade, tenancy is on the Northern end of the station frontage	Works interacting with heritage fabric as per design and SOHI.

Notes:
- Information about sensitive sites must be sufficient to be able to make an informed decision on potential impacts and appropriate project controls.
- Additional assessments may be required for works in or adjacent to some sensitive sites. Please see the environmental officer and/or individual subject matter procedures for specific requirements.
- Where works have the potential to impact sensitive sites the required additional controls, approvals, notifications, etc must be listed in the relevant section of *Part 5 Summary of approvals and control measures*

4.4 Noise and vibration assessment of the works

A. Are there any noise sensitive receivers [1] within 350m of works?	
☐ No Works do not need further noise assessment, go to Section 5.	☑ Yes Describe receivers and continue to Part B. Receivers: Commercial Distance: 25 to 350m
B. Track work on a moving face	

Will work be limited to track work on a moving face, be undertaken for less than five (5) consecutive days and consist only of one or more of the following activities: ☐ Ballasting or ballast clean ☐ Resurfacing (tamping, stabilising, regulating) ☐ Rail profiling ☐ Continuous track welding / rail adjusting	☐ Yes	Works do not need noise and vibration assessment, go to Section 5.
	☑ No	Continue to Part C.
C. Answer the following		
Will there be any equipment producing noise levels of: ☐ more than 80 dBA (2) during Standard Hours (3), and/or ☐ more than 60 dBA (2) outside of Standard Hours (3) or ☐ Will the works use pile drivers, hydraulic hammers or vibratory rollers (or similar vibration inducing plant)? or ☐ Will works at any one location last more than 3 weeks in duration?	☑ No	Works do not need further noise and vibration assessment, go to Section 5.
	☑ Yes	Complete **EMS-09-FM-0166 *Maintenance Quantified Noise and Vibration Assessment*** and include any resulting actions in Section 5.
(1) Noise sensitive receivers include residences, hospitals, places of worship, schools, aged, childcare facilities, etc. (2) Noise levels are for the loudest equipment's 'Modified 10m Sound Pressure' as given in **EMS-09-FM-0166 *Maintenance Quantified Noise and Vibration Assessment*** ('SoundPressure' Table, 'References' Tab). (3) Standard Hours' = 7am-6pm Monday to Friday and 8am-1pm Saturday		

5 Summary of approvals and control measures

For works undertaken outside of the AOZ, the following section is also to include all actions and controls arising from the project's **EMS-03-FM-0249 *EWMS Activities Outside of AOZ***.

5.1 Permits, approvals and consultation

Describe all relevant permits, approvals and consultation requirements for the works.

Environmental Hazard	Permits/Other Requirements	Timing	Responsibility

5.2 Environmental controls

Environmental Hazard	Work controls and responsibility *including those from the EWMS, PART 4 of this SEMP, specialist reports and/or licences and all other relevant activities*
Works community notification:	*Project manager* Letterbox notification provided: Local ☐ Possession ☐
Awareness and responsibility:	*Site supervisor*

Environmental Hazard	Work controls and responsibility *including those from the EWMS, PART 4 of this SEMP, specialist reports and/or licences and all other relevant activities*
Staff unaware of the works' environmental controls and their responsibilities	• Undertake site pre-work briefings and local inductions using the SEMP and the SECM to cover the work's environmental risks and controls and the workers environmental responsibilities • Delivery tool-box talks relevant to the environmental hazards • Maintain a readily accessible copy of the environmental approval (including all associated specialist approvals and plans) at the worksite whenever work is being undertaken. • Display prominently on site, where possible, the SECM and make sure it is accurate and used
Heritage: *Unintentional or unapproved impact on Aboriginal and non-Aboriginal heritage*	• Demarcate heritage site or area to prevent entry or inadvertent damage to heritage items or fabric • If any unexpected finds are uncovered stop works and contact the Environmental Professional in accordance with the Unexpected Archaeological Finds Procedure. • Implement conditions are set out within the S60/65A Approval for Works to Cronulla Railway Station Group
Incidents and emerging issues *An incident or emerging issue is not controlled and causes an environmental impact*	*Project Manager* • Support management of emerging issues and incident management, notification, investigation, and the completion of corrective and preventative actions *Site supervisor* • Complete daily inspections of the site, plant and equipment and the surrounding area • Implement incident procedures on unapproved impacts, spills and other environmental incidents • Notify incidents to the Incident and Injury Hotline 1800 772 779 or enter incident directly into SHEM
Noise and vibration: *Impact of works noise and vibration on neighbouring residents and properties – particularly the potential for sleep disturbance*	• Plan to conduct works during normal work hours where possible, or to less sensitive times of the day, • Locate noisy equipment, parking areas and operations away from sensitive receivers where practical, • Carry out letterbox notifications to all impacted residents, • Daily inspection.
Spills: *Unintentional loss of hydrocarbons, chemicals and materials from plant, equipment, storage and use*	• Ensure daily plant checklists completed and repairs made as required, • Ensure all plant has suitable spill kits and operators trained in use and disposal of used materials, • Notify Pollution Incidents to the Safety Incident and Injury Hotline 1800 772 779, • Ensure SDS onsite for all stored chemicals.
Waste: *Unnecessary generation of wastes and poor or illegal disposal of wastes*	**Construction waste (e.g. spoil, concrete, litter, etc)** • Daily inspections • All waste to be removed from site once the works completed • Separate wastes into recyclable categories • Ensure wastes are placed in appropriate containers or stockpiles • No stockpiles next to waterways & heritage assets • Remove stockpiles as soon as possible.
	The works' SECM must illustrate the relevant work areas and site environmental controls described above

5.3 Biodiversity offset

Is a Biodiversity Offset required for the project?	
☑ No: Continue	☐ Yes: Provide the following information: Value[1]: _____
(1) All calculations are to be in accordance with ***EMS-06-WI-0177* Biodiversity Offsets Calculator**	

5.4 SEMP documents

For environmental planning and assessment purposes the SEMP for this job comprises of:

☑ This SEMP

☑ The Environmental Work Method Statement (EWMS) referred to in Section 1

☑ The attached project's Site Environmental Control Map

Plus (tick as appropriate):

☐ **EMS-03-FM-0248 *EWMS Scope Exception***

☐ **EMS-03-FM-0249 *EWMS Activities outside AOZ*** (see Section 4.1)

☑ **EMS-10-FM-0166 *Maintenance Quantified Noise and Vibration Assessment*** (see Section 4.3)

☐ Additional environmental studies, approvals (including Aboriginal and non-Aboriginal heritage)

5.5 Environmental review requirements

Is review required by an environmental assessor?	
Is this for a program of work?	☐ Yes ☑ No
Is any of the work to be completed outside of the Active Operational Zone (AOZ)?	☐ Yes ☑ No
Is any work being undertaken or will impact on land controlled by others?	☐ Yes ☑ No
Is access required across land controlled by others that is not a road, easement or right of way?	☐ Yes ☑ No
Were any sensitive sites identified in Section 4.2?	☐ Yes ☑ No
Is any work being undertaken in embankments, cuttings or on the boundary fence?	☐ Yes ☑ No
Is extensive Council or other Authority consultation required?	☐ Yes ☑ No
Are environmental impacts "likely" and "significant"	☐ Yes ☑ No
Was an **EMS-10-FM-0166 *Maintenance Quantified Noise Assessment*** required (Section 4.3) AND was a work phase identified as High Risk?	☐ Yes ☑ No
Is work likely to cause community concern (other than noise)?	☐ Yes ☑ No
Were additional environmental studies or approvals (e.g. heritage) required?	☐ Yes ☑ No

Were any biodiversity Offsets required for the project?	☐ Yes ☑ No

If "Yes" to any of the above, this form must be submitted to the local environmental officer for assessment at least 4 weeks prior to the planned commencement date of the works.

6 Determination

The works covered by this document have been determined to proceed under Division 5.1 of the *Environmental Planning & Assessment Act 1979* and Part 8 of the *Environmental Planning & Assessment Regulation 2021* subject to the implementation of all mitigation measures and actions identified in this document.

Position of Determiner: Environment and Sustainability Manager

Date of Determination: 24/01/2023

This version of the document has been redacted to remove personal information.

To provide comments on this EIA please complete a Sydney Trains Feedback Form or call the Sydney Trains Feedback Line on 131 500.

Acknowledgement of Country

Sydney Trains acknowledges the traditional custodians of the land on which we work and live. We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Station facility service provision and internal removal

Environmental Work Method Statement

Sydney Trains Incident Hotline
1800 772 779

Scope of EWMS:

EWMS works are limited to work within a station facility including:

- Remove/relocate/provide services
- Demolition of internal non-load bearing walls
- Remove floor furnishings
- Remove non-operational equipment
- Remove false ceiling

Not in Scope:

Works not in scope include:

- Removal and alteration of original heritage fabric without approval
- Installation of mechanical exhausts and grease traps
- Any proposed change of use and/or fitout

Note: Works not in scope may require a different form of environmental assessment and approval, Contact local environmental officer for guidance

Project manager requirements:

- Has a Sydney Trains employee number
- Completed *Environmental Management for Projects* (online) and *SEMP Masterclass* training

External notifications:

Parties outside of Sydney Trains that are likely to require works' notification

- Letter box drop to residents (if identified in SEMP)

Permits / licences:

Licences and permits not issued by Sydney Trains that are likely to be needed for works

- Heritage approval (if identified in SEMP)
- Road closure permits (if identified in SEMP

Plant and equipment

- Hand tools/Power tools
- Jackhammer
- Truck
- Concrete saw
- High rail equipment
- EWP
- Platform ladder
- Scaffolding
- Extraction fan
- Core borer
- Hoarding
- Crane truck
- Skip bin
- Portable toilets
- Oxy cutting equipment
- Lighting
- Generator
- Pressure washer

Environmental Hazard Matrix

Job steps	Environmental hazard														
	Awareness and responsibility	Biodiversity	Chemical and fuel storage and decant	Dust	Erosion and sedimentation	Heritage	Incidents and emerging issues	Light Spill	Noise and vibration	Pesticides	Plant and equipment emissions and spills	Soil and water contamination	Traffic	Visual impacts	Waste
Site establishment (including material / plant delivery, establish site amenities, place skip bins, install hoardings, etc)	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	Y
Strip out Demolition of internal walls, façade and floor furnishings Removal of existing services	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	Y	Y	-	Y
Installation of new utilities Installation of structural beams General make good works	Y	-	-	Y	-	Y	Y	Y	Y	-	Y	Y	Y	-	Y
Stockpile and disposal of waste	Y	-	-	Y	Y	-	Y	-	Y	-	Y	Y	Y	Y	Y
Site demobilisation (including final waste disposal, site reinstatement, etc)	Y	-	-	-	-	-	Y	-	Y	-	Y	-	Y	-	-

Hazard Control Table

Environmental Hazard	Control and responsibility	Control reference
Awareness and responsibility: *Staff unaware of the works' environmental controls and their responsibilities*	*Project manager* • *SEMP*: The SEMP is signed by the site supervisor and they are aware of the environmental controls and conditions, including those within the SEMP's specialist studies and approvals *Site supervisor* • Undertake site pre-work briefings and inductions using the SEMP and the SECM to cover the work's environmental risks and controls and the workers environmental responsibilities • Delivery tool-box talks relevant to the environmental hazards • Maintain a readily accessible copy of the environmental approval (including all associated specialist approvals and plans) at the worksite whenever work is being undertaken. • Display prominently on site, where possible, the SECM and make sure it is accurate and used	• Site Environmental Management Plan • **SMS-06-OP-3114 *Pre-work Briefings***
Biodiversity: *Unintentional or unapproved impacts on native and protected plants, animals and ecological communities*	*Site supervisor* • Use tape or other suitable fencing around "no go zones" • Clear minimal vegetation and do not clear any vegetation outside of approved scope • Trim or remove trees under direction of an arborist • Keep vehicles and equipment away from areas of vegetation • Contact WIRES as required for injured animals • Complete post-work site rehabilitation works, maintenance and inspections and transfer ownership to operational area at end of responsibility	• Site Environmental Management Plan • **EMS-06-OR-1006 *Biodiversity***
Chemical and fuel storage and decant: *Unintentional loss of chemicals and fuels during storage and decanting*	*Project Manager* • *SEMP:* Check SDS for any chemicals being used (including pesticides) to determine if special storage and preparation controls are needed. Include controls in SEMP Section 5.2. *Site supervisor* • Maintain current SDS's onsite for all stored chemicals and follow any special precautions • Chemicals and fuels are stored in appropriately labelled and approved containers • Bund temporary fuel and chemical storage and decant facilities away from drains and waterways	• Site Environmental Management Plan • Safety Data Sheets (SDS)

Environmental Hazard	Control and responsibility	Control reference
Dust: *Emissions of dust leaving worksite from earthworks, stockpiles and works traffic.*	*Site supervisor* • Select plant and equipment for the task that is fit for purpose and minimises dust generation • Use water cart to dampen exposed surfaces including access roads, work areas and stockpiles • Cover long term stockpiles • Minimise removal of vegetation from worksite • Keep vehicles to existing access roads	• Site Environmental Management Plan. • **EMS-05-GD-0013 *Air Quality Guide***
Erosion and sedimentation: *Loss of soil and sediment from worksite to surrounding environment, including tracking onto public roads*	*Site supervisor* • Use a street sweeper to regularly remove mud and silt from public roads used for site access • Include sediment control in stockpile management • Complete post-work site rehabilitation and erosion and sediment control maintenance and inspections (transfer ownership to operational area at end of responsibility)	• Site Environmental Management Plan • **EMS-14-PR-0012 *Erosion and Sediment Control***
Heritage: *Unintentional or unapproved impact on Aboriginal and non-Aboriginal heritage*	*Project manager* • *SEMP*: Use SEMP to identify and manage impact to Aboriginal and Non-Aboriginal Heritage sites. Contact a Transport Heritage Specialist for advice regarding approval to impact heritage sites. Add controls from approval to SEMP Section 5.2. *Site supervisor* • Isolate and demarcate heritage sites to prevent accidental damage • If a heritage or archaeological item is uncovered, immediately stop further disturbance, demarcate the site, contact your environmental support and follow **EMS-09-PR-0164 *Unexpected Archaeological Finds***	• **EMS-03-FM-0249 *EWMS Activities outside the AoZ*** • Site Environmental Management Plan • TAHE (former RailCorp) Section 170 Heritage and Conservation Register • Sydney Trains environment WebGIS • **EMS-09-PR-0164 *Unexpected Archaeological Finds***

Environmental Hazard	Control and responsibility	Control reference
Incidents and emerging issues *An incident or emerging issue is not controlled and causes an environmental impact*	*Project Manager* • *SITE:* Support management of emerging issues and incident management, notification, investigation and the completion of corrective and preventative actions *Site supervisor* • Complete daily inspections of the site, plant and equipment and the surrounding area to identify unexpected impacts and future potential impacts • Consider how changes in the weather could affect the works and the works controls (e.g. during high winds, heavy rainfall, etc) • Contact your environmental officer if the NSW EPA or other external party conducts an environmental site visit • Implement incident procedures on unapproved impacts, spills and other environmental incidents • If a spill occurs, then immediately notify incidents to the Incident and Injury Hotline 1800 772 779 or enter incident directly into SHEM • Refer all complaints to the *Sydney Trains & NSW TrainLink Environmental Feedback Line* on 1300 500 or https://transportnsw.info/contact-us	• Site Environmental Management Plan • **EMS-03-PR-0224 *Incident Environmental Management*** • **EMS-02-WI-0214 *Notify Pollution Incidents*** • **EMS-09-PR-0164 *Unexpected Archaeological Finds***
Light spill: *Impact of work light sources on neighbouring residents and properties - particularly the potential for sleep disturbance*	*Site supervisor* • Locate portable lighting towers so that they are not directed at residential properties • Ensure parked vehicles headlights do not shine into residences,	• Site Environmental Management Plan

Environmental Hazard	Control and responsibility	Control reference
Noise and vibration: *Impact of works noise and vibration on neighbouring residents and properties – particularly the potential for sleep disturbance*	*Project manager* • *SEMP*: Identify potentially sensitive noise receivers and identify relevant controls through the noise assessment (as required by SEMP) *Site supervisor* • Schedule more noisy work for 'standard hours' (7am to 9pm Monday to Friday, 8am to 1pm Saturday), where practical • Limit operating and idling plant and equipment on site, where practical • Locate noisy equipment, parking areas and assembly areas away from sensitive receivers, where practical and instruct workers to minimise noise during shift changes and at crib areas • Use non-tonal reversing alarms on vehicles, where practical • All plant and equipment to be operated with effective noise attenuation equipment (e.g. mufflers)	• Site Environmental Management Plan • **EMS-10-GD-0083 *Guide to Rail Infrastructure Noise and Vibration Management*** • **EMS-10-FM-0166 Maintenance Quantified Noise and Vibration Assessment**
Plant and equipment emissions and spills: *Smoke, fumes., odours and other emissions from plant and equipment. Spills of hydrocarbons from plant and equipment*	*Project Manager* • SEMP: Specify plant and equipment for the task that is fit for purpose and minimises offsite impacts (e.g. smoke, exhaust, noise, etc) *Site supervisor* • Plant and equipment is operated and maintained in a proper and efficient manner with all of its pollution control equipment in place and functioning • Plant and equipment not used when needing repair • Plant and equipment is regularly checked for wear, leaks, odours, fumes and smoke • All plant to have suitable spill kits and operators trained in their use and the disposal of used spill kit materials	• Site Environmental Management Plan • **SMS-16-OP-3076 *Inspection, Testing and Monitoring***

Environmental Hazard	Control and responsibility	Control reference
Soil and water contamination: *Contamination of worksite from stockpiling and chemical use*	*Project manager* • *DESIGN* and *SEMP*: Identify potential contaminants prior to commencing work on site • *DESIGN* and *SEMP:* Check SDS for any chemicals being used (including pesticides) to determine if special use controls are needed. Add any controls to SEMP Section 5.2. *Site supervisor* • Develop a stockpile management plan to segregate potentially contaminated materials from clean materials • Undertake daily inspections for spills and contamination (e.g. vehicle tracking, unauthorised material movement, containment failures, etc) • Check all imported material for contamination (including weeds, construction wastes, etc)	• Site Environmental Management Plan • **EMS-07-PR-0004 *Contaminated Land Management***
Traffic: *Traffic disruption to community and other users around worksite*	*Project manager* • *SEMP*: Develop a Traffic Management Plan, where appropriate *Site supervisor* • Plan all vehicle movements to occur outside of local peak traffic periods • Place offsite staging areas in low impact areas • Obtain a Road Occupancy Licence, as necessary • Utilise qualified traffic control staff	• Site Environmental Management Plan
Visual impact: *Visual impact on community due to works and worksite facilities and activities*	*Site supervisor* • Place stockpiles and site amenities away from residents, and remove them as soon as possible • Create or maintain existing visual screens such as using vegetation, shade cloth on fences or natural site features • Keep the site tidy and free of litter	• Site Environmental Management Plan • **EMS-03-GD-0014 *Visual Amenity Guide***

Environmental Hazard	Control and responsibility	Control reference
Waste: *Unnecessary generation of wastes and poor or illegal disposal of wastes*	**Construction waste (e.g. spoil, concrete, litter and rubbish, etc)** *Project manager* • *SEMP:* Develop a Waste Management Plan if the works will generate a significant quantity of wastes, difficult wastes or waste of an unknown quantity/contamination *Site supervisor* • Do not overestimate quantities of materials required • Separate wastes, place all wastes in appropriate containers and dispose of them as they are generated • Prevent the mixing of similar new and waste materials • Classify all wastes in accordance with the NSW EPA Waste Classification Guidelines • Only use approved waste contractors and dispose of all wastes leaving site to facilities licenced to receive the waste • Keep records of all waste classification, transport, disposal, reuse and recycling activities	• Site Environmental Management Plan • **EMS-13-OR-1013 *Waste Management*** • EPA Waste Classification Guidelines
	Slurry wastes (e.g. concrete, supersucker, etc) *Site supervisor* • Ensure proper and immediate disposal of slurry offsite, or construct a correctly sized, impermeable slurry holding facility and properly dispose of all dewatered wastes	• Site Environmental Management Plan • **EMS-13-WI-0183 *Hydrovac Slurry Management***
	Vegetation management waste (e.g. clippings, branches, etc) *Site supervisor* • Ensure wastes are placed in appropriate bags or containers • All cut vegetation (clippings (mower/whipper sniping clippings, leaves, branches & other) to be removed from site and recycled (where possible) • No spreading of weed infested material within corridor	• Site Environmental Management Plan • **EMS-13-OR-1013 *Waste Management***

Acknowledgement of Country

Sydney Trains acknowledges the traditional custodians of the land on which we work and live. We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Heritage NSW

HMS Application ID: 1335

[redacted]
Sydney Trains
36-46 George Street
Burwood NSW 2134

[redacted]

[redacted]

APPLICATION TO MODIFY S60 APPROVAL
FOR WORKS TO *Cronulla Railway Station group*
STATE HERITAGE REGISTER N º 01123

Address:	Cronulla Railway Station, Tonkin Street, Cronulla NSW 2230
Proposal:	Modifications to partitioned room in the station building and associated external works and landscaping to create a single space layout in preparation for future commercial use
Section 65Aa application no:	HMS ID 1335, accepted 30/08/2022

I refer to your application under Section 65A of the *Heritage Act 1977* (the Act) to modify the approved Section 60 application s60/2019/212.

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the modified proposal and found it to be substantially the same as the approved Section 60 application.

Your application for modification is approved under section 65A of the *Heritage Act 1977*. The revised conditions are below (with amendments shown by striking through text and new text in ***bold italics***):

APPROVED DEVELOPMENT

1. All work shall comply with the information contained within:

   a) Architectural Drawings prepared for Sydney Trains as listed in the table below.

Dwg No	Dwg Title	Date	Rev
Project Name: RETAIL UPLIFT PROGRAM - CRONULLA			
17-100-CRO-AR-000	COVER SHEET, DRAWING LIST & NOTES	20.8.19	A0
17-100-CRO-AR-001	LOCATION PLAN	20.8.19	A0
17-100-CRO-AR-002	EXISTING DEMOLITION PLAN	20.8.19	A0
17-100-CRO-AR-003	PROPOSED RETAIL PLAN	20.8.19	A0
17-100-CRO-AR-004	REFLECTED CEILING PLAN	20.8.19	A0
17-100-CRO-AR-005	ELEVATION 1 & 2	20.8.19	A0
17-100-CRO-AR-006	SECTION A & B	20.8.19	A0
17164-LD-CR-S000	COVER SHEET, DRAWING LIST & STRUCTURAL NOTES	22.8.19	A0
17164-LD-CR-S001	STRUCTURAL NOTES - SHEET 2	22.8.19	A0

17164-LD-CR-S002	STRUCTURAL NOTES - SHEET 3	22.8.19	A0
17164-LD-CR-S003	DEMOLITION & PROPOSED RETAIL PLANS & DETAILS	22.8.19	A0

b) *Cronulla Railway Station Statement of Heritage Impact*, prepared by Extent Heritage for Sydney Trains, 31 January 2019.

c) Letter from Sydney Trains, 1 August 2022: Application Section 65(A) modification under the Heritage Act 1977 - Modification to Condition 2 of S60/2019/212 (DOC19/999136)

(Modified 5 October 2022 – s65A HMS ID 1 ***335)***

EXCEPT AS AMENDED by the conditions of this approval.

DEFERRED COMMENCEMENT APPROVAL

2. The approval for the proposed stripping of internal services and joinery and external modifications to provide a cold shell for future retail is subject to Deferred Commencement in accordance with s63A of the *Heritage Act 1977*. This approval is subject to the following conditions being met to the satisfaction of the Heritage Council or its delegate:

a) The applicant must demonstrate that a lease agreement has been completed, and a lessee nominated for the booking office.

~~b) Provision of detailed drawings and schedule of materials and finishes of the proposed shopfront window and fit out. The design must be sympathetic to the context and be visually recessive. The opening for the new window should not impact on original brickwork. Any new brickwork should match surrounding.~~

~~*Reason: To ensure that the former waiting room and office are a viable retail space prior to the completion of strip out works to allow the adaptive reuse of the building. Works must be sympathetic and respond to the heritage context.*~~

Reason: To demonstrate that the former waiting room and office have a viable compatible use at the completion of the base build works.

(Modified 5 October 2022 – s65A HMS ID 1 ***335)***

SIGNIFICANT FABRIC

3. If significant finishes or fixtures are uncovered during the works, they must be conserved and protected prior to installation of new finishes. Any conservation works must be guided by the nominated heritage consultant.

Reason: To ensure that fabric of significance is conserved and maintained in the long-term management of the asset.

INFORMATION TO BE PROVIDED

3A. Prior to the tenancy fit out, provide detailed drawings and schedule of materials and finishes of the proposed shopfront window and fit out. The design must be sympathetic to the context and be visually recessive. The opening for the new window should not impact on original brickwork. Any new brickwork should match surrounding.

Reason: To ensure that the tenancy fit out is sympathetic and responds to the heritage context.

(Modified 5 October 2022 – s65A HMS ID 1 ***335)***

HERITAGE CONSULTANT

4. A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design,

provide heritage information to be imparted to all tradespeople during site inductions, and oversee the works to minimise impacts to heritage values. The nominated heritage consultant must be involved in the selection of appropriate tradespersons and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

Reason: So that appropriate heritage advice is provided to support best practice conservation and ensure works are undertaken in accordance with this approval.

SPECIALIST TRADESPERSONS

5. All work to, or affecting, significant fabric shall be carried out by suitably qualified tradespersons with practical experience in conservation and restoration of similar heritage structures, materials and construction methods.

   Reason: So that the construction, conservation and repair of significant fabric follows best heritage practice.

SITE PROTECTION

6. Significant built and landscape elements are to be protected during site preparation and the works from potential damage. Protection systems must ensure significant fabric, including landscape elements, is not damaged or removed.

   Reason: To ensure significant fabric including vegetation is protected during construction.

PHOTOGRAPHIC ARCHIVAL RECORDING

7. A photographic archival recording must be prepared prior to the commencement of works and at the completion of works. This recording must be in accordance with the Heritage NSW publication '*Photographic Recording of Heritage Items using Film or Digital* Capture' (2006). The digital copy of the archival record must be provided to Heritage NSW.

   Reason: To capture the condition and appearance of the place prior to, and after, modification of the site which impacts fabric.

UNEXPECTED HISTORICAL ARCHAEOLOGICAL RELICS

8. The applicant must ensure that if unexpected archaeological deposits or relics not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.

   Reason: This is a standard condition to identify to the applicant how to proceed if historical archaeological deposits or relics are unexpectedly identified during works.

COMPLIANCE

9. If requested, the applicant and any nominated heritage consultant may be required to participate in audits of Heritage Council of NSW approvals to confirm compliance with conditions of consent.

   Reason: To ensure that the proposed works are completed as approved.

DURATION OF APPROVAL

10. This approval will lapse five years from the date of the consent unless the building works associated with the approval have physically commenced.

    Reason: To ensure the timely completion of works

Stamped documents

Any stamped documents (e.g. approved plans) for this application are available for the Applicant to download from the Heritage Management System at https://hms.heritage.nsw.gov.au under 'My Completed Applications.'

If you have any questions about this correspondence, please contact Hendry Wan, Senior Assessments Officer - RMS, at Heritage NSW on 8837 6090 or Hendry.Wan@environment.nsw.gov.au

Yours sincerely

Rochelle Johnston

Rochelle Johnston
Senior Manager, Major Projects
Heritage NSW
Department of Planning & Environment
As Delegate of the Heritage Council of NSW

5 October 2022

cc: Sutherland Shire Council

EXTENT

HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC

Cronulla Railway Station

Statement of Heritage Impact

Prepared for Sydney Trains

January 2019 – Final

Sydney
Melbourne
Brisbane
Perth

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HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC

Document Control Page

CLIENT: Sydney Trains

PROJECT: Cronulla Railway Station Statement of Heritage Impact

SITE NAME: Cronulla Railway Station

EXTENT HERITAGE PTY LTD INTERNAL REVIEW/SIGN OFF				
WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
Kim Watson Lisa Newell	18.12.18 - 21.01.19	Draft	Eleanor Banaag Lisa Newell	21.01.19
Kim Watson	29.01.19	Final	Corinne Softley	31.01.19

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Contents

1. Introduction

1.1 Project Description

During 2018, Extent Heritage Pty Ltd was commissioned by Sydney Trains to prepare a Statement of Heritage Impact for base build works to Cronulla Railway Station. The station is included on the State Heritage Register.

The proposed works include reinstating a partitioned room in the station building to its original single space layout in preparation for its future commercial and retail use and some associated external works and landscaping.

1.2 Heritage Act Approvals

An onsite meeting on 11 October 2018 attended by Extent Heritage, Sydney Trains and Office of Environment (OEH) considered the proposed works. It was agreed that the project included base build works and later future commercial fit-out and use works and that these would require separate consideration and approval. This Statement of Heritage Impact is for the base build works only.

The meeting also agreed that an approval under the Heritage Act is required for the base build works as they are considered 'major work'. Works relating to any future tenancy and fit-out would require separate approvals or Exemption endorsements and a specific additional Statement of Heritage Impact.

Refer to Appendix A for the meeting minutes.

1.3 Approach and Methodology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the latest version of the Statement of Heritage Impact Guidelines (2002), produced by the NSW Office of Environment and Heritage.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

1.4 Limitations

The site was inspected and photographed by Corinne Softley and Kim Watson on 16 November 2017. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.5 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this Statement of Heritage Impact:

MacLaren North	NSW Director
Lisa Newell	Senior Associate
Corinne Softley	Heritage Advisor
Kim Watson	Heritage Advisor

1.6 Ownership

The site is owned by RailCorp and managed by Sydney Trains.

1.7 Terminology

The terminology in this report follows that in the *Australia ICOMOS Burra Charter, 2013* (Burra Charter). Article 1 provides the following definitions:

Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including elements, fixtures, contents and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance.*

Maintenance means the continuous protective care of a *place*, and its *setting*.

Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.

Preservation means maintaining a *place* in its existing state and retarding deterioration.

Restoration means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.

Adaptation means changing a *place* to suit the existing *use* or a proposed use.

Use means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Compatible use means a *use* that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

Related place means a *place* that contributes to the *cultural significance* of another place.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the place.

Associations mean the connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

2. Site Identification

2.1 Location

Cronulla Railway Station is located on the eastern side of Cronulla Street, within the suburb of Cronulla in the Sutherland Shire Local Government Area. The station is the terminus of the Cronulla Line, which joins the South Coast Illawarra Line at Sutherland. The station group includes a main platform building, a booking office building, a single platform with a freestanding brick wall with a platform awning and a series of landscaping elements. For the purposes of this report, the works concern the main platform building only.

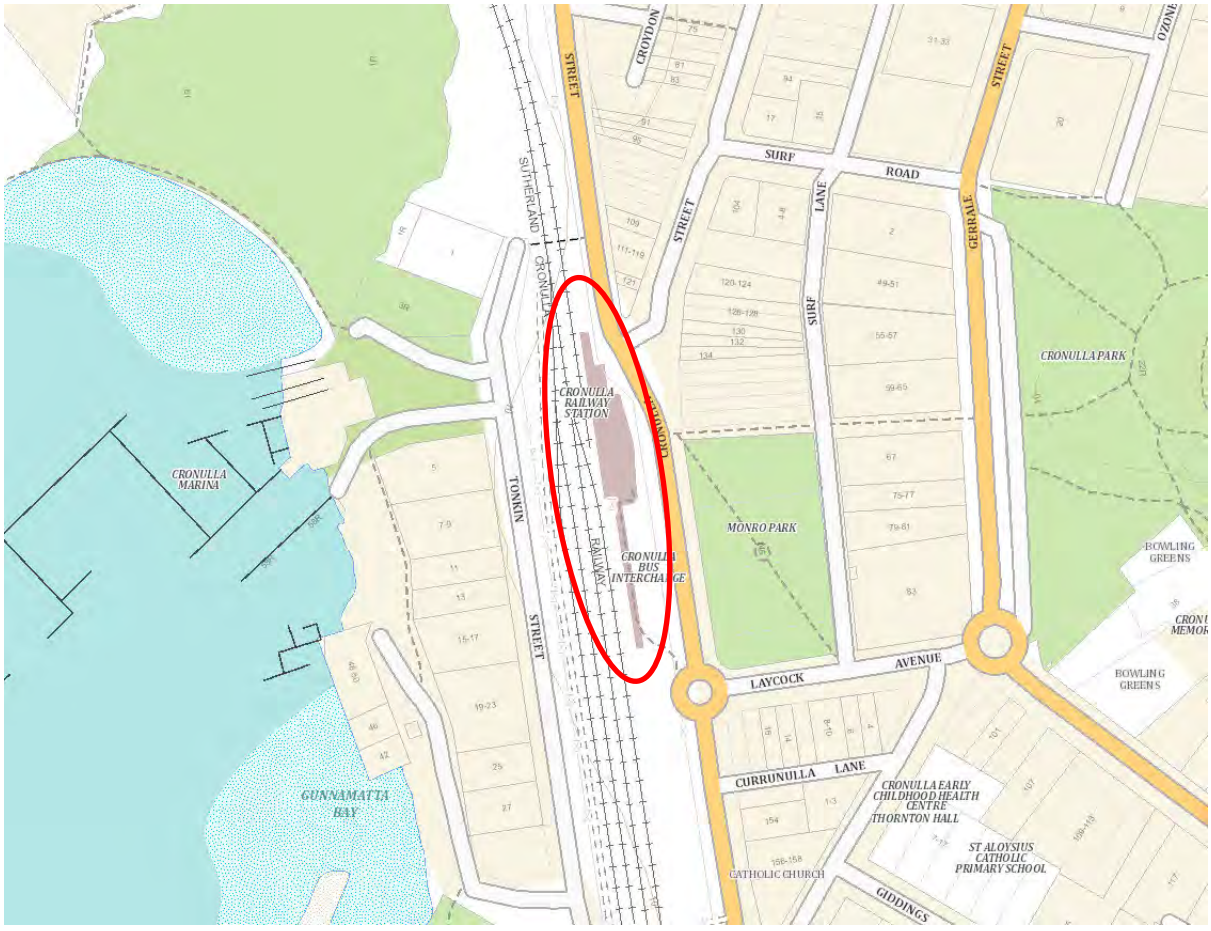

Figure 1: Location of Cronulla Railway Station (Source: LPI SIX Maps).

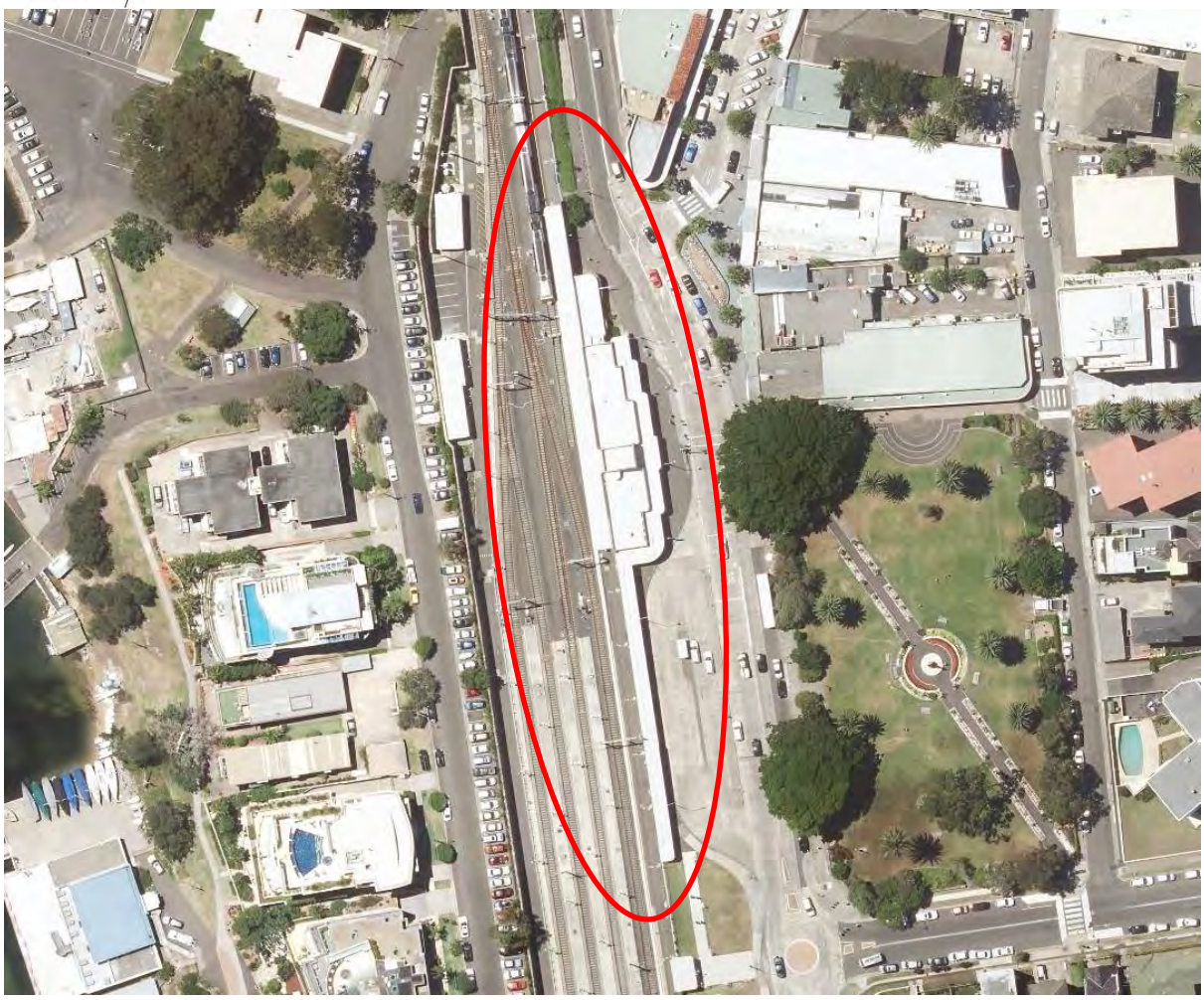

Figure 2: Aerial view of Cronulla Railway Station, with the primary station building circled in red (Source: LPI SIX Maps).

3. Listings and Controls

3.1 Statutory Heritage Listings

3.1.1 Environmental Protection and Biodiversity Act 1999

The site **is not** included on the National Heritage List under the Environmental Protection and Biodiversity Act 1999.

3.1.2 NSW Heritage Act 1977

State Heritage Register

The site **is** listed on the State Heritage Register (SHR), as *Cronulla Railway Station Group (item #1546*).

RailCorp S170 Heritage and Conservation Register

The site is listed on the RailCorp S170 Heritage and Conservation Register as *Cronulla Railway Station Group (item # 4801157).*

3.2 Sutherland Shire Local Environmental Plan 2015

The site **is** listed as a local heritage item in *Schedule 5 – Environmental Heritage* of the *Sutherland Shire Local Environment Plan 2015*, as *Cronulla Railway Station (item No. 1007).*

3.3 Non-Statutory Heritage Listings

3.3.1 National Trust of Australia (NSW)

The site **is not** included in the National Trust of Australia (NSW) Register of Items and Places.

3.3.2 Register of Significant Buildings in NSW (Australian Institute of Architects)

The site **is not** listed on the Australian Institute of Architects (NSW) Register of Significant Buildings.

Register/Listing	Item Listed (Y/N)	Item Name	Item Number
Statutory Register			
National Heritage List	N	-	-
Commonwealth Heritage List	N	-	-
State Heritage Register (SHR)	Y	*Cronulla Railway Station Group*	1546
RailCorp S170 Heritage and Conservation Register	Y	*Cronulla Railway Station Group*	4801157
Sutherland Shire Local Environmental Plan 2015	Y	*Cronulla Railway Station*	1007
Non-Statutory Register			
Register of the National Trust (NSW)	N	-	-
Register of Significant Buildings in NSW (Australian Institute of Architects)	N	-	-

3.4 Heritage items in the vicinity

Cronulla Railway Station is located in the vicinity of several heritage items included in the Schedule 5 of the Sutherland LEP 2015.

Name	Item #	Significance
Remnant Eucalyptus tereticornis (Forest Red Gum) canopy in Tonkin Park, adjacent to car park	1058	Local
School of Arts	1048	Local
Former State Bank	1012	Local
Monro Park, bus shelter, gate posts and monument	1013	Local
Substation (Electric Light Department)	1061	Local

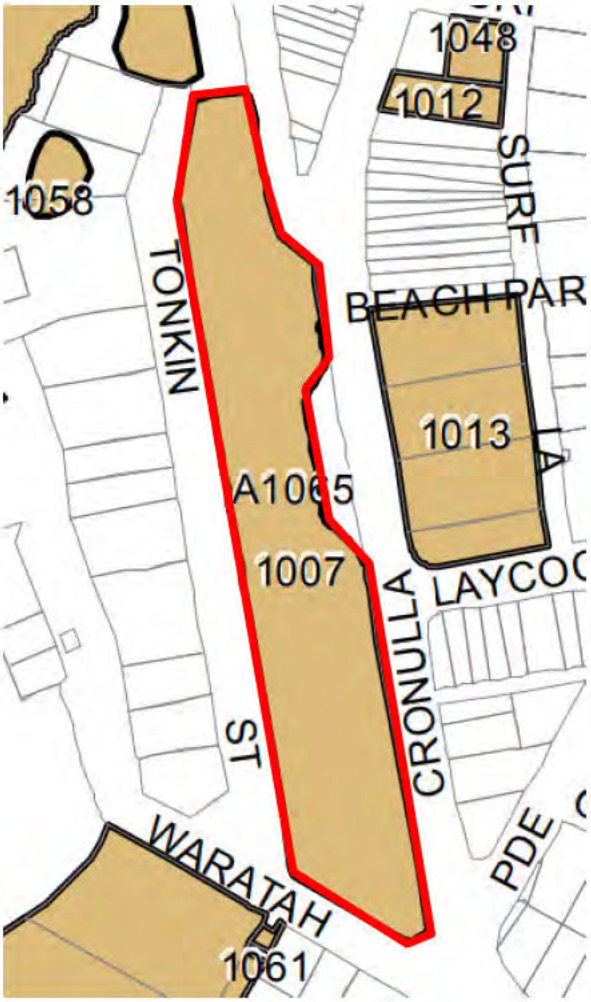

Figure 3: Local heritage map showing the subject site outlined in red (Source: Sutherland LEP 2015, Heritage Map HER_008A).

4. Historic Context

4.1 Cronulla

The land surrounding Cronulla was first granted to John Connell in 1835 and 1842. In 1849, his two large grants were inherited by his grandsons, John Connell Laycock and Elias Pearson Laycock. Elias' land was subsequently sold while John Laycock set about acquiring more land in Kurnell. However, John was unable to service the mortgages and his Cronulla land was auctioned in 1861. It was acquired by wealthy businessman and politician, Thomas Holt who by this time owned most of the land that stretched from Sutherland to Cronulla.

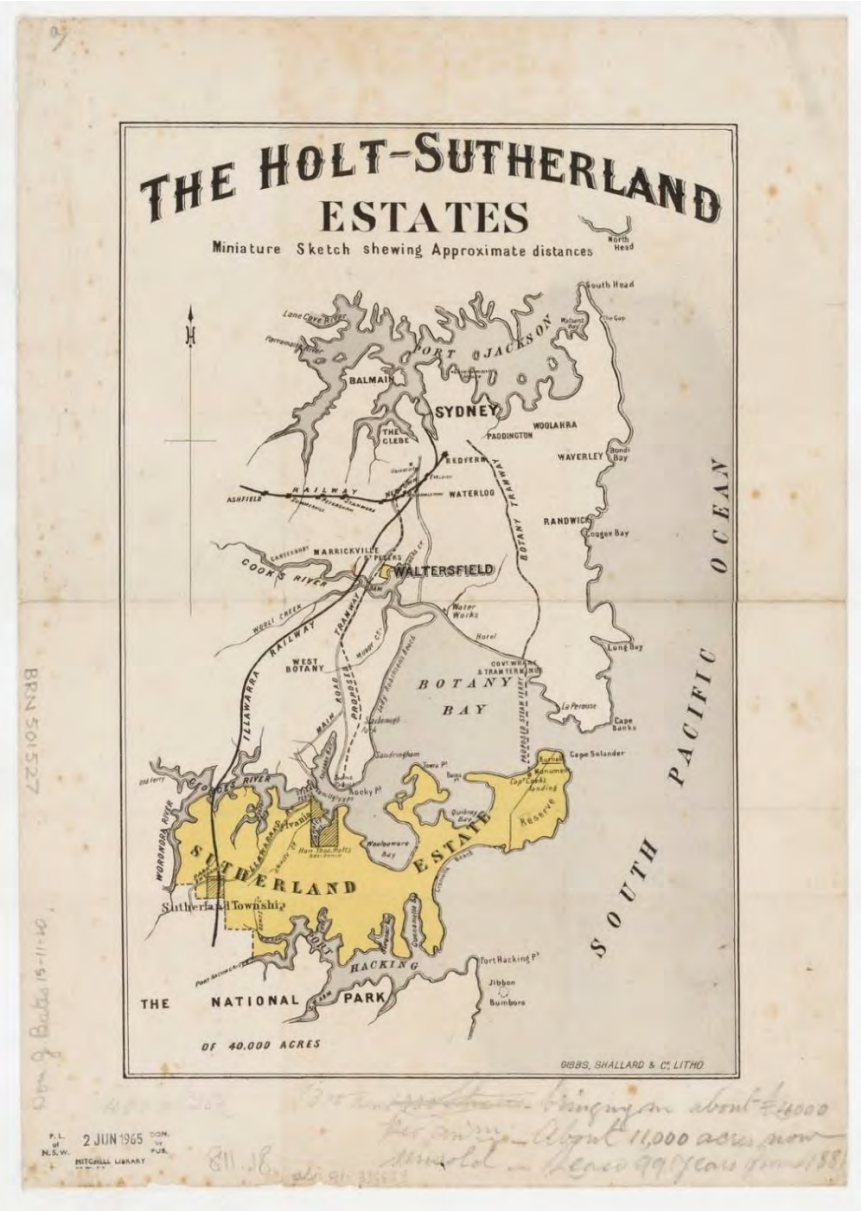

Figure 4: The Holt-Sutherland estates, miniature sketch showing approximate distances. (Source: State Library NSW, Call No: HQ 2013/258).

After the Illawarra railway line was built to Sutherland in 1885, the Cronulla area became popular for recreational activities such as picnics and swimming and many regulars rented beach houses every year for holidays.

In 1899, the NSW government named the area Gunnamatta, which means "sandy hills" and the area was progressively subdivided throughout the 1890s. In March 15, 1906 the municipality of Sutherland Shire was proclaimed and on the 26th February 1908 the suburb of Cronulla was created. The name Gunnamatta was reserved for bay to the west of the peninsular that forms Cronulla.

In 1908, the Government approved construction of a steam tram route from Sutherland to Cronulla. Construction was completed in 1911 and steam trams operated along the route from June 12, 1911. The area remained mostly semi-rural in the inter-war period. After World War II there was a large population increase and the area was increasingly suburbanised from the 1950s, with many of the guest houses being replaced by flats.

Figure 5: Aerial photograph of Cronulla, c.1930. (Source: Sutherland Shire Council Maps, accessed 2019).

Figure 6: Aerial photograph of Cronulla, c.1960 illustrating the suburbanisation of the area. (Source: Sutherland Shire Council Maps, accessed 2019).

4.2 The Illawarra Railway Line

Agricultural and mineral industries were emerging in the Illawarra region from the 1880s, with a number of established private colliery lines operating their own horse drawn tramways primarily from pit to port. Coastal steamers with ports established at key locations along the coast (Gibbs and Warne 1995, pp.64-65) provided the only reliable means to transport goods and products to and from Sydney.

Notwithstanding the coastal trade, many thought a railway would provide a faster and more reliable method of transport for the districts coal, blue metal and dairy products (Love 1992, p.8). In response to local agitation at the isolation the region's commercial potential, the construction of the Illawarra Railway Line commenced and was progressed in stages between 1884 and 1893. Its route had been surveyed in 1873, and it followed across the Georges River at Tom Ugly's Point, crossing the Gymea Range, then tunnelling through the Bulgo Range where a descent could be made into Bulli via a long tunnel at Coalcliff.

The line was opened between a junction with the Main Southern Line at Eveleigh (Illawarra Junction) and Hurstville on 15 October 1884. Eventually in 1886, following parliamentary approval, the allocation of £1,000,000 allowed for the extension to of the South Coast line from Wollongong to “Kiama”. The railway reached Wollongong in 1887, in which, the terminus of the railway was at Bombo, although originally referred to as North Kiama. The Illawarra line reached its fullest extent at Bomaderry in 1893.

Following the Railway Act of 1888, Commissioner Eddy began a programme of line duplications and quadruplications, as well as the upgrading of infrastructure such as bridges, to relieve the overcrowded lines. Consolidation of the line continued under successive commissioners into the early 1920s, with the original 1884 duplication expanded again in 1923. Sections of the Illawarra line between Sydney and Hurstville were electrified in the 1920s.

4.3 Cronulla Branch Line

Rail services in Cronulla dates back to 1908 with the passing of The Sutherland/Cronulla Tramway Act. The steam tram line between Sutherland and Cronulla opened for passenger use in 1911 and operated until 1931, as a single-track service. The single lined track ran parallel to the south coast railway along highway, where it traversed the Kingsway through Gymea, Miranda and Caringbah to Cronulla.

Due to the heavy traffic on the line the use of the steam tram waned. As the tram service struggled to cope, private bus services opened up in competition. Finally, the last steam tram passenger service ran on 3 August 1931, with the last goods service on 12 January 1932.

The impending closure of the Sutherland- Cronulla Tramway caused Sutherland Shire Council to turn its attention to the possibility of an electric branch railway line instead. A bill to sanction the building of the branch railway line was introduced into NSW Parliament on 18 June 1936. The bill was agreed, with the estimated cost of construction at $820,000, including resumptions. The construction of the branch line was treated as unemployment relief work. The men employed were to receive award wages "in pursuance of the Cabinet's policy of replacing unemployment relief works by works that will provide a better return for the expenditure of public money, and at the same time create improved conditions of employment." (Canberra Times, 22 February 1936, p.1). A federal loan for "state works" including "speeding up of the construction of the Sutherland-Cronulla line" was granted to the NSW government in November 1938 (Canberra Times, 28 November 1938, p1).

Construction began in August of 1936 with the first three miles of the line surveyed. Five new stations opened along the track, Kirrawee, Gymea, Miranda, Caringbah, Woolooware, Cronulla and Sutherland was extended and refurbished to provide for the new branch line. In 1939, the Cronulla Branch Line from Sutherland was opened, under the NSW premiership of the conservative Sir Bertram Stevens.

Like the steam tram that preceded the railway, the Cronulla Branch line was constructed as a single track with passing loops at Gymea and Caringbah. The track was extended to include a dual track between Gymea and Caringbah in 1985, while the rest of the track was duplicated in 2010 as part of CityRail’s Clearways project.

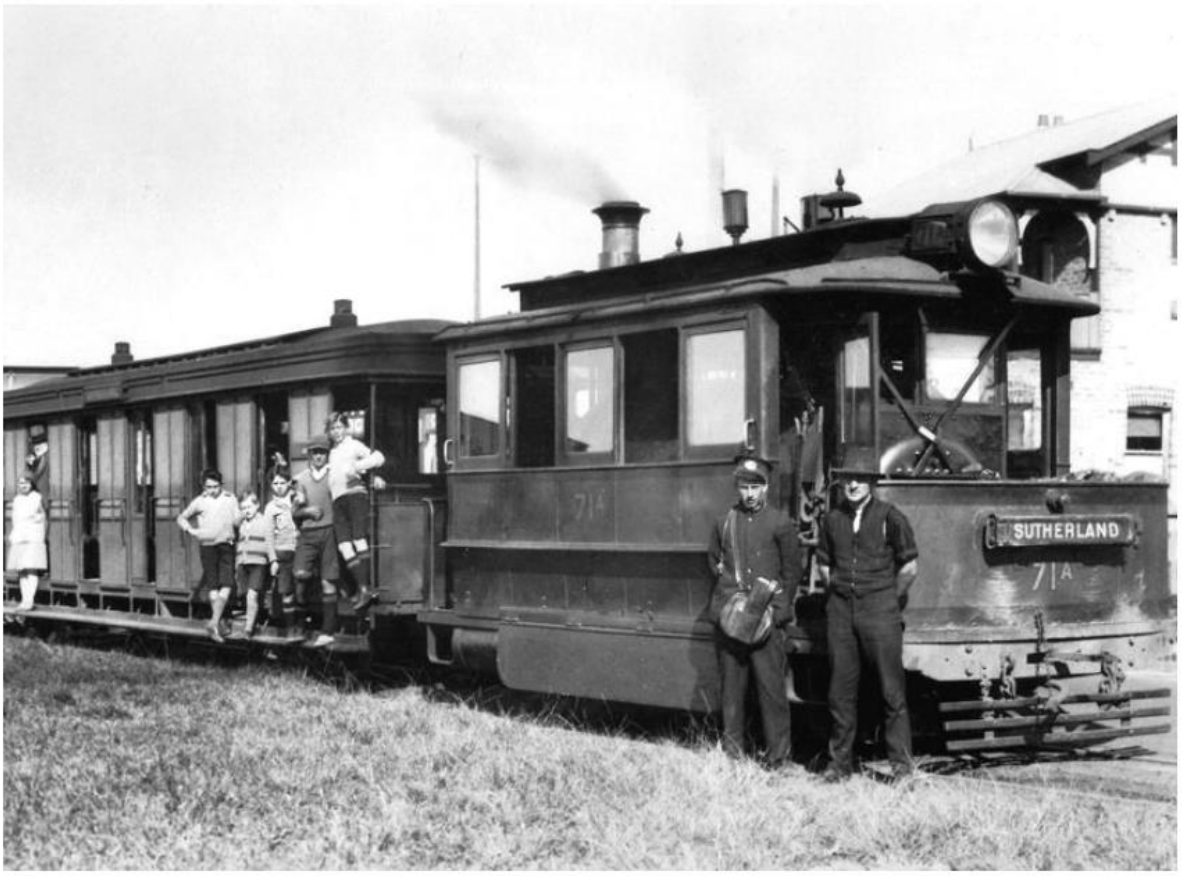

Figure 7: Photograph of Cronulla-Sutherland stream tram 71A, c.1926 (Source: Sutherland Shire Library, MF003/MF003461)

4.4 Cronulla Railway Station

Cronulla Station was regarded as the most important station on the Cronulla Branch Line because of its terminus function and unique platform design. It was officially opened on 16 December 1939 by the NSW Governor, Lord Wakehurst.

The Cronulla Station terminus was unlike any other in the Sydney network. Cronulla had become a major tourist resort and the station was constructed close to the beach for this reason. To cater for peak visitor times, its long, single sided loading platform was designed to take two full length electric trains end to end, which allowed large crowds to move quickly in and out of trains and off the platform.

Like other stations on the Cronulla Branch line, Cronulla was built in the Inter-war Functionalist style which is typified by functionalism, technology and the minimal ornamentation. Cronulla Station was distinguished by the buildings prominent, yet minimalist clock tower, curved cantilevered steel awnings that stepped along the façade and courses of contrasting brickwork.

Figure 8: Photograph of the opening of the station in 1939 (Source: Sutherland Shire Library, Image No. MF006\MF006332).

4.5 Cronulla Station Building

The station building at Cronulla was built in 1939. At its opening, the station building, from the north to the south consisted of a male lavatory, ladies' lavatory, store room, a ladies' waiting room and general waiting room, as well as a booking hall (the existing entrance), a booking office and parcels office. A range of offices were located at this southern portion of the station building, which included the Station Masters office, a driver's room, traffic staff room and a space for signal equipment. (refer to figure 19).

The building was extended to the north in the 1960s to include a Refreshment Room Kiosk, known as the Milk Bar at the northern end, beyond the male lavatory. The 1960s extensions and modifications were in keeping with the Inter-War Functionalist style of the building.

A series of station upgrades in 1994 included the modification of the station building's facade converting the male lavatory at the northern end of the building to a waiting room and small office. These alterations were in keeping with Inter-War Functionalist style of the building too.

Figure 9: Cronulla Railway Station in 1948 showing the former window opening where an entry door is now located.

Figure 10: Cronulla Railway Station in the early 1940s showing the former window opening which was modified to a door in 1994.

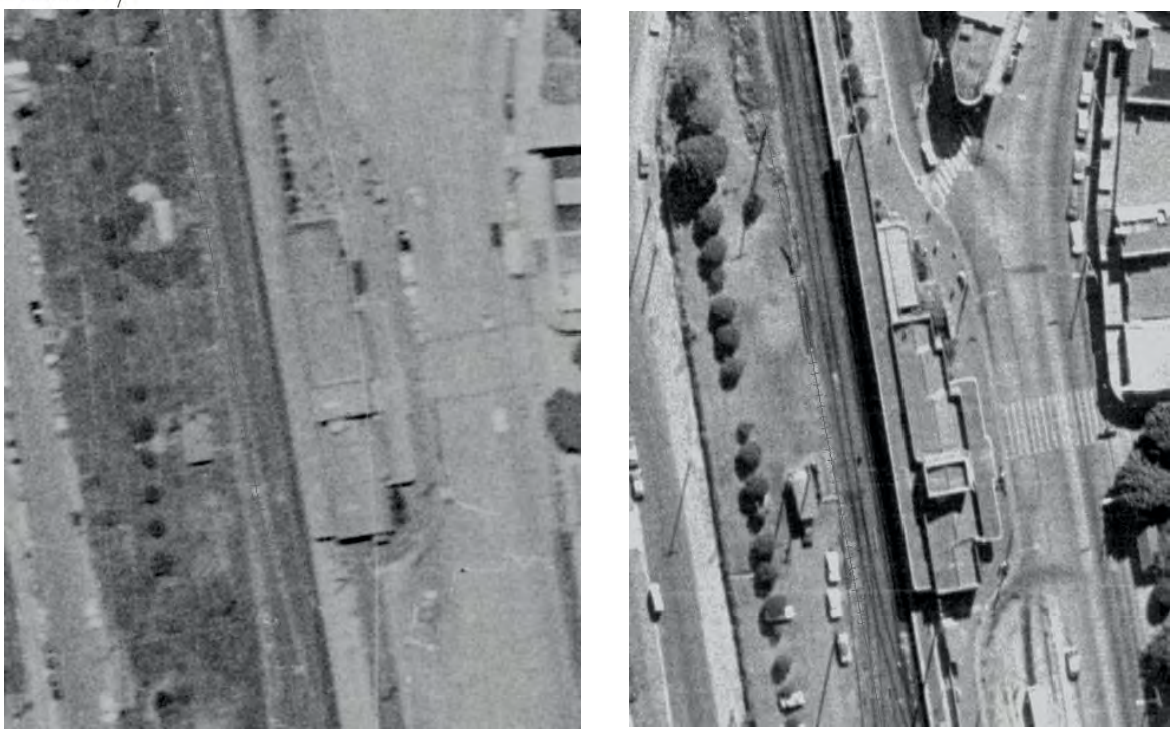

Figure 11: 1955 (left) and 1970 (right) aerial of Cronulla Station Building showing the extension of the station building (Source: Sutherland Shire Council Maps).

The two spaces subject to the proposed works were originally part of the 1939 male lavatory at the northern end of the main Cronulla Station Building. This use was retained until 1994 when the space was reconfigured into a retail/office space and a waiting room. Modifications at this time included:

- Removal of window to eastern elevation and installation of new window and door configuration (Figure 4).
- Removal of window to northern elevation and creation of doorway to a new kitchenette space (Figure 5).
- Modification of garden bed along eastern elevation to include new brick paving and path to the retail space.
- New brick wall running north to south through the centre of the space.
- Addition of decorative cornicing to each room.

The waiting room is currently used for storage.

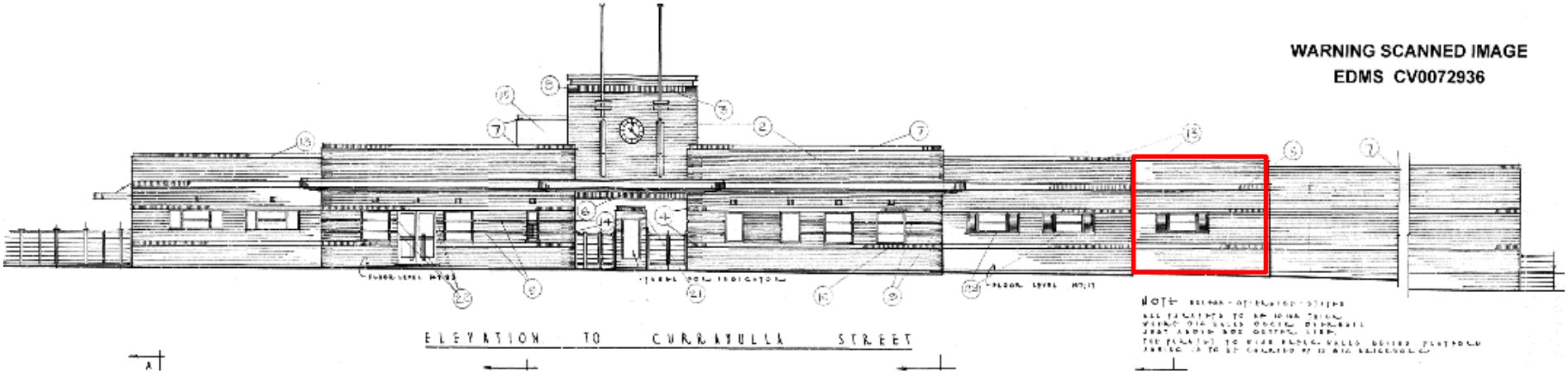

Figure 12: 1939 elevation of the Cronulla Station Building, with study area outlined in red (Source: Sydney Trains Plan Room, CV0072936).

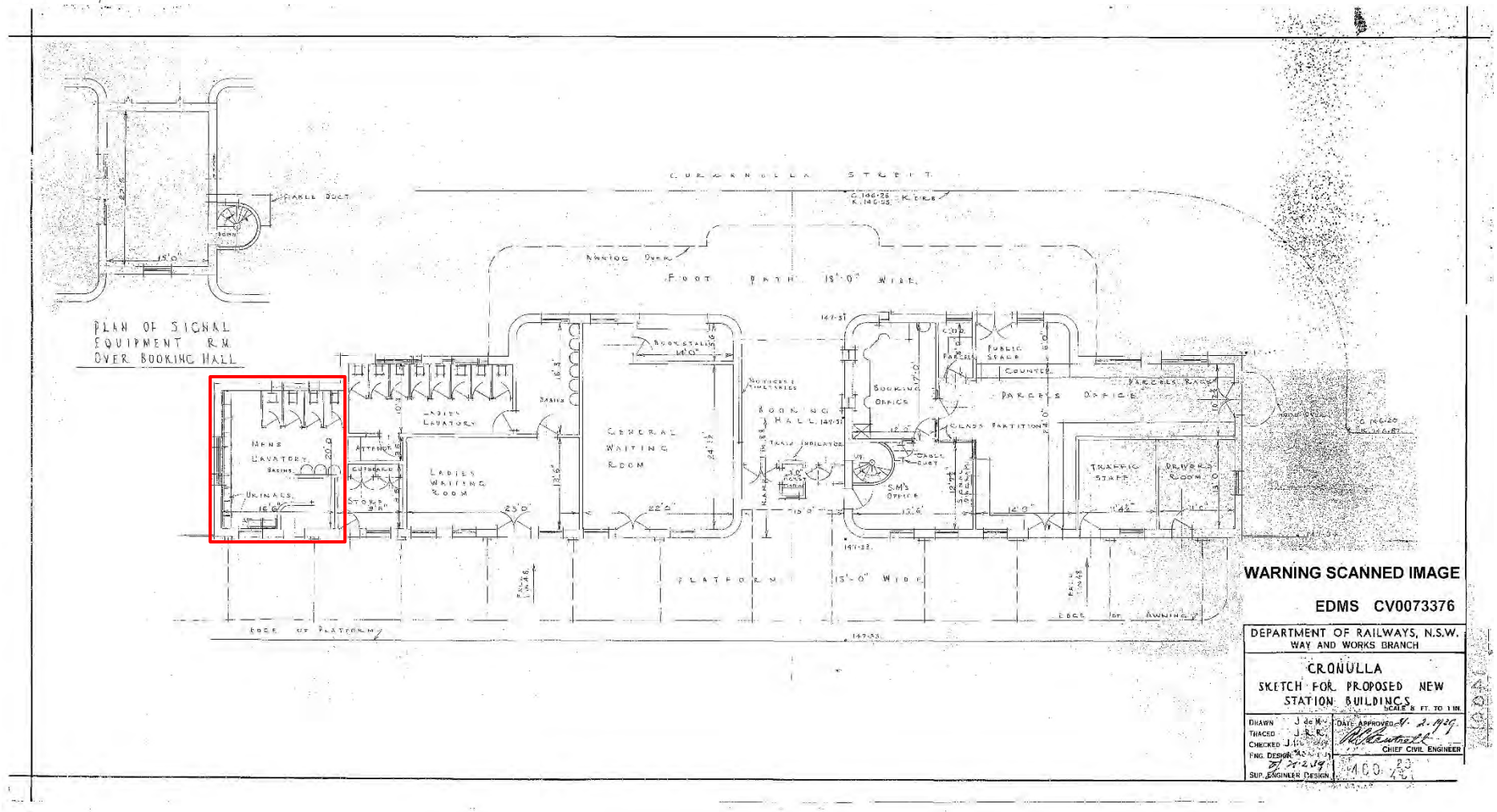

Figure 13: 1939 plan showing the original layout of the subject site, outlined in red (Source: Sydney Trains Plan Room, EDMS CV0073376).

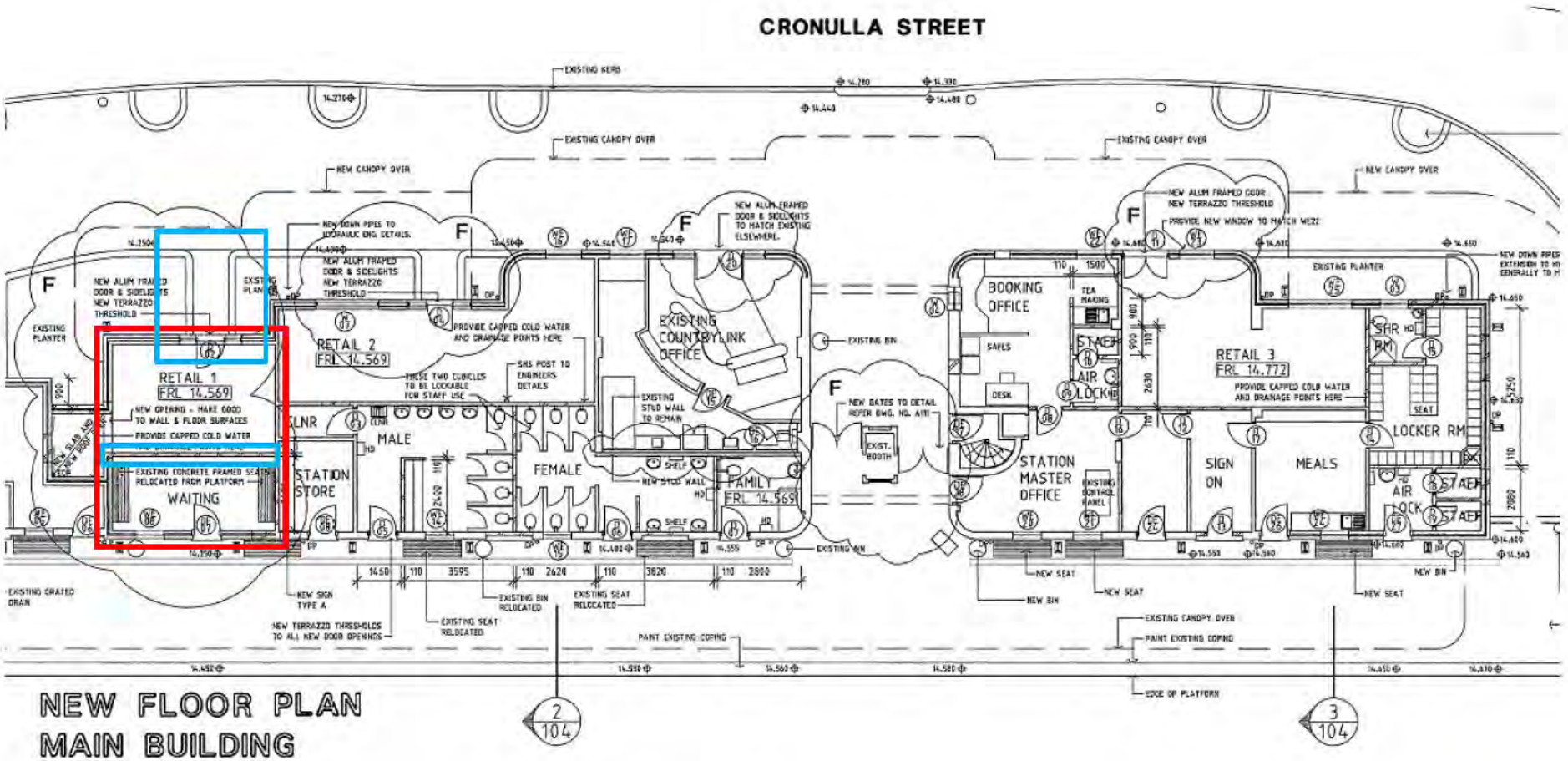

Figure 14: 1994 plan showing the proposed reconfiguration of the subject site, outlined in red. The 1994 modifications are outlined in blue and show the modified fabric (Source: Sydney Trains Plan Room, EDMS CV0073254).

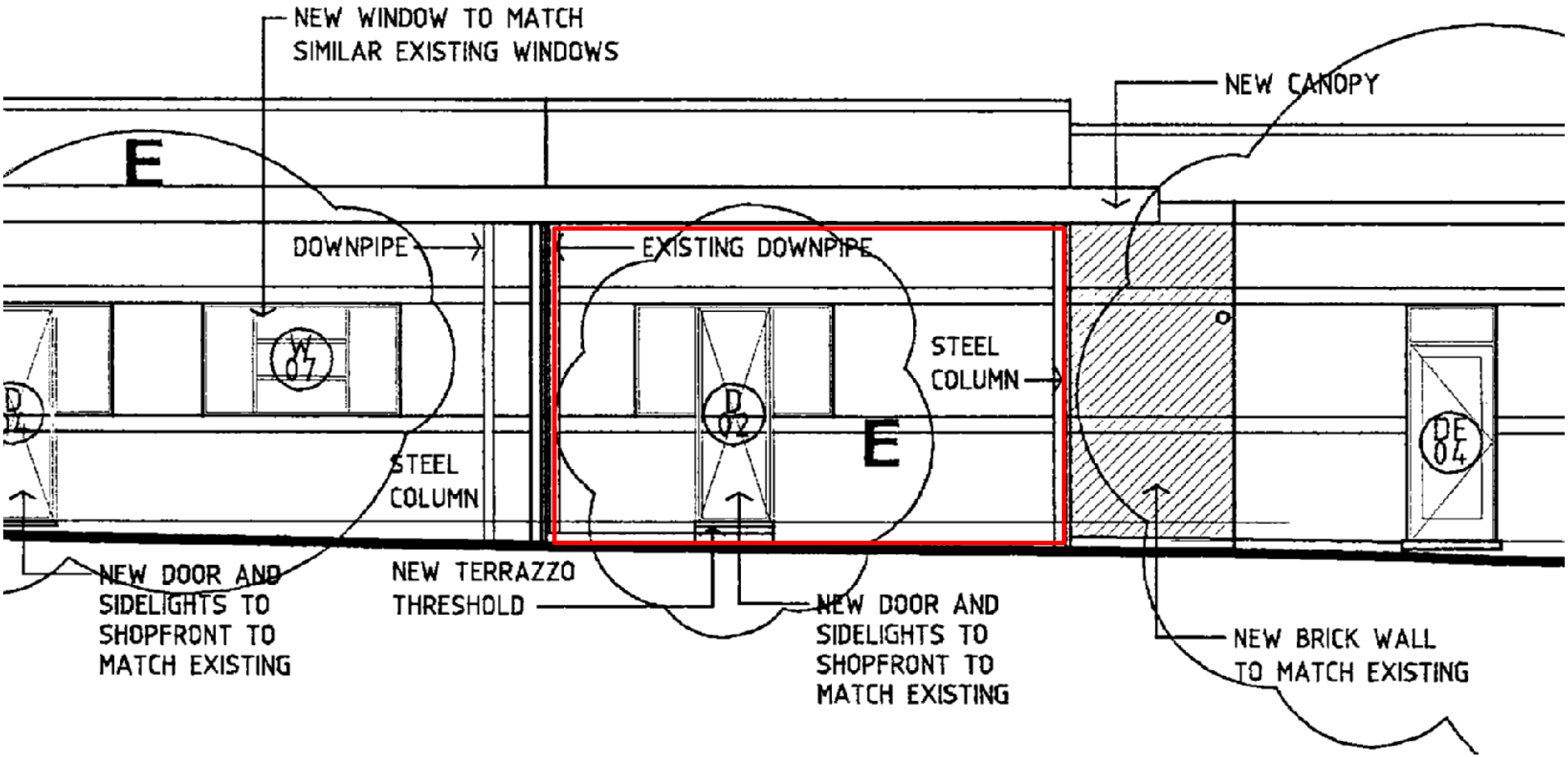

Figure 15: Detail of 1994 elevation of 1994 station upgrades (Source: Sydney Trains Plan Room, EDMS CV0073256).

5. Physical Description

EXTENT Heritage Pty Ltd carried out a physical assessment and analysis of the areas of Cronulla Railway Station subject to the base-works on 17 July 2017. Specifically, the analysis involved an investigation the former male lavatory space in the main platform building and alterations associated with the lavatory's later use as a storage room and office. The assessment did not include a detailed investigation of all fabric but an overview of the elements of the place to assist in determining significance.

5.1 Cronulla Station Building

The main platform building at Cronulla Station runs north-south and is an asymmetrically proportioned brick structure in the Inter-War Functionalist style. The station entrance is on the eastern, Cronulla Street side of the building.

The street facade is characterised by a flat roofed clock tower, eight stepped bays with shallow pitched gabled roofs hidden behind parapets, curved corners and two soldier courses in contrasting brickwork. Curved cantilevered steel awnings step along Cronulla Street façade and terminate at the office space located south the Milk Bar and the station entrance is defined by two sweeping curved walls of bull nosed bricks that form a covered passageway below the clock.

Unsympathetic intrusions include some aluminium framed windows and glazed doors with roller shutters and security grills.

The western elevation of the station building fronts the platform and features an extended awning supported by freestanding L-shaped cantilevered steel members on a concrete base. Some original timber beaded doors remain.

Figure 16: View of Cronulla Railway Station from Cronulla Street.

Figure 17: View along Cronulla Street in front of the station building.

Figure 18: View along the platform.

Figure 19: Entry to platform.

Figure 20: Booking office.

Figure 21: View of Nudo café fronting Cronulla Street.

Figure 22: View of the milk bar fronting Cronulla Street.

5.2 Current Storage Room

The small storage room previously used as a waiting room and prior to that occupied by part of the male lavatory, includes a later (1994) cornice and tiled floor but is not fit out with any permanent fixtures or furniture. No discernible features or characteristics of its previous use as a lavatory or later, as waiting room, remain. It has been used as a general equipment store for some time.

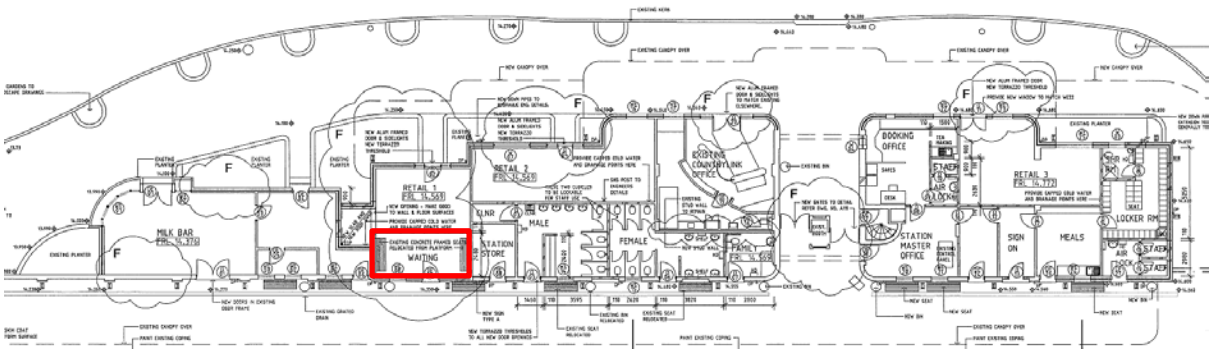

Figure 23: Location plan showing the storage room (Source: Sydney Trains Plan Room, 1994 alterations and addition, proposed floor plan).

Figure 24: View of window (right) to store room from the platform.

Figure 25: Entry to store room.

Figure 26:Storage room door.

Figure 27: Entrance to store room, features original brickwork and doorway.

Figure 28: Interior of store room.

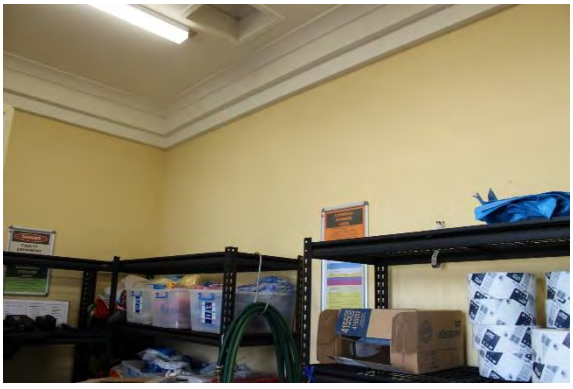

Figure 29: Interior of store room.

5.3 Office/Retail Space

The small office/retail space in once the eastern part of the men's lavatory, is situated between the existing café and the milk bar located in the 1960s northern extensions to the station building.

Like the adjoining storage room, it was created in 1994 when the male lavatory was converted into two separate spaces and the lavatory fit out demolished. The entry door includes two aluminium framed windows and a modern glazed door, framed by two garden beds with curved brick kerbing. The kerbing also forms part of the works completed in 1994.

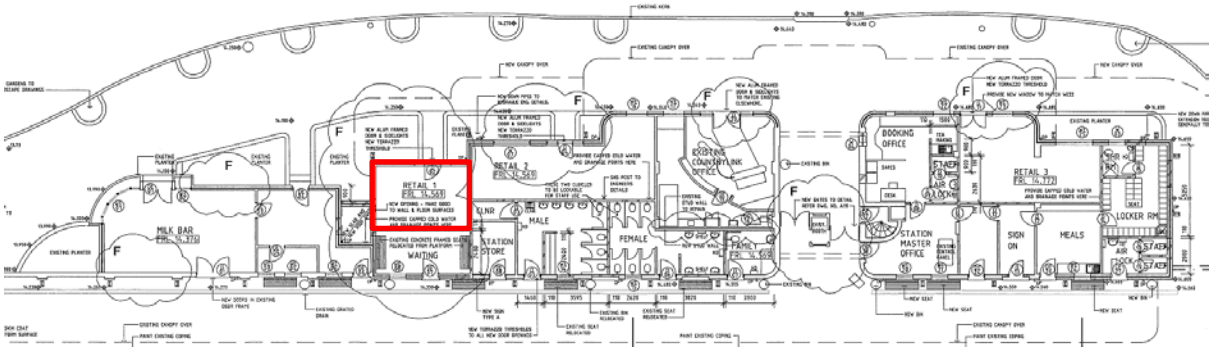

Figure 30: Location plan showing the office (Source: Sydney Trains Plan Room, 1994 alterations and addition, proposed floor plan).

Figure 31:Entry to office showing modern aluminium windows and door.

Figure 32: Entry to office showing modern aluminium windows and door, as well as 1994 paving elements.

Figure 33: View of entry to office (left) with 1994 modifications matched to original brickwork.

Figure 34: Paving to the front entry.

Figure 35: Interior of office.

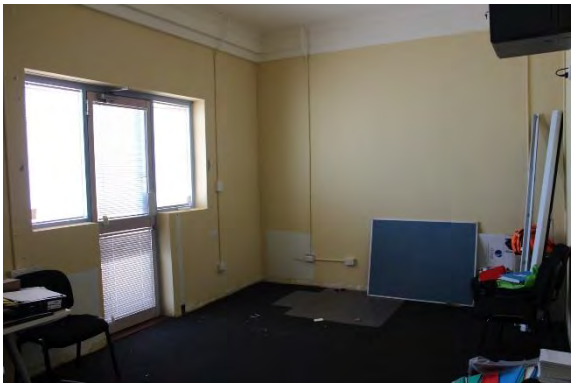

Figure 36: Interior of office.

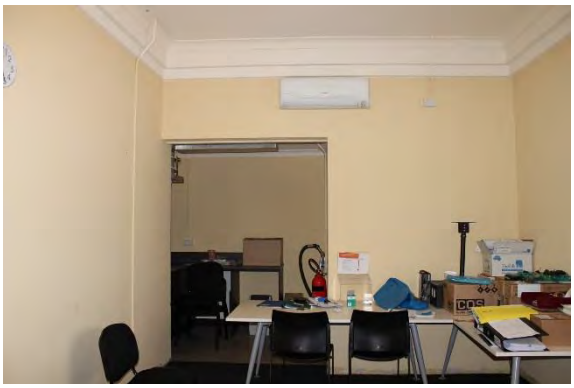

Figure 37: Interior.

Figure 38: Accretions.

Figure 39: Kitchenette.

Figure 40: Air-conditioning unit and intersection between the original space and 1994 addition.

6. Heritage Significance

The Statement of Significance is quoted from the Office of Environment and Heritage listing sheet for Cronulla Railway Station. The significance of Cronulla Station is below. [1]

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);

Cronulla Railway Station is of state historical significance as the major terminus station on the 1939 Cronulla line, the importance of which is reflected in the size and fine architecture of the railway station. Cronulla Railway Station is also of historical significance as a major 1930s Depression period NSW government public works project, and through its relationship to the development of the suburb of Cronulla.

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 area);

Cronulla Railway Station does not meet this criterion.

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);

Cronulla Railway Station is of state aesthetic significance as a collection of outstanding Inter-War Functionalist railway station buildings and structures considered to be the finest in the NSW railway network. The buildings are noted for their use of dichromatic brickwork, parapeted roofs, curved corners, strong horizontal planes, stepped steel awnings, complex brickwork, decorative features and complex geometric massing. The station is further noted for its cohesion as a precinct with several original elements and its overall degree of integrity. Cronulla Railway

[1] NSW Heritage Office & Department of Urban Affairs and Planning (DUAP) 1996, *NSW Heritage Manual*, NSW Heritage Office and DUAP, Sydney.

Station has a dramatic street façade to Cronulla Street with a unique central clock tower which also houses electric signalling equipment.

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;

The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.

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);

Cronulla Railway Station is of high technical significance for its ability to demonstrate design and construction techniques of the mid-20th century and for its ability to demonstrate the use of the Inter-War Functionalist style for a railway station.

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);

Cronulla Railway Station is rare as an outstanding example of Inter-War Functionalist railway station architecture, considered to be the finest in NSW.

The platform at Cronulla Station is a unique feature of NSW railway station arrangements. The platform is uncommon for is single side loading platform and is the second longest platform in NSW.

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (or a class of the local area's cultural or natural places; or cultural or natural environments.)

Cronulla Railway Station is a fine representative example of Inter-War Functionalist style railway station architecture, both on the Cronulla line and in the NSW Railways network as a whole.

6.1.1 Statement of Significance

The Statement of Significance for the Cronulla Railway Station Group:

Cronulla Railway Station - inclusive of its 1939 platform and platform buildings, identified moveable items and landscaping - is of State heritage significance. Cronulla Railway Station is of historical significance as a major 1930s Depression period NSW government public works project, and through its relationship to the development of the suburb of Cronulla. Cronulla Railway Station is of aesthetic significance as the major terminus station on the 1939 Cronulla line, the importance of which is reflected in the size, design and high architectural quality of the railway station's collection of outstanding Inter-war Functionalist style railway buildings. Cronulla Railway Station is rare within the NSW rail network, and considered to be one of the finest examples of Inter-war Functionalist style railway station architecture in NSW. The platform buildings are noted for their use of dichromatic brickwork, parapeted roofs, curved corners,

strong horizontal planes, stepped steel awnings, complex brickwork, decorative features and complex geometric massing. The station is further noted for its cohesion as a precinct with several individual elements and its overall degree of integrity. Cronulla Railway Station has a dramatic street facade to Cronulla Street with a unique central clock tower which also houses electric signalling equipment. Cronulla Railway Station is of high technical significance for its ability to demonstrate design and construction techniques of the mid-20th century.

6.2 Gradings of Significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance.*

Table 1. Gradings of Significance Definitions[2]

Grading	Justification	Status
EXCEPTIONAL	Rare or outstanding element contributing to an item's local or significance.	Fulfils criteria for directly State listing. local and State
HIGH	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
MODERATE	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
LITTLE	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
INTRUSIVE	Damaging to the item's criteria for local or State listing.	Does not fulfil heritage significance.

6.3 Cronulla Railway Station Building

The Statement of Significance for Cronulla Railway Station notes the site is of State significance for its Inter-war Functionalist style architectural detailing. Features of specific note on the station building include the use of complex dichromatic brickwork, parapeted roofs, curved corners, strong horizontal planes, stepped steel awnings, decorative features and geometric massing. The double-length loading platform is also unique to Cronulla. The station is further noted for its cohesion as a precinct with several original elements giving it an overall degree of integrity. Therefore, the grading of significance of the Cronulla Railway station building is **HIGH,** due to the degree of integrity and contribution to the site.

While the statement of significance relates to the station building and the site as whole, the statement of significance is not representative of the fabric present in the interior of the station building, and specifically the interior of the current storage and office room, which is the subject

[2] NSW Heritage Office & Department of Urban Affairs and Planning (DUAP) (2001). *Assessing Heritage Significance.*

of the proposed works and consists of modified fabric dating to 1994. The 1994 modifications saw the original male lavatory reconfigured into a two separate spaces; a small storage room and office space. There are a number of modern inclusions located in the internal spaces that are considered to be **INTRUSIVE** elements. Such as redundant furniture, carpet and accretions such as conduits, cables, air-conditioning unit, kitchenette, hand towel holder and water boiler.

The brick and stone paving around the entry to the office space was created in 1994. The elements are considered to be **MODERATE** for their contribution to the aesthetic of the landscape.

7. Proposed Works

7.1 Outline

The proposal seeks to prepare two rooms within the main station building for a future retail use which will address both the Cronulla Street and platform elevations. Generally, the works will include the following:

- Remove the existing door and window assemblage from Cronulla Street elevation.
- Create new double door opening in Cronulla Street elevation through removal of brickwork below the window elements and on either side of the door. Make good entry and install new double door.
- Remove internal wall, including cornices, dividing the storage room and office.
- Remove redundant furniture, accretions including conduits, cables, air-conditioning unit, kitchenette, hand towel holder and water boiler. Make good surfaces.
- Cap off water pipe from existing kitchenette and drainage point above floor slab.
- Remove carpet and tiled flooring to each room.
- Remove curved brick kerbing at the Cronulla Street entrance and reinstate brick paving to suit new widened entry.

See Appendix B for “Retail Uplift Program Conversion of Store & Office: Design and Construct Scope of Work Document” prepared by Sydney Trains and provided on the 20 November 2017 for the detailed scope of works.

The drawings below were provided to Extent on the 14 December 2018.

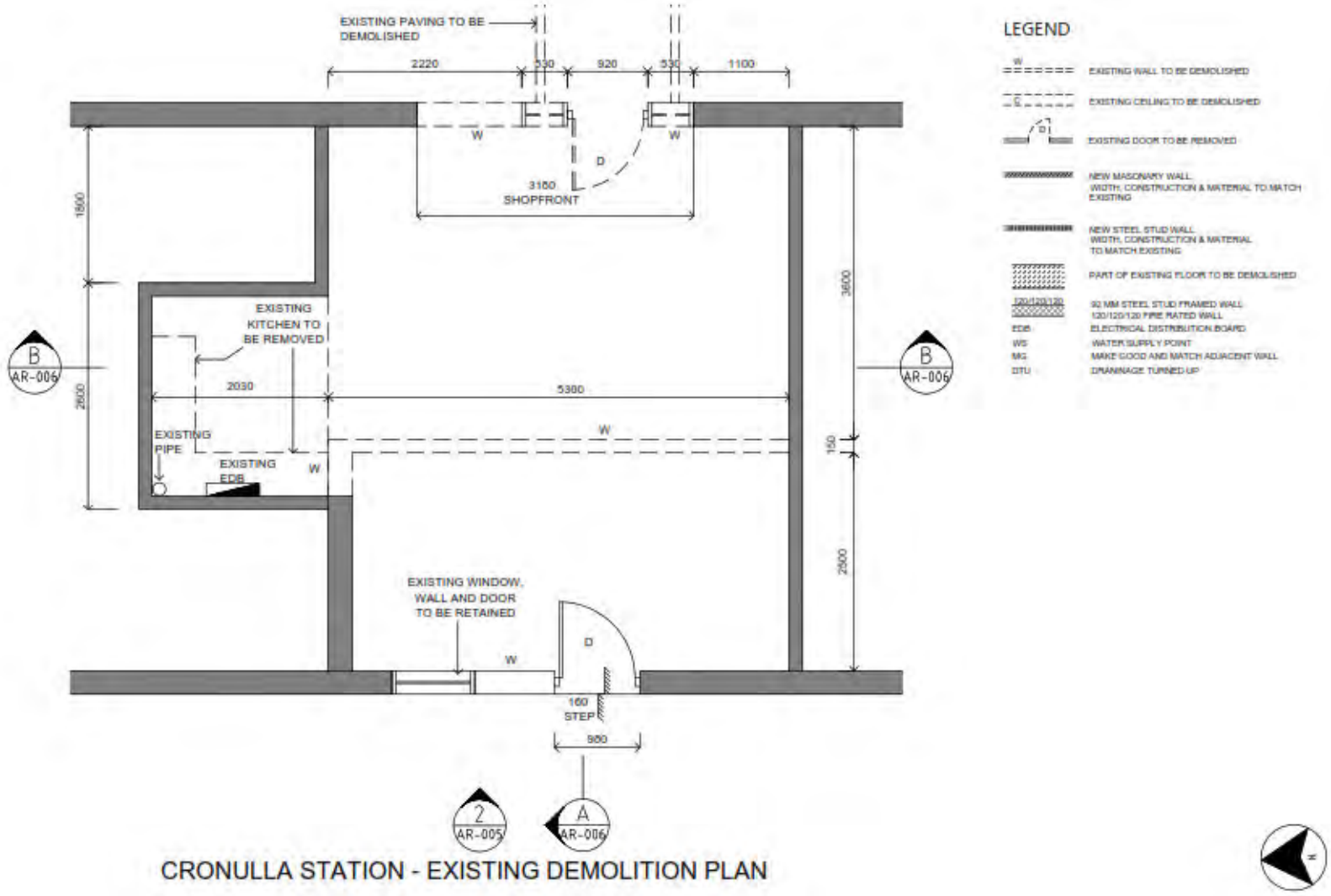

Figure 41: Scope of work (Sydney Trains, DRG No1 17-100-CRO-AR-002).

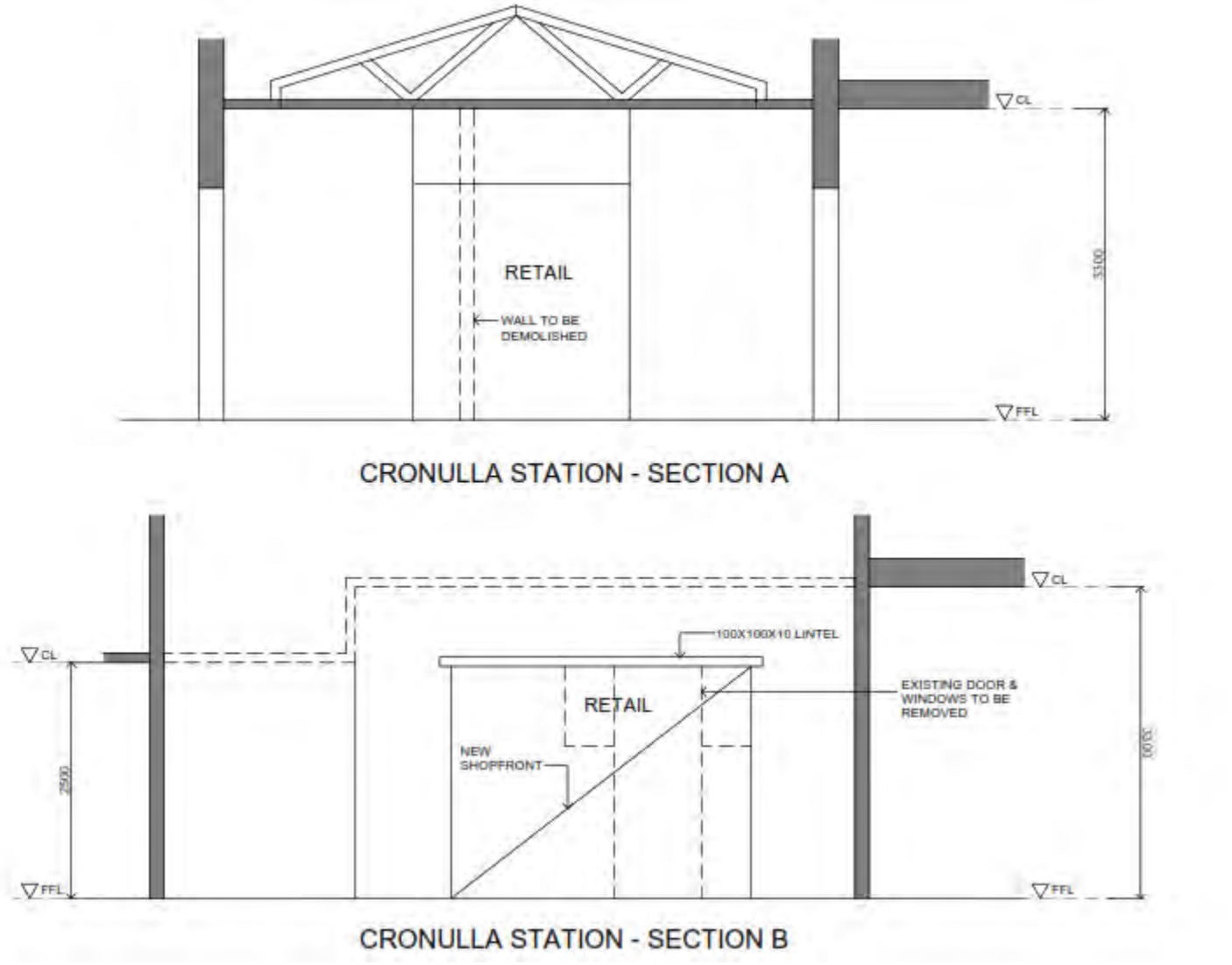

Figure 42: Scope of work (Sydney Trains, DRG No1 17-100-CRO-AR-006)

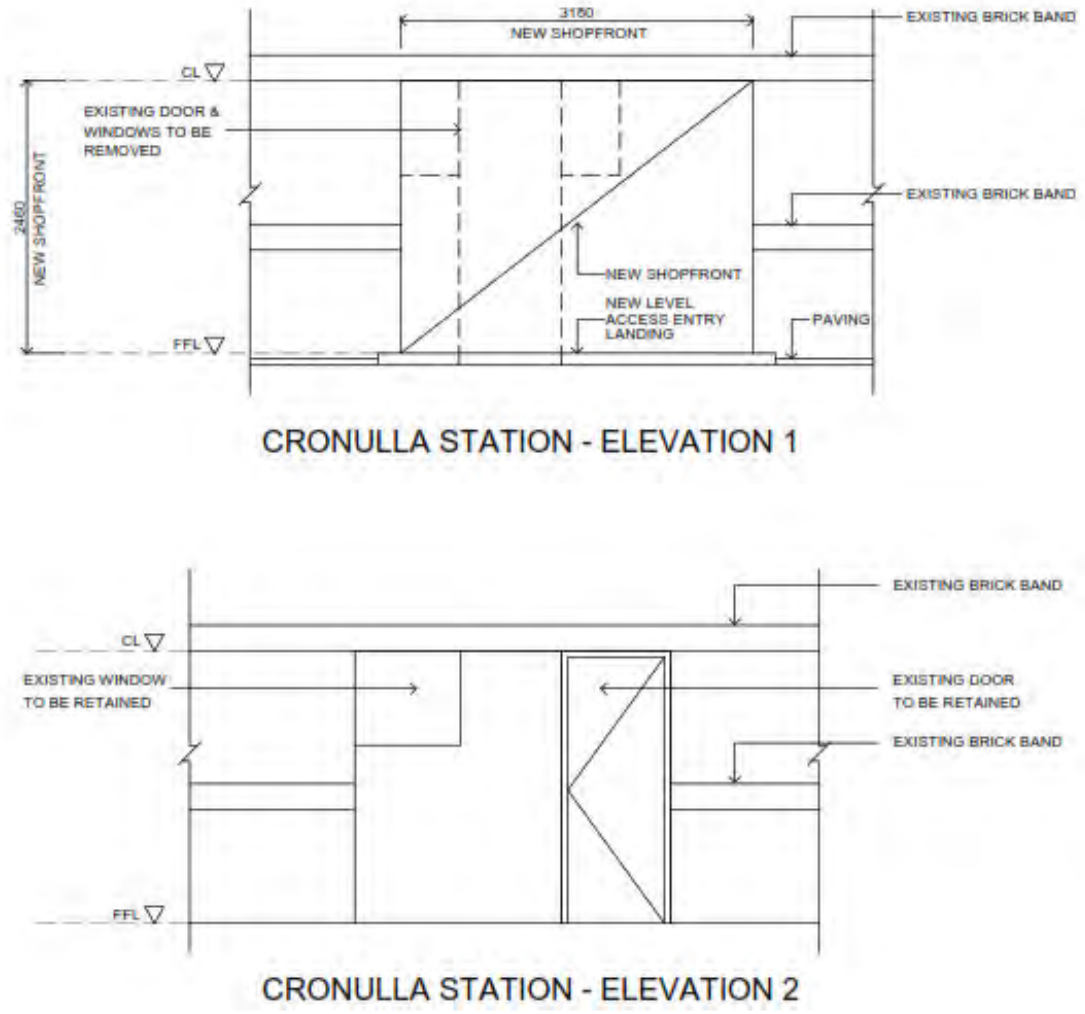

Figure 43: Scope of work (Sydney Trains, DRG No1 17-100-CRO-AR-005).

1.1 Rationale

The proposal seeks to undertake base-build works to prepare the subject spaces of the main station building for a future retail use which will front both Cronulla Street and the platform. The uses and fit-out required for the future uses are not yet known and any specific fit out works for those uses will be subject to separate and additional heritage assessments and approvals.

To ensure works to original fabric are not carried out unless necessary, it was agreed at meeting held between Sydney Trains, OEH and Extent Heritage on 11 October 2018, that no base build works would be carried out until Sydney Trains provide evidence (to OEH) of a lease agreement for the space with a new tenant.

It was also further noted at the meeting that the OEH would not support any proposal that may include widening of the platform elevation door and associated window due to the adverse

physical and visual heritage impacts. It was further clarified that provided the finish is sympathetic to the character of the building, the OEH will support the widening of the street facing elevation door and window which has been previously modified.

The plans assessed in this SoHI reflect the agreements of the meeting of 11 October 2018.

8. Assessment of Heritage Impact

The following impact assessment relates specifically to the base build works only.

8.1 Built Heritage Impacts

Cronulla Railway Station is of State significance for its aesthetic, representative and historical values. Any new works to the site must respect this significance through appropriate design and care of fabric.

The proposed base build works seek to reinstate the single room configuration of the original men's lavatory at Cronulla station and modify some external wall and door elements and landscaping in preparation for future commercial and retail uses. The subject space is currently two rooms, partitioned and modified in the 1990s.

External modifications would be restricted to a portion of the previously modified Cronulla Street elevation and involve the creation of a new double door opening and window and entrance landscaping. These works would moderately impact the brickwork surrounding doorway and window and require redesign of the curved brick kerbing at the Cronulla Street entrance.

The removal of brickwork to create a wider doorway on the east elevation fronting Cronulla Street would constitute the most significant heritage impact as it would modify the form of the original building facade. Provided the areas of impact are made good to match the existing surrounding blonde brick string courses either side and above the new door frame, it is considered that the proposed works would not adversely impact the heritage significance of the station. They are considered acceptable in heritage terms.

Proposed internal modifications include the removal of the internal dividing wall between the storage room and office and associated cornices. Other cosmetic changes include the removal of redundant furniture, carpet and accretions such as conduits, cables, air-conditioning unit, kitchenette, hand towel holder and water boiler.

The internal works will result in the removal of non-significant fabric and intrusive elements that relate to the 1994 modifications, such as the internal dividing wall and finishes. As such, the works have the potential to positively impact the heritage significance of the station are supported in heritage terms.

Overall, the heritage impact of the proposed base build works is considered acceptable. The majority of the works would involve the removal of non-significant internal finishes and fabric and provided the finish of the base build works is sympathetic to the character of the building, the widening of the eastern façade will have a negligible heritage impact on the station as a whole. Importantly, the works would enable the future use and tenancy of the space which would have a positive impact on the long-term relevance and usability of the heritage building by improving its viability and utility.

The following table identifies the potential heritage impact of individual components of the proposed base build works.

Works	Fabric Affected	Level of Significance	Heritage Impact
Remove the door and window configuration from Cronulla Street elevation.	Aluminium windows and door	None	The windows and door are 1994 additions which replaced an original window. The fabric is of no heritage value and therefore its removal is considered to be acceptable. **No adverse heritage impact.**
Create new double door opening in Cronulla Street elevation. Make good entry to match aesthetic of the elevation.	Brickwork	High	While the creation of a wider opening in the Cronulla Street elevation will see the loss of some brick, the works will occur in a previously modified space and will be finished in a way that retains the heritage character of the elevation. The blonde brick string courses either side and above the frame will be retained. The loss of brick is minor overall as only the brick below each window requires removal. The blonde brick sill on each side dates from 1994. Its removal is considered to be acceptable. There are several examples of double doors within the station building. The works do not represent a new visual impact in this regard. As recommended in Section 10, the new door should have a thin frame to match other doors/windows on site and be painted light brown or cream to match the character of the elevation. A sympathetic design will reduce the visual impact of the new work and allow it to be subservient to the elevation. **Low adverse impact to the Station as a whole,** **Moderate localised adverse heritage impact to eastern facade.**

Remove internal wall dividing the storage room and office and cornicing. Make good wall surface.	Brick wall Cornicing	Intrusive None	The wall and cornicing have no heritage value, constructed in 1994 during station upgrade works. Furthermore, the removal of the internal wall will return the space to its original layout. **No adverse heritage impact.**
Remove redundant furniture, accretions including conduits, cables, air-conditioning unit, kitchenette, hand towel holder and water boiler. Make good surfaces.	Internal accretions	Intrusive	None of the internal furniture or fittings are considered to have any movable heritage value. Removal of redundant accretions and furniture, and making good of wall surfaces, will have a positive heritage impact on the setting of the space. **No adverse heritage impact.**
Cap off water pipe from existing kitchenette and drainage point above floor slab.	Pipes and drains	None	This material relates to the 1994 alterations and is not significant. Its removal is acceptable. **No adverse heritage impact.**
Remove carpet and tiled flooring to each room.	Carpet Tiles	None None	The carpet and tiles to each room are modern finishes dating from 1994 upgrades and have no heritage value. Their removal is considered to be acceptable. **No adverse heritage impact.**
Remove and reinstate brick paving to Cronulla Street side, to suit new entry. Finish to match existing detail.	Brick and stone paving	Moderate	The paving around the entry to the office space was created in 1994. The works will retain the aesthetic of this landscaping by removing and reinstating the paving to fit the width of the new double door. Provided the paving is replicated like for like, and the brickwork is reused where possible, impacts are considered to be negligible. **Low adverse heritage impact.**

8.2 Curtilage and Subdivision

The proposed works will have no impact on the curtilage or subdivision of Cronulla Railway Station.

1.2 Views and Settings

While the proposal will alter views of the building facade from both the platform and Cronulla Street sides, the works will be in keeping with the character of the existing building. Therefore, changes to views will be minor overall.

1.3 Heritage Items in the Vicinity

The proposed works will have no impact on heritage items in the vicinity.

9. Approvals

9.1 Heritage Act 1977

The *Cronulla Railway Station Group* is listed on the State Heritage Register (SHR) – Item No: 1546. The approval of the Heritage Council of NSW or its delegate is required to carry out works to places on the Register, unless Standard or Specific Exemptions under Section 57 of the Act to the requirement to obtain an approval, apply. Exemptions are activity specific and generally must have no adverse impact on the heritage significance of the item.

Both the Standard Exemptions and RailCorp Specific Exemptions gazetted in May 2015, potentially apply to Cronulla Station.

Extent Comment

As the proposed base-build works include altering the street elevation of Cronulla Station and removing building fabric of heritage significance, both of which may have adverse heritage impacts, neither the Standard Exemptions nor the RailCorp Specific Exemptions under the Heritage Act can apply.

Approval under Section 63 of the Heritage Act for the proposed base-build works is required.

This Statement of Heritage Impact should accompany any application lodged under Section 60 of the Act seeking approval for the proposed works.

9.2 Environmental Planning and Assessment Act 1979

9.2.1 Part 5 and State Environmental Planning Policy (Infrastructure) 2007

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides multiple approvals pathways under both Parts 4 and Part 5 of the Act. Developments, works and activities undertaken by public authorities are usually assessed under Part 5 of the Act or are enabled through *State Environmental Planning Policy (Infrastructure) 2007* (SEPPI).

The SEPPI establishes and defines infrastructure development that does not need consent and infrastructure works and activities that are Exempt or Complying development. It can only apply where a proposed activity or work is consistent with its specified development controls and standards.

A Part 5 or SEPPI assessment or approval does not extinguish the requirement for any Section 63 approval under the *Heritage Act 1977* that may apply.

9.2.2 Sutherland Shire Local Environmental Plan 2015

Cronulla Railway Station is listed on the Sutherland Shire *Local Environmental Plan* 2015 as an item of local heritage significance (Item No.1007).

Clause 5.10 of the *Sutherland Shire LEP 2015* applies to heritage conservation and 5.10(4) requires, among other things, that before granting consent under clause, Council must assess the effect of a proposed development on the heritage significance of the item or conservation area and concerned. Clause 10(5) specifies that Council, before granting consent, may require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area.

Should Council consent be required for the proposed base-build works in whole or part, a development application would need to be lodged and Council consent obtained before works commence.

Extent Comment

This Statement of Heritage Impact identifies and assesses the potential heritage impacts of the proposed base-build works at Cronulla Station.

The works are complex and may extend beyond the application of the SEPPI, which is also constrained with regards to its application to land which comprises items on the State Heritage Register and works that could result in adverse environmental impacts. A Part 5 assessment and approval may be required.

Notwithstanding the EP& Act approvals pathways that may apply, this SoHI should be used to inform any assessment under Part 5 of the EP&A Act, considerations under the SEPPI or development application to Sutherland Shire Council that may apply to the proposed base-build works at Cronulla Station.

10. Conclusion and recommendations

10.1 Conclusion

This Statement of Heritage Impact considers proposed base build works to Cronulla Railway Station. The station is included on the State Heritage Register.

The proposed works include reinstating a partitioned room in the station building to its original the single space layout in preparation for its future commercial and retail use and some associated external works and landscaping.

The proposal would have a no impact on the heritage significance of Cronulla Station as a whole, but would result in some low-moderate localised adverse impacts to a small area of original brickwork. Overall, the works will remove non-significant elements installed in the late 20th Century and this along with the proposed future uses of the space, would have a positive impact on the long-term relevance and usability of the heritage building.

There would be no impacts to views and settings or heritage items in the area.

10.2 Recommendations

Based upon the analysis and conclusions carried out above, the following recommendations should be considered:

- Works within the precinct are being undertaken in a place of heritage significance. Prior to works commencing, contractors shall be briefed as to the sensitive nature of the property and informed of any recommended mitigation measures or controls required to safeguard significant heritage fabric.
- New doors should have a thin frame to match other doors/windows on site and be painted light brown or cream to match the character of the building.
- Where there is existing evidence of internal decorative features in other rooms within the 1939 building, such as original cornices, skirtings, architraves, ceiling roses, etc. these should be salvaged and installed in the refurbished room to further support the work to return the space back its original single-room configuration.
- In order to maintain a record of developments and alterations to this space, all new work/elements should be photographed and recorded in a brief report or annotated plan, which should be submitted to the Sydney Trains Heritage Specialist.
- Extra care should be taken during:
    - The removal of the brick paving so that it can be reused as part of the new paving configuration.
    - The removal of the brick to the east elevation, to ensure the surrounding brickwork is not damaged in the process.
- Any accidental damage to a heritage item is to be treated as an incident, with appropriate recording and notification.
- Sydney Trains should consider retaining the two-pane window to the platform elevation for future potential reinstatement on site.

Provided the above mitigation measures are put in place, the heritage impact of the proposal is considered to be acceptable.

Appendix A: Letter - Site Visit with the OEH

4 December 2018

Sydney Trains
Level 3 West, 36-46 George Street
Burwood NSW 2134

Attention: Minh Giangngo

Re: Cronulla Railway Station commercial fitout - site visit with the Office of Environment and Heritage

Dear Minh,

I write this letter on behalf of Kylie Christian, a former staff member of Extent Heritage, in an aim to summarise the proceedings of a site visit undertaken at Cronulla Railway Station. This overview is based on a verbal summary provided by Kylie to myself on the day after the site visit. No meeting minutes were provided by any persons in attendance and I myself was not in attendance.

On the 11 October 2018, Kylie Christian attended a site visit to discuss the proposed commercial fitout works to two rooms within the main station building at Cronulla Station. The purpose of the site visit was to discuss the proposed works and their impact on the heritage significance of the State Heritage Register listed station. Both the interior and exterior were inspected, with particular attention paid to the platform elevation works.

The following people were in attendance:

- Kylie Christian - Extent Heritage Pty Ltd
- Minh Giangngo - Sydney Trains
- Amy Keighran - Sydney Trains Heritage
- Sarah Jane Brazil - Office of Environment and Heritage
- Alexander Timms - Office of Environment and Heritage

According to Kylie, the following was noted by the Office of Environment and Heritage (OEH) during the inspection:

- A Section 60 will be required for the proposed work as they are considered to be 'major work'.
- The Office of Environment and Heritage will not support the widening of the platform elevation door and associated window due to the adverse physical and visual heritage impact.

- Provided the finish is sympathetic to the character of the building, the Office of Environment and Heritage will support the widening of the street facing elevation door and window which has been previously modified.
- The design must be reviewed and the drawings updated to consider this advice prior to submission of a Section 60 application.

In addition, I was advised by yourself that the following staged approval process was agreed to by OEH:

1. Section 60 to be submitted by Sydney Trains for base build work.
2. Section 60 to be submitted by the future lease holder for detailed design of the elevations and internal fitout.

The first Section 60 application will be conditioned to ensure that the future lease holder is required to submit a Section 60 application prior to undertaking fitout works.

Feel free to contact me directly should you need any further information.

Kind Regards,

Corinne Softley
Heritage Advisor | Extent Heritage

Appendix B: Full Scope of Work

The following scope of work has been quoted from the "Retail Uplift Program Conversion of Store & Office: Design and Construct Scope of Work Document" prepared by Sydney Trains. Relevant points have been bolded for clarity.

1. Preliminary Works

- ISOLATION PROCEDURE: Please find attached isolation form for request of isolation to smoke detectors, sprinkler systems and requests for hot works.
    - Please note that these isolations are only available in the off peak periods listed.
    - These are to be submitted by the Contractor to Sydney Trains RERU 24 hours prior to the time they are required.
    - It is important to note the type of isolation required and Sydney Trains recommend a meeting with RERU and ST prior to works commencement to outline the scope of works.
    - Please note detectors are very sensitive to dust and cannot be covered during work.
    - Isolation must be checked and confirmed before commencing works under isolation and accidental triggering of station emergency systems can result in large fines and breaches to Sydney Trains safety policies.
- Strict adherence to the Sydney Trains isolation procedure for electrical works is required. This includes meeting with the Sydney Trains Technical Electrical Coordinator prior to commencing work which can be arranged by the Sydney Trains Project Manager. All access to main switch rooms/substations is granted only by prior booking with Sydney Trains TEC.
- Testing of all services & existing concealed or exposed cabling prior to cabling being removed.
- Relocation, termination or capping off as required of any redundant services including but not limited to; Hydraulic, Mechanical, Electrical, Data, Comms, Security, Alarm Panels,
- Thermostats or other services found as the work progresses. This includes unexpected redundant services that were not visible during site inspection.
- Carry out services search prior to any drilling, demolition, relocation or excavation works
- Surveying of all existing services for removal to confirm locations indicated by the detailed design
- **Remove all fixed joinery, loose assets, whiteboards, desks and notice boards, poster cases, fire extinguishers, clocks, screens, monitors, computers and redundant fittings returning remaining walls to a sound surface as directed by Sydney Trains.**
- Unwanted furniture will be disposed of by the Contractor. Some heavy furniture to remain may need to be relocated to other station areas under direction by ST.
- Remove and put into store any equipment including safes to be delivered to Sydney Trains storage yard at Chullora. Include to remove and store all other FFE as directed

by ST Project Manager. Sydney Trains recommend CitySafes for removal of safes to Chullora.

- Take all necessary measures to ensure no impact on any existing operational service that may affect the daily operation of Sydney Trains or SOPA.
- **Allow to retain any heritage significant items in accordance with the heritage impact statement and direction from the Sydney Trains Project Manager and to deliver these items to the Sydney Trains Storage facility at Chullora.**
- **Allow also to adequately protect all heritage fabric in or adjacent to the works area unless directed by the detailed design or Sydney Trains Project Manager.**
- Allow for all additional preliminaries and notes listed in the detailed design.

2. Demolition Works

- Temporary works – all necessary temporary works including propping of facades to allow for demolition must be supported by a temporary works design signed off by a qualified engineering professional. This is to be provided and self-assured by the Contractor and Consultant.
- **Allow for all demolition works including but not limited to walls, wall coverings, ceiling, floor coverings, front façade, services, joinery, fixtures and fittings in accordance with the demolition mark-up that accompanies this scope of works and as listed in the detailed design to be provided by structural engineer.**
- Allow for safe demolition, capping and removal of all existing services as listed in the detailed design as well as any unexpected services requiring capping/removal.

3. Construction Works

- **Installation of 1 new door for Cronulla Street entrance as specified by Sydney Trains Heritage and as advised by Independent Heritage Consultant.**
- **Make good all areas adjacent to the front façade that are affected by the façade demolition works to match existing finish including reveals, adjoining ceilings, walls and adjoining flooring.**
- Floor finish in accordance with detailed design. Existing floor coverings to be removed.
- **Patching of any walls to remain that will not be hidden by the eventual tenant's wall sheeting, to a standard ready to receive paint as directed by Sydney Trains Project Manager. This may include sheeting of some areas as required.**
- Making good the lease line for the new retail space including grout, concrete or ramps where required, steps. Coping tiles will not be required.
- **Ground works on street side of building to be modified to suit new entry and finished to match existing detail.**
- All additional construction works in accordance with detailed design recommended works brief.

4. Wall/ Ceiling Linings

- **Return walls to existing slabs, removing all superfluous services, fixtures or fittings from walls and patch any penetrations with fire safe methods, ready to receive eventual tenant's wall linings to be installed by others.**

- Where adjacent walls are affected by the works, these are to be returned to their original finish or finish to match surrounding existing walls.
- Ceilings to be removed as indicated by the Heritage Report to allow for new service installation.

5. Painting

- Paint to be undertaken by others unless areas outside the detailed design are affected by the works and require rectification.

6. Electrical Works

- **Remove existing services and replace with new in accordance with detailed AEO services design including but not limited to installation of new Distribution Board and meter specific to the future retail space and safe circulation and emergency lighting in accordance with the detailed design.**
- All electrical components for installation are to be checked for compliance by the design consultant and Sydney Trains Project Manager.
- All electrical components including Distribution Boards to be labelled in accordance with Sydney Trains requirements.
- All new cabling to be low smoke halogen free cabling. Re-use of existing connections are not accepted unless existing cables meet this standard.
- Install compliant base building fire systems and signage to comply with a "cold shell" BCA & Rail requirements and detailed design.
- IMPORTANT: All works to fire detection systems, FIPs, speakers and Sprinklers are to be undertaken by the incumbent Sydney Trains maintenance contractors; Honeywell and Hirotec.
- Design to be produced by the Contractor, detector and sprinkler works to be excluded and delivered by Sydney Trains.
- Installation of a 10 Pair Cat 3 comms point and junction box, connected in accordance with detailed design and applicable standards. This will likely have to be connected by Sydney Trains Ops Tech department however the junction box and all cabling can be installed to the retail space for eventual connection by Sydney Trains. It is recommended that Ops Tech provide the rack location for this eventual connection so that allowance can be made for correct length of cabling.
- Removal and relocation of ETS cabinet to location specified by Sydney Trains into the adjoining station staff building.

7. Mechanical Works

- **Allow for the removal/modification of the existing air conditioning system servicing the office.**

8. Hydraulic Works

- **Cap off water pipe from existing kitchenette above floor slab for future use.**
- **Cap off drainage point above floor slab from the existing kitchenette.**

- Undertake all connections/improvements and related hydraulic works listed in the detailed services design.
- Install compliant water meter to the new water service with approved stop valve inside the retail space.

9. Final Clean

- **Provide professional cleaning to all areas and adjacent areas affected by the works including but not limited to floors, walls, glass, adjoining office carpets and surrounding wall surfaces as necessary.**
- Removal of all contractor materials upon practical completion.