

4.4 Heritage Impacts

The following table outlines the special heritage considerations that have been incorporated into this Urban Design and Landscape Plan. It has been prepared with reference to the Built Heritage Assessment that formed part of the Environmental Assessment. The Built Heritage Assessment Report classifies the impact on built heritage items as being:

- Direct;
- Indirect; and
- Negligible.

The impact in most cases is low, as the proposed addition to the built heritage item is a straightforward extension over the new alignment. This leaves the overall character of the original structure unchanged.

In general the extent of the heritage impact of the SSFL project is manageable, and measures as outlined in the table have been incorporated into the design and planning of the project.

Heritage Item	Impact of the SSFL	Response
Campbelltown		
Campbelltown Railway Station	Negligible	Not part of the UDLP scope.
Minto Footbridge	Direct	The Minto Footbridge is a relatively recent structure (approximately 14 years old) and therefore the level of heritage impact is low. The design of the extension is sensitive to the existing footbridge and there is a clear expression of the interface between the old and new bridges (Refer to Section 4.1.5 Minto Station).
Liverpool		
Glenfield Creek Viaduct	Indirect	
Casula Footbridge	Direct	The Casula Footbridge is a relatively recent structure (approximately 10 years old) and the addition to the footbridge is a straightforward extension, therefore the heritage impact is low. The design of the extension maintains the existing character of the footbridge and is in keeping with the unique Industrial character of the Casula Arts Precinct (Refer to Section 4.1.4 Casula Station).
Casula Railway Viaduct (Woodbrook Bridge)	Indirect	A new rail bridge will be constructed running parallel to the existing viaduct structure. It has been designed with matching spans and is visually and structurally independent from the existing viaduct maintaining the integrity of the existing heritage item (Refer to Section 4.3.6 Woodbrook Bridge).
Liverpool Railway Viaduct (Shepherd Street Underbridge)	Indirect	A new rail bridge will be constructed running parallel to the existing viaduct structure. Due to the narrow width of the new bridge, the spacing of bridge supports differs from the heritage item. However the new bridge is visually and structurally independent from the existing viaduct and this maintains its integrity (Refer to Section 4.3.5 Shepherd Street Underbridge).
Liverpool Station Group	Negligible	Not part of the UDLP scope.
Liverpool Town Layout	Negligible	Not part of the UDLP scope.
Warwick Farm Station	Direct	A new footbridge with stairs and lift has been designed. This new structure is structurally independent of the existing station structures to ensure the separation of new and old elements (Refer to Section 4.1.3 Warwick Farm).
Fairfield		
Cabramatta Railway Viaduct (Cabramatta Creek Bridge)	Indirect	A new rail bridge will be constructed running parallel to the existing viaduct structure. Due to the narrow width of the new bridge, the spacing of bridge supports differs from the heritage item. However the new bridge is visually and structurally independent from the existing viaduct and this maintains its integrity (Refer to Section 4.3.4 Cabramatta Creek Bridge).
Cabramatta Footbridge at Cabramatta Station	Direct	The Cabramatta Footbridge is a relatively recent structure (approximately 25 years old) therefore the level of heritage impact is low. The design of the extension is sensitive to the existing footbridge and there is a clear expression of the interface between the old and new bridges (Refer to Section 4.1.2 Cabramatta Station).
Carramar Pedestrian Bridge	Direct	The Carramar Pedestrian Bridge was built after 1995. The level of heritage impact is low as the existing structure is a fairly contemporary structure and the proposal is a fairly straightforward extension (Refer to Section 4.3.3 Fourth Avenue Footbridge).
Carramar Bridge / Viaduct (Prospect Creek Bridge)	Indirect	A new rail bridge will be constructed running parallel to the existing steel truss structure. It has been designed with matching spans and a similar truss structure. The new bridge is visually and structurally independent from the existing viaduct. This maintains the integrity of the existing heritage item (Refer to Section 4.3.2 Prospect Creek Bridge).

Heritage Item	Impact of the SSFL	Response
Carramar Railway Station	Indirect	Not part of the UDLP scope.
Bankstown		
Sefton Station	Indirect	The existing station building will be unaffected by the SSFL. One of the key objectives of the station precinct design is to reflect the village character of the precinct. An existing fig tree will be removed as part of the works, refer to arboricultural report (Section 11, Schedule 5).
Sefton Footbridge	Direct	The existing footbridge is to be extended with new lift and stairs. The design of this extension is sensitive to the heritage character of the existing bridge. The proposal is straightforward in design and therefore it is low in impact (Refer to Section 4.1.1 Sefton Station).