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

Introduction

Sydney Trains is the proponent and determining authority for this activity. This environmental impact assessment is being completed in accordance with Division 5.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Part 8 of the Environment Planning and Assessment Regulation 2021 (EP&A Reg). This SEMP forms the assessment when paired with the associated Environmental Work Method Statements.

The activity covered by this assessment is routine maintenance or ancillary works associated with the ongoing safe operation and management of the Sydney Trains rail network in accordance with NSW and Federal statutory objectives. As such, and in respect to this assessment, the cumulative impacts of the routine maintenance and ancillary works are negligible and alternatives to undertaking the works have not been assessed.

1 Project / Program details

Project / Program Details		
Project/Program Name	Martin Place Metro – Self-Performing works	
Project/Program No	P.0028250.66	
Scope of Works	Delivery of self-performing works between the Metro Martin Place & Eastern Suburbs Railway (ESR) Interface. Self-performing works consist of Electrical, Fire & CCTV. Tiling & Painting refresh works will also be completed pending funding approval. Electrical Upgrade Works –Install additional/Upgrade lighting where required as per Approved For Construction (AFC) designs. Fire Upgrade Works – 1. Relocate Fire Hose Reel to new location as per AFC Fire Design. 2. Install new dry fire services/alarms/detectors, as per AFC Fire Design. System installed back to Station Fire Indicator Panel (FIP). CCTV Upgrade Works – Install 2x new CCTV Cameras, as per CCTV Design provided by ST Security Team. Installation of core-filled wall to create station storeroom. Tiling & Painting refresh pending funding approval, as per agreement with TfNSW Heritage exemption.	
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	Martin Place – 2.102 km	
Attach applicable Environmental Work Method Statement (EWMS)	EWMS Number	EWMS Title
	0298	Station Facility Service Provision & Internal Removal
	0299	Station Refresh

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 Metro Martin Place ..... *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

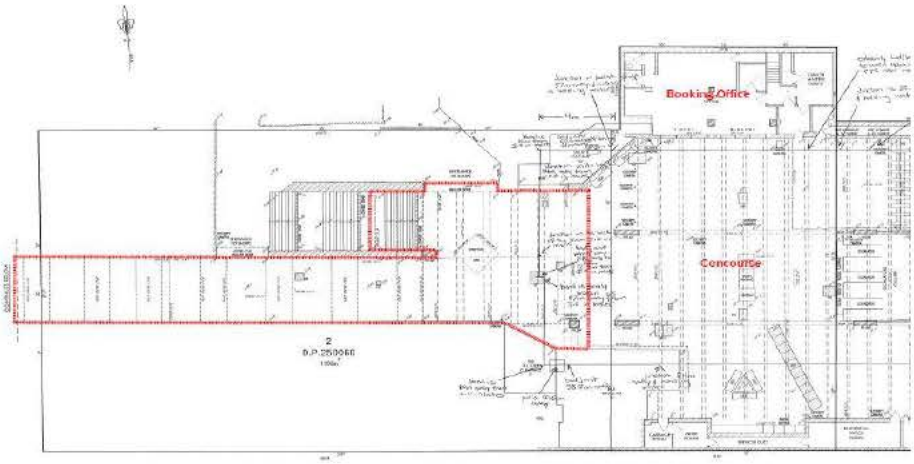
Activity	Dates & work hours, noting any 'Out of hour' periods (Out of hour = outside of 7am–6pm Monday to Friday or 8am–1pm Saturday)
Works/program commencement: *Including pre-works, site establishment (including access, laydown/stockpiles, site amenities, parking), installation of erosion and sediment controls, etc*	Project Planning – Underway Design – Complete Approvals – Underway est. completion July 2024 Construction – Aug-Sep 2024 Project Completion – October 2024
Site construction and/or periodic maintenance activities *For programs/ recurring maintenance detail recurrence frequency and work hours of activities*	Works will be completed during normal hours, with the exception of concourse tiling which will be completed during possession.
Works/program completion: *Including demobilisation and removal of all site offices, equipment and materials.*	Est. October 2024 (with exception of concourse tiling works if funding approved).

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)

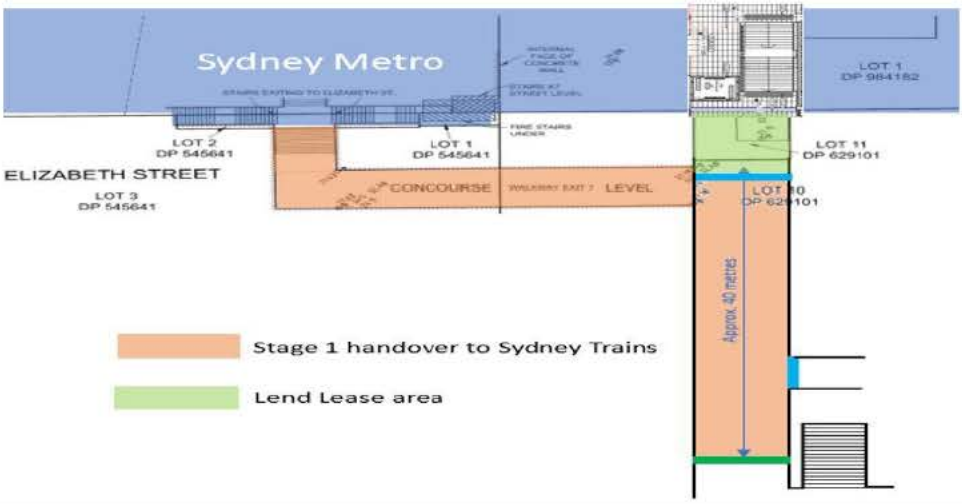
The descriptions are to be derived from desktop studies such as aerial photos, overlays and databases (e.g. WebGIS ME) and are to be confirmed, modified and expanded by a pre-work site inspection and. Descriptions must include aspects such as acute slope/fall, waterways, drains, vegetation and individua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

Site 1: <Site description>



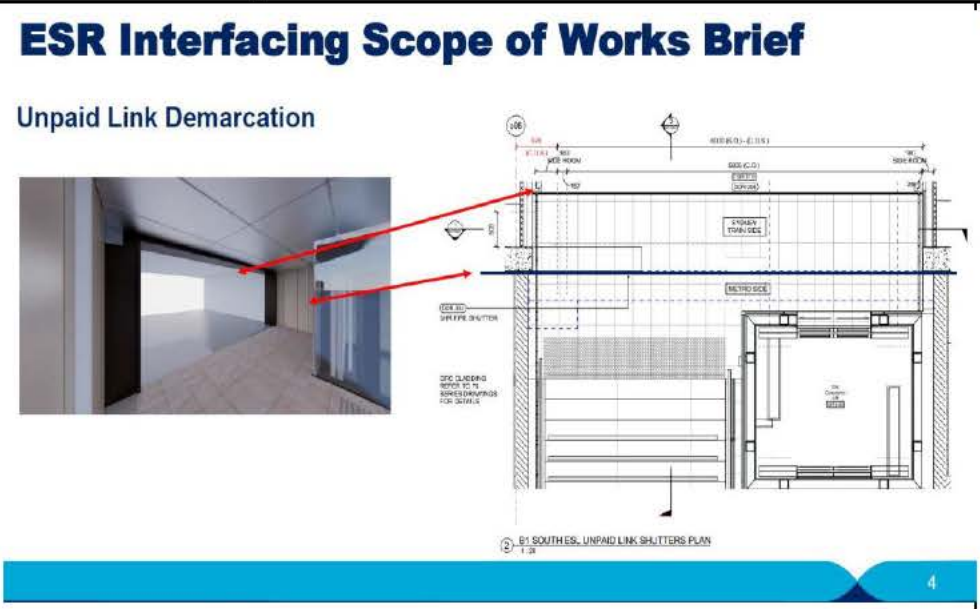
Local environment includes:
- ☐ In, or near, residential area
- ☑ In, or near, customer areas
- ☐ Tunnel/underground location
- ☐ Easement/off corridor areas
- ☐ Open spaces
- ☐ Sparsely vegetated spaces
- ☐ Thickly vegetated spaces
- ☐ In, or near, waterways or drains
- ☐ Other (specify):

Site 2: <Site description>



Unpaid Link Interface Area

Site 3: <Site description>



Unpaid Link Interface Area

Site 4: <Site description>

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]**
Within works footprint	Martin Place Railway Station SHR# 01187	Low

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	☑ Yes Describe receivers and continue to Part B.

to Section 5.	Receivers: Distance:	
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
Heritage	Exemption from Approval or Notification under s57(2) of the NSW Heritage Act to undertake works to Martin Place Railway Station, (SHR01187)	Approved	PM
Heritage	APPLICATION UNDER SECTION 60 OF THE HERITAGE ACT 1977, Martin Place Railway Station, State Heritage Register No. 01187	Approved	PM

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: *Staff unaware of the works' environmental controls and their responsibilities*	*Site supervisor* • 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
Dust: *Emissions of dust leaving site 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
Environmentally sensitive sites: *Unintentional or unapproved impact on environmentally sensitive sites*	N/A
Erosion and sedimentation: *Loss of soil and sediment from worksite to surrounding environment, including tracking onto public roads*	*Site supervisor* • 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)
Heritage: *Unintentional or unapproved impact on Aboriginal and non-Aboriginal heritage*	Ensure works follow conditions set out within the following heritage approvals: • APPLICATION UNDER SECTION 60 OF THE HERITAGE ACT 1977 Martin Place Railway Station State Heritage Register No. 01187 dated 24/07/2024 • Re: Exemption from Approval or Notification under s57(2) of the NSW Heritage Act to undertake works to Martin Place Railway Station, (SHR01187) dated 22/04/2024. • 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
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

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*
	• 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
Light spill: *Impact of work light sources on neighbouring residents and properties - particularly the potential for sleep disturbance*	• N/A
Noise and vibration: *Impact of works noise and vibration on neighbouring residents and properties – particularly the potential for sleep disturbance*	• To be assessed if tiling works proceed – to be completed after hours and during possession.
Plants and animals: *Unintentional or unapproved impact on native and protected plants, animals and communities and the spread of noxious weeds*	**Vegetation and wildlife management** • N/A **Pest and weed management** • N/A
Plant and equipment emissions: *Smoke, fumes., odours and other emissions from plant and equipment*	• Hand Tools to be used
Soil contamination: *Contamination of worksite from stockpiling and chemical storage and use*	• N/A
Spills: *Unintentional loss of hydrocarbons, chemicals and materials from plant, equipment, storage and use*	• N/A
Traffic: *Traffic disruption to community and other users around worksite*	• Deliveries to be completed after hours as agreed with Station Duty Manager
Visual impact: *Visual impact on community due to works and worksite facilities and activities*	• Works will be completed behind area currently hoarded.
Waste: *Unnecessary generation of wastes and poor or illegal disposal of wastes*	**Construction waste (e.g. spoil, concrete, litter, etc)** 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

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*
	• 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
	Slurry wastes (e.g. concrete, supersucker, etc) N/A
	Vegetation management waste (e.g. clippings, branches, etc) N/A
	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.

Report all pollution and environment incidents immediately to SHEM or the Incident and Injury Hotline (1800 772 779) and your local environment officer.

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: Project Manager

Date of Determination: 06/08/2024

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.

Station refresh

Environmental Work Method Statement

Sydney Trains Incident Hotline
1800 772 779

Scope of EWMS:

Works covered by this EWMS are limited to the 'refurbishment of the station' including the following elements to meet the requirements Sydney Trains and NSW TrainLink: Station Components Guide (June 2017):

1) Maintenance and renewal of the following existing station components:
   a. Flooring, surfaces (including asphalt, tiles, plaster, sandstone, timber surfaces, etc), tuck pointing and tactiles
   b. Gutters, drains and downpipes, doors and doorways, glazing and footings
   c. Seats, bubblers, bins, ticketing systems and customer information systems
   d. Lighting systems and security systems
   e. Toilets including pans, mirrors, basins and seats
   f. Stairs including handrails, tactiles, stair nosing and balustrades
2) Removal of redundant services, removal of redundant fixtures, fittings and operational items (including ticket booths, safes, etc), removal of internal non-load bearing walls and false ceilings
3) Cleaning and pressure washing of station assets and infrastructure
4) Pest bird proofing including netting and spikes

Renewal includes upgrading existing components to meet the requirements *Sydney Trains and NSW TrainLink: Station Components Guide (June 2017).*

Not in Scope:

Works not in scope include:

- Installation of new components (including toilets, ticketing systems, security systems, customer information systems, etc)
- Any alteration or removal of original Heritage fabric without approval
- Any alteration, removal or enlargement of the existing buildings or station infrastructure
- Any outdoor commercial advertising signage or other advertising infrastructure
- Garden Landscaping

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
- Whacker packer

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
Declutter, including • Removal redundant equipment and services • Removal of floor furnishings and tiles • Strip paint	Y	-	Y	Y	-	Y		Y	Y	-	Y	Y	Y	-	Y
Construction, including • Asphalting • Installation of new plumbing • Painting and touch ups • Fencing • Rust repairs • Glazing • Install bird proofing • Toilet refurbishing • Ceiling / underside of awning / gable repairs • Install new gutters • Tuck pointing • Stair nosing • Crimp safe mesh installation over windows • Screen door replacement • 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	-	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* • Remove weeds from plant before leaving weed infested areas • 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.

HMS Application ID: 6789

[redacted]

Dear Mr McDonald

APPLICATION UNDER SECTION 60 OF THE *HERITAGE ACT 1977*

Martin Place Railway Station
State Heritage Register No. 01187

Address:	Eastern Suburbs Railway, SYDNEY NSW 2000
Proposal:	Update Electrical & Fire services to the ESR/Metro Martin Place (Unpaid) Interface. Install block wall with doors to redundant Elizabeth Street Exit 6/7 to create storeroom for station operation use.
Section 60 fast track application no:	HMS ID 6789, received 19 July 2024

As delegate of the Heritage Council of NSW (the Heritage Council), I have considered the above fast track application, including those matters identified under section 62 of the *Heritage Act 1977*. Pursuant to section 63 of the Act, approval is granted subject to the following conditions:

Approved development

1. All work shall comply with the information contained within:
   a. Engineering drawings, prepared by Aurecon as listed below:

Dwg No	Dwg Title	Date	Rev
Project Name: Martin Place Eastern Suburbs Line – 2.102 km Metro Interface			
STMT-AUR-MPL-ST-DRG-4101	STRUCTURAL GENERAL NOTES	24/05/2024	2
STMT-AUR-MPL-ST-DRG-4121	STRUCTURAL PROPOSED PLAN	24/05/2024	2

STMT-AUR-MPL-ST-DRG-4161	STRUCTURAL - SECTIONS AD DETAILS SHEET 1	24/05/2024	2
STMT-AUR-MPL-EL-DRG-4301	ELECTRICAL SERVICES GENERAL NOTES AND LEGEND	24/05/2024	2
STMT-AUR-MPL-EL-DRG-4321	ELECTRICAL SERVICES PROPOSED PLAN	24/05/2024	2
STMT-AUR-MPL-FI-DRG-4401	FIRE SERVICES GENERAL NOTES AND LEGEND	24/05/2024	2
STMT-AUR-MPL-FI-DRG-4421	FIRE SERVICES PROPOSED DRY FIRE PLAN	24/05/2024	2
STMT-AUR-MPL-FI-DRG-4422	FIRE SERVICES PROPOSED WET FIRE PLAN	24/05/2024	2
STMT-AUR-MPL-ME-DRG-4701	MECHANICAL SERVICES GENERAL NOTES AND LEGEND	24/05/2024	2
STMT-AUR-MPL-ME-DRG-4721	MECHANICAL SERVICES PROPOSED PLAN	24/05/2024	2

b. Architectural drawings, prepared by CCG Architects as listed below:

Dwg No	Dwg Title	Date	Rev
Project Name: Martin Place Eastern Suburbs Line – 2.102 km Metro Interface			
24-006C-A00	SCRUBBER MACHINE STORE ARCHITECTURE COVER PAGE	15/05/2024	1

c. Report: *Martin Place Railway Station Services Upgrade Statement of Heritage Impact Report*, prepared by OCP Architects, dated 9 July 2024;

EXCEPT AS AMENDED by the conditions of this approval:

2. New penetrations for fixings into the floor, walls, and ceiling of the corridors must be minimised to the lowest number necessary to safely support the proposed services and new internal walls.

   Reason: To minimise the physical impact of the works to significant fabric.

3. Wherever practical, new services must be concealed within the existing false ceiling or routed alongside existing services.

   Reason: To minimise the visibility of newly introduced infrastructure.

4. Any exposed ducting and conduits, as well as the new internal walls, must be painted or finished to match the surrounding fabric of the railway station.

   Reason: To minimise the visual impacts of the proposed works.

Heritage consultant

5. 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

6. 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

7. 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.

Compliance

8. 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

9. 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.

Advice

Section 148 of the *Heritage Act 1977* (the Act), allows people authorised by the Minister to enter and inspect, for the purposes of the Act, with respect to buildings, works, relics, moveable objects, places or items that is or contains an item of environmental heritage. Reasonable notice must be given for the inspection.

Unexpected discoveries during works

If during works under this approval, you unexpectedly discover a relic or believe you may have discovered an historical archaeological 'relic', notification is required under s146 of the *Heritage Act 1977*. If you believe you have unexpectedly discovered an Aboriginal object, notification is required under s89A of the *National Parks and Wildlife Act 1974*.

In these scenarios work must cease in the affected area(s) and the following notifications are required (a relic - the Heritage Council of NSW and an Aboriginal object – Heritage NSW). Additional assessment and approval may be required under the relevant legislation prior to works continuing in the affected area(s) based on the nature of the discovery.

Right of appeal

If you are dissatisfied with this determination appeal may be made to the Minister under section 70 of the Act.

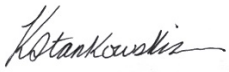
It should be noted that an approval under the Act is additional to that which may be required from other Local Government and State Government Authorities in order to undertake works.

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 James Cole, Senior Assessments Officer at Heritage NSW on (02) 9873 8500 or heritagemailbox@environment.nsw.gov.au

Yours sincerely



Katrina Stankowski
Manager Assessments (TNSW), Major Projects
Heritage NSW
Department of Climate Change, Energy, the Environment and Water
As Delegate of the Heritage Council of NSW
24/07/2024

cc: Sydney Council, council@cityofsydney.nsw.gov.au

Exemption from Approval
under s57(2) *Heritage Act 1977*

[redacted]

Re: Exemption from Approval or Notification under s57(2) of the NSW Heritage Act to undertake works to Martin Place Railway Station, (SHR01187)

22/04/2024

[redacted]

The proposed works have been assessed, and an exemption under Section 57(2) of the NSW Heritage Act 1977 has been granted.

NSW State Heritage Register details	Martin Place Railway Station (SHR01187)
Documentation	The following project information has been provided and considered in support of this exemption: • 02/04/2024 Email *Martin Place Martin Place Station Metro & ESR Interface (Unpaid) Self-performing works, Scope Of Work March.* • 13/03/2024 Site meeting to discuss project requirements for refresh of existing finishes at end of lifecycle. Verena Mauldon, James McDonald.
Scope of Works	It is understood that the proposal includes the following works/activities to be undertaken as documented in *Martin Place CAM Office Proposal, Rev 2*. 16/06/2023 James McDonald. • Remove and replace all tiles between the newly constructed Metro Unpaid Link, and the forecourt to the Sydney Trains Unpaid Concourse, to the point where the Terrazzo tiling commences, including the tunnel section which is currently closed to the public. • Refresh the colour scheme for walls and ceiling bulkheads from current light blue paint, to white.
Assessment	The proposal is considered consistent with the activities described within the following Rail-Specific Exemptions (gazetted 13 March 2015): • TAHE (formerly Railcorp) agency specific Exemption 20 20. The following minor work where there is no adverse impact on heritage significance a) Minor rearrangement and fit out of non-significant staff offices and facilities and customer spaces.

- Standard Exemption 9: PAINTING

  The following specified activities/ works to an item do not require approval under subsection 57(1) if the specified activities/ works are undertaken in accordance with each of the relevant standards prescribed below.

  Specified activities/ works: b) Painting non-significant fabric.

The proposal has been assessed by a Transport for NSW Heritage Specialist. It is noted it includes repainting in a non-original colour and fully replacing original tiles. Neither option would be acceptable in relation to the finishes in other areas of the station that have identified in the CMP as elements of significance. Neither the SHR significance assessment nor in the CMP (2019) identify the light blue paint nor the grey and pink tiles in the concours or subway as significant elements contributing to the aesthetic heritage values of the Station. Therefore, the proposed works are considered acceptable in this instance.

Further, the non-significant original tiles are fragile, cracking and have reached end of life. They are not fit for purpose in the new interface area between the metro/railway station because they would pose a passenger safety risk if retained in what will become a high use area. The option of replacing only the broken tiles was considered but rejected due: to the large number of tiles that need to be replaced; difficulty in matching the tiles appropriately; and the likelihood of further failure of the unreplaced old tiles over the near term. Because the tiles are contributory non-significant fabric, and support the character of the Station, the tiles will be replaced like for like with compliant modern tiles that match the original as closely as possible in colour, lay out and texture.

It is further noted that the extent of the paint refresh will be limited to the interface subway and forecourt to the main concourse, including the Elizabeth Street exit stairs. Only areas currently painted will be refreshed, and only failing paint will be removed. This proposal is simply for overpainting to refresh the area and will not affect previous layers that have accumulated over the past 45 years. The current proposal for white paint has been selected to integrate this area and will complement the existing highly significant white terrazzo tiles and red glazed wall tiles in the Railway unpaid concourse.

For these reasons the proposal is considered to have no adverse impacts on the heritage significance of the place. Transport for NSW is not required to obtain external heritage approval from Heritage NSW (the office of the Heritage Council of New South Wales).

Conditions Please note these works are exempt from approval based on the following conditions.

Specific conditions:

- Current tile patterns will be retained, with colour scheme, texture, and layout to be matched as close as possible with new tiles.
- Tile and paint samples will be provided to TfNSW Heritage Team for approval prior to procurement.

General conditions:

- Due care must be taken in the vicinity of identified heritage structures and fabric. No construction materials are to be stockpiled or stored against heritage items or trees.
- Any accidental damage caused to heritage items/fabric must be reported immediately through Sydney Trains SHEM. Damage is to be made good in accordance with specialist heritage advice.
- All areas impacted by the work must be cleaned and made good after completion of works (including removal of site debris, cleaning floor/wall surfaces, painting to match existing surrounds).
- Any proposed changes beyond the approved scope of works may require further assessment and approval.

Site Visit/Post Completion Inspection Required	No

Please do not hesitate to contact me if you have any questions relating to this heritage exemption.

Best regards,

Verena

[redacted]

OCP ARCHITECTS

MARTIN PLACE RAILWAY STATION

SERVICES UPGRADE

STATEMENT OF HERITAGE IMPACT REPORT

Item Details	Martin Place Railway Station (SHR Item #01187) Martin Place Railway Station Including Interiors (SLEP 2012 Item #I1891) Martin Place Railway Station (S170 Item #4801162)
Address	Martin Place Railway Station
Prepared for	Sydney Trains
Job No	24045
Date	09th July 2024
Issue	A

OCP Architects Pty Ltd
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Surry Hills NSW 2010
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Otto Cserhalmi NARN: 4079

Report Register

The following report register indicates the development and issue number of this report, undertaken by OCP Architects.

Document status:

Issue	Date	Purpose	Written	Checked
Issue 0	June 2024	Internal review	Csilla Cserhalmi	Bianca Hollo
Issue A	June 2024	Issue to Client	Csilla Cserhalmi	Bianca Hollo
Issue B	July 2024	Issue to Client	Csilla Cserhalmi	Bianca Hollo

CONTENTS

INTRODUCTION **7**

1 The Heritage Item **9**

1.1 Site Identification 9

1.2 The Heritage Item 10

1.2.1 Heritage Listings 11

1.3 Summary History of Martin Place Railway Station 13

1.3.1 Documented History 13

1.3.2 Chronology 21

1.4 Physical Analysis 22

1.4.1 Martin Place Railway Station 22

1.4.2 Station Elements Impacted by the Proposed Fire Protection Works 22

2 Significance Assessment **25**

2.1 Assessment of Significance 25

2.2 Summary Statement of Significance 26

2.3 Significance of the Platform Fabric 26

3 Proposed Works **27**

3.1 The Proposal 27

3.2 Background 33

3.2.1 Pre-lodgement consultation 33

3.2.2 Consideration of alternatives 33

4 Heritage Impact Assessment **34**

4.1 Matters for Consideration 34

4.1.1 General Discussion of Heritage Impacts 34

4.1.2 Fabric and Spatial Arrangements 34

4.1.3 Setting, views and vistas 35

4.1.4 Landscape Works 35

4.1.5 Use 35

4.1.6 Demolition 35

4.1.7 Curtilage 35

4.1.8 Moveable Heritage....35
4.1.9 Aboriginal Cultural Heritage....35
4.1.10 Historic Archaeology....35
4.1.11 Natural Heritage....35
4.1.12 Conservation Areas....35
4.1.13 Cumulative Impacts....35
4.1.14 The Conservation Management Plan....36
4.1.15 Other Heritage Items in the vicinity....36
4.1.16 Commonwealth/ National Heritage Significance....36
4.1.17 World Heritage significance....36
4.2 Key Questions for Fire Protection....37

5 Summary and Recommendations....40

5.1 Conclusion....40
5.2 Recommendations and Mitigation Measures....40

LIST OF FIGURES

Figure 1-1: The location of Martin Place Railway Station is indicated by the red arrow. Source: SixMaps 2024. 9
Figure 1-2: Aerial view of Martin Place Railway Station, indicating station location with red outline. Source: SIX Maps, 2024. 10
Figure 1-3: SHR curtilage for Martin Place Railway Station Source: NSW State Heritage Inventory form for the SHR listing for Martin Place Railway Station. 12
Figure 1-4: Detail from Heritage Map, Sheet - HER_014. The subject site is indicated by the red arrow. The tan shaded colour notes heritage. Source: Sydney Local Environmental Plan 2012. 13
Figure 1-5 Martin Place Railway Station: View of construction work. Chifley Square in the background. Source: Sydney Reference Collection (SRC) – Photographs, Source system ID 025\025877, City of Sydney Archives and Historical Resources 17
Figure 1-6 ESR PCS Access Subway Sketch Plan, 1979. Source: Sydney Trains Plan Room. 18
Figure 1-7 Subway RCP, 1979. Source: Sydney Trains Plan Room. 19
Figure 1-8 As built drawings of fire equipment layout in the access subway, 1998. Source: Sydney Trains Plan Room. 20
Figure 1-9: View of existing disused corridor space to be used as a new storeroom. Source: OCP Architects 23
Figure 1-10: Proposed location of new fire hose reel. Source: Sydney Trains. 23
Figure 1-11: Proposed location of air duct pipework. Walls are in good condition. Source: OCP Architects 24
Figure 1-12: Existing fire cabinet installed on platform level. Source: Sydney Trains 24
Figure 1-13: Proposed signage for fire equipment to meet regulatory and statutory requirements. Source: Sydney Trains 24
Figure 3-1 Dry fire proposed plan – new locations for speakers circled in red. Source: Transport for NSW 2024 28
Figure 3-2 Wet fire proposed plan – removal of existing fire hydrant and fire hose reel, location of new firehose reel and new sprinklers and fire extinguishers. Source: Transport for NSW 2024 28
Figure 3-3 Location of proposed walls for new storeroom. Source: Transport for NSW 2024 29
Figure 3-4 Proposed new entrance to storeroom. Source: Transport for NSW 2024 29
Figure 3-5 Location of proposed entrance to store room - block wall with double doors fixed to existing concrete walls. Source: OCP 2024. 30
Figure 3-6 Path of proposed airduct along new storeroom and corridor. Source: Transport for NSW 2024 31
Figure 3-7 Path of proposed airduct along corridor wall. Source: Transport for NSW 2024 31
Figure 3-8 Path of proposed airduct along storeroom wall. Source: Transport for NSW 2024 32
Figure 3-9 Path of proposed airduct across ceiling (concealed in ceiling panel) and air grille location on wall. Source: Transport for NSW 32
Figure 3-10 Location of lighting, GPOs and distribution boards. Source: Transport for NSW 2024 33

INTRODUCTION

BACKGROUND AND PROJECT OVERVIEW

This report has been prepared for Sydney Trains to assess the heritage impact of the proposed upgrade of services at Martin Place Railway Station. The proposed works are within the unpaid concourse area, between the Metro Martin Place (MMP) and Eastern Suburbs Railway (ESR). The scope consists of self-performing works (Mechanical, Fire & Electrical), as well as a compliant storeroom for operational purposes, utilising the disused corridor between Exits 6 & 7.

The aim of these fire protection upgrades is to:

- Protect persons present in the stations, tunnels and associated plant rooms against any fire and ensure safe escape routes.
- Create the best conditions for the staff and fire brigade to fight a fire.
- Minimise damage in case of an accident / fire.
- Give the patrons the possibility to alert the control centre of a fire and to allow for a first fight-fire action.
- Minimise fire spread in areas protected by self-acting systems.

Martin Place Station is listed on the State Heritage Register. Accordingly, the provisions of the *Heritage Act 1977* apply to the development of the site.

The proposed works, subject to this Statement of Heritage Impact report, do not fall under the Standard Exemptions or Sydney Trains agency specific exemptions. Accordingly, a Section 60 Application is required for approval. The proposed works consist of the following:

- Install new air ducts pipework along subway corridor walls and concealed within ceiling panels and provide new grilles.
- Install new lighting to replace existing fluorescent battens and install new emergency lighting for compliance, new GPOs and distribution boards as required.
- Construct two new walls to create new storeroom from disused corridor.
- Relocate existing speakers to allow for construction of new storeroom.
- Remove existing fire hydrant and fire hose reel no longer required in proposed storeroom.
- Provide new fire hydrant and fire hose reel in new compliant location on corridor wall in unpaid link area.
- Install wayfinding signage above the cabinet, using double sided tape, at a 90 degree angle.

The aim of this report is to identify and assess the potential heritage impacts of the proposed works, based on the identified heritage significance of Martin Place Station. This report is structured into five sections, as follows:

- A description and historical overview of the heritage item is provided in **Section 1.**
- An assessment of heritage significance of the site and various building elements is provided in **Section 2**.
- An outline of the proposed works is provided in **Section 3**.
- Discussion of heritage impacts of the proposed works is provided in **Section 4**, and
- Summary and recommendations are provided in **Section 5.**

This report should be read in conjunction with the Architectural drawings provided by Arup (**Appendix A**).

REPORT LIMITATIONS

This report does not include and assessment of historic archaeology or Aboriginal archaeology, or Aboriginal cultural heritage.

In addition, this report does not include documentation or assessment of fire upgrade works to be undertaken in accordance with the Section 57 Exemptions under the *Heritage Act 1977.*

METHODOLOGY AND TERMINOLOGY

This report has been prepared in accordance with the *Guidelines for preparing a statement of heritage impact*, published by Environment and Heritage, Department of Planning and Environment in June 2023. The principles contained in the Australian ICOMOS *Charter for the Conservation of Places of Cultural Significance (The Burra Charter)* 2013 are used as a methodology for assessing heritage impact.

AUTHORSHIP

OCP Architects provides architectural and heritage consultancy services for all contemporary and heritage projects. The company has over 30 years of experience and brings together a team of skilled professionals from a range of disciplines, including architects, conservation specialists, historian and planner.

The report was prepared by OCP Architects Pty Ltd, written by Csilla Cserhalmi, registered architect and heritage consultant, and reviewed by Bianca Hollo, planner and heritage specialist. Unless otherwise noted, photographs in this report were taken by OCP Architects in September of 2023.

1 THE HERITAGE ITEM

1.1 Site Identification

The scope area, subject of this report, is located below ground level within the Martin Place Railway Station and falls within the *City of Sydney Local Government Area* (LGA). The works are within the unpaid concourse area, between the Metro Martin Place (MMP) and Eastern Suburbs Railway (ESR). Martin Place Railway Station was constructed between in 1967 - 1979, and is located to the south of Hunter Street, between Macquarie Street to the East and Phillip Street to the West (refer Figure 1-1). Its address is 3 Martin Place, Sydney, New South Wales and is part of Lots 1–3, DP 623821; Lot 10, DP 629101; Lots 1 and 4–6, DP 250060 (refer Figure 1-2).

Figure 1-1: The location of Martin Place Railway Station is indicated by the red arrow. Source: SixMaps 2024.

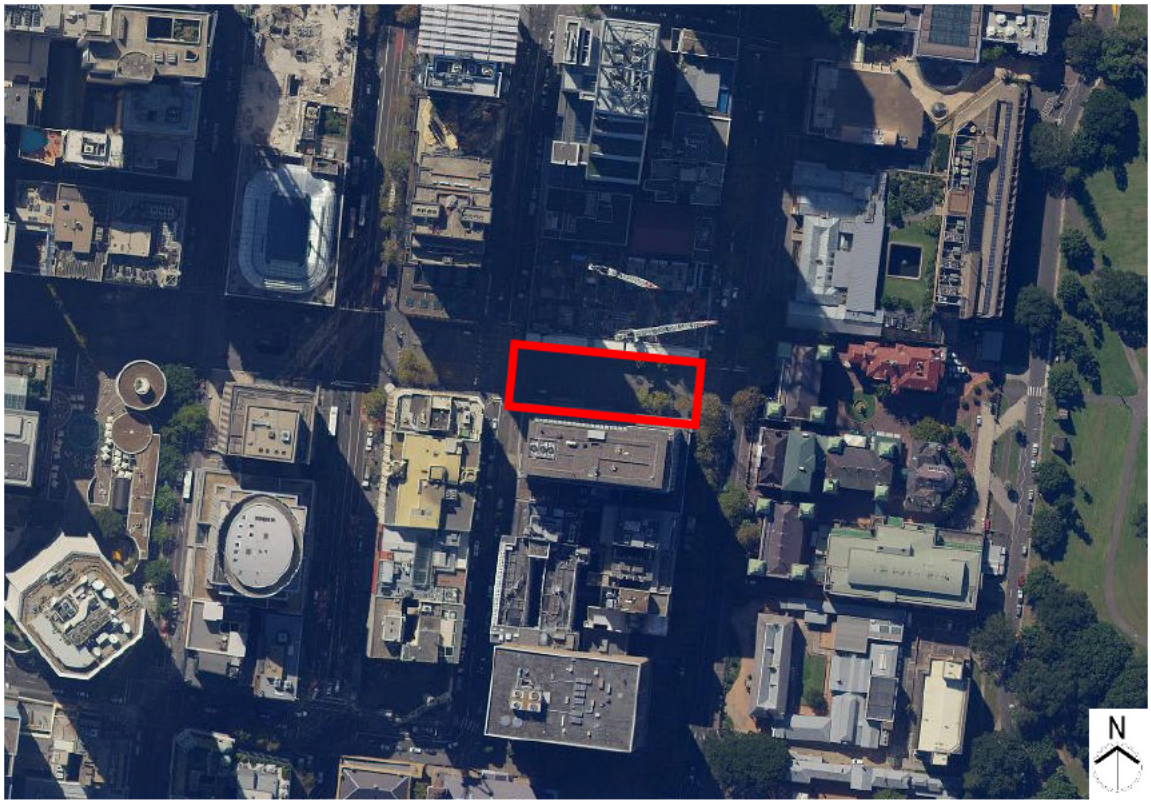

Figure 1-2: Aerial view of Martin Place Railway Station, indicating station location with red outline. Source: SIX Maps, 2024.

1.2 The Heritage Item

The heritage site encompasses a railway station, which serves as a pivotal transportation location facilitating commuter travel to destinations within the city of Sydney, specifically along the Eastern Suburbs line. Additionally, the site accommodates commercial enterprises for retail purposes. The railway station is generally well-preserved and in an acceptable state of maintenance.

Situated within the Central Business District (CBD), in the "civic" heart of Sydney, the railway station finds itself surrounded by an array of corporate edifices. The site's topography presents a predominantly flat terrain, having undergone full-scale development with no vestiges of landscaped areas. This unique setting underscores the distinctive character of the railway station.

Martin Place Railway Station was designed by architects Fowell Mansfield Jarvis & Maclurcan Pty Ltd and was awarded a public buildings merit award by the Royal Australian Institute of Architects in 1979. The subject site forms part of the only underground railway station constructed within the city centre over the last 50 years.

The concourse level of the station has a raked ceiling which follows the topography of the street level above. The ceiling features off-form finished concrete and red supporting concrete beams that match the feature ceramic wall tiling that was used throughout the station.

Popular Post World War II commercial finishes were integrated into the design, which included the use of various wall surfaces such as mosaic tiles, terrazzo, rubber and suspended moulded panel ceilings.

The platforms at Martin Place Railway Station are inspired by the architect's late Twentieth-Century International styles and influences. The platform walls are constructed from reinforced concrete and

clad with white, pre-cast terrazzo panels and concave terrazzo skirting. The original materials and finishes on the platforms appear to be highly intact with very little alterations from the original design.

1.2.1 Heritage Listings

Martin Place Railway Station is listed on the State Heritage Register (SHR Item 01187) under the NSW *Heritage Act 1977.* The site is also listed under Schedule 5 of the *Sydney Local Environmental Plan 2012* (SLEP 2012). The heritage conservation requirements of SLEP 2012 as detailed in Clause 5.10 apply to the site. Martin Place Railway Station is also listed on a non-statutory heritage register, the RAIA Register of Significant Architecture in NSW (4703426).

In accordance with these listings, the site is regarded to be of significance at a Local and State level.

The heritage listings applicable to Martin Place Railway Station are summarised in the table below:

LISTING TYPE	ITEM NAME	ITEM NO.
State Heritage Register (SHR), NSW *Heritage Act 1977*	Martin Place Railway Station	01187
Local Heritage Item, Sydney Local Environmental Plan (LEP) 2012	Martin Place Railway Station Including Interiors	I1891
TAHE Section 170 Register	Martin Place Railway Station	4801162
RAIA Register of Significant Architecture in NSW	Martin Place Railway Station	4703426

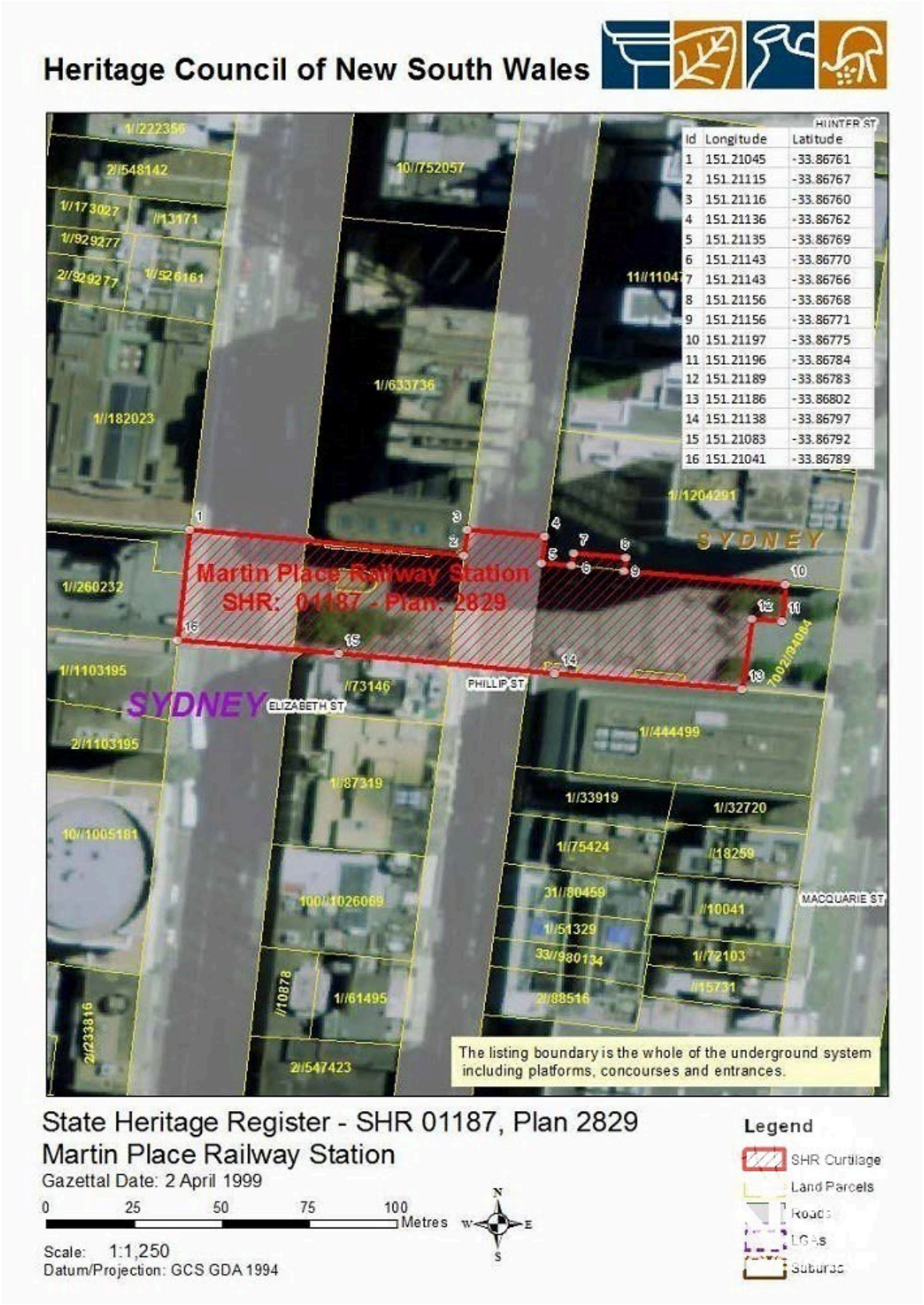

Figure 1-3: SHR curtilage for Martin Place Railway Station Source: NSW State Heritage Inventory form for the SHR listing for Martin Place Railway Station.

Figure 1-4: Detail from Heritage Map, Sheet - HER_014. The subject site is indicated by the red arrow. The tan shaded colour notes heritage. Source: Sydney Local Environmental Plan 2012.

1.3 Summary History of Martin Place Railway Station

The following history is taken from the State Heritage Inventory listing for the site[1]:

1.3.1 Documented History

The alignment and profile for the Eastern Suburbs Railway was set in 1926 and construction on the railway was started by the NSW Department of Railways. In 1952, the project was abandoned until the mid 60s when it was started again. In 1967 the NSW Department of Railways engaged the Snowy Mountains Authority (SMA) to prepare and develop documents for the city tunnels and stations, Kings Cross tunnel and stations, and Rushcutters Bay viaduct and various other associated works.

The City and Suburban Electric Railways (Amendment) Act, Act No. 13 of 1947, made provision for the construction of further electric railways in the City of Sydney, serving the eastern, southern and south eastern suburbs. This Act amended an earlier scheme proposed by J.J.C. Bradfield in 1916, which had provided for an Eastern Suburbs Railway (via St James Station), and a South Eastern

[1] State Heritage Inventory, *Martin Place Railway Station including Interiors,* https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2431104

Railway. The City and Suburban Electric Railways (Amendment) Act of 1947 made provision for the construction of 44 miles of new suburban electric railways.

The Eastern Suburbs Railway is a key component of Sydney's transport network linking Central Station with the city centre and the suburb of Bondi Junction, a distance of 7.5 kilometres.

The railway was first proposed in the 1920s and construction actually commenced, but the Great Depression and the Second War caused its abandonment until the 1960s. In 1967 the New South Wales Government awarded the contract for the civil and structural design of the entire line to the Snowy Mountains Hydro-electric Authority (SMA), the Commonwealth Government agency responsible for the design and construction of the Snowy Mountains Scheme in south-eastern Australia. The contract involved approximately 10 kilometres of single track tunnel structures and crossovers, four underground stations and one surface station, two 772metre concrete viaducts and a further 800 metres of surface works, including a prestressed concrete overbridge. Originally the line was planned to extend south through Randwick and the NSW University but this did not eventuate. The proposed stations were to be known as: Charing Cross, Frenchmans Road, Randwick, University and Kingsford.

With the establishment of SMEC in 1970 from the SMA, the contracts were transferred. The work cost $800 million and was completed in 1973. The Eastern Suburbs Railway continues to serve the people of Sydney today.

Martin Place Railway Station and its Place within the Urban Design of Martin Place:

Martin Place was created in stages between 1860 and 1935 and transformed into a pedestrian area between 1968 and 1978. The final form of the area was determined by prolonged argument and, ultimately, compromise between the City Council, State Government and authorities and private landowners.

By the late 1960s, the conversion of Martin Place into a pedestrian plaza had reached as far east as Pitt Street. In mid 1971, a new plan for the long-term development of the City, known as the Strategic Plan, was published. The second of four principles in this plan involved the improvement of 'access and movement within the city', including pedestrian movement (Gazzard, 1988: 84). Included among the 'actions', was the extension of Martin Place as a pedestrian plaza through to Macquarie Street. This extension of the closure of Macquarie Street had long been proposed and objected to by various parties, not the least of whom were the affected property owners. The design of Martin Place Railway Station played an important role in promoting the extension of Martin Place to Macquarie Street and in determining the design of the eastern-most end of the plaza.

Construction of the Eastern Suburbs Railway line had first been proposed in the 1920s, begun and then abandoned until the 1960s. In 1967, the State Government awarded the contract for the civil and structural design of the line to the Snowy Mountains Hydro-Electric Authority. The section of the line near Macquarie Street was 30 metres below ground level; the main concourse for the proposed Martin Place Station were thus below street level and extended from under Phillip Street as far as Macquarie Street. It was proposed to construct entrances, with escalator access, down to the concourse from both streets. Concurrent to the development of the station, there were proposals to provide underground access from the railway concourse, under Elizabeth Street, to connect with a retail arcade within the Prudential Building on the southern side of Martin Place. The

area beneath the roadway between Elizabeth and Castlereagh Streets consisted of basements, owned by the Council, which had been constructed for an aborted State Savings Bank building.

Above ground, the design of the Pitt Street-Castlereagh Street block of Martin Place took shape. Taking advantage of the six-metre height difference between the two streets, a raised terrace, overlooking the existing plaza area of Martin Place to the west, was proposed for the Pitt Street end of the block. At the Castlereagh Street end, it was proposed to build a sunken amphitheatre for civic and public performances, from which access under Castlereagh Street would lead via a shopping arcade into the City owned basements to the railway concourse. This vital link was opposed for sometime and would be the last element in the overall plan to be constructed (see below). Varied uses for the plaza above were proposed. The short block between Castlereagh and Elizabeth Street was considered suitable for markets and the area between Elizabeth and Phillip Street was to be a quiet landscaped haven. The final section, between Phillip and Macquarie Streets, was to be an important place of arrival in the City centre. A large fountain was proposed to provide a focal point for the vista towards Sydney Hospital and it was envisaged that outdoor café seating would make this area a good waiting area near the railway entrance.

The Minister for Lands gave notice of the closure of Martin Place from the eastern side of Pitt Street to the western side of Macquarie Street, exclusive of cross streets, on 24 November, 1972. Almost every Government Agency and owner objected, resulting in prolonged negotiations. The objector who could not be satisfied was the Chairman of the Rural Bank, who used his high level contacts to ensure that the plaza, as first gazetted, extended only as far as Elizabeth Street, stopping short of the Rural Bank (1973). In reality, the upper two blocks were closed for a number of years to through traffic to allow railway construction, ultimately paving the way for permanent closure. The objections of the Rural Bank were finally overcome in 1974. It had always been the Railway's intention to build an entrance to the station in the corner of the Rural Bank Building because there was no room on the footpath. This entrance could be moved into the plaza, if created, a clear incentive for the Rural Bank's co-operation. The design of for the upper two blocks of Martin Place were finalised during 1975.

The design of the middle block between Castlereagh and Elizabeth Streets had, meanwhile, been held up by a number of considerations, partially connected to the railway. It was not clear if the concourse of the railway station would extend beyond the eastern side of Elizabeth Street. Secondly, it was a condition of consent for the MLC Centre, then under construction, that a subway be built under Castlereagh Street to connect the building to the station. Thirdly, the lessee of the old basements of the aborted State Savings Building, Prudential Insurance Company, were reluctant to surrender their lease to Council "The architects were trying to bring all these issues together so that the MLC tunnel under Castlereagh Street would connect into a naturally lit shopping arcade in the basements an then join under Elizabeth Street to the railway concourse. If this was realised there would be an undercover connection from the amphitheatre on the western side of Castlereagh Street to the railway concourse" (Gazzard, 1988: 89).

The design by Fowell Mansfield Jarvis & Maclurcan Pty Ltd was awarded a public buildings merit award by the Royal Australian Institute of Architects in 1979.

These issues took years to resolve; this section of Martin Place would be the last to be built. The Eastern Suburbs Railway line officially opened in 1979. Although originally proposed to extend southwards into Randwick, the line was only built to Bondi Junction. The shopping arcade and connection to the railway station was not made until 1982.

Martin Place Station and Railway Architecture of the Period:

There are seven stations that form part of the Eastern Suburbs Line: Redfern, Central, Town Hall, Martin Place, Kings Cross, Edgecliff and Bondi Junction (Town Hall Station was extended to provide for the Eastern Suburbs line. Additional underground platforms were constructed at the other stations). Martin Place and Kings Cross lie within the City of Sydney. Until the recent construction of the Airport Line, these had been the only two new stations to be opened in the City since Circular Quay Station in 1956.

The platforms for the Eastern Suburb Railway line at Redfern and Central Station had been constructed in 1947-52, before work on the line was stopped. These platforms were excavated by open cut methods, from the surface down. When work started on line again in the 1960s, the remaining platforms were excavated and lined by tunnelling methods; the concourses were constructed in excavations opened from the surface and connected to the platforms by escalators shafts. Excavation at Martin Place and Kings Cross was complicated because explosives could not be used; the concourse excavations were completed using large bulldozers with ripping attachments and hand-held pneumatic tools (Kennedy, 1982). The Eastern Suburbs Railway stations were not the first stations to have escalators access to platforms. Wynyard Station opened in 1932, is accessed from York Street by still extant escalators. The provision of retail possibilities was also not new. At Wynyard, for example, there was Wynyard Arcade.

A high level of finishes was demanded for the new stations and included the use of various wall and wall surfaces, including mosaic tiles, terrazzo, exposed terrazzo and rubber, and suspended moulded panel ceilings, all popular Post World War II commercial finishes. In their 1979 publication, The Story of the Eastern Suburbs Railway Line, the Public Transport Commission of New South Wales described their new stations as follows:

“All of the new stations are provided with an Automatic Fare Collection system with ticket vending machines and automatic barriers. Major bus interchange terminals are provided over the stations at Edgecliffe and Bondi Junction. These terminals offer passengers a direct transfer from buses to rail platforms via stairs and high speed escalators.

The new stations, being the most modern in Australia, are bright and attractive with many sophisticated inclusion such as studded rubber platforms, special level adjusting P.A. sound equipment, excellent lighting, closed circuit surveillance equipment at Martin Place, Kings Cross, Edgecliffe and Bondi Junction, and modern amenities and booking office facilities.(Martin Place) The predominant colour is red, with extensive use made of white terrazzo and off-form finished concrete. Platform and escalator shafts are finished with deep red moulded plywood ceilings coved at intervals for lighting, and hinged to allow access to the services located above them”.

Figure 1-5 Martin Place Railway Station: View of construction work. Chifley Square in the background. Source: Sydney Reference Collection (SRC) – Photographs, Source system ID 025\025877, City of Sydney Archives and Historical Resources

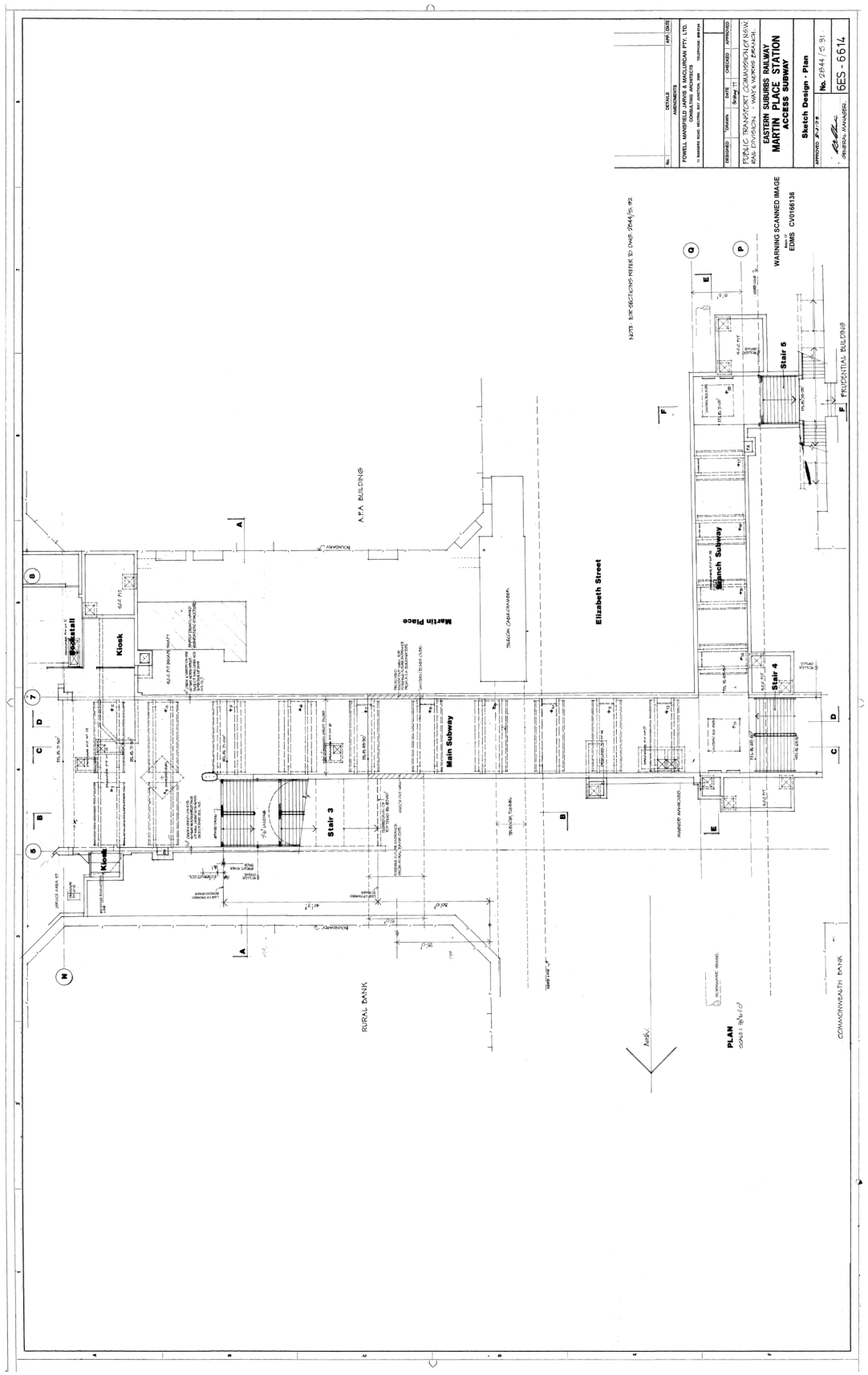

Figure 1-6 ESR PCS Access Subway Sketch Plan, 1979. Source: Sydney Trains Plan Room.

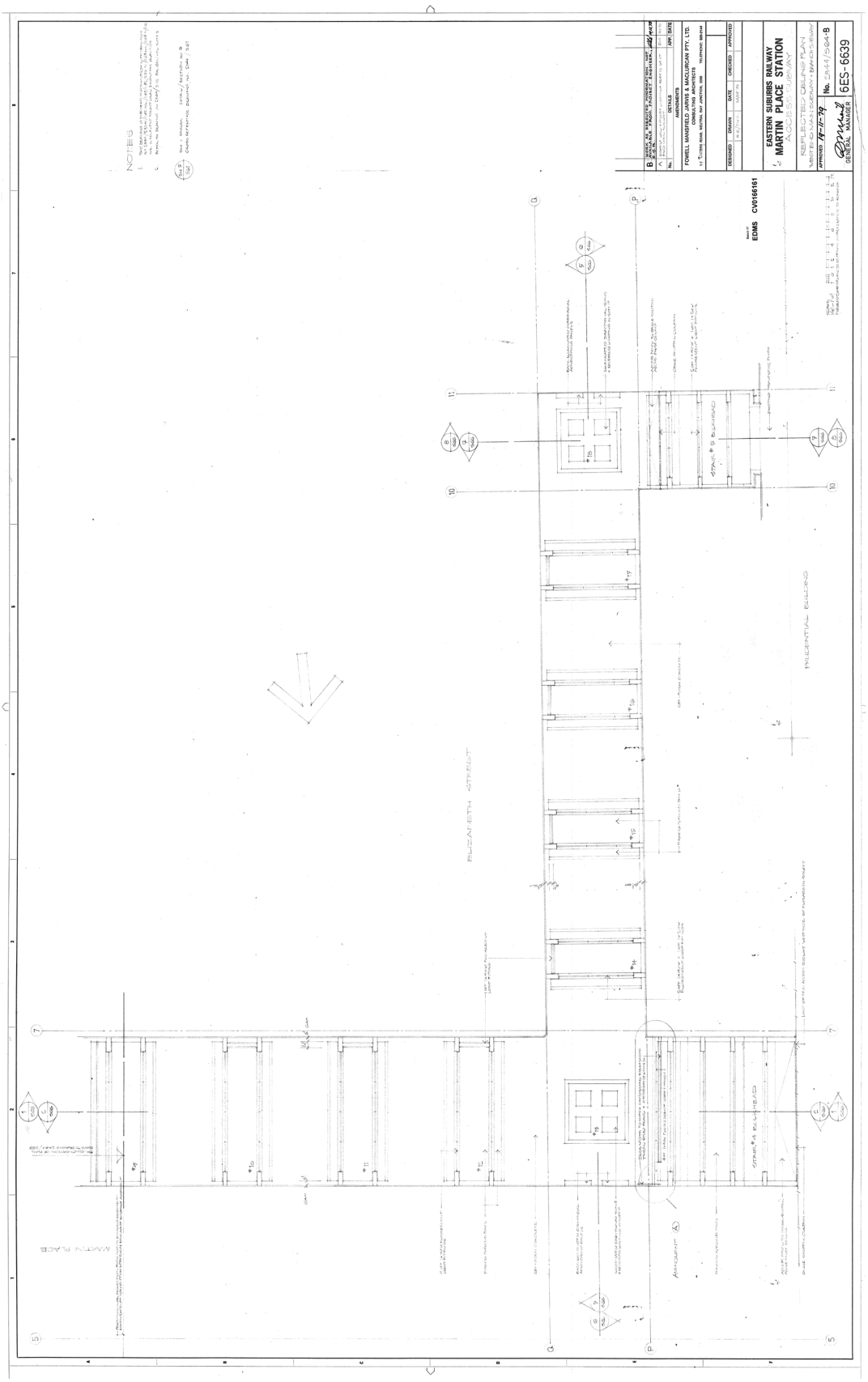

Figure 1-7 Subway RCP, 1979. Source: Sydney Trains Plan Room.

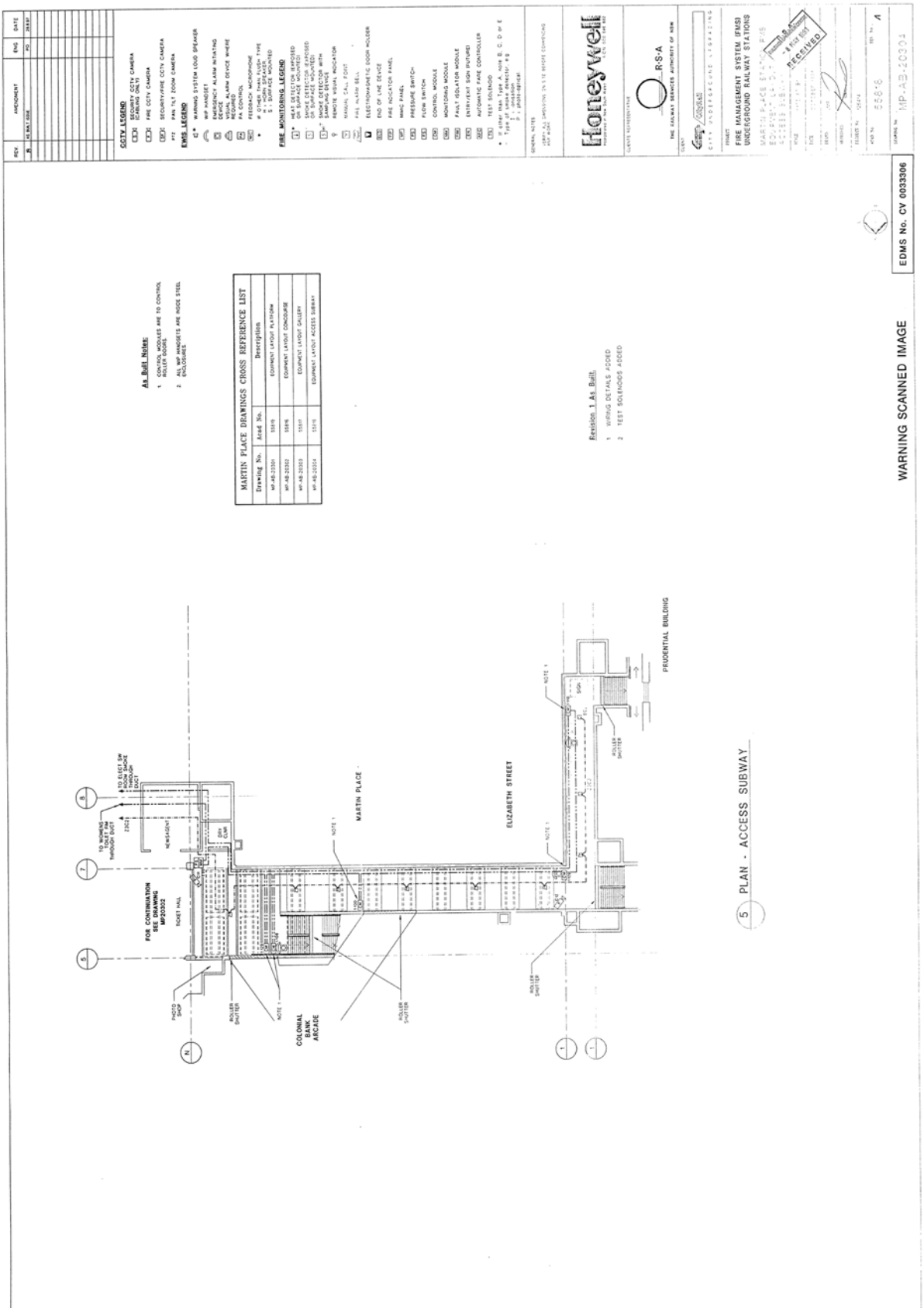

Figure 1-8 As built drawings of fire equipment layout in the access subway, 1998. Source: Sydney Trains Plan Room.

1.3.2 Chronology

Late 1890s	A plan for the Eastern Suburbs Railway (ESR) line for Sydney began.
1920s	Provisions were made for the construction of the city underground stations, although work never proceeded past the planning phase at this time.
1926	The alignment and profile for the ESR was set and construction on the railway was started by the NSW Department of Railways.
Late 1940s	The ESR had been under construction on and off.
1967	The NSW Department of Railways engaged the Snowy Mountains Authority (SMA) to prepare and develop documents for the city tunnels and stations, Kings Cross tunnel and stations, and Rushcutters Bay viaduct and various other associated works.
Late 1960s	The conversion of Martin Place into a pedestrian plaza had reached as far east as Pitt Street.
1979	Station opened on 23 June 1979 as part of the inauguration of the Eastern Suburbs Railway (ESR) line. The station had been constructed using an open-cut excavation.
1997	A fire services upgrade commenced at the station.
2018	The Minister for Planning approved the Stage 1 State Significant Development (SSD) application for the Sydney Metro Martin Place Precinct. Macquarie Group then lodged two separate 'Stage 2' State Significant Development Applications (SSDA) which sought approval for detailed design and construction for the North and South Over Station Development.
2019	The two Stage 2 SSDA applications were approved for the Sydney Metro over station development on 21 August 2019, subject to conditions based on consultation with the community, council and other government agencies.
2022/2023	Modifications were undertaken to the booking office, male and female toilets and staff meal room areas on the concourse level for a new retail space.
2023	Works commenced on the North and South site of the Martin Place over station metro development. A fire services upgrade was also commenced at the station.

1.4 Physical Analysis

The following description and physical analysis are taken from the State Heritage Inventory and supplemented by recent site observations.

1.4.1 Martin Place Railway Station

The station is below ground with access via escalators and /or stairs from Martin Place. Some of the access is through arcades constructed at the same time. The station contains two platforms and is constructed of reinforced concrete finished with pre-cast terrazzo panels, and red glazed ceramic wall tiles. The ceiling is raked following the topography of the street above and the supporting concrete beams are painted red to match the feature ceramic red wall tiling. The ceilings of the escalators are moulded plywood with recessed strip lighting.

The station is configured as an island platform featuring two sides dedicated to serving the Up and Down train lines. Access to the platform is facilitated through two sets of three escalators. The platform is flanked by two symmetrical tunnels for train passage. The platform itself is distinguished by its brown tiled flooring, with red accent tiles surrounding columns and seating areas. Walls and columns are adorned with light grey terrazzo cladding, with walls occasionally interspersed with red ceramic mosaic tiles. A suspended false ceiling, composed of a series of moulded ceiling panels, spans the central axis of the platform level. Additionally, fixed bench seating and strategically placed rubbish bins are distributed throughout the platform level for passenger convenience.

1.4.2 Station Elements Impacted by the Proposed Fire Protection Works

The following paragraphs provide a more in-depth physical analysis of the fabric that is subject to the proposed fire protection works. The physical analysis includes a discussion of the fabric, date of construction and current physical condition which has been assessed by heritage architects by OCP Architects. Assessment of the physical condition of the fabric follows the following ratings:

Condition Ratings	Description
Excellent	Building element or fabric has no defects. Condition and appearance are as new.
Good	Building element or fabric exhibits superficial wear and tear, minor defects, minor signs of deterioration to surface finishes, but does not require major maintenance. No major defects exist.
Fair	Building element or fabric is in average condition. Deteriorated surfaces require attention. Services are functional but require attention. Deferred maintenance work exists.
Poor	Building element or fabric has deteriorated badly. Serious structural problems exist. General appearance is poor with eroded protective coatings. Elements are defective, services are frequently failing, and a significant number of major defects exist.
Very poor	Building element or fabric has failed. It is not operational and is unfit for occupancy or normal use.

Subway Access Corridor

The subway tunnel has an existing disused corridor space that was formerly used as an access point to the railway station (stair 5). This area has been nominated to be used as a new storeroom as the stairs at the end of the corridor have now been blocked from use. Walls are in good condition.

Figure 1-9: View of existing disused corridor space to be used as a new storeroom. Source: OCP Architects

New fire services

Proposed location of new fire hose reel. This wall is in good condition

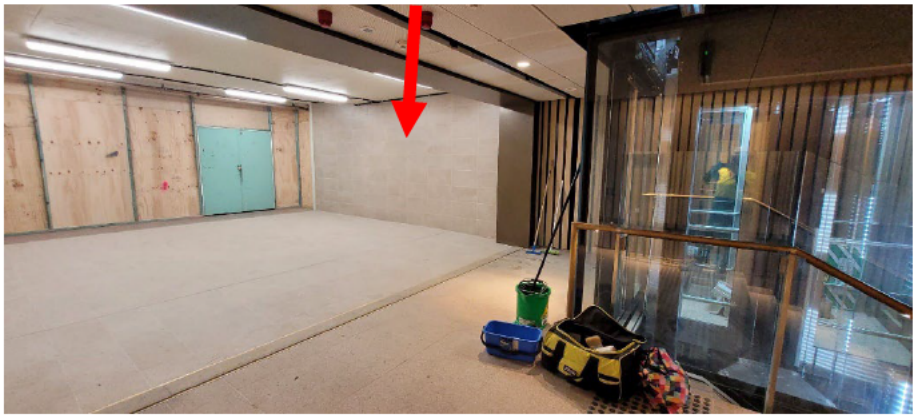

Figure 1-10: Proposed location of new fire hose reel. Source: Sydney Trains.

New mechanical services

The walls of the access tunnel are original and part of the original construction of the station (c1979). Walls are in sound condition.

Figure 1-11: Proposed location of air duct pipework. Walls are in good condition. Source: OCP Architects

Figure 1-12: Existing fire cabinet installed on platform level. Source: Sydney Trains

Figure 1-13: Proposed signage for fire equipment to meet regulatory and statutory requirements. Source: Sydney Trains

2 SIGNIFICANCE ASSESSMENT

2.1 Assessment of Significance

The assessment and summary statement of significance included below has been extracted from State Heritage Inventory listing of the site[2].

SHR Criteria a) Historical significance An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).	The station has historic significance as the only railway station constructed in the centre of Sydney in the last 50 years.
SHR Criteria b) Associative significance 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).	The station is associated with the construction of the Eastern Suburbs Railway Line.
SHR Criteria c) Aesthetic significance An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or in local area).	The station is a good example of a Late Twentieth-Century International style design which demonstrates many of the key aspects of the style. This includes the feature red ceramic wall tiling, red painted concrete structure and other finishes and materials. The station, designed by architects Fowell Mansfield Jarvis & Maclurcan Pty Ltd, was awarded a public buildings merit award by the Royal Australian Institute of Architects in 1979.
SHR Criteria d) Social significance An item has strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons.	The station is an important hub in the transport network of the centre of Sydney used daily by commuters.
SHR Criteria f) Rarity	The station is rare being one of only 2 constructed in the centre of Sydney within the last 50 years.

[2] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2431104

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).	
SHR Criteria g) Representativeness An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or environments (or a class of the local area's cultural or natural places or environments).	The station is a representative example of a Late Twentieth century railway station which is part of the eastern suburbs rail line in Sydney.
Integrity/Intactness	High

2.2 Summary Statement of Significance

Martin Place Railway Station is significant as the only underground railway station constructed in the centre of the city within the last 50 years. It is a good example of a Late Twentieth-Century International style structure which is highly intact with many of its original materials and finishes still in place. Its design by architects Fowell Mansfield Jarvis & Maclurcan Pty Ltd was awarded a public buildings merit award by the Royal Australian Institute of Architects in 1979.

Refer to **1.2.1 Heritage Listings** for maps.

2.3 Significance of the Platform Fabric

The following gradings of significance have been prepared following fabric investigations conducted by OCP Architects in June 2024.

ELEMENT	DATE	GRADING OF SIGNIFICANCE
Access subway walls	c.1979	Moderate
Access subway flooring	c.1979	Moderate
Access subway ceiling	c.1979	Moderate
Existing services	Modern	Little

3 PROPOSED WORKS

3.1 The Proposal

The proposed works are described below. The works involve the upgrade of services to ensure that the railway station maintains compliance with necessary fire protection regulations, to create a new storeroom for operational purposes, and upgrade mechanical and electrical services.

The intention of the installation of the proposed fire equipment and services is to:

- Protect persons present in the stations, tunnels and associated plant rooms against any fire and ensure safe escape routes.
- Create the best conditions for the staff and fire brigade to fight a fire.
- Minimise damage in case of an accident / fire.
- Give the patrons the possibility to alert the control centre of a fire and to allow for a first fight-fire action.
- Minimise fire spread in areas protected by self-acting systems.

Refer to accompanying service drawings (attached in **Appendix A**) for more detail.

The proposed works effect the following station elements:

- Access subway walls (moderate heritage significance)
- Access subway flooring (moderate heritage significance)
- Access subway ceiling (moderate heritage significance)
- Existing services and conduits (little heritage significance)

The proposed works are listed below:

Dry Fire Protection

- Relocate speakers to allow for construction of new walls for storeroom.
- Install new speaker in unpaid link area to be connected to EWIS over PA system.
- Relocate speaker from void area into storeroom.

Wet Fire Protection

- Decommission, disconnect and remove the existing fire hydrant and fire hose reel recessed in access subway wall (new storeroom does not require fire hose reel for compliance).
- Install new fire hydrant and fire hose reel in lockable cabinet in unpaid link area and connected to existing fire hydrant and fire hose reel pipework.
- Install new fire sprinklers to be installed in unpaid link area to be connected to existing main pipe from the tunnel.
- Install new fire extinguishers on wall of new storeroom.
- Inaccessible and unused void area beyond new storeroom fire services are to be capped off.

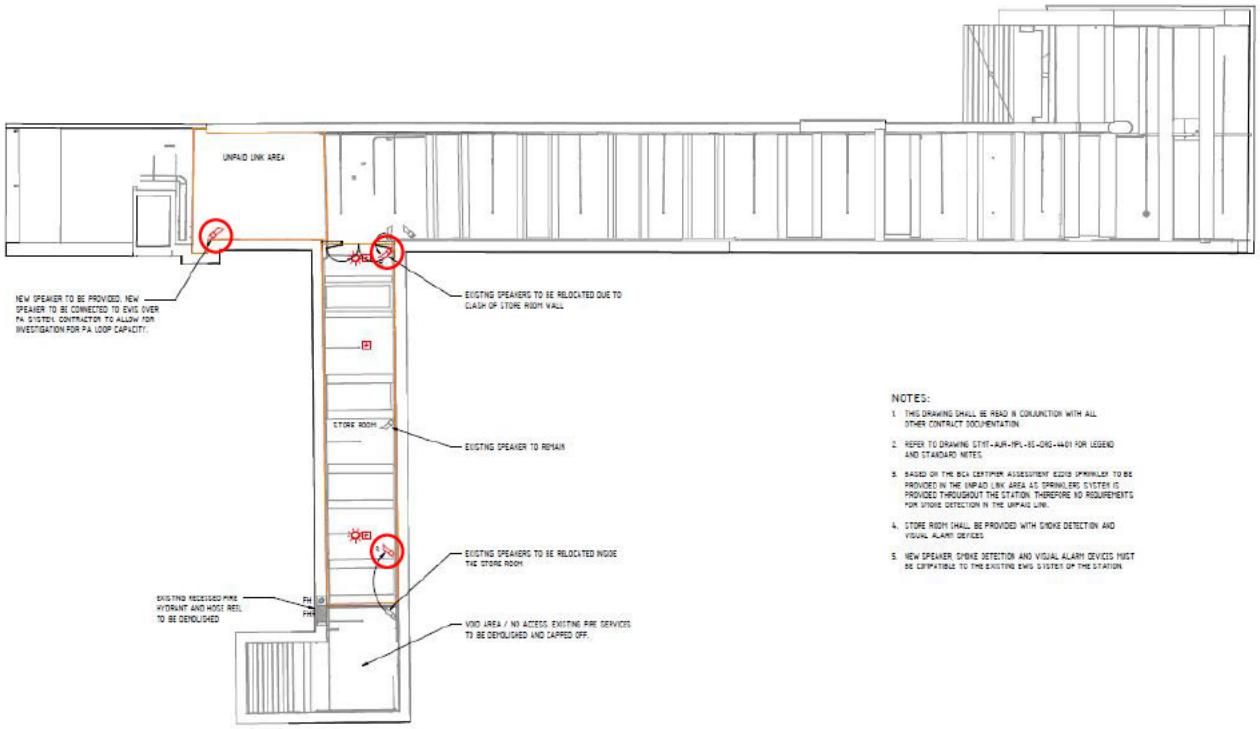

Figure 3-1 Dry fire proposed plan – new locations for speakers circled in red. Source: Transport for NSW 2024

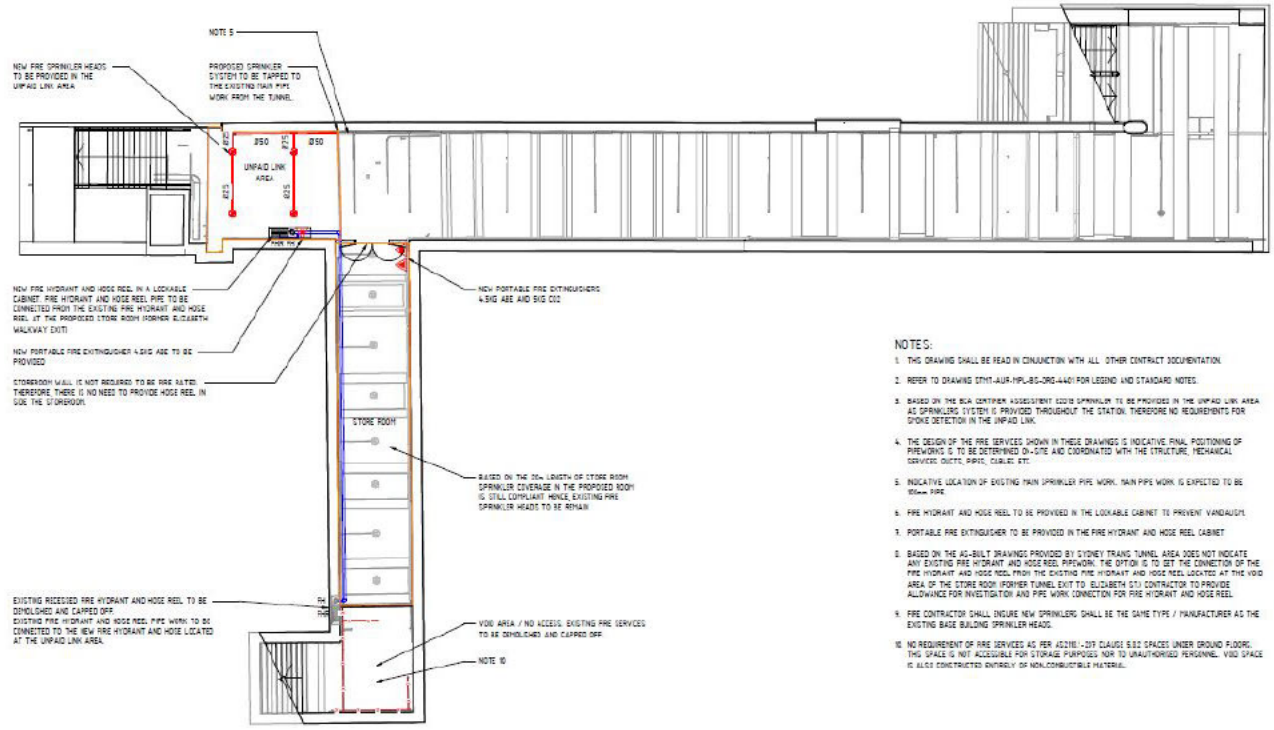

Figure 3-2 Wet fire proposed plan – removal of existing fire hydrant and fire hose reel, location of new firehose reel and new sprinklers and fire extinguishers. Source: Transport for NSW 2024

New Storeroom

- New wall and doors between corridor and storeroom consisting of 190mm core filled reinforced block wall with 1920mm wide by 2100mm high metal door frame at centre. Two new 920mm wide solid core door leafs installed within door frame, with painted finish to match existing adjacent walls, and stainless steel kickplates. Doors to include DDA compliant door handles and closers, with manual hold open device to wall.
- New 92mm metal stud wall with plasterboard lining and painted finish to the rear of the storeroom to block off void area.

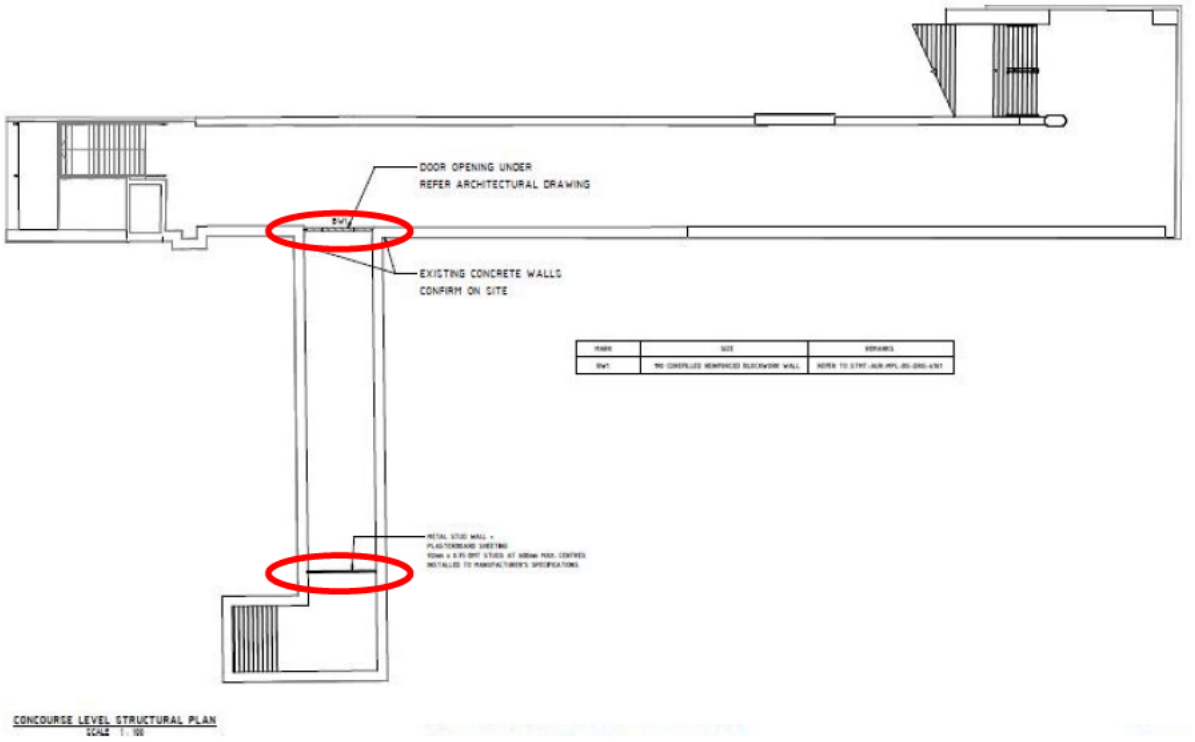

Figure 3-3 Location of proposed walls for new storeroom. Source: Transport for NSW 2024

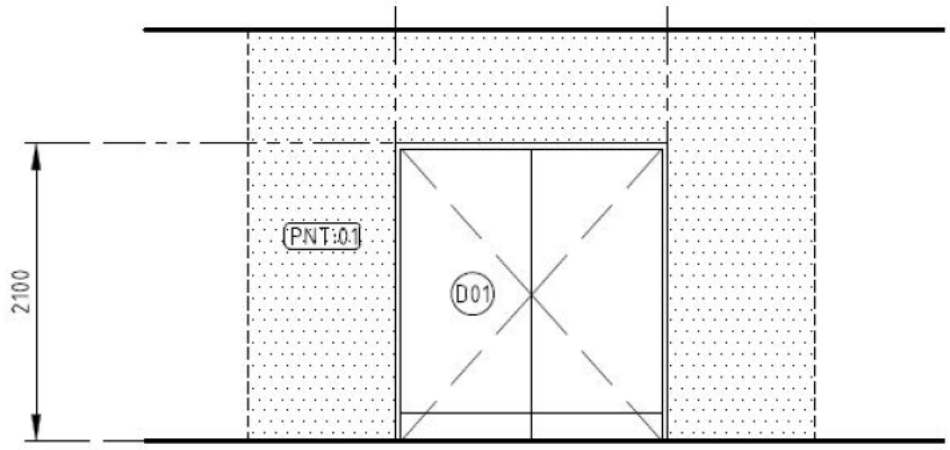

Figure 3-4 Proposed new entrance to storeroom. Source: Transport for NSW 2024

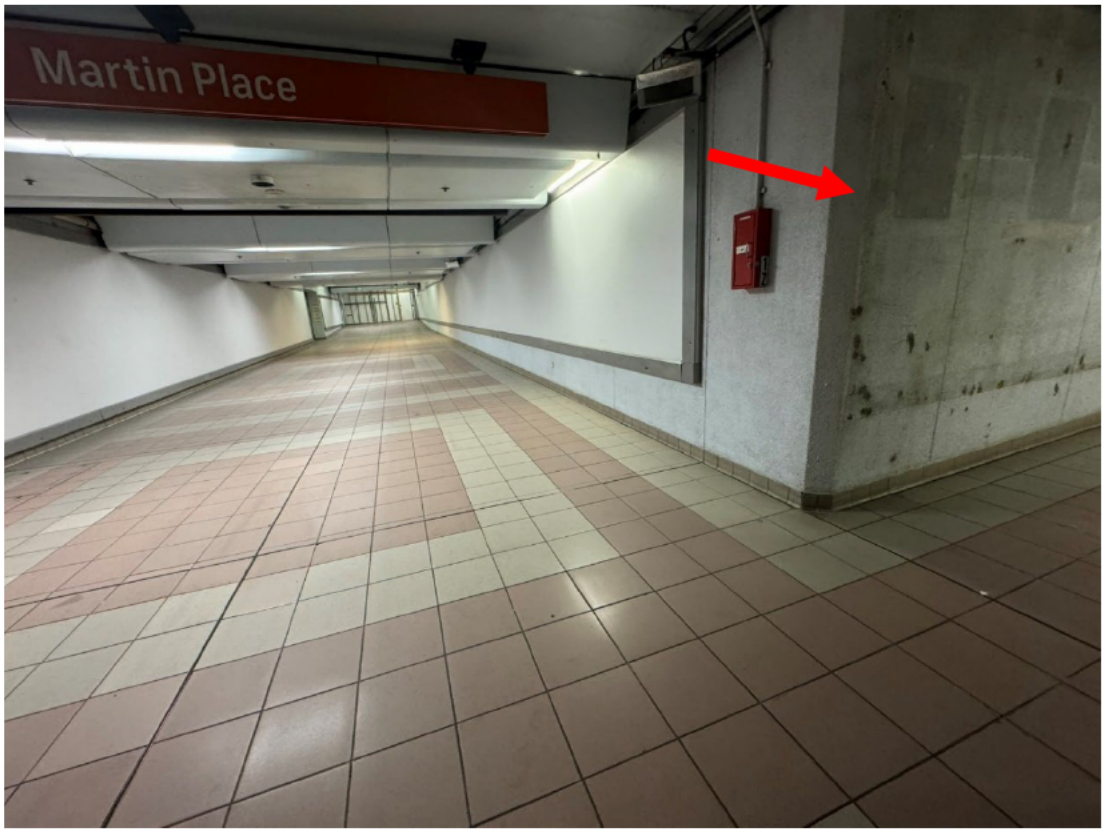

Figure 3-5 Location of proposed entrance to store room - block wall with double doors fixed to existing concrete walls. Source: OCP 2024.

Mechanical

- New 100mm x 150mm outside air duct to run adjacent to existing services at the top part of the wall and within existing hinged ceiling panel across the corridor and out through wall opening with intake grille and vermin mesh.

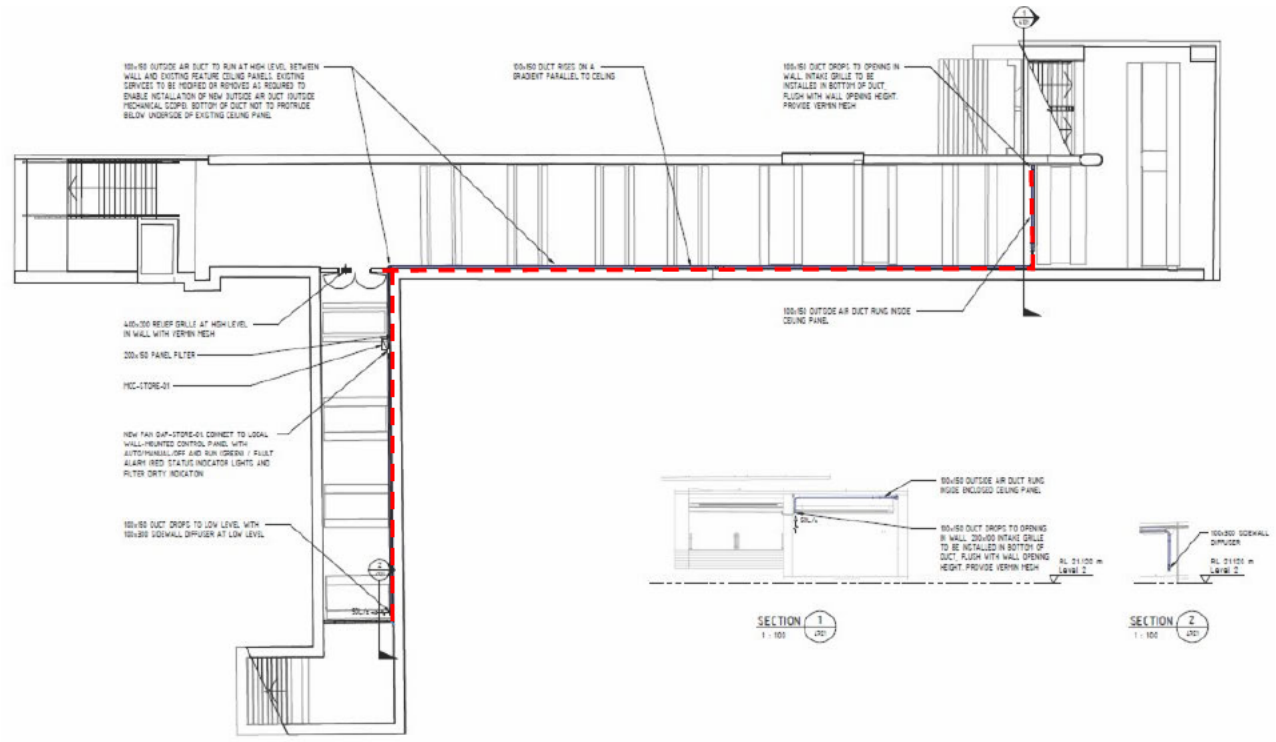

Figure 3-6 Path of proposed airduct along new storeroom and corridor. Source: Transport for NSW 2024

Figure 3-7 Path of proposed airduct along corridor wall. Source: Transport for NSW 2024

Figure 3-8 Path of proposed airduct along storeroom wall. Source: Transport for NSW 2024

Figure 3-9 Path of proposed airduct across ceiling (concealed in ceiling panel) and air grille location on wall. Source: Transport for NSW

Electrical

- New LED light battens to replace existing fluorescent lights in existing locations.
- New emergency lighting along ceilings to achieve compliance with statutory and regulatory requirements.
- New GPOs and distribution boards on storeroom and corridor walls.

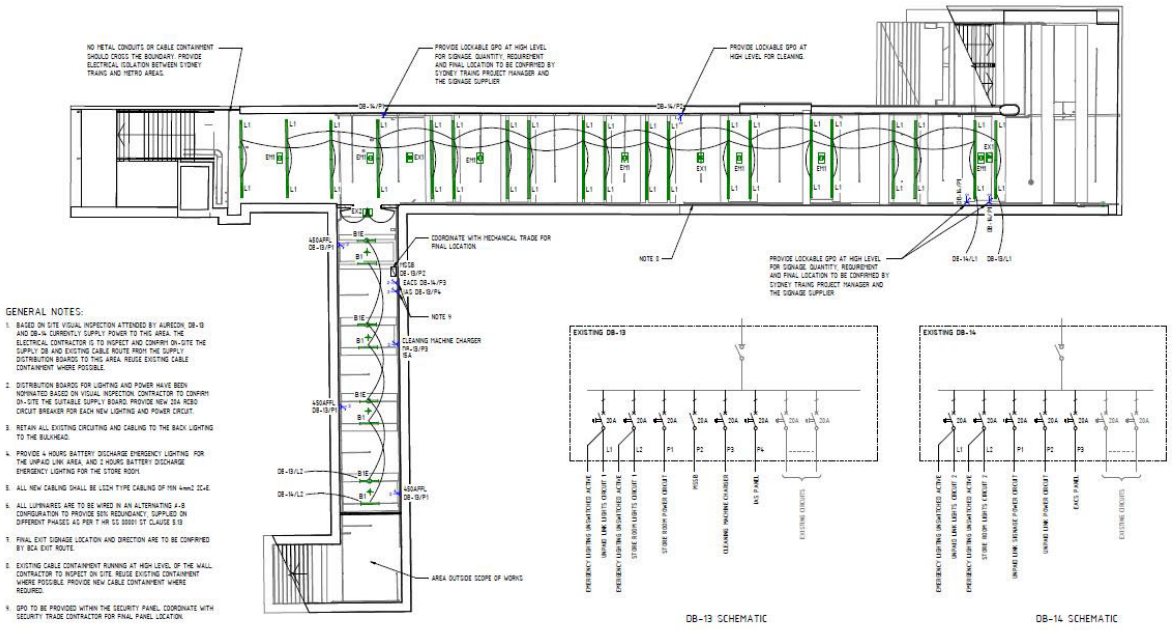

Figure 3-10 Location of lighting, GPOs and distribution boards. Source: Transport for NSW 2024

The proposed works would be undertaken by Sydney Trains' wet fire installation and maintenance contractor. The works are a positive step in ensuring fire, electrical, mechanical and structural services at the railway station maintain compliance that are in line with the requirement for minimum standards of maintenance and repair under the *Heritage Act 1977*.

3.2 Background

3.2.1 Pre-lodgement consultation

Aurecon was engaged by Sydney Trains to undertake the design of the services upgrade at Martin Place Railway Station. Aurecon is a Technically Assured Organisation (TAO) that offers engineering services. Design options for services were prepared by Aurecon and were subsequently reviewed internally by the Sydney Trains' internal Engineering Systems Integrity (ESI) team.

The proposal was discussed by the Sydney Trains project manager and Sydney Trains internal heritage department, prior to the preparation of this report.

3.2.2 Consideration of alternatives

Options for the location of the fire equipment were explored but were limited due to the constraints relating to coverage requirements, required distances between fire equipment and limitations of fire

hose lengths. Alternative proposed locations on other walls of the platform were considered to have equal impact in terms of having to be fixed through the same walls and ceiling in varying options.

The proposed location of the services is considered the most appropriate option for the provision of necessary fire, electrical, structural and mechanical services, as the location of proposed services is both discreet, being aligned with existing services, reusing existing conduits and pipework where possible, minimising fixings, and using opportunities to conceal services within existing ceiling panel cavities, whilst also meeting statutory and regulatory requirements, as designed by TAO certified engineers, Aurecon, and approved by the Sydney Trains internal team.

4 HERITAGE IMPACT ASSESSMENT

4.1 Matters for Consideration

4.1.1 General Discussion of Heritage Impacts

The proposed fire protection measures detailed in the proposal are urgent due to the necessity to comply with statutory and regulatory requirements The installation of fire equipment is essential for safety purposes together with the need for the ongoing protection and preservation of the heritage item.

The proposed intervention to fabric is planned in accordance with the Burra Charter's principle to do only as much as necessary and as little as possible, aiming to conserve the significant fabric and form of the existing fabric. The proposed works are a positive measure that will protect, conserve and enhance the significance of the site and provide necessary fire safety measures to ensure that regulations and compliance standards are met.

Upon following the recommendations and mitigation outlined in **Section 5.2** below, the carrying out of the proposed works would not result in any detrimental impacts on the significant form and fabric of the railway station, or on the heritage significance of the Martin Place Railway Station overall.

4.1.2 Fabric and Spatial Arrangements

The proposed works retain the existing overall spatial arrangement of the railway station. The fire hydrant and fire hose reel will be moved from one part of corridor to another new location, constituting a very minor change in spatial arrangement of the fire services at the station.

In general, the works require little alterations to fabric, by keeping the majority of the existing fabric of the railway station in place. The new mechanical pipework will be located alongside existing services along the upper part of the wall, and concealed within the false ceiling along the width of the corridor ceiling.

The proposed cabinet, fire hydrant and fire hose reel will be installed on the wall of the corridor and the installation will require minor alteration (penetration) for the fixings of the equipment.

The proposed structural walls will create a new compliant storeroom to replace a disused corridor with blocked exit stairs. This will ensure that the space is in use and maintained in the future. Fixings into existing fabric will be minimised to ensure that the existing fabric is disturbed only as necessary for structural integrity.

The proposed alteration to fabric is limited to only alterations that are necessary to provide required services. The works are seen as having minimal impact on the fabric and spatial arrangement of the station as a whole, and are confined to the subway access area only.

4.1.3 Setting, views and vistas

The proposed scope of works involve services upgrades and the introduction of two new walls in a disused corridor, to limit access and provide a compliant storage room for Sydney Trains. As the form, fabric and spatial arrangement of the structures will be retained, there will be no impact on the significant railway setting of Martin Place Railway Station, or on any views or vistas to, from or within the site. The proposed fire hose reel will be in keeping with the other existing hire hose reels, fire hydrants and metal cabinets that exist on the site, and the installation of the cabinet on the wall will be in a discreet location, and will not be visible from the station entrances or concourse areas.

4.1.4 Landscape Works

The impacts do not apply to this specific heritage value(s).

4.1.5 Use

The proposed use for the heritage item will remain unchanged and will continue to operate as a railway station.

4.1.6 Demolition

The impacts do not apply to this specific heritage value(s).

4.1.7 Curtilage

The impacts do not apply to this specific heritage value(s).

4.1.8 Moveable Heritage

The impacts do not apply to this specific heritage value(s).

4.1.9 Aboriginal Cultural Heritage

The impacts do not apply to this specific heritage value(s).

4.1.10 Historic Archaeology

The impacts do not apply to this specific heritage value(s).

4.1.11 Natural Heritage

The impacts do not apply to this specific heritage value(s).

4.1.12 Conservation Areas

The impacts do not apply to this specific heritage value(s).

4.1.13 Cumulative Impacts

Cumulative impacts result when minor impacts from a sequence of small changes accrue over time. The proposal does not seek to add additional fire equipment to the platform, rather, it seeks to relocate existing equipment to match existing detailing in a new location for compliance. The new walls of the proposed storeroom will limit public access to the disused corridor and ensure the area is in use and maintained. The updated lighting will improve the appearance of the subway, and the mechanical services will be discreetly located alongside existing services. The proposed works have

been designed to utilise existing pipework (connection to existing) and conceal as much of the services above the false ceiling possible, so as not to obscure the significance of the heritage fabric. By carefully considering the design and location of new services, and by keeping the number of new fixings and new conduits to a minimum, the proposal minimises the likelihood of negative cumulative impacts on the heritage significance of Martin Place Station.

Furthermore, by providing essential fire safety equipment, the proposal constitutes a positive step in the conservation of the site (through providing protection against potential fire damage to the item) and allowing for the heritage item's ongoing use as a compliant railway station.

4.1.14 The Conservation Management Plan

There is no CMP for Martin Place Railway Station.

4.1.15 Other Heritage Items in the vicinity

Martin Place Railway Station is surrounded by several heritage items, including Commonwealth Bank of Australia Place including interior (1895), Former Metropolitan "Usher's" Hotel including interiors (1693), Former Australian Provincial Assurance (APA) Building including interiors (1896), Former "GIO" building including interiors (1738), Commercial Chambers "Hengrove Hall" including interiors (1879), St Stephen's Uniting Church including interior (1880), Reserve Bank including interior (1897), William Bland Centre building (2286), and "Beanbah Chambers" including interiors (1881). As the proposed works are limited to the underground platform areas, they will not be visible from any of the heritage items listed above.

4.1.16 Commonwealth/ National Heritage Significance

The impacts do not apply to this specific heritage value(s).

4.1.17 World Heritage significance

The impacts do not apply to this specific heritage value(s).

4.2 Key Questions for Fire Protection

Key considerations for fire protection works

KEY CONSIDERATIONS	DISCUSSION
Are any of the existing fire services of significance? In what way will they be affected by the proposed works?	The majority of the existing fire services equipment at Martin Place Railway Station are modern and were most likely installed in the 1997 fire services upgrade of the station, or since that upgrade. The existing fire services equipment (fire hydrant and fire hose reel) proposed for removal is of little significance. The new pipework will be manufactured and installed as per the instructions of the fire services engineer, with minimal intervention into the fabric, and connected to pipework. Therefore, the works will require a few minor alterations to existing fire services, which have little significance, to complete the upgrade works.
How has the impact of the proposed works for fire protection on the heritage item's heritage significance been minimised?	The impact of the proposed works has been minimised by only penetrating fabric where required to allow for effective operation of fire services and as required by statutory and regulatory requirements. The proposed pipework will be connected to existing pipework. Fixings for the fire hydrant, fire hose reel and surrounding metal cabinet will be limited to the least amount of fixings required for effective wall mounting of the equipment. The proposed fire equipment will be designed to match other existing examples on the platform. No fabric is being altered that is not necessary to allow for installation of fire services in compliance with relevant statutory and regulatory requirements.
Has the advice of a fire services consultant been sought to investigate options with the least impact on the heritage item?	Aurecon was engaged by Sydney Trains to undertake the design of the fire services upgrade at Martin Place Railway Station. Aurecon is a Technically Assured Organisation (TAO) that offers fire engineering services. The length of fire hose reels, coverage requirements, clearance requirements (in terms of proximity to platform edge), and statutory and regulatory requirements, limited the possibility for alternate solutions.

Key considerations for new services and service upgrades

KEY CONSIDERATIONS	DISCUSSION
Are any of the existing services of significance? In what way are they affected by the proposed works?	The existing services were installed during the 1997 fire upgrade works and are regarded as modern services that have little significance in the railway station as a whole.
How have the impacts of the installation of new services on heritage significance been minimised?	All proposed services have been designed to ensure fixings are limited as much as possible, existing conduits, cables and pipework is reused where possible, and
Are any known or potential archaeological deposits affected by the proposed new services?	There are no archaeological deposits affected by the proposed new services.
Has specialist advice from a heritage consultant, architect, archaeologist or services engineer been sought?	The proposal has been reviewed by Sydney Trains Heritage, OCP Architects as heritage consultant to ensure that the best heritage outcome is achieved.

Key considerations for new signage

KEY CONSIDERATIONS	DISCUSSION
How has the impact of the new signage on the significance of the heritage item been minimised?	The proposed fire equipment signage is designed to comply with current statutory and regulatory requirements. The impact of signage has been minimised by ensuring that only signage necessary to meet statutory and regulatory requirements is installed as part of the fire upgrade works and by ensuring that proposed signage is in keeping with existing fire equipment signage on the platform level. The proposed signage will also be fixed with double sided tape, to ensure that it is both reversible, and minimises impact to heritage fabric.
Have alternative signage forms been considered (e.g. free-standing)? Why were these alternatives rejected?	Alternative options/forms for fire equipment signage were not a possibility due to the specific requirements relating to fire services. The signage needs be adhered to the wall to prevent vandalism and theft and must comply with statutory and regulatory requirements. The signage also needs be installed above the equipment, at a 90 degree angle, for wayfinding purposes. The signage will be adhered to the wall using double sided tape, to minimise impact on heritage fabric. Signage in the event of a fire is critical in locating equipment necessary to protect the heritage item. The proposed location, form and fixing methodology of the signage is seen as the best option and heritage outcome, with consideration to its purpose being to protect the heritage item from fire

	damage, its requirement from a compliance standpoint, and its installation being reversible.
Is the signage in accordance with required local planning provisions?	The signage is in accordance with statutory and regulatory requirements, and as approved by Sydney Trains Fire Life Safety team.
Will the signage visually dominate or obscure the heritage item or streetscape of a heritage area?	The signage will not visually dominate or obscure the heritage item and will not be visible from the streetscape as it is situated on the platform level, below ground.
Can the signage be externally illuminated rather than internally illuminated?	The signage will be illuminated externally by existing platform lighting. There will be no internal illumination of the signage.

5 SUMMARY AND RECOMMENDATIONS

5.1 Conclusion

This Statement of Heritage Impact has reviewed the proposed works relating to fire protection, construction of new storeroom, electrical and mechanical services upgrade at Martin Place Railway Station. Given the impact of the proposed new services on original fabric of the station, a Section 60 application to Heritage NSW is required for approval of the proposed works.

The works are considered necessary and urgent in order to maintain fire protection compliance and to ensure the long-term conservation of Martin Place Railway Station, to meet both statutory and regulatory requirements. The scope for the proposed works is the result of investigations by a team of specialists including a TAO engineer, Sydney Trains Fire Life Safety team, Sydney Trains project manager and Sydney Trains heritage advisor. The approach to the proposed fire protection works aims to preserve the significance and visual presentation of the station and retains all significant fabric to the greatest extent possible. In general, the assessment contained within this report has found that the proposal will have a positive impact on the heritage significance of the site, as it will ultimately protect the heritage item from extensive damage in the event of a fire. The construction of a new storeroom is seen as a positive step in ensuring that a disused corridor has a new use, to ensure that the space is maintained. The upgrade to mechanical and electrical services is seen as a positive step in maintaining the railway station and meeting statutory and regulatory compliance.

Upon following the recommendations outlined in **Section 5.2** below, the proposed works are acceptable from a heritage perspective and are broadly consistent with the requirements of the *Heritage Act 1977* and the best practice heritage guidelines advocated by *The Burra Charter 2013.*

5.2 Recommendations and Mitigation Measures

The following recommendations have been made to provide guidance for the proposed works to Martin Place Railway Station, in order to mitigate any potential adverse heritage impacts associated with the works.

- The proposed fire protection equipment should be installed to match other existing examples of fire equipment at the station, in both size and colour, for a visual consistency of fire services throughout the station.
- Ensure that the least amount of fixings possible are used to support the proposed services and structural walls.
- Ensure that the contractor responsible for the drilling of works into the walls protects the surrounding fabric during the works.
- All contractors and subcontractors involved in the construction works should be briefed on the heritage significance of the site prior to work commencing.
- Follow instructions detailed in the Specifications provided by Sydney Trains.
- Work is to be undertaken with the objective of leaving intact as much as practically possible.
- Ensure that all significant fabric is treated with care during works.
- Permanent removal of heritage fabric is not permitted. If removal of any heritage fabric is required, seek advice from the Superintendent and Heritage Architect.

- Any accidental damage caused to heritage items/fabric must be reported immediately to the Project Manager and Heritage Architect. Damage is to be made good in accordance with specialist heritage advice.
- Following completion of the works, any exposed conduits and ducting should be painted to match the background wall colour.
- All areas affected by the work must be cleaned and made good after completion of works (including removal of site debris and cleaning all affected surfaces).

APPENDIX A – SERVICES DRAWINGS