



Planning Approval Environmental Review Form

SM-22-00008046

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	Canterbury footbridge
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro and JHLOR
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Environmental Review

1. Proposed works and justification

An environmental review is applicable to design changes which are consistent with the conditions of approval and would have negligible impacts on the community and/or the environment. This environmental review is required to demonstrate compliance with the conditions of approval and the Sydenham to Bankstown Environmental Impact Statement (EIS), Submissions and Preferred Infrastructure Report (SPIR). A description of activities is listed in Table 1 and an assessment provided in Section 2.

The EIS originally proposed removal of the Canterbury Station footbridge as its structural integrity has been impacted over time, resulting in a major impact on the footbridge and a moderate visual impact on the station overall. Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). The SPIR proposed to retain the Footbridge. Further inspection of the footbridge has noted that some elements are in poor condition and must be removed or replaced to ensure safety and structural compliance of the future pedestrian walkway.

This Environmental Review assesses potential impacts associated with the proposed works to the Footbridge, including potential permanent removal of the balustrade and removal of the timber decking.

Table 1 Description of proposed works

Description	Overview
Location of works	<p>The proposed works are located at Canterbury Station. Canterbury Railway Station Group is a heritage item and is listed on the following heritage listings:</p> <ul style="list-style-type: none"> • SHR (No. 01109) • RailCorp s.170 and Conservation Register (4801100) • Canterbury LEP (I67) <p>The proposed works subject of this environmental review would be located at the Footbridge, which is an element of heritage significance within the Canterbury Railway Station Group.</p>
Scope of works	<p>The proposed works at the Canterbury Station Footbridge include:</p> <ul style="list-style-type: none"> • Install and remove scaffolding • Remove footbridge substructure (timber and steel) • Remove lead paint • Remove balustrade of Footbridge • Industrial painting (steel work treatment) • Install new steel substructure & flooring, (Reinstate balustrade if possible) • Complete finishing works – waterproofing, paving, sealants. <p>The design of the footbridge works is provided in Appendix A.</p>
Justification for works	<p>Removing the existing timber decking of the Footbridge and re-decking is required to ensure structural compliance of the future pedestrian walkway. Over time the timber has deteriorated and is therefore not safe to use as a future walkway. Additionally the timber would need to be disposed of as it cannot be reused as part of the footbridge.</p>

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	<p>There is potential that the steel balustrades may need to be removed permanently to ensure maintenance of the future pedestrian walkway. If possible, the Balustrades would be reinstated, where possible, or replaced like-for-like.</p>
<p>Timeframe for works</p>	<p>The works are proposed to commence early October 2024 for about a month.</p>
<p>Work hours, workforce and equipment / machinery</p>	<p>Work hours: Standard Construction hours</p> <ul style="list-style-type: none"> Monday to Friday 7am-6pm Saturday 8am-6pm No works on Sunday or Public Holidays <p>Workforce: 8-16 pending staged works</p> <p>Equipment/Machinery: Hand and powered tools, Hook trucks (load out), scaffolding,</p>



Figure 1 Location of Footbridge within Canterbury Station

2. Consistency with Conditions of Approval

The following table outlines whether the proposed changes would be consistent with the relevant Conditions of Approval.

Table 2 Comparison of the proposal with relevant elements of the Approved Project

Relevant elements of the Approved Project	Proposed Change						
<p>EIS Section 5.3.4 – Better access for more people</p> <p>The Executive Summary of the EIS stated that a significant operational benefit of the project is the accessibility improvements that would be provided along paths to, and within, stations which will provide safe and accessible public transport for all users. Section 5.3.4 of the EIS further identified that the project would enable better and safer access for more people and facilitate accessible interchange with other forms of transport.</p> <p>In addition to the accessibility improvements, other station and precinct benefits to customers would include improved station interchange facilities.</p>	<p>Removing and re-decking the Footbridge is required to ensure structural compliance of the future pedestrian walkway. Currently the timber is in poor condition and presents a safety and structural risk.</p> <p>The proposed work ensures that interchange facilities within the station would continue to provide an operational benefit and remain consistent with the description of works provided within the EIS.</p>						
<p>SPIR: Table 9.4 - Canterbury Station key design elements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #0070C0; color: white;">Exhibited project works</th> <th style="background-color: #0070C0; color: white;">Preferred project works</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="background-color: #D9E1F2;">Station Works</td> </tr> <tr> <td>The heritage listed footbridge and overhead booking office would be removed.</td> <td>The existing heritage listed footbridge and overhead booking office would be retained.</td> </tr> </tbody> </table>	Exhibited project works	Preferred project works	Station Works		The heritage listed footbridge and overhead booking office would be removed.	The existing heritage listed footbridge and overhead booking office would be retained.	<p>The proposed change would now require a change in direct impacts to the Footbridge as provided in the SPIR. Whilst the Footbridge would be retained, the proposed work would include potential permanent removal of heritage fabric including the balustrade and removal of the timber decking.</p>
Exhibited project works	Preferred project works						
Station Works							
The heritage listed footbridge and overhead booking office would be removed.	The existing heritage listed footbridge and overhead booking office would be retained.						
<p>SPIR: Appendix F – Non-Aboriginal Heritage</p> <p>The SPIR proposed to retain the footbridge. The footbridge was assessed as having moderate significance as per the Railway Footbridges Heritage Conservation Strategy.</p> <p>The preferred project was determined to have a neutral heritage impact to the Footbridge.</p>	<p>The proposal results in a change to impacts to the Footbridge as provided in the SPIR.</p> <p>The proposed historic heritage impacts are discussed in section 3 and within Appendix B (Heritage Advice) of this document.</p>						
<p>REMM: NAH 20 – Works to heritage fabric</p> <p><i>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.</i></p>	<p>The proposed methodology for the works have been reviewed by a heritage specialist and heritage advice has been obtained as provided in Appendix B.</p>						

3. Environmental review

The following table provides a risk review of the potential environmental impacts of the proposed works.

Table 3 Environmental review

Environmental review	Yes / No	Description of impacts (including consideration of safeguards required by the Approved Project)
Is the proposal to take place outside of the construction footprint of the project	No	The works take place within Canterbury Station. Refer to Figure 1.
Is the location of works within the existing EPL premise boundary	Yes	An amendment to the existing EPL (21147) for the Project would not be required for the works. EPL premise map (Revision 41) includes Canterbury Station within the existing EPL premise boundary.
Will the works take longer than 2 weeks to complete.	Yes	The works are proposed to commence early October 2024 for about a month.
Does the work require OOHW approval	No	The works would be undertaken during standard construction hours. No OOHW would be required.
Will the works impact an EEC or threatened species	No	No TEC identified in the proposed area.
Will works impact on native vegetation	No	The clearing of native vegetation is not required.
Will the works impact on habitat trees	No	No habitat trees identified in the proposed area.
Will clearing of non EECs or ground disturbance be of High / moderate condition vegetation. What is the area of impact	No	No clearing or ground disturbance in areas of high or moderate value vegetation will occur.
Will the works result in medium / high noise or vibration impacts Will noise and vibration impacts on sensitive receivers be greater than that predicted in the EIA	Yes	<p>At detailed in Section 12.5.6 of the EIS, Canterbury noise catchment areas (NCA04 and NCA05) are dominated by commercial premises north of the rail corridor and a mix of commercial and residential premises south of the rail corridor.</p> <p>The proposed works are located within NCA04. In NCA04, receivers on Charles Street, Broughton Street and Jeffrey Street would be located near footbridge works.</p> <p>Table 16 in Appendix E (Noise and Vibration) of the SPIR provides an overview of NML Exceedances from the Preferred Project at Canterbury Precinct (NCA04 and NCA05) for all receiver types. Concrete and structural works during possession/closedown works are predicted to have exceedance of up to and above 20dB. This has the potential for receivers to be Highly Noise Affected in this catchment during certain works activities.</p> <p>The equipment that would be used during the proposed works would include hand and powered tools and Hook trucks. Any noise or vibration impacts produced would be minor and temporary in nature and would occur over the line-wide shutdown of the rail corridor.</p> <p>The proposed works are not expected to generate any additional noise above those already assessed as part of the Approved Project and can be managed as per the</p>

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		<p>Construction Noise and Vibration Strategy, CEMP, CEMP sub-plans and CTMP.</p> <p>Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.</p>
Will the works result in medium/high air quality impacts	No	<p>Similar to the Approved Project, the works have the potential to cause impacts to air quality through dust generation from removal of elements of the Footbridge, removal of lead paint, use of chemicals, and emissions from plant and machinery.</p> <p>Any emissions or dust generated by the works are anticipated to be localised and minimal and will be managed in accordance with existing conditions and mitigation measures within the CEMP and CEMP sub-plans for the Approved Project.</p>
Will the activity be located adjacent to or in close proximity to sensitive receivers	Yes	<p>Table 17 in Appendix E (Noise and Vibration) of the SPIR provides an overview of the predicted number of Highly Noise Affected Residential Receivers by works within catchment NCA04. During concrete and structural works there is potential for one receiver predicted to be Highly Noise Affected during standard construction hours. The closest sensitive receiver is located at No. 2 Charles Street, Canterbury, which is a residential block located approximately 7m west of the footbridge.</p> <p>Receivers that have the potential to be affected by the works would be notified in accordance with the Community Communication Strategy.</p>
Would there be additional impact from what was predicted in the EIS on an Aboriginal / Historic heritage site as a result of the works	Yes	<p>Canterbury Railway Station Group is listed on the following heritage listings:</p> <ul style="list-style-type: none"> • SHR (No. 01109) • RailCorp s.170 and Conservation Register (4801100) • Canterbury LEP (I67) <p>The proposed works subject of this environmental review would be at the Footbridge, which is an element of heritage significance within the Canterbury Railway Station Group. The footbridge was assessed as having moderate significance as per the Railway Footbridges Heritage Conservation Strategy.</p> <p>The EIS proposed removal of the footbridge resulting in a major impact on the footbridge and a moderate visual impact on the station overall.</p> <p>Following exhibition of the EIS, changes were made to the exhibited project in the Submissions and Preferred Infrastructure Report (SPIR). The SPIR proposed to retain the Footbridge resulting in neutral physical impact.</p> <p>Whilst the Footbridge would be retained, the proposed work would include potential permanent removal of heritage fabric including the balustrade and removal of the timber decking to ensure structural compliance of the future pedestrian walkway.</p> <p>Heritage Advice was obtained for Sydenham to Bankstown – Southwest Metro Conversion and Station Works Package 3 Heritage Management Plan’ and provided in Appendix B. It details that the timber decking is original fabric which likely contributes to the moderate grading of significance for the</p>

		<p>footbridge, including the balustrade and steel girders/trestles.</p> <p>The Southwest Metro Conversion and Station Works Package 3 (SWM3) Non-Aboriginal Heritage Impact Assessment and Archaeological Method Statement assessed the overall direct and indirect impacts to Canterbury Station as being of moderate impact to the heritage significance of Canterbury Station. This included direct impacts to footbridge redecking and the removal and/or modification of a range of significant and non-significant fabric at the station.</p> <p>The heritage advice anticipated that any potential vibration impacts would likely be negligible.</p> <p>Indirect impacts from SWM3 would modify existing significant elements within the station group and introduce new material that would be located in visible places. Although some features would be consistent with existing station elements or railway infrastructure, the accumulation of new and modern structural elements could negatively impact the overall visual character of the station. It was determined that the SWM3 works would result in a moderate visual impact to the heritage significance of Canterbury Station.</p> <p>Overall, the removal of the timber decking and potential permanent removal of the balustrade would result in an increase to the impact of the Footbridge from neutral as assessed in the SPIR to moderate. This isn't anticipated to affect the overall heritage significance of Canterbury Station, as Appendix F (Non-Aboriginal Heritage) of the SPIR detailed the Footbridge as having moderate significance as per the Railway Footbridges Heritage Conservation Strategy.</p> <p>The following recommendations are suggested to provide guidance for the proposed works in order to mitigate any potential adverse heritage impacts associated with the works:</p> <ul style="list-style-type: none"> • It is recommended that the existing balustrade is reinstated , if possible, or replaced like-for-like as a second preference. • Installation in removable sections may enable future maintenance of balustrade and new glazing as necessary. • The removed balustrade sections should be stored on site and labelled accordingly to enable its future reinstatement, where possible.
<p>Are works within 10m of a watercourse</p>	<p>No</p>	<p>There are no watercourses within a 10m radius. The nearest water course (Cooks River) is located about 80m away.</p>
<p>Are works in an area of known contamination</p>	<p>Yes</p>	<p>There is no known contamination in the proposed area. However, the proposed works involve the removal of lead paint from the steel girders/trestles as part of the Footbridge, which has the potential to contribute to contamination in the rail corridor. All works would be completed under Lead removal condition (i.e. workers will be in full PPE, laydown black plastic and air quality monitoring setup).</p> <p>Any contamination produced by the works are anticipated to be localised and minimal and will be managed in accordance with existing conditions and mitigation measures</p>

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		within the CEMP and CEMP sub-plans for the Approved Project.
Will the works result in temporary or long-term traffic impacts	No	Due to the commencement of the Final Possession on the T3 line at the end of September 2024, there are no traffic impacts proposed as part of this Environmental Review. The proposed change would provide safe and improved station interchange facilities for operation of the project.
Will the works result in visual impacts to sensitive receivers	Yes	<p>Construction</p> <p>Similar to the Approved Project, there would be minor visual impacts associated with construction works, plant and equipment and any temporary fencing and safety measures implemented. The project would adopt all appropriate mitigation measures to minimise visual intrusiveness to these receivers where possible.</p> <p>Visual impacts during construction would be minimal as the proposed works would occur over the line-wide shutdown of the rail corridor.</p> <p>Operation</p> <p>The proposed works would result in visual changes to the Footbridge from potential permanent removal of heritage fabric including the balustrade and removal of the timber decking. Whilst the SPIR didn't consider the visual impacts of the proposed works, due to safety and structural risks the proposed works will ensure the continued use and function of the Footbridge.</p> <p>To mitigate visual changes during operation it is recommended that the existing balustrade is reinstated, if possible, or replaced like-for-like as a second preference.</p>
Will the works involve significant earthworks	No	There are no earthworks proposes as part of the Footbridge construction works.

4. Recommendation

Based on the above assessment, and with reference to the Sydney Metro Sydenham to Bankstown EIS, SPIR, including the conditions of approval and associated CEMP and plans, it is recommended that:

✓	The proposed design/construction change is consistent with the Approved Project Sydenham to Bankstown EIS and SPIR, including the conditions of approval, has negligible impacts on the community and environment and no further assessment is required.
	The proposed design/construction change is likely to be consistent with the Approved Project Sydenham to Bankstown EIS and SPIR, however more than a negligible impact on the community and environment may result and further assessment in the form of a Planning Approval Consistency Assessment form is required to be completed and submitted to the Planning team for the proposed design/ construction change.
	The proposed design/ construction change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.

5. Certification

The above information provides a true and fair review of the proposed works.

Prepared by (signed):

Isabella Caruso

Date: 2 October 2024

Name: Isabella Caruso

Position: Planning Approvals Officer


6. Endorsement

I have reviewed the above review and provide the following endorsement:

✓	The proposed design/construction change is consistent with the Sydenham to Bankstown EIS and SPIR, has negligible impacts on the community and environment and no further assessment or modification of the planning approval is required.
	The proposed design/construction change is likely to be consistent with the Sydenham to Bankstown EIS and SPIR, however more than negligible impacts are expected on the community and environment and further assessment is required.
	The proposed design/construction change constitutes a project modification and requires further assessment and approval.

This endorsement is conditional on the following:

1. All works will be carried out in accordance with the Sydney Metro Sydenham to Bankstown EIS, SPIR and the Project Conditions of Approval.
2. All works will be carried out in accordance with the approved Construction Environmental Management Plan and any relevant sub plans.
3. It is recommended that the existing balustrade is reinstated, if possible, or replaced like-for-like as a second preference. If the existing balustrade cannot be reinstated the reasoning must be clearly documented and agreed with Sydney Metro.
4. The removed balustrade sections should be stored on site and labelled accordingly to enable its future reinstatement, where possible.

Signed:	
Endorsed by:	Fil Cerone Director, Project (City and Southwest) Environment, Sustainability and Planning Sydney Metro
Date:	3 October 2024

Appendix A – Designs

SYDNEY METRO CITY & SOUTHWEST

SOUTHWEST METRO CONVERSION AND STATION WORKS (SWM3) PACKAGE No.144A STRUCTURAL UPDATES



DRAWING LIST	
Drawing No.	Drawing Name
144000	COVER SHEET
144011	NOTES SHEET
144030	OVERALL STATION PLAN
144120	CANOPY 1 - DEMOLITION PLANS
144210	CONCOURSE FOOTBRIDGE - DEMOLITION & TEMPORARY BRACING PLANS
144211	CONCOURSE FOOTBRIDGE - PROPOSED DECK PLAN
144220	PLATFORM CANOPY 1 - OUTLINE PLANS
144230	PLATFORM CANOPY 2 - FLOOR DEMOLITION & OUTLINE PLANS
144231	PLATFORM CANOPY 2 - ROOF DEMOLITION & FRAMING PLANS
144240	PLATFORM TO CONCOURSE RAMP - OUTLINE PLANS
144300	CONCOURSE FOOTBRIDGE - CONSTRUCTION STAGING
144320	PLATFORM CANOPY 1 - ELEVATIONS
144330	PLATFORM CANOPY 2 - ELEVATIONS
144345	CONCOURSE FOOTBRIDGE - STEELWORK DETAILS
144350	PLATFORM CANOPY 2 - TYPICAL STEELWORK DETAILS
144355	PLATFORM CANOPY 2 - STEELWORK DETAILS

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SYDNEY METRO CITY & SOUTHWEST
CANTERBURY STATION (ZONE ... 10.596km to 10.930km)
SOUTHWEST METRO CONVERSION AND STATION WORKS
STRUCTURAL UPDATES
COVER SHEET

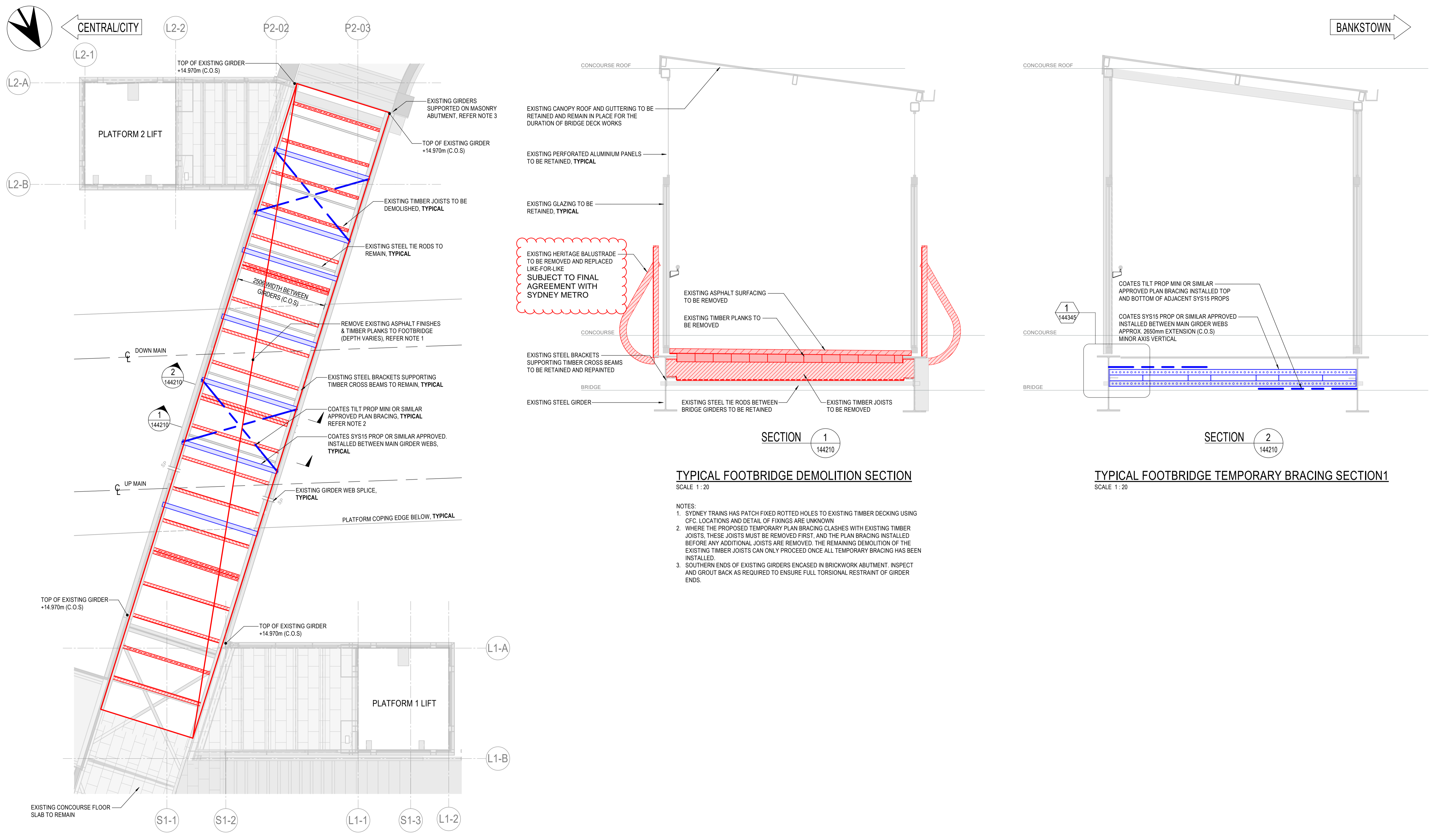
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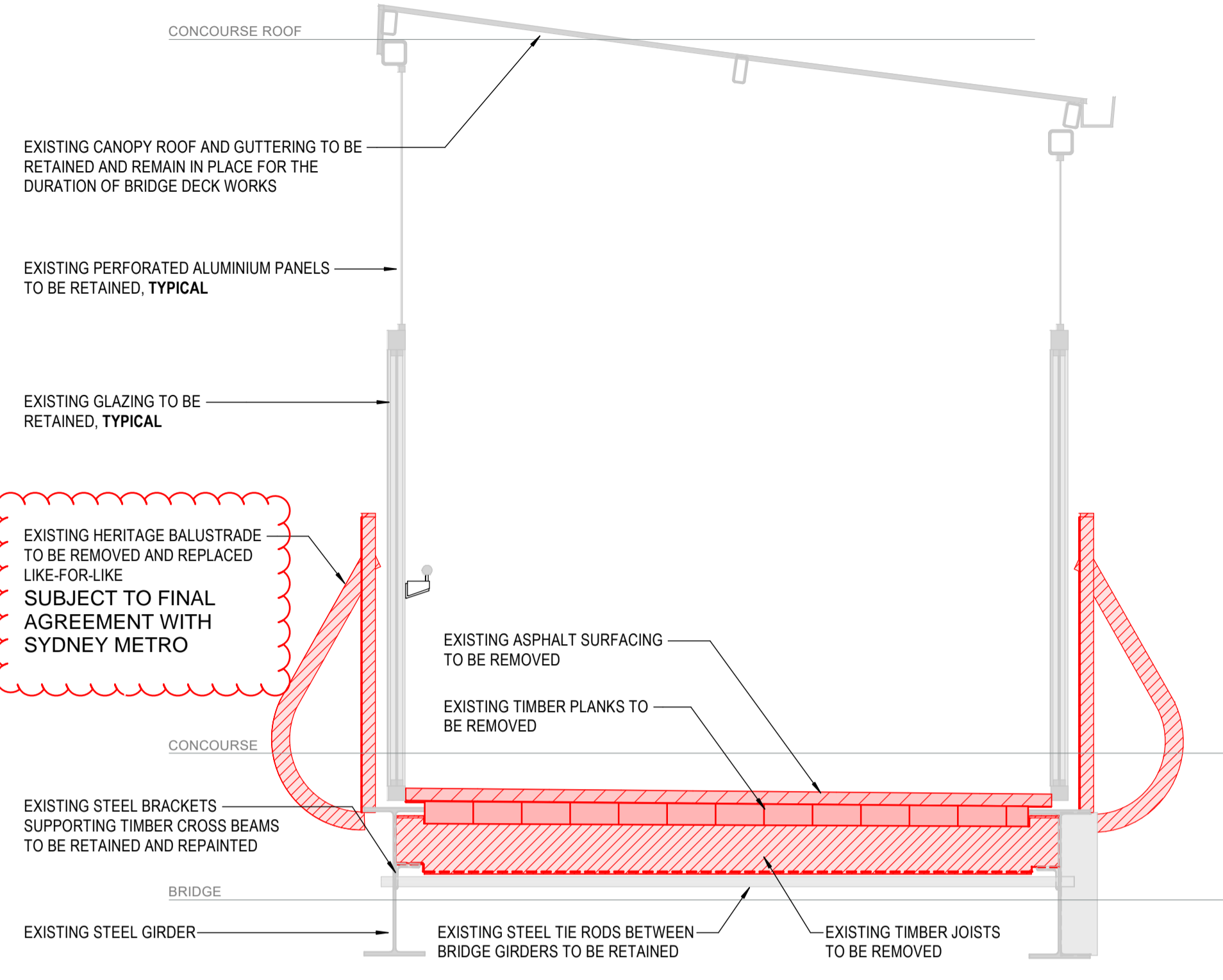
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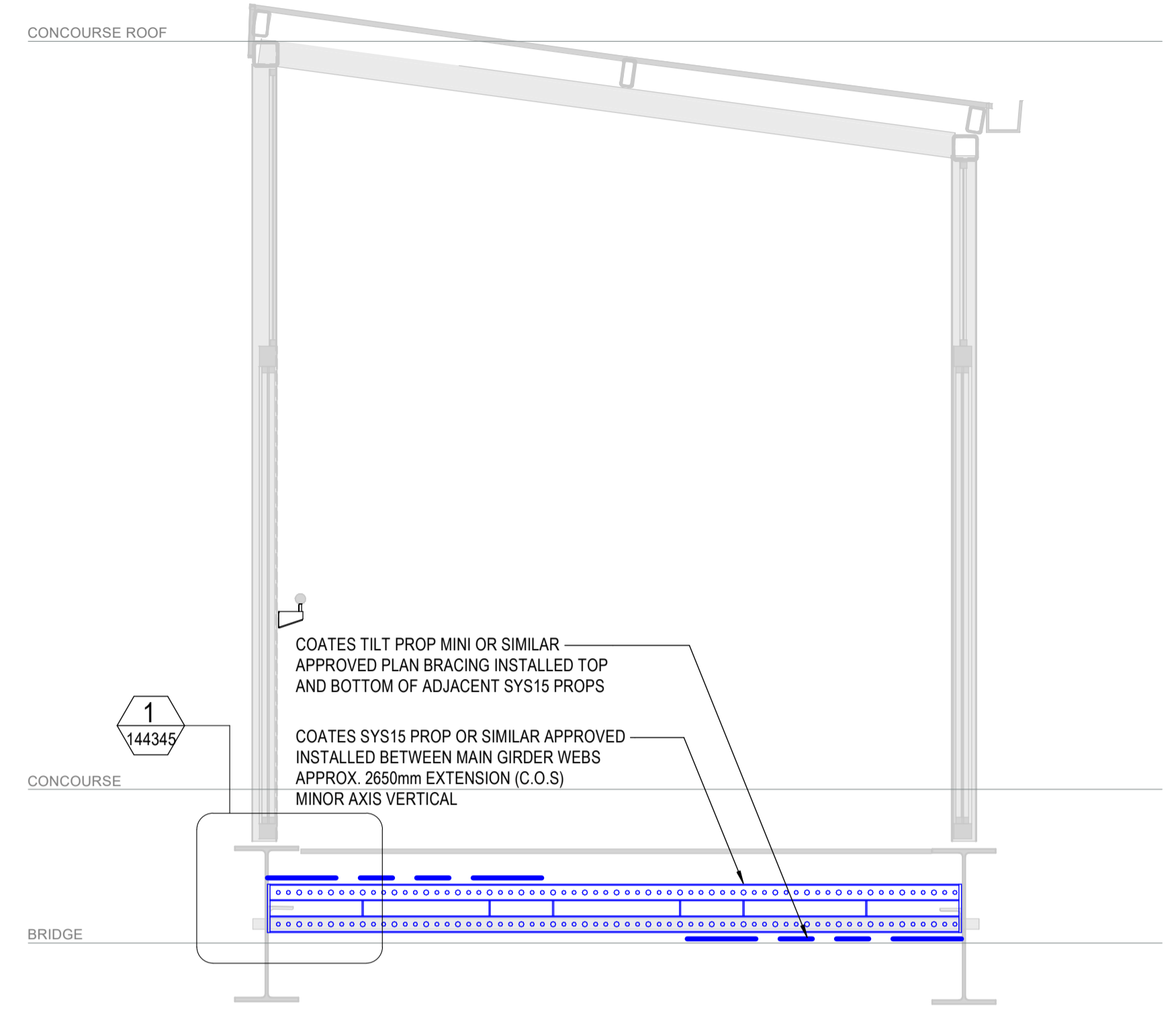
CONCOURSE FOOTBRIDGE DEMOLITION & TEMPORARY BRACING PLAN
SCALE 1:50



SECTION 1
144210

TYPICAL FOOTBRIDGE DEMOLITION SECTION
SCALE 1:20

- NOTES:
1. SYDNEY TRAINS HAS PATCH FIXED ROTTED HOLES TO EXISTING TIMBER DECKING USING CFC. LOCATIONS AND DETAIL OF FIXINGS ARE UNKNOWN
 2. WHERE THE PROPOSED TEMPORARY PLAN BRACING CLASHES WITH EXISTING TIMBER JOISTS, THESE JOISTS MUST BE REMOVED FIRST, AND THE PLAN BRACING INSTALLED BEFORE ANY ADDITIONAL JOISTS ARE REMOVED. THE REMAINING DEMOLITION OF THE EXISTING TIMBER JOISTS CAN ONLY PROCEED ONCE ALL TEMPORARY BRACING HAS BEEN INSTALLED.
 3. SOUTHERN ENDS OF EXISTING GIRDERS ENCASED IN BRICKWORK ABUTMENT. INSPECT AND GROUT BACK AS REQUIRED TO ENSURE FULL TORSIONAL RESTRAINT OF GIRDER ENDS.



SECTION 2
144210

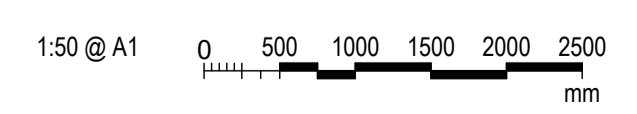
TYPICAL FOOTBRIDGE TEMPORARY BRACING SECTION 1
SCALE 1:20

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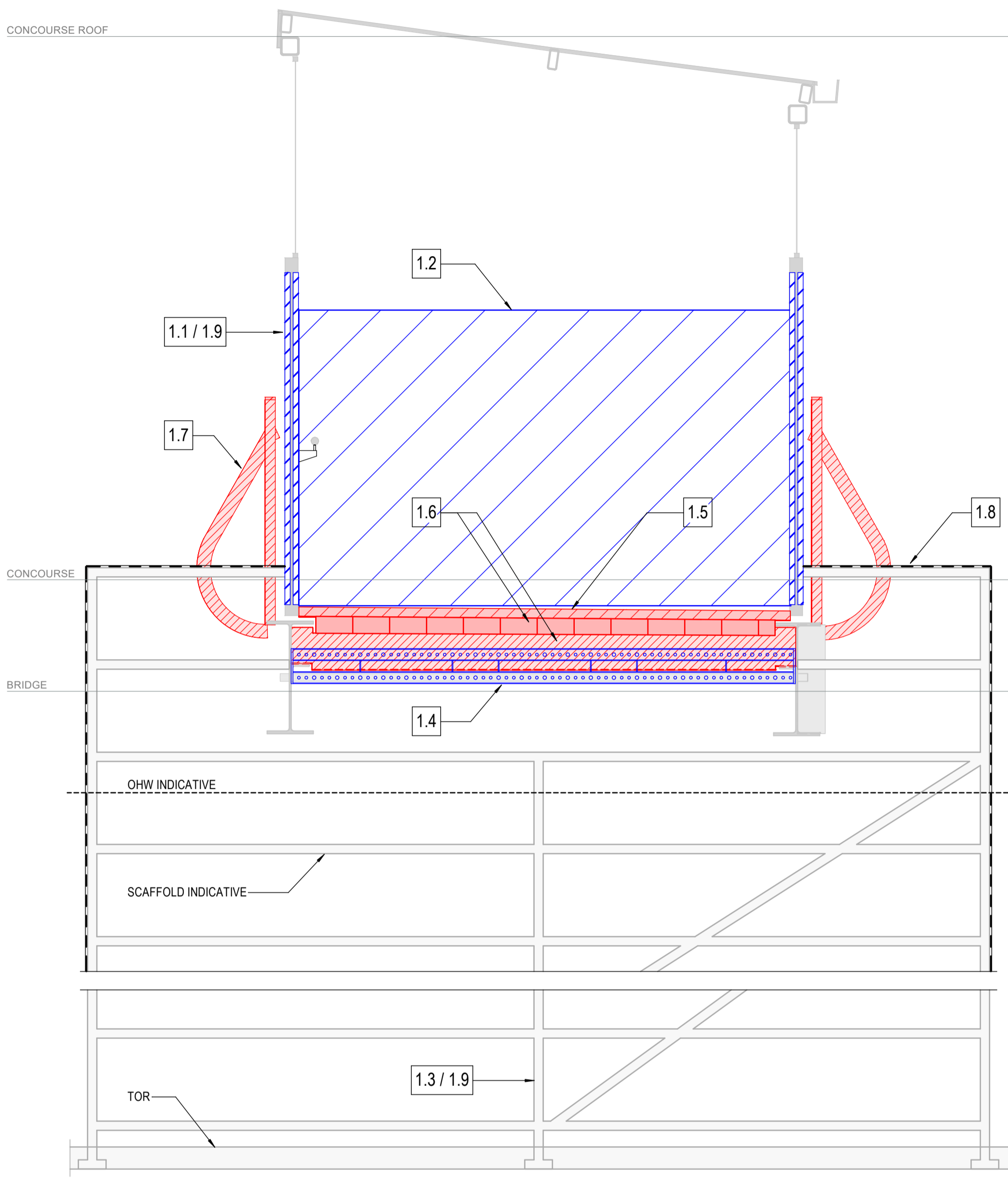


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SYDNEY METRO CITY & SOUTHWEST CANTERBURY STATION (ZONE ... 10.596km to 10.930km) SOUTHWEST METRO CONVERSION AND STATION WORKS STRUCTURAL UPDATES
CONCOURSE FOOTBRIDGE - DEMOLITION & TEMPORARY BRACING PLANS

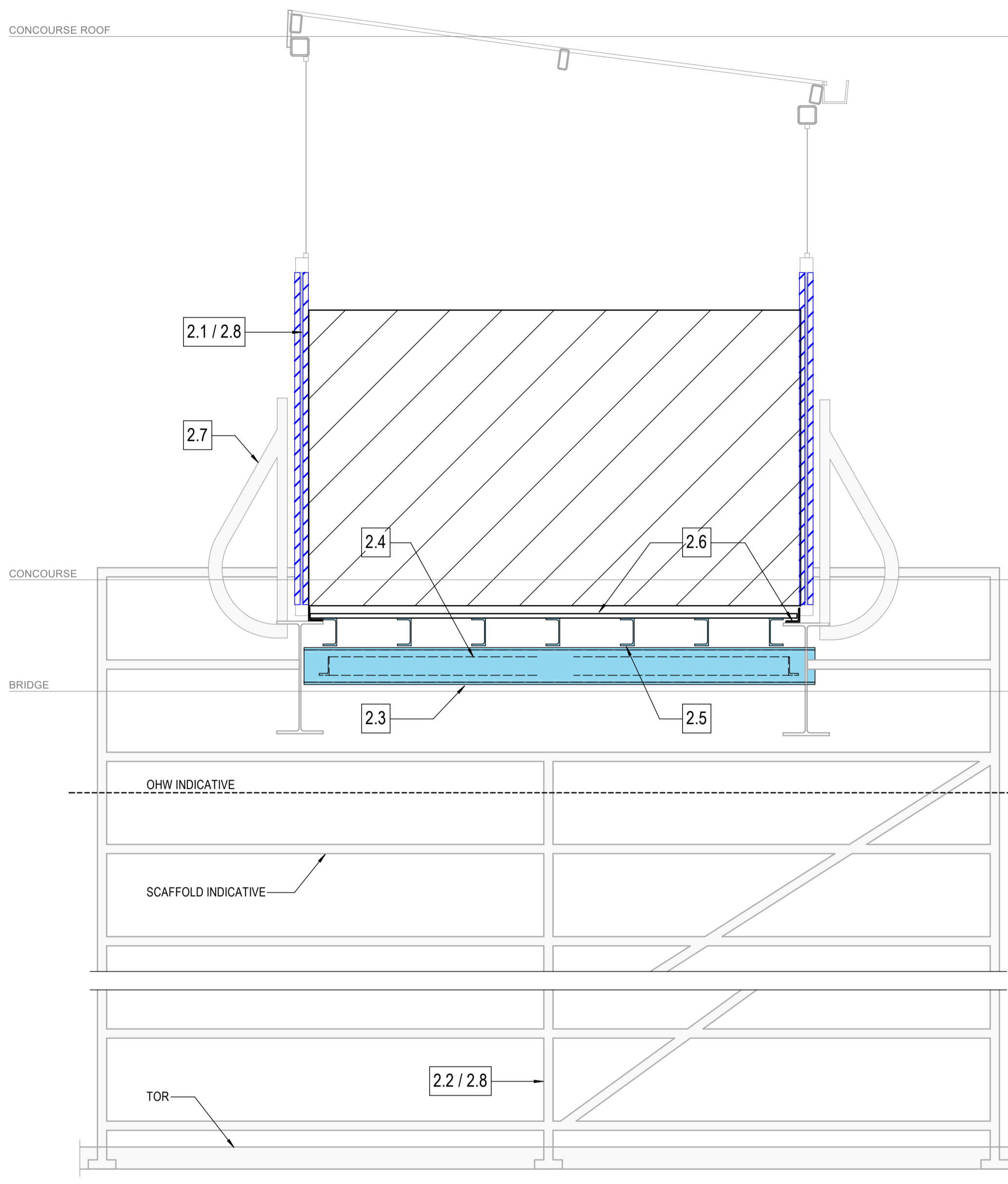
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PHASE 1 - DEMOLITION & TEMPORARY WORKS

SCALE 1:20
REMOVAL OF EXISTING TIMBER DECK AND STEELWORK REMEDIATION WORKS
(TO BE UNDERTAKEN DURING A RAIL SHUTDOWN)

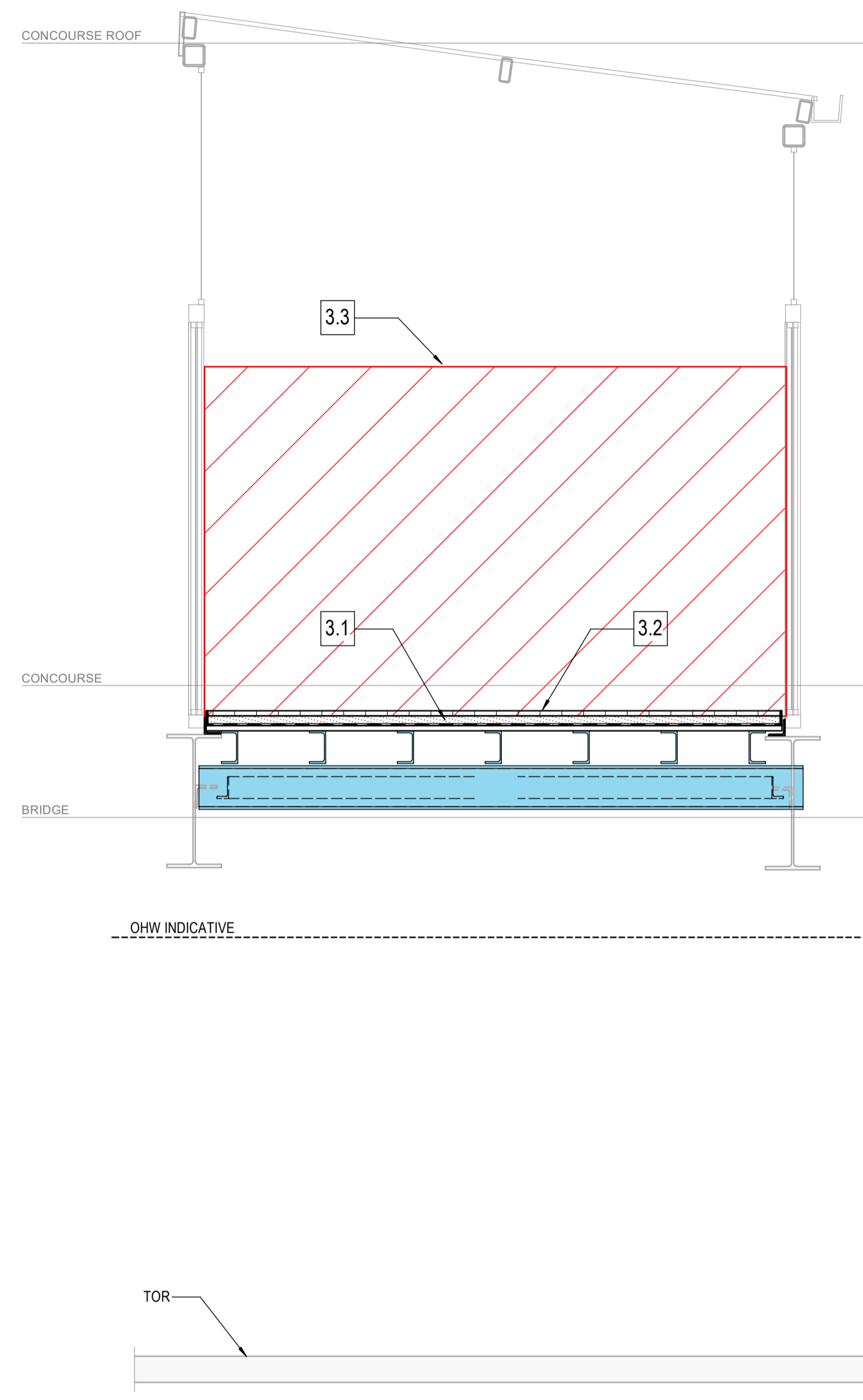
- 1.1 - INSTALL PLYWOOD PROTECTION FOR EXISTING GLAZING PANELS.
- 1.2 - INSTALL ENTRY/EXIT HOARDING AT EITHER END OF FOOTBRIDGE.
- 1.3 - INSTALL TEMPORARY SCAFFOLD FROM TRACK LEVEL TO ENABLE ACCESS TO UNDERSIDE OF BRIDGE DECK.
- 1.4 - INSTALL TEMPORARY BRACING BETWEEN BRIDGE GIRDERS. OPPORTUNITY SCOPE: MAG DRILL HOLES IN GIRDER WEBS TO BE USED FOR BOTH TEMPORARY AND PERMANENT FIXINGS.
- 1.5 - REMOVE EXISTING ASPHALT SURFACING FROM BRIDGE DECK.
- 1.6 - REMOVE EXISTING TIMBER DECKING AND CROSS BEAMS.
- 1.7 - REMOVE EXISTING HERITAGE BALUSTRADE.
- 1.8 - FULLY ENCAPSULATE EXISTING BRIDGE DECK / GIRDERS AND REMEDIATE STEELWORK (SANDBLAST, PRIME, PAINT).
- 1.9 - STRIP SCAFFOLD AND REMOVE PROTECTIVE PLYWOOD FROM GLAZING.



PHASE 2 - PERMANENT WORKS

SCALE 1:20
INSTALLATION OF NEW BRIDGE DECK STRUCTURE
(TO BE UNDERTAKEN DURING A RAIL SHUTDOWN)

- 2.1 - INSTALL PLYWOOD PROTECTION FOR EXISTING GLAZING PANELS.
- 2.2 - ESTABLISH SITE ACCESS TO UNDERSIDE OF BRIDGE DECK. EITHER INSTALL TEMPORARY SCAFFOLD FROM TRACK LEVEL OR ACCESS USING TRACK MEWPS.
- 2.3 - STAGED REMOVAL OF TEMPORARY BRACING BETWEEN GIRDERS AND INSTALLATION OF PERMANENT PFC CROSS MEMBERS (ONE IN ONE OUT).
- 2.4 - INSTALL PERMANENT BRACING IN PLANE OF PF20 CROSS BEAMS.
- 2.5 - INSTALL PERMANENT PF15 ACROSS PF20 CROSS BEAMS.
- 2.6 - INSTALL CFC PANELS AND PAVER ANGLES TO ARCHITECTS DETAIL.
- 2.7 - INSTALL NEW BALUSTRADE.
- 2.8 - DEMOBLISE BRIDGE ACCESS (STRIP SCAFFOLD IF USED) AND REMOVE PROTECTIVE PLYWOOD FROM GLAZING.



PHASE 3 - FINISHING WORKS

SCALE 1:20
INSTALLATION OF NEW FLOOR FINISHES
(CAN BE UNDERTAKEN DURING NORMAL RAIL OPERATION)

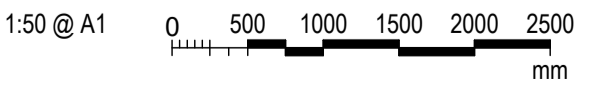
- 3.1 - INSTALL WATERPROOFING AND LIGHTWEIGHT INFILL.
- 3.2 - INSTALL NEW PAVERS. CLEAN AND SEAL.
- 3.3 - REMOVE ENTRY/EXIT HOARDING AT EITHER END AND OPEN BRIDGE.

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CO-ORDINATE SYSTEM: HEIGHT DATUM: SCALE: 1:20



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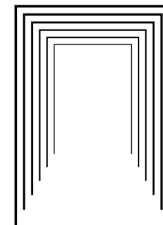
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SYDNEY METRO CITY & SOUTHWEST
CANTERBURY STATION (ZONE ... 10.596km to 10.930km)
SOUTHWEST METRO CONVERSION AND STATION WORKS
STRUCTURAL UPDATES
CONCOURSE FOOTBRIDGE - CONSTRUCTION STAGING

FILE No.	SHEET: OF	A1
STATUS:	©	
DRG No.	EDMS No.	

DRG No. SMCSSWS8-TTW-WCR-ST-DWG-14430

Appendix B – Heritage Advice



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26 September 2024

Dear Xavier,

SWM3 – CANTERBURY STATION FOOTBRIDGE – HERITAGE ADVICE

This letter has been prepared in response to a request by JHLORJV, to address an inconsistency in the assessment of impact of the proposed removal of the original timber decking to Canterbury Station footbridge contained in the detailed design (Stage 3) Heritage Impact Statement (Stage 3 2021 HIS) prepared by Artefact and dated March 2021.

It is understood that enabling works are to commence shortly. JHLORJV have requested this heritage advice to confirm the removal of the timber boards will not result in additional heritage impacts.

Background

The Stage 3 2021 HIS identified the footbridge, including original timber decking at Canterbury as being in **Good** condition and of **Moderate** significance in Table 2: Heritage significant elements of Canterbury Station Group.¹

Footbridge	1915, 1947	Haunched steel beam girder design consists of tapered cantilevers bearing on platform trestles and brick piers on each side support shallow beams over the railway tracks. The footbridge has been extended in 1947. Its timber deck has been covered with concrete and concrete treads replace the original timber steps. The footbridge and stairs have been roofed over and the deck partly enclosed in lightweight panels.	Good	Moderate
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The detailed design (Stage 3) for the Canterbury footbridge allowed for the removal of the concrete decking to the footbridge and installation of a new floor finish. This action was identified as being of **negligible** physical impact in the Stage 3 2021 HIS, based on the incorrect assumption that the present concrete floor finish had replaced the original (1915) timber decking.

The relevant section from the Stage 3 2021 HIS is copied below:

4.2.4 Heritage impacts to pedestrian footbridge

Description of works

Detailed (stage 3) design documents indicate that proposed works include a new floor finish to the existing footbridge, which has been assessed as an element of moderate significance within Canterbury Station. The proposal also includes the removal and

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¹ Artefact, 'Sydney Metro City and Southwest – Canterbury Metro Station: Detailed (Revised Stage 3) Design Heritage Impact Assessment', Report to Metron T2M, March 2021, p.8.

replacement of the existing solid screens and balustrades with new glass screens and a mesh top located along both sides of the footbridge. Public art is also proposed to be installed on the glazed wall of the concourse, closest to the station building.

Physical heritage impact assessment

The existing flooring is constructed of concrete which replaced the original timber decking. The existing concrete fabric does not contribute to the significance of the element and its removal is supportable from a heritage perspective. The application of public art to the glazing will not impact any significant heritage fabric. The removal and replacement of the existing screens and balustrades with a new glass screen with mesh top would generate a **negligible** physical impact upon the existing fabric.²

3.2.4 Heritage impacts to the signal box, footbridge and overbridge

The preferred design presented for project determination indicated that the existing signal box and footbridge would be retained, resulting in a **neutral** physical impact.

3.3 Visual heritage impacts to Canterbury Station

The preferred design presented for project determination indicated that changes at Canterbury Station would be limited to upgrading of the station concourse, replacement of the stairs, re-purposing of the station buildings and changes to the platforms including addition of platform end egress ramps.

The construction of the new lifts and stairs would be suitable within their context and would be distinctive from the heritage components on the site. The preferred design for new lifts and stairs was assessed as likely to result in a moderate visual impact.

Preferred design visual impacts associated with the demolition of the brick wall at the station entrance would result in a negligible visual impact to significant heritage fabric or the significance of Canterbury Station. The installation of the throw screens and vehicle barriers on the overbridge would result in a minor visual impact. **The preferred design removal of the footbridge and stairs was assessed as likely to result in a major localised visual impact** due to the loss of significant heritage fabric and replacement with modern structures.

Revised assessment of heritage impact utilising

Given that the timber decking is original, it is likely it contributes to the moderate grading of significance for the footbridge, including the balustrade and steel girders/trestles. Utilising the terminology for assessing the magnitude of heritage impact identified by Artefact and copied below³, the removal of the footbridge's timber decking is reassessed as being of **moderate** heritage impact.

2 Artefact, 'Sydney Metro City and Southwest – Canterbury Metro Station: Detailed (Revised Stage 3) Design Heritage Impact Assessment', Report to Metron T2M, March 2021, p.27

3 Artefact, 'Sydney Metro City and Southwest – Canterbury Metro Station: Detailed (Revised Stage 3) Design Heritage Impact Assessment', Report to Metron T2M, March 2021, pp.2-3

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

Grading	Definition
Major	<p>Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource.</p> <p>These actions cannot be fully mitigated.</p>
Moderate	<p>Actions involving the modification of a heritage item, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures.</p> <p>The impacts arising from such actions may be able to be partially mitigated.</p>
Minor	<p>Actions that would result in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item.</p> <p>The impacts arising from such actions can usually be mitigated.</p>
Negligible	Actions that would result in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

Summary assessment of heritage impacts – SWM3 CHMP (& 2024 HIA)

A summary of the heritage impacts arising from the proposed SWM3 works at Canterbury Station, including the footbridge redecking is included in the ‘Sydenham to Bankstown – Southwest Metro Conversion and Station Works Package 3, Non-Aboriginal Heritage Impact Assessment and Archaeological Method Statement’, prepared by Artefact for JHLORJV, dated July 2024 (2024 HIA).⁴

This report (included as Appendix F) was prepared for inclusion in the ‘Sydenham to Bankstown – Southwest Metro Conversion and Station Works Package 3 Heritage Management Plan’ (SWM3 CHMP) prepared for Southwest Metro, dated 20 August 2024.

The 2024 HIA assessed the overall Direct and Indirect impacts to Canterbury Station as being of Moderate impact to the heritage significance of Canterbury Station. The relevant excerpt from the 2024 HIA is included below:

Table 11: Heritage impact assessment for listed heritage items (part)

Item	Discussion of impacts	Direct impact	Indirect impact
Canterbury Station	<p>Direct: Works within the SHR curtilage of the station would include wayfinding, installation of glazed canopy on Platform 2, landscaping, platform surface works, platform stair balustrade modifications, removal of redundant assets, meal room alterations, installation of gap fillers, fence installation, concourse and platform re-roofing, footbridge redecking, equitable canopy and lift covers, bird proofing, and other minor station finishing and conversion works. These works would involve the removal and/or modification of a range of</p>	<p>Moderate Negligible (vibration)</p>	<p>Moderate</p>

⁴ ‘Sydenham to Bankstown – Southwest Metro Conversion and Station Works Package 3, Non-Aboriginal Heritage Impact Assessment and Archaeological Method Statement’, prepared by Artefact for JHLORJV, dated July 2024, pp. 47-48.

	<p>significant and non-significant fabric at the station. As assessed in the Canterbury Station detailed design HIA, these works would result in a range of physical impacts that would typically be neutral to moderate in nature.</p> <p>Overall, it is assessed that the SWM3 works would result in a moderate physical impact to the heritage significance of Canterbury Station.</p> <p>Some of the works would involve the use of vibration intensive plant, such as excavations within the rail corridor. The works would be undertaken within proximity to heritage significant fabric and the use of vibration intensive plant may result in vibration impacts. However, considering the relatively minor nature of the works that would use vibration intensive plant, the risk of vibration impacts would be low would be reduced through the implementation of mitigation measures. As a result, any potential vibration impacts would likely be negligible.</p> <p>Indirect: The SWM3 works would modify existing significant elements within the station group and introduce new material that would be located in visible places. Although some features would be consistent with existing station elements or railway infrastructure, the accumulation of new and modern structural elements would negatively alter the overall visual character of the station. As assessed in the Canterbury Station detailed design HIA, these works would result in a range of visual impacts that would typically be negligible to moderate in nature. Overall, it is assessed that the SWM3 works would result in a moderate visual impact to the heritage significance of Canterbury Station.</p>		
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Summary

The heritage significance and impacts arising from the SWM3 works identified in the Stage 3 2021 HIA and the SWM3 CHMP (& 2024 HIA) can be summarised as follows:

Consideration	Stage 3 2021 HIS	SWM3 CHMP (& 2024 HIA)
Significance of Footbridge	Moderate	Moderate
Proposal	Installation of new floor finish	Re-decking
Direct Impact (physical)	Negligible (based on assumption concrete flooring has already replaced original timber deck)	Moderate (as identified in Table 11 above)
Indirect impact (visual)	Neutral (based on retention of footbridge) / major localised impact (based on removal of footbridge)	Moderate (as identified in Table 11 above)

The removal of the timber decking to the Canterbury Station footbridge will result in a localised increase of heritage impact to the footbridge, due to the removal of original fabric not previously identified. The reassessed **Moderate** heritage impact is considered to fall within the parameters of the overall Moderate direct and indirect impacts identified in the SWM3 CHMP (& 2024 HIA).

As such, we do not believe the removal of the timber decking will result in an increase to the overall Moderate impact to the heritage significance of Canterbury Station.

Should you wish to discuss the contents of this letter, please don't hesitate to contact with me on 0422 023 327 or email anita.krivickas@purcellau.com.

Kind regards,



ANITA KRIVICKAS

Registered Architect: NSW 8253

BArch (Hons) M.ICOMOS

Associate

On behalf of Purcell®