Metro Body of Knowledge

# Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

| | |
|---|---|
| **Assessment Name:** | Canterbury Signal Hut staircase replacement and Overbridge brick replacement |
| **Prepared by:** | Martinus Rail |
| **Prepared for:** | Martinus Rail |
| **Assessment number:** | TfNSW91 |
| **Type of assessment:** | Assessment under EP&A Act 1979, Division 5.2 |
| **Version:** | Final |
| **Planning approval No. (where relevant):** | SSI 8256 |
| **Date required:** | 24 July 2025 |
| **iCentral number** | SM-25-00126840 |

Form information – do not alter

| | |
|---|---|
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## 1. Existing Approved Project

| Planning approval reference details (Application/Document No. (including modifications)): | | | |
|---|---|---|---|
| SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown<br>SSI8256-MOD-1 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020<br>SSI8256-MOD-2 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – June 2025 | | | |
| Date of determination: | 12 December 2018 | Type of planning approval: | Critical State Significant Infrastructure (CSSI) |

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Sydenham to Bankstown Environmental Impact Statement (EIS) – September 2017

Sydenham to Bankstown Submissions and Preferred Infrastructure Report (SPIR) – June 2018

Sydenham to Bankstown Submissions Report (SR) – September 2018

Sydenham to Bankstown Modified Conditions of Approval – June 2025

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

Description of existing approved project you are assessing for consistency:

The project involves upgrading 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13-kilometre-long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations. The project would enable Sydney Metro to operate beyond Sydenham, to Bankstown.

As identified in Section 1.1.1 of Appendix B in the Submissions Report (Preferred Project description), a key element of the project is upgrading stations along the corridor from Marrickville to Bankstown, to allow better access for more people by providing new concourses, level platforms, and lifts at stations. These upgrades aim to provide a better, more convenient, and safer experience for public transport customers, by delivering:

- stations that are accessible to people with a disability or limited mobility, the elderly, people with prams, and people travelling with luggage
- upgraded station buildings and facilities for all transport modes that meet the needs of a growing population
- interchanges that support an integrated transport network and allow seamless transfers between different modes for all customers.

## 2. Description of proposed change which is the subject of this assessment

The following Consistency Assessment has been prepared to assess proposed changes to the design of the scope of works at Canterbury Railway Station as part of the errant and hostile vehicle mitigation treatments being undertaken for the Southwest Metro Project (SWM), which involves upgrading the 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13-kilometre-long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station. This report assesses proposed works not explicitly outlined in the approved works design. The review assesses the proposal against the Conditions of Approval (CoA) which were granted for the project, which was declared a Critical State Significant Infrastructure project (CSSI 8256) by the Minister for Planning under the *Environmental Planning & Assessment Act 1979* on 12 December 2018.

| Relevant elements of the Approved Project | Proposed change |
|---|---|
| Canterbury Signal Hut, as part of the of the State heritage listed Canterbury Station Group whereby the SPIR shows a preferred project impact summary as 'neutral' | Replacement of the Canterbury Signal Hut staircase, resulting in a consistent 'neutral' impact. |
| Canterbury Road overbridge, whereby the SPIR shows a preferred project impact summary as 'minor'. | Use of suitable replacement bricks as opposed to reuse of existing salvaged parapet wall bricks due to residual hazardous contaminant concerns. This proposed change would result in a moderate impact to the Canterbury Road overbridge, as per the proposed impact under the EIS for the project. |

**Table 1 - Comparison of the proposal with relevant elements of the Approved Project**

## 3. Timeframe

Proposed works would commence in July 2025 and take around two months to complete. Works would occur in standard hours where possible, with some works occurring out of hours due to the rail possession needed to deliver the works.

## 4. Site description

The proposed changes are to be carried out on elements of the Canterbury Railway Station Group, which are listed under the following registers

- State Heritage Register (SHR) #01109
- Sydney Metro Heritage and Conservation Register S170 #4801100

The Canterbury Road overbridge is located to the east of Canterbury Station. Access to the station is provided directly off the overbridge. The bridge is bound by Broughton Street to the north and a pedestrian laneway to the south.

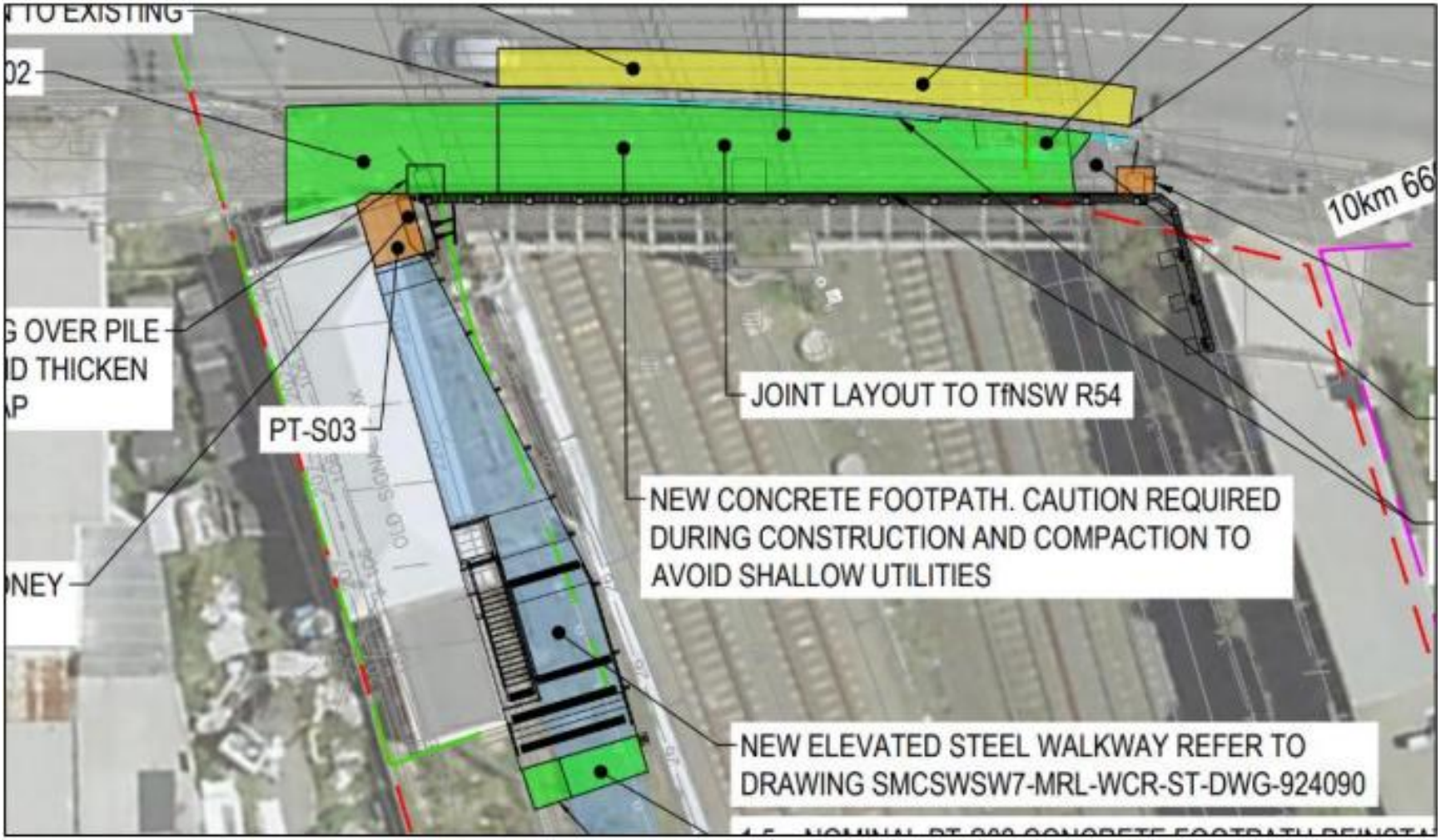


Figure 1 – Canterbury Road overbridge - overview of the interest areas

## 5. Site Environmental Characteristics

The site is characterised as being highly urbanised with a combination of multistorey mixed and residential dwellings.

The site is located approximately 170m from the Cooks River, with surrounding stormwater catchments leading to it.

The site does not have a notable presence of flora/fauna

## 6. Justification for the proposed change

**Canterbury Signal Hut – staircase replacement**

The existing metal staircase is attached to the Signal Hut's external timber walls via penetrative fixings, however its exact age is indeterminate. As the Signal Hut (a structure of high significance to Canterbury Station) is timber, the original stairs, balustrade, and landing were most likely simple timber posts and rails. The existing stairs (as well as the attached balustrade and landing) are constructed from metal, and are likely not original fabric, but were probably installed after the construction of the eastern annex c.1968. The existing staircase is therefore of little significance to the Signal Hut, whereas the fabric of the external walls is largely original, and is of high significance. The proposed modifications include the replacement of this staircase with a similar metal staircase (in the same general location and alignment, attached to the Signal Hut using existing penetrations where possible. Further penetrative fixings, if required, will be limited strictly those necessary for the new staircase's safe and secure attachment.

**Replacement brick selection for the new concrete barrier brick-fascia**

The original parapet wall of the Canterbury Road overbridge within the SHR curtilage was demolished in accordance with the approved works assessed in the 2024 SoHI (outlined below in Section 1.3.1). Additional work was approved which was intended to follow the demolition, namely that a new wall would be constructed to replace it using concrete, with a salvaged brick fascia. Upon investigation, it has been determined by Artefact as heritage experts, and by ADE as experts in contaminants analysis, that the bricks collected from the demolished wall are unsuitable to be reused, due to staining from weather and mortar, as well as lead paint contamination. Though the original parapet wall was considered an element of high significance to Canterbury Station, the approved replacement wall (when completed) will consist of a new addition to the station's curtilage, and will therefore be an element of little heritage significance Subsequently, replacement bricks (Bowral 76 Renovation Gertrudis Brown, depicted below in Figure 2) are proposed which would be suitable to be used as the fascia of the concrete parapet wall.

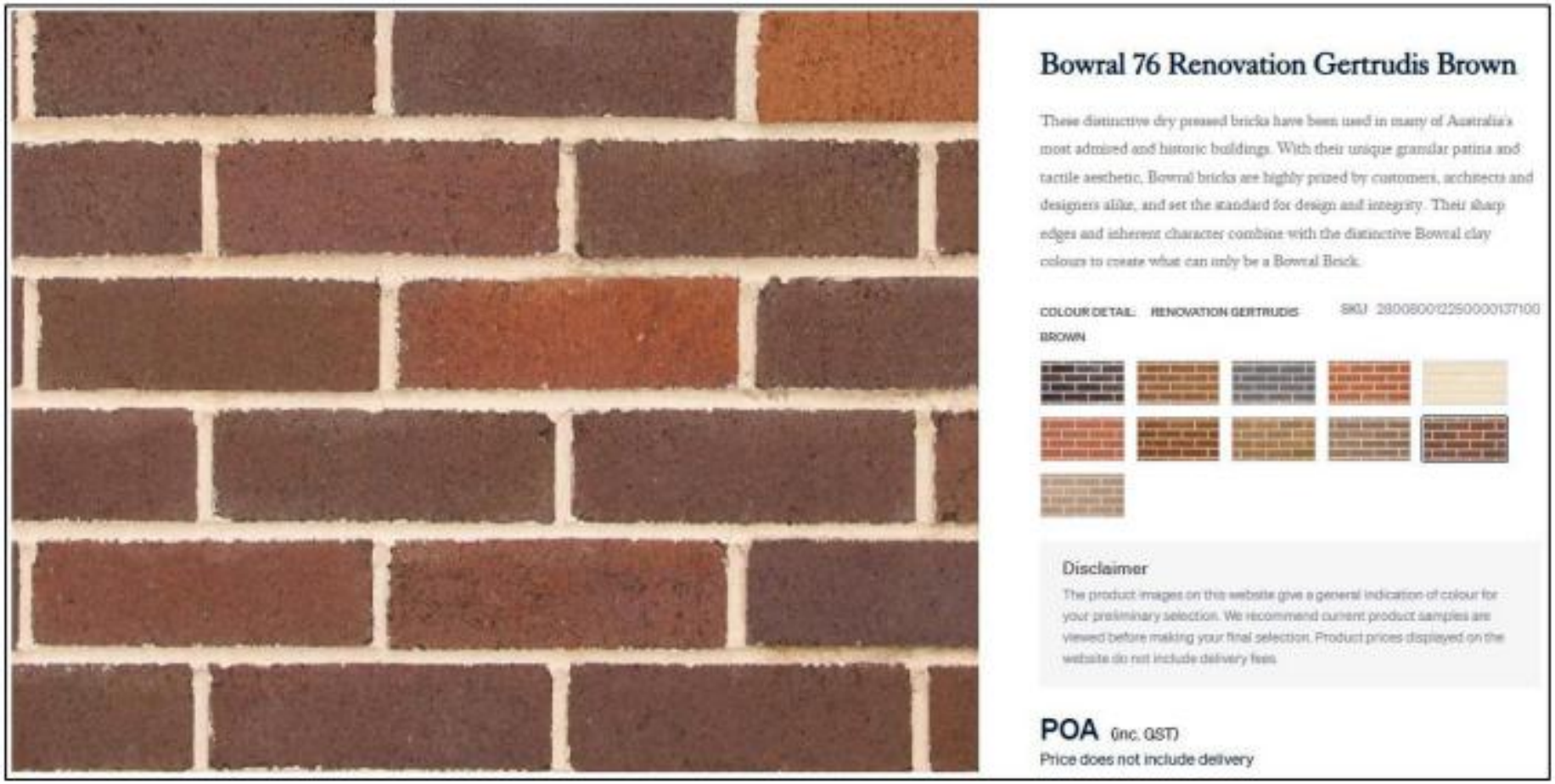


Figure 2 – Proposed replacement brick selection – Bowral 76 Renovation Gertrudis Brown

## 7. Environmental Benefit

Environmental benefit

- Elimination of occupational health and safety risks associated with the reuse of lead contaminated bricks

Operational benefit

- Promotion of compliant public interface with the Canterbury Signal Hut during exhibitions whereby better access is provided to the first floor.
- Better thoroughfare between Canterbury Road and Close Street resulting the upgrade of the existing footpath which includes replacement of the existing staircase.
- Deterrence of vandalism on the Canterbury Signal Hut through more robust security measures on the replacement staircase.

## 8. Control Measures

| | | | |
|---|---|---|---|
| Will a project and site specific EMP be prepared? | ☐ Yes | Are appropriate control measures already identified in an existing EMP? | ☒ Yes |
| | ☒ No | | ☐ No |

## 9. Conditions of approval / Environmental mitigation measures

| Number | Condition of Approval/ Environmental mitigation measure | Discussion on relevance and consistency for proposed change |
|---|---|---|
| NAH1 | The project design would minimise adverse impacts to heritage buildings, elements, fabric, spaces and vistas that contribute to the overall heritage significance of the Bankstown Line. | The proposed change is consistent as it maintains the level of impact (moderate) associated with the heritage impact limits SSI 8256. |
| NAH2 | The project design would maximise the retention and legibility of heritage buildings, structures, fabric, spaces and vistas that are individually significant and contribute to the overall heritage significance of the Bankstown Line. | The project has attempted to salvage bricks from the existing Canterbury Road overbridge parapet walls, however through advice from the project's contamination subject matter expert it has been found that reuse of the bricks present an ongoing public health risk for the life of the asset.<br>The use of closely resembling bricks to build the new concrete barrier brick fascia are an appropriate solution to complying with NAH2. |

| | | |
|---|---|---|
| NAH3 | The project design would complement retained heritage buildings, elements, fabric, spaces and vistas to avoid outcomes that compromise the significance of these heritage items | The proposed brick to constitute the new concrete barrier brick fascia have been selected to closely match the original bricks of the Canterbury Station Group.<br><br>The proposed staircase replacement has been designed to compliment existing heritage and visual amenity values of the area. |
| NAH4 | The project design would be developed with guidance from an appropriately qualified and experienced conservation architect. | Artefact Heritage has provided endorsement of the proposed Construction-related change, as seen in Appendix 1. The design within Figure 1 has been guided by the suitably qualified Purcell (through Aurecon). |
| NAH9 | The design and materials used for the construction of new access stairs, concourses, canopies and lift shafts should be as sympathetic as possible to the existing character of the stations with the aim of minimising visual impacts.<br>The design should use unobtrusive, modern, lightweight materials such as glass panelling and slim frame elements. The Design Review Panel should be consulted in regard to the design, form and material of these additions. | The staircase replacement of the Canterbury Signal Hut has been designed to the requirements of NAH9, particularly through the use of lightweight materials. |
| NAH16 | All retained heritage buildings, structures, fabric and moveable heritage items would be protected to avoid damage during works in the vicinity of these items, including from vibration. Retained significant buildings or elements susceptible to damage would be protected by hoardings or screens. | Physical protection measures (hoarding attached to ATF) will be in place during the replacement of the Canterbury Signal Hut staircase.<br>Martinus will be simultaneously completing remediation works to the Canterbury Signal Hut resulting from recent vandalism damage. |
| NAH20 | All works to conserve, protect or remove significant heritage fabric would be undertaken by skilled tradespeople with experience working on heritage sites, in consultation with an appropriately qualified conservation heritage architect. | The proposed methodology of removing the staircase will be approved by Artefact heritage prior to works commencing. |

| | |
|---|---|
| Will the proposed change be consistent with the conditions of approval? | ☒ Yes |
| | ☐ No |

# 10. Impact Assessment – Construction

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Consistent Impact Y/N | Do any CoA need to be changed? Y/N | Endorsed | |
|---|---|---|---|---|---|---|
| | | | | | Y/N | Comments |
| Biodiversity | No change from approved project. | No additional measures required | Y | N | Y | - |
| Water | No change from approved project. | No additional measures required | Y | N | Y | - |
| Soils and contamination | Soil and contamination impacts have been assessed in Chapter 20 (Soils and contamination) of the EIS as part of the Approved Project.<br>The proposed change would provide positive impacts to the Approved Project through the elimination of residual public exposure to hazardous material. This will be done by disposing of the bricks making up the Canterbury Road overbridge parapet walls which are laden with lead paint presenting a public health risk. The proposed brick fascia to be built on the concrete barriers in place of the parapet walls will be of a new Canterbury-style matching brick which is free from hazardous substances. | No additional measures required | Y | N | Y | - |
| Air quality | No change from approved project. | No additional measures required | Y | N | Y | - |
| Noise and vibration | Noise and vibration impacts have been assessed in Chapter 12 (Noise and vibration) and Appendix E (Noise and vibration assessment) of the SPIR as part of the Approved Project.<br>Any noise associated with the works would remain consistent with the Approved Project. | No additional measures required | Y | N | Y | - |
| Aboriginal Culture and Heritage | No change from approved project. | No additional measures required | Y | N | Y | - |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Consistent Impact Y/N | Do any CoA need to be changed? Y/N | Endorsed | |
|---|---|---|---|---|---|---|
| | | | | | Y/N | Comments |
| Historic Heritage | As per the Appendix F (Non-Aboriginal Heritage) for the SPIR for the project, the preferred project impact summary for the Canterbury Road overbridge and Canterbury Signal Hut are 'minor' and 'neutral' respectively.A further Statement of Heritage Impact prepared in 2024 assessed approved works at Canterbury Station as having overall 'moderate' adverse physical and visual impacts.<br>A Heritage Impact Assessment (Appendix A) has been prepared to assess the changes.<br>The proposed changes as described in Section 2 would have 'little to no adverse' impact to the Canterbury Road overbridge and little to no adverse impact to the Canterbury Signal Hut.<br>As stated in Appendix A (HIA), the proposed changes would have little to no additional adverse physical impacts to significant fabric, do not cause any operational impact, and have little to no additional adverse visual impact on the setting of Canterbury Railway Station and therefore would be consistent with the approved project. | No additional measures required | Y | N | | |
| Community and socio-economic | No change from approved project. | No additional measures required | Y | N | Y | - |
| Traffic and transport | No change from approved project. | No additional measures required | Y | N | Y | - |
| Waste and resource management | Waste and resource management impacts have been assessed in Chapter 26 (Waste management) of the EIS as part of the Approved Project. | No additional measures required | Y | N | Y | - |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Consistent Impact Y/N | Do any CoA need to be changed? Y/N | Endorsed | |
|---|---|---|---|---|---|---|
| | | | | | Y/N | Comments |
| | The waste generated through the demolition of the parapet wall will be disposed of using an appropriately qualified contractor that is able to handle hazardous materials. The two main waste materials that will be generated will be lead-laden bricks and cement mortar. | | | | Y | - |
| Visual | No change from approved project. | No additional measures required | Y | N | Y | - |
| Land use and property | No change from approved project. | No additional measures required | Y | N | Y | - |
| Hazard and risk | Positive - Elimination of ongoing public health and safety risks and inclusion of the salvaged brick-fascia requiring inclusion on Sydney Metro's hazardous risk register.<br>This will be done through appropriate disposal of the bricks making up the Canterbury Road overbridge parapet walls and procurement of contaminant-free bricks to use on the fascia of the new concrete barriers in place of the existing parapet walls. | No additional measures required | Y | N | Y | - |
| Other<br>*Such as geotechnical, climate change, cumulative* | N/A | N/A | N/A | N/A | Y | - |

# 11. Impact Assessment – Operation

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Consistent Impact Y/N | Do any CoA need to be changed? Y/N | Endorsed | |
|---|---|---|---|---|---|---|
| | | | | | Y/N | Comments |
| Biodiversity | No change from approved project. | No additional measures required | Y | N | Y | - |
| Water | No change from approved project. | No additional measures required | Y | N | | |
| Soils and contamination | Positive - Elimination of residual public exposure to hazardous material.<br>The proposed change would provide positive impacts to the Approved Project through the elimination of residual public exposure to hazardous material. This will be done by disposing of the bricks making up the Canterbury Road overbridge parapet walls which are laden with lead paint presenting a public health risk. The proposed brick fascia to be built on the concrete barriers in place of the parapet walls will be of a new Canterbury-style matching brick which is free from hazardous substances. | No additional measures required | Y | N | Y | - |
| Air quality | No change from approved project. | No additional measures required | Y | N | Y | - |
| Noise and vibration | No change from approved project. | No additional measures required | Y | N | Y | - |
| Aboriginal Culture and Heritage | No change from approved project. | No additional measures required | Y | N | Y | - |
| Historic Heritage | Promotion of compliant public interface with the Canterbury Signal Hut during exhibitions whereby better access is provided to the first floor.<br>Better thoroughfare between Canterbury Road and Close Street resulting the upgrade of the existing footpath which includes replacement of the existing staircase. | No additional measures required | Y | N | Y | - |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Consistent Impact Y/N | Do any CoA need to be changed? Y/N | Endorsed | |
|---|---|---|---|---|---|---|
| | | | | | Y/N | Comments |
| | Deterrence of vandalism on the Canterbury Signal Hut through more robust security measures on the replacement staircase. | | | | | |
| Community and socio-economic | No change from approved project. | No additional measures required | Y | N | Y | - |
| Traffic and transport | No change from approved project. | No additional measures required | Y | N | Y | - |
| Waste and resource management | No change from approved project. | No additional measures required | Y | N | Y | - |
| Visual | No change from approved project. | No additional measures required | Y | N | Y | - |
| Land use and property | No change from approved project. | No additional measures required | Y | N | Y | - |
| Hazard and risk | Positive - Elimination of ongoing public health and safety risks and inclusion of the salvaged brick-fascia requiring inclusion on Sydney Metro's hazardous risk register.<br>This will be done through appropriate disposal of the bricks making up the Canterbury Road overbridge parapet walls and procurement of contaminant-free bricks to use on the fascia of the new concrete barriers in place of the existing parapet walls. | No additional measures required | Y | N | Y | - |
| Other | N/A | N/A | N/A | N/A | Y | - |

# 12. Consistency with the Approved Project

| Question | Response |
|---|---|
| Is the project (including the proposed changes) consistent with the conditions of approval? | Yes. The proposed works would be consistent with the conditions of approval. |
| Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project? | Yes. The proposed works would be consistent in any changes to environmental impacts as assessed in the project approval. |
| Are the environmental impacts of the proposed change consistent with the impacts of the approved project? | Yes. The environmental impacts of the proposed works would remain consistent with the impacts as assessed in the project approval. Whilst there are changes to the direct impacts to items within the State heritage listed Canterbury Railway Station Group, the proposed changes would have little to no additional adverse physical impacts to significant fabric, do not cause any operational impact, and have little to no additional adverse visual impact on the setting of Canterbury Railway Station. |
| Are there any new environmental impacts as a result of the proposed works/project changes? | There would be no new environmental impacts as a result of the proposed works. |
| Are the impacts of the proposed activity/works known and understood? | Yes. The impacts of the proposed works are known and understood. |
| Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact? | Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact. |
| Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)? | ☐ Yes<br>☒ No |
| Is the proposed change/s consistent with the approval (having regard to the above assessment)? | ☒ Yes<br>☐ No |

# 13. Other Environmental Approvals

| | |
|---|---|
| **Identify all other approvals required for the proposed works:** | No additional approvals are required to supplement the proposed changes. |

# 14. Recommendation

Based on the above impact assessment, and with reference to the SSI 8256 Planning Approval, including the conditions of approval, it is recommended that:

| | Tick relevant box |
|---|---|
| The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval). | ☒ |
| The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application. | |
| The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered. | |

# Author certification

| I certify that to the best of my knowledge this Consistency Checklist:<br>• Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and<br>• Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information. | | | |
|---|---|---|---|
| Name: | Phillip Matevski | Signature: |  |
| Title: | Environment and Sustainability Manager | | |
| Company: | Martinus Rail | Date: | 18/07/2025 |

# Assessment Supporting Signature

| Application supported and submitted by | | | |
|---|---|---|---|
| Name: | Isabella Caruso | Date: | 23 July 2025 |
| Title: | Planning Approvals Officer | Comments: | |
| Signature: | Isabella Caruso | | |

# Assessment Endorsement

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

Yes ☒ The proposed change is consistent with the Approved Project and no further assessment is required.

No ☐ The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

| **Endorsed by** | | | |
|---|---|---|---|
| Name: | Ashe Earl-Peacock | Date: | 23/07/2025 |
| Title: | A/ Director Planning Approvals | Comments: | - |
| Signature: |  | | |

# Appendix A – Canterbury Railway Station Consistency Assessment

11 July 2025
Phil Matevski
Environment and Sustainability Manager
Martinus Rail
Unit 3B, 33-35 Belmont Street
Sutherland NSW 2232

via email: phillip.matevski@martinus.com.au

Dear Phil,

The following Consistency Assessment has been prepared to assess proposed modifications to the design of the scope of works at Canterbury Railway Station as part of the errant and hostile vehicle mitigation treatments being undertaken for the Southwest Metro Project (SWM), which involves upgrading the 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13-kilometre-long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station. This report assesses proposed works not explicitly outlined in the approved works design. The review assesses the proposal against the Conditions of Approval (CoA) which were granted for the project, which was declared a Critical State Significant Infrastructure project (CSSI 8256) by the Minister for Planning under the *Environmental Planning & Assessment Act 1979* on 12 December 2018.

Overall, it is considered that these changes are consistent with the intent of the approved designs. This conclusion is based on the assessment that the proposed changes would have **little to no** additional adverse physical impacts to significant fabric, do not cause any operational impact, and have **little to no** additional adverse visual impact on the setting of Canterbury Railway Station.

Please do not hesitate to get in contact should you require further information.

Kind Regards,

Jayden van Beek
Technical Specialist | Technical Team

**ARTEFACT HERITAGE AND ENVIRONMENT**
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**Web:** www.artefact.net.au

**Cultural Heritage Management | Archaeology | Heritage Interpretation | Environmental Services**

## 1.1 Introduction

The following terminology has been used to assess the consistency of the impact in the proposed changes to the approved design and works; the proposed changes would apply to the SHR curtilage of Canterbury Station.

The terminology and definitions are based on those contained in guidelines produced by the International Council on Monuments and Sites (ICOMOS)[1] and the Heritage Council of NSW (now Heritage NSW)[2] and are shown in Table 1. Table 1 contains terminology for assessing heritage impacts that has been updated per Heritage NSW's Material Threshold Policy since the Statement of Heritage Impact (SoHI)[3] which was prepared to inform the Construction Heritage Management Plan (CHMP.)

**Table 1: Terminology for assessing the magnitude of heritage impact**

| Grading | Definition |
|---|---|
| **Total loss of significance** | Major adverse impacts to the extent where the place would no longer meet the criteria for listing on the SHR. |
| **Adverse impact** | Major (that is, more than minor or moderate) adverse impacts to State heritage significance. |
| | Moderate adverse impacts to State heritage significance. |
| | Minor adverse impacts to State heritage significance. |
| **Little no impact** | An alteration to State heritage significance that is so minor that it is considered negligible.<br>* Little to no impact (as opposed to no impact) acknowledges that any change will result in some level of impact/alteration to State heritage significance. |
| **Positive** | Alterations that enhance the ability to demonstrate the State heritage significance of an SHR listed place. |

**Table 2: Terminology for heritage impact types[4]**

| Impact | Definition |
|---|---|
| **Physical** | Impacts resulting from works located within or outside the curtilage boundaries of the heritage item, caused by removing or altering the item or fabric of heritage significance |
| **Visual** | Impact to views, vistas and setting of the heritage item resulting from proposed works outside the curtilage boundaries of the heritage item. |
| **Potential** | Impacts resulting from increased noise, vibrations and construction works located outside the curtilage boundaries of the heritage item. |
| **Archaeological** | Impacts to potential archaeological remains located within the curtilage boundaries of the heritage item. |

[1] Including the document Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS, January 2011.
[2] Heritage NSW, *Material Threshold Policy,* https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/material-threshold-policy.pdf.
[3] Artefact, *Southwest Metro Errant and Hostile Vehicles Project Statement of Heritage Impact*, November 2024.
[4] Derived from Guidance and Toolkit for *Impact Assessments in a World Heritage Context* (ICOMOS and UNESCO 2022) and *ICOMOS Guidance On Heritage Impact Assessments For Cultural World Heritage Properties*, 2011.

## 1.2 Proposed works and reasoning

The proposed modifications to the approved design include the replacement of the existing staircase of the station Signal Hut, as well as the selection of replacement bricks to rebuild the parapet wall of the overbridge on Canterbury Road.

**Staircase replacement**

The existing metal staircase is attached to the Signal Hut's external timber walls via penetrative fixings, however its exact age is indeterminate. As the Signal Hut (a structure of high significance to Canterbury Station) is timber, the original stairs, balustrade, and landing were most likely simple timber posts and rails. The existing stairs (as well as the attached balustrade and landing) are constructed from metal, and are likely not original fabric, but were probably installed after the construction of the eastern annex c.1968. The existing staircase is therefore of little significance to the Signal Hut, whereas the fabric of the external walls is largely original, and is of high significance.

The proposed modifications include the replacement of this staircase with a similar metal staircase (in the same general location and alignment, attached to the Signal Hut using existing penetrations where possible. Further penetrative fixings, if required, will be limited strictly those necessary for the new staircase's safe and secure attachment.

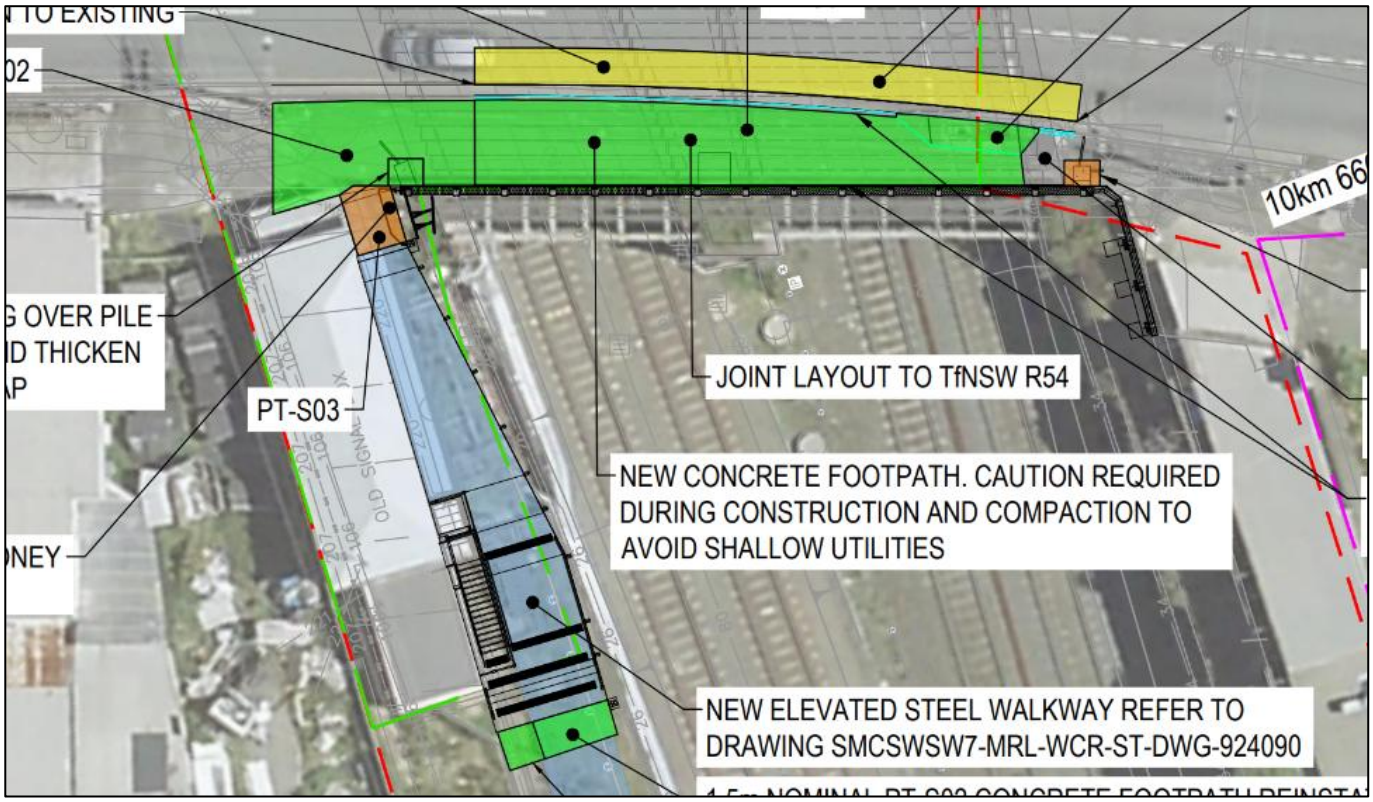


**Figure 1: Plan of the location for the proposed replacement staircase (Source: Aurecon, 2025)**

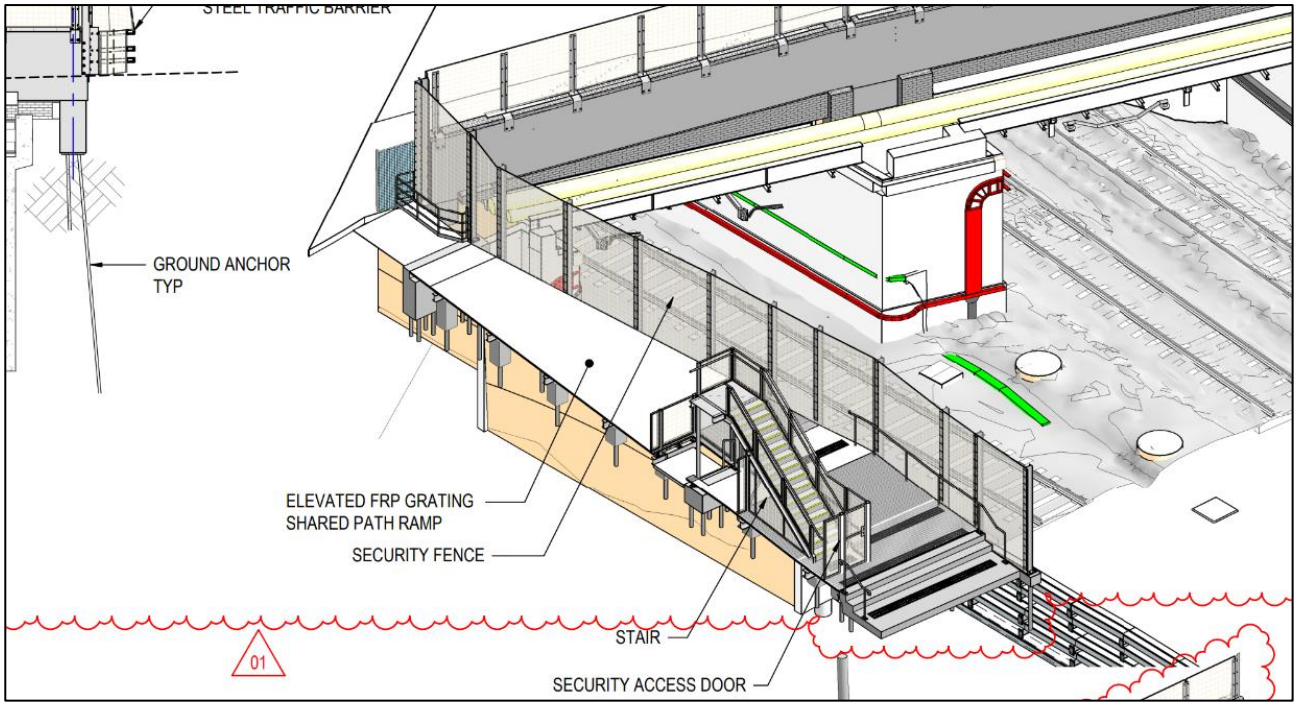


**Figure 2: 3D render of the proposed replacement staircase (Source: Aurecon, 2025)**

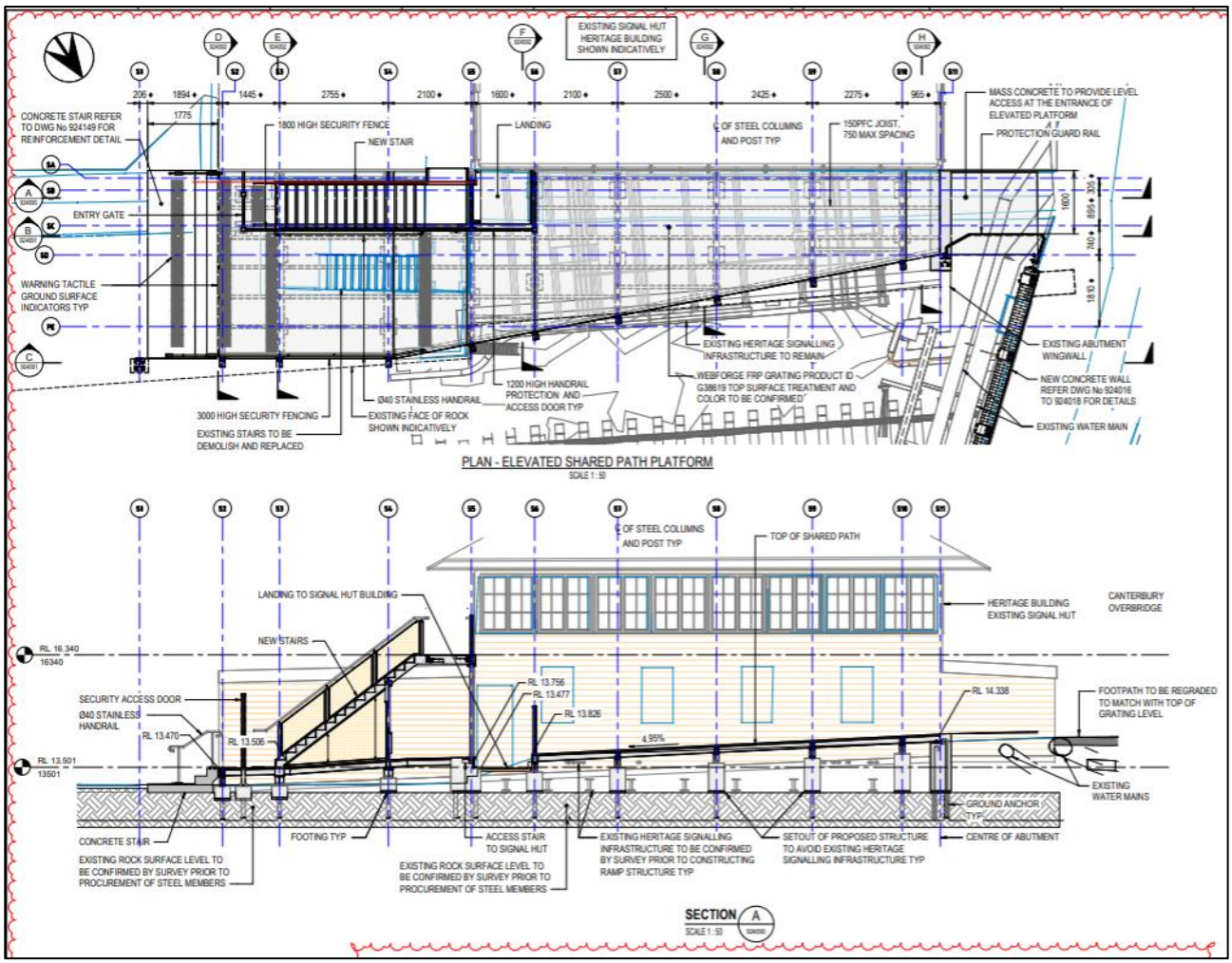


**Figure 3: Diagram of the proposed replacement staircase (Source: Aurecon, 2025)**

**Replacement brick selection**

The original parapet wall of the Canterbury Road overbridge within the SHR curtilage was demolished in accordance with the approved works assessed in the 2024 SoHI (outlined below in Section 1.3.1). Additional work was approved which was intended to follow the demolition, namely that a new wall would be constructed to replace it using concrete, with a salvaged brick fascia. Upon investigation, it has been determined by Artefact as heritage experts, and by ADE as experts in contaminants analysis, that the bricks collected from the demolished wall are unsuitable to be reused, due to staining from weather and mortar, as well as lead paint contamination. Though the original parapet wall was considered an element of high significance to Canterbury Station, the approved replacement wall (when completed) will consist of a new addition to the station's curtilage, and will therefore be an element of little heritage significance

Subsequently, replacement bricks (Bowral 76 Renovation Gertrudis Brown, depicted below in Figure 4) are proposed which would be suitable to be used as the fascia of the concrete parapet wall.

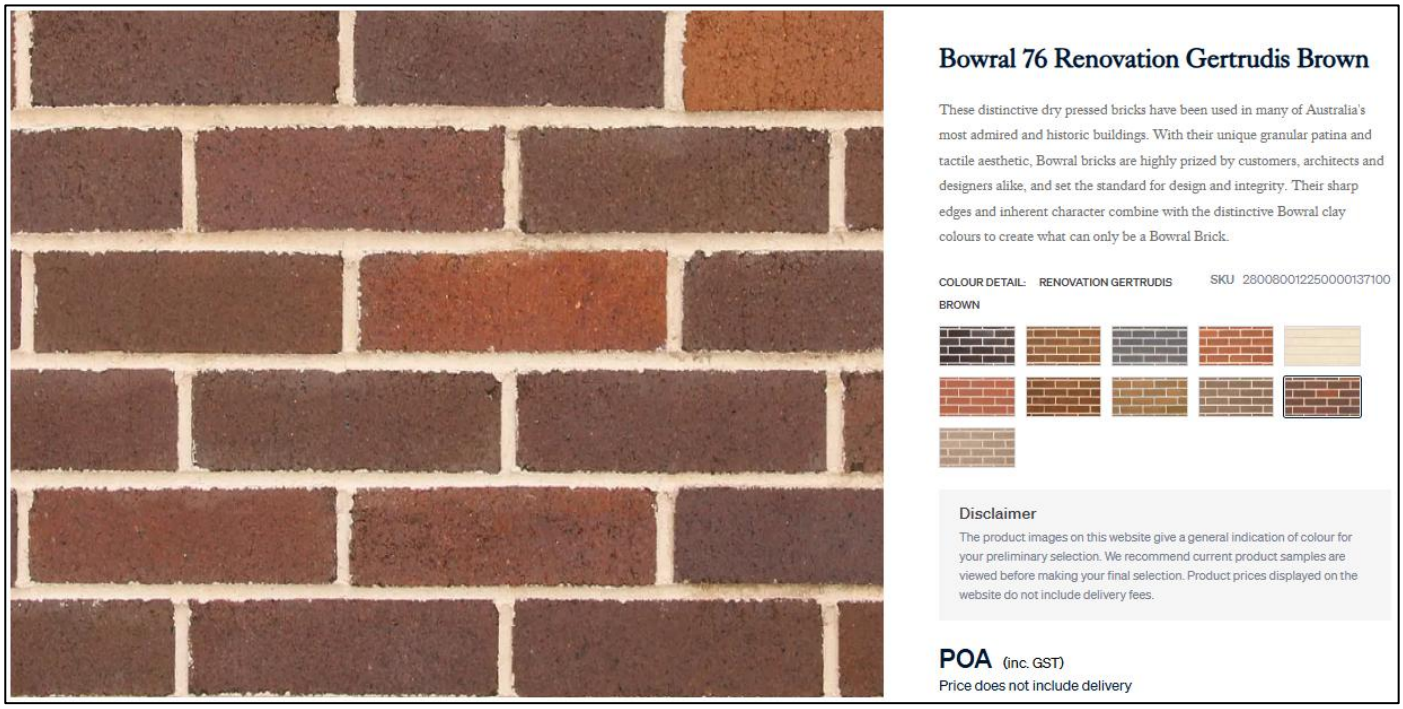


**Figure 4: The replacement bricks proposed to be used as the fascia for the approved concrete parapet wall (Source: Bowral Bricks, https://www.bowralbricks.com.au/nsw/280080012250000137100)**

## 1.3 Consistency assessment

The following section identifies the proposed changes to the scope of works. Artefact provides an assessment of these changes in order to identify whether the changes are consistent with the approved works for the SWM project.

This Consistency Assessment should be read in conjunction with the SoHI written by Artefact in 2024,[5] as well as the earlier heritage impact memorandum included as Appendix F in the Submissions and Preferred Infrastructure Report (SPIR) for the SWM project.[6]

[5] Artefact, *Southwest Metro Errant and Hostile Vehicles Project Statement of Heritage Impact*, November 2024
[6] Artefact, *Memo: Sydney Metro City & Southwest -Sydenham to Bankstown Upgrade,* Appendix F in *Sydenham to Bankstown Submissions and Preferred Infrastructure Report,* June 2018

### 1.3.1 Impact assessment

The original design of approved works included the following:

- Removal of existing brick parapet walls on the city (east) and country (west) sides of the bridge
- Installation of new TL4 concrete barriers with salvaged brick fascia on the roadside
- Demolition, replacement and regrading of existing concrete footpath
- Blast clean and repair the top flange of the bridge girders and weld shear studs to the flange
- Demolition of existing footpath canopy roof and columns
- Installation of new protection screens
- Installation of new security fencing
- Piling and the construction of piling caps
- Installation of new utilities which may be fixed to the brickwork of the bridge.

The approved works at Canterbury Station were assessed in the 2024 SoHI as having overall **moderate** adverse physical impacts and **moderate** adverse visual impacts on the heritage significance of the SHR item. In the 2018 SPIR, impacts to the station Signal Box specifically were assessed as being **neutral** direct (i.e., **little to no adverse** physical impact under current terminology guidelines). The 2024 assessment of heritage impacts is considered to be consistent with the 2018 assessment of heritage impacts (depicted in Figure 5 and Figure 6).

| | | | | | | |
|---|---|---|---|---|---|---|
| Overbridge (c.1917) | High | Retention and upgrade | Moderate | Retained | It is proposed to install throw screens on the city side of the Canterbury Road overbridge. Vehicle barriers would be installed on the north side of the bridge, as well as other minor upgrades for safety as required. The proposed works would have a minor direct impact on the heritage values of the overbridge and station overall. | Minor |

**Figure 5. Extract of Table 14 in the 2018 SPIR showing a neutral direct impact to the overbridge (Source: Artefact, 2018)**

| | | | | | | |
|---|---|---|---|---|---|---|
| Signal box (1915) | High | Retention | Neutral | Retained | The signal box would be retained as is and would not be affected by the project. This would result in a neutral impact on the signal box. | Neutral |

**Figure 6. Extract of Table 14 in the 2018 SPIR showing a neutral direct impact to the Signal Box/Hut (Source: Artefact, 2018)**

The proposed modifications to the station's Signal Hut staircase and overbridge parapet wall have been assessed as having overall **little to no** heritage impact, for the following reasons:

- The proposed replacement staircase to be attached to the Signal Hut would be similar in materiality and scale to the extant staircase, and would reuse existing penetrations wherever possible while limiting new penetrative fixings to those strictly necessary to securely attach the new staircase. It is assessed therefore that the replacement staircase would have **little to no adverse** physical impacts on the heritage significance of Canterbury Station, and would not exceed the impacts assessed in the 2024 SoHI for the approved works.
- The proposed replacement bricks' suitability in the heritage context is determined by their appropriate colouration and dimensions. It is assessed that they would have **little to no adverse** physical or visual

impacts on the heritage significance of Canterbury Station, and would not exceed the impacts assessed in the 2024 SoHI for the approved works.

Overall, the replacement of the Signal Hut staircase, and the use of Bowral 76 replacement bricks as the fascia for the approved parapet wall, would have **little to no adverse** physical and visual impacts on the significance of Canterbury Station. They would be consistent with the approved level of heritage impacts for the SWM project.

Although the replacement staircase would introduce new fabric into the SHR curtilage of Canterbury Station, it would be similar in scale, appearance, and location to the extant staircase, which is of little heritage significance, but not considered intrusive. As noted above, the methodology for fixing the replacement staircase would preference existing penetrations in the highly significant fabric of the Signal Hut. In the event new penetrations are required to securely attach the replacement staircase, they would be restricted to the bare minimum needed. Per previous advice provided by Heritage NSW on necessary new penetrations in SHR-listed railway contexts, the physical impacts of such penetrations are likely to be minimal.

The bricks selected for the fascia of the approved concrete parapet wall would be replacements for recycled bricks. Under the approved works, some of the bricks would be retrieved from the demolished parapet wall on Canterbury Road. Per inspection of sample bricks and analysis for toxic contaminants, it was determined that the bricks would be both too degraded for decorative use, and too contaminated by lead paint to remediate them successfully. An appropriate replacement was therefore sought; the Bowral 76 Renovation bricks were identified, having been used successfully in similar situations. It is Artefact's considered opinion that the Bowral 76 bricks would be suitable in the heritage context of Canterbury Station, as they are appropriate in terms of their colouration and dimensions. Furthermore, as they would be installed in the new fabric of the concrete parapet wall, they would not intrude upon significant heritage fabric.

## 1.4 Conclusion

The proposed modifications to the approved works have been assessed in accordance with the guidelines produced by ICOMOS[7] and the Heritage Council of NSW (now Heritage NSW)[8][9] and are consistent with the impacts assessed in the SoHI[10] for the approved works under the SWM project (CSSI 8256).

Artefact has assessed that the proposed works constitute **little to no adverse** physical and visual impacts and are consistent with the approved design intent. The proposed works would not constitute an additional impact to the heritage fabric or SHR item as a whole. No further approval beyond the existing CoA is required to facilitate these works.

[7] Including the document Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS, January 2011.
[8] Heritage NSW, *Material Threshold Policy,* https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/material-threshold-policy.pdf
[9] Heritage NSW, *Guidelines for preparing a statement of heritage impact,* 2023
[10] Artefact, *Southwest Metro Errant and Hostile Vehicles Project Statement of Heritage Impact*, November 2024