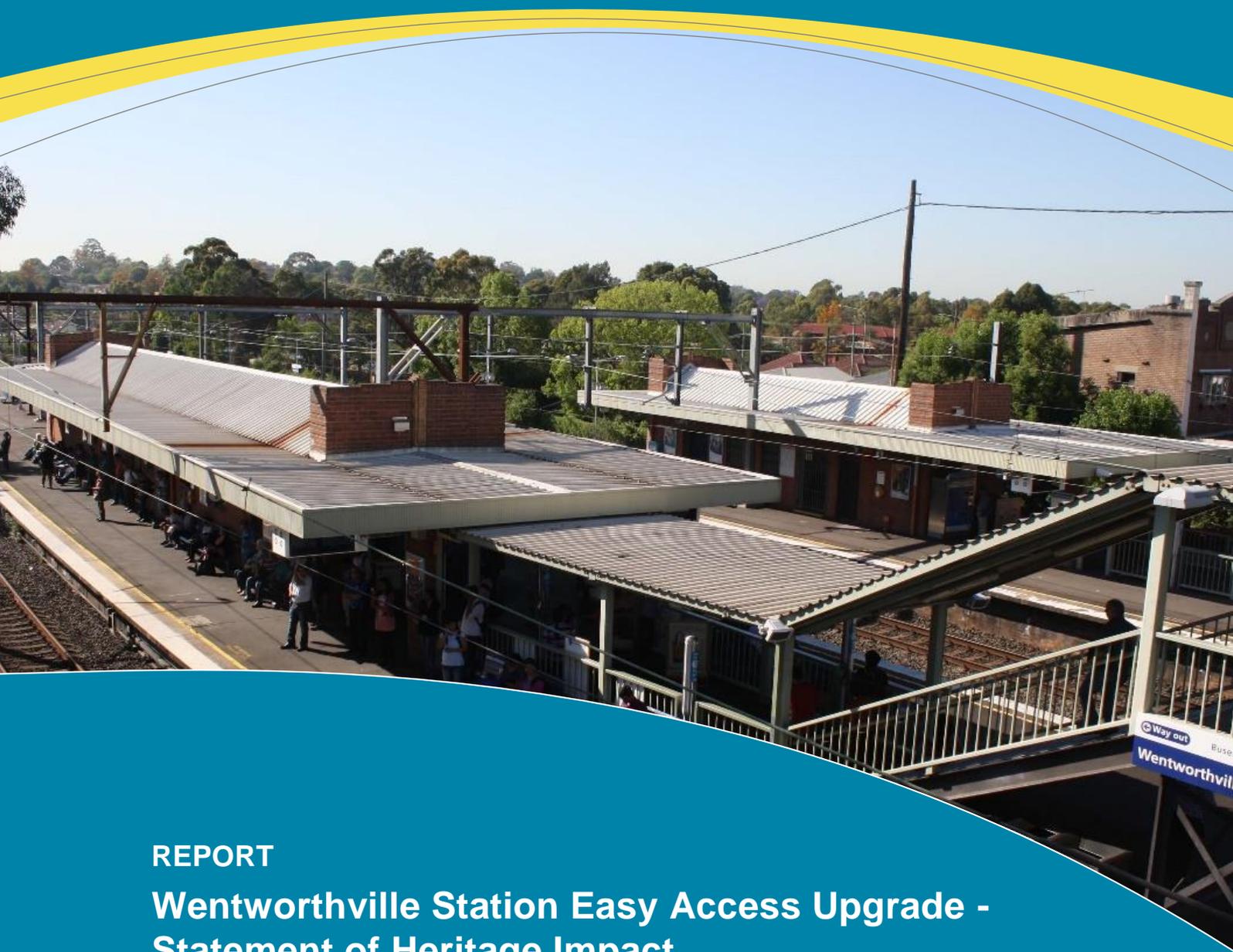




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BUILDING A BETTER WORLD



REPORT

Wentworthville Station Easy Access Upgrade - Statement of Heritage Impact

Prepared for Transport for NSW

05 December 2014

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Executive Summary

MWH Australia Pty Ltd and Cosmos Archaeology Pty Ltd were commissioned by Transport for New South Wales (TfNSW) to prepare this Statement of Heritage Impact (SoHI) to assess heritage impacts resulting from the Wentworthville Station Easy Access Upgrade (The Proposal). The Proposal is part of the Transport Access Program, a government initiative managed by TfNSW, to provide accessible, modern, secure and integrated transport infrastructure.

Wentworthville Railway Station is a heritage item with local significance, included on the Sydney Trains s.170 Heritage Register. It is also listed as a heritage item for Holroyd City Council, on Schedule 5 of the *Holroyd Local Environment Plan 2013*. The proposed works will affect the station itself and its approaches.

Immediately adjacent to the station is a c.1935 Memorial Fountain which is also a local heritage item listed on Schedule 5 of the *Holroyd Local Environment Plan 2013*. The upgrading works propose the removal and relocation of this fountain.

The adjacent shops, 2-4 Station Street and 6-8 Station Street, are of heritage significance and listed on the *Holroyd Local Environment Plan*, Schedule 5.

This SoHI has assessed the proposed works on the heritage of the Railway Station itself, the memorial fountain and the views and vistas for the adjacent shops in Station Street. This SoHI provides management of the impact and forms part of the Review of Environmental Factors (REF) which is being prepared separately for this project.

The key findings of this assessment can be summarised as follows:

- a. The existing Wentworthville Railway Station buildings and infrastructure are a mixture of 1940s and later works.
- b. The Platform buildings themselves are the most significant elements for the overall heritage significance of Wentworthville Railway Station as they display 1940s Functionalist architecture and design and are good examples of this style.
- c. Wentworthville Railway Station buildings are the same design and similar layout to the platform buildings at neighbouring Pendle Hill and Toongabbie Railway Stations, and of similar date.
- d. The proposed impact to Wentworthville Railway Station is considered to be an acceptable impact. Further archaeological or archival recording is not considered necessary based on the brief provided.
- e. The Proposal will affect the heritage significance of the local heritage item, Wentworthville Memorial Fountain as this item will be removed and rebuilt some metres from its existing location on The Kingsway. Recommendations for mitigation of these works have been made in Recommendation 2.
- f. The existing Wentworthville Memorial Fountain is also the location of commemorative Railway plaques and a garden feature. These items are also to be relocated to the new Wentworthville Memorial Fountain location.

Based on the findings of this SoHI, best heritage practices and specific heritage asset management guidelines prepared by the NSW Heritage Office, the following recommendations are provided –

Recommendation 1

Notification of the proposed works will be required to be made to RailCorp / Sydney Trains and to Holroyd City Council prior to the works commencing. A copy of this SoHI is to be included in the notification.

Recommendation 2

An archival recording of the Wentworthville Memorial Fountain – prior to its dismantling and reconstruction is to be carried out in accordance with the NSW Heritage Division guidelines for Archival Recordings. This Recording can be placed in Holroyd City Council Library so that a complete record of the Memorial Fountain is available for public access.

After this, no further archaeological or heritage works is considered necessary for the Wentworthville Memorial Fountain.

Recommendation 3

The existing Railway commemorative plaque, erected in 1985, and memorial garden be relocated so that it remains with the Wentworthville Memorial Fountain and in association with the Wentworthville Railway Station.

Transport for NSW

Wentworthville Station Easy Access Upgrade - Statement of Heritage Impact

CONTENTS

Executive Summary	i
1 Introduction.....	1
1.1 Background.....	1
1.2 Site Location.....	1
1.3 Methodology	2
1.4 Authorship	3
2 Statutory Issues.....	3
2.1 Cultural Heritage Statutory Protection – Introduction	3
2.1.1 Commonwealth Legislation	3
2.1.2 State Legislation	4
2.1.2.1 <i>NSW Heritage Act 1977</i> (amended 1999)	4
2.1.2.2 Environmental Planning & Assessment Act 1979	5
2.2 Statutory Heritage Register Search	8
2.2.1 National Heritage List	9
2.2.2 NSW State Heritage Register	9
2.2.3 Holroyd Local Environment Plan (2013)	9
2.2.4 Parramatta Local Environment Plan (2011)	9
2.2.5 NSW Section 170 Heritage & Conservation Register	10
2.3 Non-Statutory Heritage Register Search	10
2.3.1 Register of the National Estate	10
2.3.2 National Trust	10
2.4 Summary of Statutory Provisions Relevant to the Study Area.....	11
3 History	12
3.1 Development of Wentworthville	12
3.2 Background to Establishment of the Railway	13
3.2.1 The Railway Station	14
3.2.2 The Memorial Fountain	15
3.2.3 The Adjacent Shops – 2-4 and 6-8 Station Street, Wentworthville	16
3.3 Historical Summary.....	17
4 Site Inspection	17
4.1 Train Station	17
4.1.1 Footbridge.....	17
4.1.2 Staircases	20

4.1.3	Kiosk – Footbridge Location	21
4.1.4	Station Building – Platform 1 and 2.....	22
4.1.5	Station Building – Platform 3 and 4.....	24
4.1.6	Platform 1 and 2 Building – Internal.....	25
4.2	Memorial Fountain, The Kingsway, Wentworthville	33
4.3	Station Street Heritage Items	36
4.3.1	No.2 and No.4 Station Street	36
4.3.2	No.6 and No.8 Station Street	38
4.4	Summary of Site Inspection	40
4.4.1	Wentworthville Railway Station Structures	40
4.4.2	Memorial Fountain	40
4.4.3	2-4 and 6-8 Station Street Shopfronts and Streetscape	40
4.5	Comparative Analysis – Wentworthville Railway Station	40
4.5.1	Comparison.....	41
5	Heritage Assessment	42
5.1	Introduction	42
5.2	Evaluation of Cultural Significance	43
5.2.1	Wentworthville Railway Station	43
5.2.2	Station Street Shops	50
5.2.3	Memorial Fountain	51
6	Impact of the Proposed Development	52
6.1	Relevant heritage guidelines / principles	52
6.2	Impact Assessment	52
6.2.1	Proposed works	52
6.2.2	Assessed Impact - Wentworthville Railway Station	56
6.2.3	Assessed Impact - Station Street Shops	57
6.2.4	Assessed Impact - Memorial Fountain.....	58
7	Mitigation Measures	59
7.1	Summary of key findings	59
7.2	Proposed Mitigation Measures & Management Recommendations	59
	REFERENCES.....	60

Cover Image: View from Wentworth Avenue side of the Railway overbridge of Wentworthville Railway Station, with 2-4 Station Street and Dobson House 6-8 Station Street, both heritage items, in the background. Source: Cosmos Archaeology Pty Ltd.

1 Introduction

1.1 Background

MWH Australia Pty Ltd and Cosmos Archaeology Pty Ltd were commissioned by Transport for New South Wales (TfNSW) to prepare this Statement of Heritage Impact (SoHI). The SoHI addresses heritage impacts resulting from the Wentworthville Station Easy Access Upgrade (The Proposal). The Proposal is part of the Transport Access Program, a government initiative managed by TfNSW, to provide accessible, modern, secure and integrated transport infrastructure.

Wentworthville Station is a heritage item with local significance, included on the Sydney Trains s.170 Heritage Register. It is also listed as a heritage item for Holroyd City Council, on Schedule 5 of the *Holroyd Local Environment Plan 2013*. Immediately adjacent to the station is a c.1935 Memorial Fountain which is also a local heritage item listed on Schedule 5 of the *Holroyd Local Environment Plan 2013*. The upgrading works propose the removal and relocation of this fountain.

In addition, Wentworthville Station is located adjacent to two local heritage items, the two storey shops at 2 – 4 and at 6 – 8 Station Street. These items are also included on Schedule 5 of *Holroyd Local Environment Plan (LEP) 2013*.

This Statement of Heritage Impact (SoHI) is prepared as part of the Review of Environmental Factors (REF) for the Proposal. The purpose of the SoHI is to assess and report on the impacts to the heritage items and discussion of the best strategies to mitigate any identified impacts. This SoHI assesses the proposed works on the heritage of the items and provides management of the impact. As these items are of local significance, this assessment of impacts will need to be approved by the local Council and Sydney Trains. If the items were of State Significance, approval for any changes would be required from the NSW Heritage Division of the Office of Environment and Heritage.

1.2 Site Location

Wentworthville Railway Station is located on the border of the Holroyd City Local Government Area and the Parramatta City Local Government Area, in the north western Sydney metropolitan area. A map showing the Wentworthville Station and Station Street is included in Figure 1. The specific project area with the items indicated is also included in more detail at the aerial photograph (Figure 2).

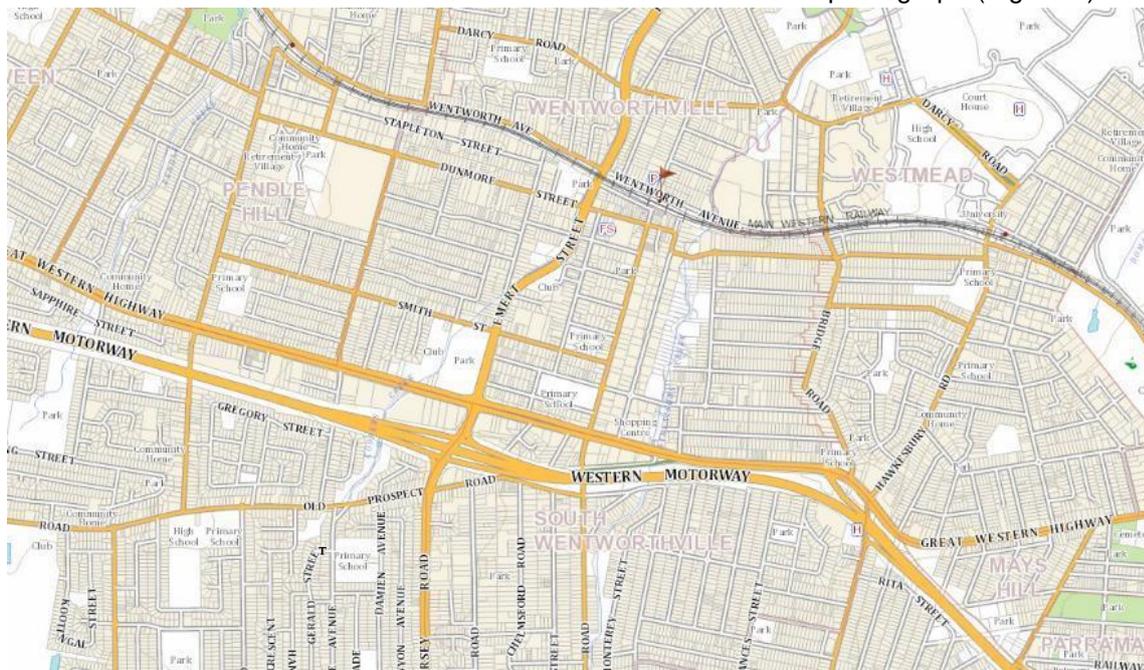


Figure 1: A map of Wentworthville with the railway station indicated in red. Source: NSW Land & Property Information, spatial information exchange, <http://maps.six.nsw.gov.au/>



Figure 2: Aerial view of the Wentworthville Station project area. Source: NSW Land & Property Information, spatial information exchange, <http://maps.six.nsw.gov.au/>

The Proposal will affect both The Kingsway and Wentworth Avenue entries to the Station as well as footpath and car parking areas outside of the station. The proposed works include the items noted below. The impacts that these works will have on the heritage items previously indicated and shown above (Figure 2) are assessed herein.

- retention, repairs and repainting of the existing footbridge structure
- retention of the existing ramps
- installation of four new lifts:
 - one at each station entrance
 - one to Platform 1/2
 - one to Platform 3/4
- replacement of all stairs with new stairs
- widening of the existing footbridge between the new platform lifts
- provision of passenger information displays and ticket vending machines
- demolition of the existing retail concession on the footbridge to allow for the platform lift
- Station building upgrades to provide accessible customer and staff areas and facilities including waiting rooms, family accessible toilet, and new male/female amenities
- Pedestrian access and transport interchange improvements in the Kingsway and Wentworth Avenue.

1.3 Methodology

The methodology to successfully complete this SoHI conforms to that advised in the NSW Heritage Branch published guidelines Statements of Heritage Impact.¹ In line with these guidelines, we have applied the following methodology:

- A review of any heritage assessments completed in the vicinity of the study area;
- A review of current heritage listings for the subject item and the subject area and present in preferred tabular format;
- A review of the historical research;

¹ NSW Heritage Office and Department of Urban Affairs & Planning 1996, revised 2002

- Identification of all heritage items within or immediately adjacent to the project area;
- Report on the site inspection;
- Determine the significance of previously identified heritage items and the significance of any newly identified heritage items;
- Determine the level of impact the proposed works would have on all identified and potential heritage item within the project area;
- Provide advice on legal compliance issues related to heritage items, this includes requirement for any approvals under the *Heritage Act 1977* and the requirement for notification in accordance with the *Heritage Act* and/or *State Environmental Planning Policy (Infrastructure) 2007*, and;
- Provide suitable management or mitigation measures to minimise impacts to the identified heritage items.

1.4 Authorship

This assessment was written by Gina Scheer, Archaeologist and heritage consultant and Chris Lewczak, Senior Archaeologist, Cosmos Archaeology Pty Ltd.

2 Statutory Issues

2.1 Cultural Heritage Statutory Protection – Introduction

Cultural heritage in New South Wales (NSW) is protected and managed under a hierarchy of legislation. The following section provides a brief summary of the relevant statutory regulations relating to the current project area.

2.1.1 Commonwealth Legislation

The *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) is the Australian Government's central piece of environmental legislation. It provides a legal framework to protect and manage matters of national environmental significance, including heritage places.²

The National Heritage List (NHL) is a list of natural, historic and Indigenous places that are of outstanding heritage significance to Australians and are considered to have National Heritage value. Places on the NHL are recognised and protected under the EPBC Act. Prior to being listed on the NHL, a place is assessed against set criteria by the Australian Heritage Council, which then makes a recommendation to the Minister for the Department of Sustainability, Environment, Water, Population and Communities.³

Any proposed actions to a National Heritage place which have, will have, or are likely to have, a significant impact on its National Heritage values, must be referred to the Minister. Actions which constitute a significant impact to a National Heritage place are those that will cause:

- one or more of the National Heritage values to be lost;
- one or more of the National Heritage values to be degraded or damaged; or,
- one or more of the national Heritage values to be notably altered, modified, obscured or diminished.⁴

The Minister will make a decision as to whether or not the proposed actions constitute a significant impact and require approval under the EPBC Act. If approval is required, an environmental assessment of the proposed development must be carried out.⁵

² Department of Sustainability, Environment, Water, Population and Communities, 2011, *Environment Protection and Biodiversity Conservation Act*, available <http://www.environment.gov.au>.

³ Department of Environment, Water, Heritage and the Arts, 2010, *Australia's National Heritage*, 3.

⁴ Department of Environment, Water, Heritage and the Arts, 2009, *Matters of National Environmental Significance: Significant impact guidelines 1.1 Environment Protection and Biodiversity Conservation Act 1999*, 20.

⁵ *Op. Cit.*, Department of Environment, Water, Heritage and the Arts, 2009, 1.

2.1.2 State Legislation

2.1.2.1 NSW Heritage Act 1977 (amended 1999)

The NSW *Heritage Act 1977* is the primary piece of State legislation affording protection to all items of non-indigenous environmental heritage (natural and cultural) in NSW. Under the Act, “items of environmental heritage” include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items of heritage identified as having State significance are listed on the NSW State Heritage Register and are afforded automatic protection against any activities that may damage the item or affect its heritage significance under the Act.

Relic provision & protection

In addition to buildings and items listed on the State Heritage Register, various cultural heritage sites, items, archaeological features and deposits are afforded automatic statutory protection by the relic provisions of the NSW *Heritage Act 1977*. The Act defines a ‘relic’ as something that:

- a) *relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- b) *is of State or local heritage significance.*⁶

Sections 139 to 145 of the Act prevent the disturbance or excavation of any land if there is a reasonable cause to suspect that a relic will be discovered, exposed, moved, damaged or destroyed, unless an excavation permit has been issued by the Heritage Council of NSW. The type of permit that is required depends on whether the relic or relics have been listed on the State Heritage Register.

There is also an obligation under the *Heritage Act* to stop work and contact the Heritage Office if relics are unexpectedly disturbed or uncovered. Any relics located are required to be reported under the NSW *Heritage Act 1977*, Section 145.

Infrastructure still in use today that has been identified as a heritage item is known as a ‘work’. These items are not defined as a relic, and development affecting them can be carried out under a list of Standard Exceptions for State significant items published by the Heritage Council.⁷ The significance of the item and the level of impact determine the requirement to undertake a heritage assessment and proposed suitable mitigation works; however, a permit application is not required. Impacts to the cultural significance of relics assessed to be minor can qualify for an exception from the requirement for a permit.⁸

Management of heritage assets by NSW Government agencies

The NSW *Heritage Act 1977* also requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Act, government instrumentalities must establish and keep a register entitled the “Heritage & Conservation Register” which includes all items of environmental heritage listed on the State Heritage Register, an environmental planning instrument or that may be subject to an interim heritage order, which are owned, occupied or managed by that government instrumentality.

Under Section 170A of the *Heritage Act 1977*, each government agency must also ensure that all items entered on its Heritage & Conservation Register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the NSW Minister for Infrastructure & Planning on advice of the NSW Heritage Council.⁹ These principles serve to protect and conserve the

⁶ **NSW Heritage Act 1977** Part 4 – Definitions

⁷ **NSW Heritage Branch 2006** Standard Exceptions for Works Requiring Heritage Council Approval.

⁸ **NSW Heritage Branch, 2006**, Schedule of Additional Exceptions.

⁹ **NSW Heritage Office, 2005**, State Agency Heritage Guide – Management of Heritage Assets by NSW Government Agencies

heritage significance of identified sites, items and objects, and are based on relevant NSW heritage legislation and statutory guidelines.

2.1.2.2 Environmental Planning & Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* established the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The *Act* requires that environmental impacts are considered prior to land development; this includes impacts to cultural heritage items and places as well as archaeological sites and deposits. The *Act* also requires that Local Government agencies prepare planning instruments (such as Local Environmental Plans, Development Control Plans) in accordance with the *Act* to provide guidance on the level of environmental assessment required.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policies (SEPP) are prepared by the NSW Department of Planning under the *Environmental Planning & Assessment Act 1979*. SEPP (Infrastructure) 2007 is directed towards facilitating the effective delivery of infrastructure across NSW by providing a consistent planning regime for the provision of public infrastructure services. The SEPP deals specifically with environmental assessments relating to infrastructure and services development, and allows for certain development of minimal environmental impact to be identified as exempt development (i.e. exempt from development consent requirements at local council level).

However, SEPP (Infrastructure) 2007 includes certain provisions regarding heritage items – including local heritage items (“a place, building, work, relic, tree, archaeological site or Aboriginal object that is identified as a heritage item in a local or regional environmental plan”). Clause 14 of SEPP (Infrastructure) 2007 states that any development carried out by or on behalf of a public authority that is likely to have an impact (that is not minor or inconsequential) on a local heritage item – even if the development is one that the SEPP provides may be carried out without consent – must involve impact assessment and consultation with local council/s. If a development that will have a moderate to high impact on an item of heritage is proposed, Clause 14 of SEPP (Infrastructure) 2007 states that prior to carrying out the development, the public authority (or person acting on behalf of the public authority) must:

- Have an assessment of the impact prepared,
- Provide written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area is located; and,
- Take into consideration any response to the notice that is received from the council within 21 days after the notice is given.

Holroyd Local Environment Plan 2013

The *Holroyd Local Environment Plan 2013* provides planning and development controls for the part of the project area on the southern side of the train line including The Kingsway and Station Street. The Holroyd LEP boundary also includes the train line and Wentworthville Train Station. Heritage items are found in Schedule 5 of the LEP.

The LEP (Clause 5.10) outlines the objectives of the heritage protection within the local government area, which are:

- (a) *to conserve the environmental heritage of Holroyd,*
- (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) *to conserve archaeological sites,*
- (d) *to conserve Aboriginal objects and Aboriginal places of heritage significance.*

Clause 5.10(2) lists requirements for consent, as development consent is required for any of the following:

- (a) *demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - (i) *a heritage item,*
 - (ii) *an Aboriginal object,*
 - (iii) *a building, work, relic or tree within a heritage conservation area,*
- (b) *altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
- (c) *disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- (d) *disturbing or excavating an Aboriginal place of heritage significance,*
- (e) *erecting a building on land:*
 - (i) *on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
- (f) *subdividing land:*
 - (i) *on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) *on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

Development consent is not required in some circumstances, such as if (Clause 5.10[3]):

- (a) *the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*
 - i. *is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and*
 - ii. *would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or*
- (b) *the development is in a cemetery or burial ground and the proposed development:*
 - i. *is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and*
 - ii. *would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or*
- (c) *the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or*
- (d) *the development is exempt development.*

Clauses 5.10(4) to 5.10(6) explain that the consent authority may require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned. After considering the heritage significance of a heritage item and the extent of change proposed to it, the consent authority may require the submission of a heritage conservation management plan before granting consent.

In relation to archaeology, Clause 5.10(7) nominates the following:

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

- (a) *notify the Heritage Council of its intention to grant consent, and*
- (b) *take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*

Aboriginal places of heritage significance are referred to in Clause 5.10(8):

In the case of consent granted for the demolition of a State heritage item, the consent authority must notify the Heritage Council about the application and take into consideration any response received from the Heritage Council within 28 days after the notice is sent (Clause 5.10[9]).

Clause 5.10(10) explains that the consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

- (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and*
- (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and*
- (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and*
- (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and*
- (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.*

Parramatta Local Environment Plan 2011

The *Parramatta Local Environment Plan 2011* provides planning and development controls for the northern side of the train line at Wentworthville Station, which forms part of the study area for this assessment. The Parramatta LEP boundary is the northern side of the train line, but not including the train line or Wentworthville Train Station itself. Heritage items are found in Schedule 5 of the LEP.

The LEP (Clause 5.10) outlines the objectives of the heritage protection within the local government area, which are:

- (a) to conserve the environmental heritage of Parramatta,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) to conserve archaeological sites,*
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.*

Clause 5.10(2) lists requirements for consent, as development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - (iv) a heritage item,*
 - (v) an Aboriginal object,*
 - (vi) a building, work, relic or tree within a heritage conservation area,*
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- (d) disturbing or excavating an Aboriginal place of heritage significance,*
- (e) erecting a building on land:*
 - (iii) on which a heritage item is located or that is within a heritage conservation area, or*
 - (iv) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
- (f) subdividing land:*
 - (iii) on which a heritage item is located or that is within a heritage conservation area, or*
 - (iv) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

Development consent is not required in some circumstances, such as if (Clause 5.10[3]):

- (a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*

- Section 170 Heritage and Conservation Register.

2.2.1 National Heritage List

The National Heritage List is a register of natural and cultural places with outstanding heritage significance to the Australian nation. Each entry to the National Heritage List is assessed by the Australian Heritage Council as having exceptional heritage value and is protected under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. The Act requires that approval is obtained from the Australian Government Minister for the Environment Protection, Heritage and the Arts before any action takes place that has, will have, or is likely to have, a significant impact on the national heritage values of a listed place.

Wentworthville Station is not listed on the National Heritage List.

The Wentworthville Memorial Fountain is not listed on the National Heritage List.

2.2.2 NSW State Heritage Register

The State Heritage Register is a statutory list of places and items of State heritage significance made by the Minister Planning. The Register lists a diverse range of places, including archaeological sites, that are particularly important to the State and which enrich our understanding of the history of NSW.

Places and items listed on the Register are legally protected under the NSW *Heritage Act 1977* and approval is required from the Heritage Council of NSW prior to undertaking work that results in their alteration or modification.

Wentworthville Station is not listed on the State Heritage Register.

The Wentworthville Memorial Fountain is not listed on the State Heritage Register.

2.2.3 Holroyd Local Environment Plan (2013)

All heritage items identified to have cultural significance located within the Holroyd local government area are listed in Schedule 5 of the *Local Environment Plan (2013)*. Each item in this list is subject to protection under the planning and development controls of the LEP.

Wentworthville Station is a local heritage item on the Holroyd Local Environment Plan (2013).

The Wentworthville Memorial Fountain is a local heritage item on the Holroyd Local Environment Plan (2013).

In addition, these items are within close proximity to two local heritage items located at 2-4 and 6-8 Station Street, Wentworthville:

The listing is as follows:

Location	Name	Description	Address	Level of Significance	Listing No.
Wentworthville	Inter-war shopfront with Federation influences	2 and 4 Station Street	Lots G and H, DP 393510	Local	I138
Wentworthville	"Dobson House", Federation/Inter-war period shopfront	6 and 8 Station Street	Lots 1 and 2, DP 803586	Local	I139
Wentworthville	Wentworthville Railway Station	The Kingsway		Local	I140
Wentworthville	Memorial fountain	The Kingsway		Local	I141

2.2.4 Parramatta Local Environment Plan (2011)

All heritage items identified to have cultural significance located within the Parramatta local government area are listed in Schedule 5 of the *Local Environment Plan (2011)*. Each item in this list is subject to protection under the planning and development controls of the LEP.

There are no heritage items located within or immediately adjacent to the study area listed on the Parramatta LEP (2011).

There is one listing, for Wentworthville Cottage located at 59 Wentworth Avenue, Wentworthville. This is listed as a local heritage item. It is located approximately 100 m to the

east of the study area and will not be indirectly or visually impacted by the proposed works at Wentworthville Railway Station.

The listing is as follows:

Location	Name	Description	Address	Level of Significance	Listing No.
Wentworthville	Cottage	Lot 10, Section 3, DP 976563	59 Wentworth Ave	Local	1626

2.2.5 NSW Section 170 Heritage & Conservation Register

The RailCorp (now Sydney Trains) *Heritage & Conservation Register* is established in accordance with Section 170 of the NSW *Heritage Act (1977)*; in order to record all the heritage items in the ownership or under the control of Sydney Trains and to assist in total asset management by providing information on their assets which have identified heritage significance. The Register has been prepared in accordance with the NSW Heritage Office guidelines and corresponds with information contained in the State Heritage Inventory, as managed by the NSW Heritage Office.

Wentworthville Station is listed on Sydney Train's Section 170 Heritage and Conservation Register. The Station has been assessed as being of local significance to Wentworthville.

2.3 Non-Statutory Heritage Register Search

2.3.1 Register of the National Estate

The Register of the National Estate (RNE) is a non-statutory listing of natural and cultural heritage places that are considered special to Australians and worth keeping for the future. The register was initiated by the Australian Heritage Commission in 1976 and now contains over 13,000 places across Australia. The RNE is now maintained by the Australian Heritage Council, however, in 2006, the *Environment Protection and Biodiversity Conservation Act 1999*, and the *Australian Heritage Council Act 2003* were amended to, among other things, stop changes to the RNE. The Australian Heritage Council can no longer add to, alter, or remove all or part of a place from an RNE listing.

Listing on the RNE was a way of identifying and providing information on Australia's heritage places and publicly confirmed their value to the community. Places on the RNE may be protected under appropriate States, Territories and Local Governments heritage legislation and under an agreement between the Commonwealth and States and Territories it is intended that registered places will be considered for inclusion in appropriate Commonwealth, State / Territory heritage lists.

Registered places can also be protected under the EPBC Act if they are also included in another Commonwealth statutory heritage list. However, the act of listing a place on the RNE does not constitute automatic legal protection. Notwithstanding, the RNE is widely recognised as an authoritative compilation of the heritage significance of many of Australia's natural and cultural places and is still considered by planning agencies when decisions regarding development and conservation are being determined.

Wentworthville Station is not listed on the Register of the National Estate.

The Wentworthville Memorial Fountain is not listed on the Register of the National Estate.

2.3.2 National Trust

The National Trust (NSW) is a community-based charity organisation, established in 1946 to safeguard the natural, built and cultural heritage of NSW. The Trust maintains and operates many of Australia's most significant heritage properties and plays a pivotal role on many liaison committees with government departments, councils, developers and other community organisation.

The National Trust maintains a Register of landscapes, townscape, buildings, industrial sites, cemeteries and other items or places that the Trust determines have cultural significance and are worthy of conservation. There are currently some 12,000 items listed on the Register. The Trust's Register is intended to perform an advisory and educational role. The listing of a place in the Register, known as 'classification' has no legal force however, like the Register of the National Estate, it is widely recognised as an authoritative statement of the cultural significance of a place.

Wentworthville Station is not included on the National Trust's (NSW) heritage register.

The Wentworthville Memorial Fountain is not included on the National Trust's (NSW) heritage register.

2.4 Summary of Statutory Provisions Relevant to the Study Area

There are four items of cultural heritage present within or adjacent to the project area that come under statutory provisions.

Two of these heritage items are located outside of the project area; the shopfronts at 2-4 and 6-8 Station Street. However, Wentworth Station itself and the Memorial Fountain are located inside of the works area. These works will require consultation on behalf of Transport for NSW with the Holroyd City Council and Sydney Trains. Management recommendations regarding these items are included in Section 6.

There is one heritage item listed within 100 m of the project area listed on the Parramatta LEP (2011), Wentworth Cottage. This heritage item is a Federation era cottage of local significance. However, it is located over 100 m to the east of the project area, and therefore it will not be directly or indirectly impacted by the proposed works at Wentworthville Railway Station.

Relevant Statutory Heritage Listings

Subject Heritage Item	Commonwealth <i>Environment Protection & Biodiversity Conservation Act 1999.</i>	NSW <i>Heritage Act</i>	Holroyd LEP (2013)	Parramatta LEP (2011)	NSW S170 Heritage and Conservation Register	State Environmental Planning Policy (Infrastructure) 2007
Wentworthville Railway Station			☑		(State Rail. RailCorp/ Sydney Trains) ☑	☑
Inter-war shopfront with Federation influences 2-4 Station Street, Wentworthville			☑			
"Dobson House", Federation/Inter-war period shopfront 6-8 Station Street, Wentworthville			☑			
Memorial fountain			☑			
Wentworthville Cottage				☑		

3 History

3.1 Development of Wentworthville

The European history for Wentworthville identified the area as part of an initial land grant of 2200 acres (890 ha) granted to D'Arcy Wentworth in 1819. An historic Department of Lands Parish map, dated 19th February 1894, shows the extent of Wentworth's land in relation to the subject area of Wentworth Railway Station (Figure 3.1).

D'Arcy Wentworth is later better known as the father of William Charles Wentworth, one of the three Blue Mountains explorers. However, D'Arcy was also a significant figure in the early history of Sydney and the colony of New South Wales. He was born c.1762 in Portadown, Ireland, and died 1827 at home in Homebush, Australia.¹⁰

D'Arcy was a medical practitioner and public servant. He had arrived at Port Jackson as assistant surgeon on the transport *Neptune* in June 1790. On August 1st 1790 he sailed in *Surprize* for Norfolk Island where he began his Australian career as an assistant in the hospital. He was then appointed superintendent of convicts at Norfolk Island from 1791 until his return to Sydney in 1796. Thereafter, he served in different grades and with differing responsibilities at medical centres at Norfolk Island, Sydney and Parramatta, until his appointment as principal surgeon of the Civil Medical Department in 1809. He was also appointed a justice of the peace in May 1810 and selected to sit in Governor Lachlan Macquarie's Court. In December 1810 he was put in charge of Macquarie's newly reformed police force, which he was to control very ably for nearly a decade.¹¹

Wentworth's salary as a medical officer was supplemented by land grants, which was a normal custom during the early years of the Sydney colony. As he was active in land clearance and development these grants became very extensive.



Figure 3.1: An 1894 Parish map showing the extent of D'Arcy Wentworth's land. The railway station is indicated in red. Source: Parish of Prospect, County of Cumberland map, NSW Land & Property Information, spatial information exchange, <http://maps.six.nsw.gov.au/>

¹⁰ J. J. Auchmuty, 'Wentworth, D'Arcy (1762–1827)', *Australian Dictionary of Biography, National Centre of Biography*, Australian National University, <http://adb.anu.edu.au/biography/wentworth-darcy-1545/text3917>, accessed online 8 November 2014

¹¹ Op cit

D'Arcy Wentworth seems to have obtained his first grant of about 147 acres (59 ha) at Parramatta from Governor Hunter in 1799. He then added to this property by purchasing land or obtaining it as repayment of debts. By 1821 he had been awarded a total of 17,000 acres (6880 ha) while his two sons, William Charles and John, had 3450 (1396 ha) more, many of the later grants being in the Illawarra area. By his will Wentworth disposed of at least 22,000 acres (8903 ha) of land, much of it purchased.¹²

William Fullagar was another pioneer to the area. He established the Star Inn on the corner of Ettalong Road and the Western Road in 1845, now the Great Western Highway. During the 1840s he also opened a cattle saleyards in Wentworthville, which became one of the principal ones for the colony. His family estate was "Essington House," which later became the site of a Christian school. Fullagar Road in the local area is named after him.¹³ During the mid-1800s, a land boom attracted residents to the area. Wentworth's holdings were sub-divided and amounted to 600 lots.

3.2 Background to Establishment of the Railway

The railway line had been established in 1863 through Wentworthville on its way to Penrith. It was not until 1883 that Wentworthville got its own public railway station. Originally the railway station was called T. R. Smith's Platform and was renamed Wentworthville two years later. The name Wentworthville was adopted in 1885 after Darcy Wentworth, whose grant was located where the railway was located (see Figure 3.1). The station serviced a new sub-division of this estate and was paid for by the speculators. The town of Wentworthville was officially proclaimed in 1890.¹⁴

The Sydney Railway Company, a private company established to serve the interests of the port of Sydney, announced proposals to build the first railway line in Sydney in 1848, the year the company became incorporated.¹⁵ The company was then taken over by the New South Wales government in 1854, due to financial concerns, and in 1855 the first railway in the state was opened between Sydney and the present-day Granville. Much of the construction of the Main Western line, as well as the Main Southern and Main North lines were completed under the supervision of John Whitton, who is considered to be the Father of New South Wales railways. Whitton was the Engineer-in-Charge for the New South Wales Railways, between 1856 and 1899.¹⁶ The Main Western railway was extended from Granville to the current Parramatta station and Blacktown in 1860, then on through Wentworthville and Toongabbie to Penrith, at the base of the Blue Mountains, in 1863.¹⁷

The establishment of the railway and a railway station at Wentworthville enabled the formation of the town and local business, which remained largely agricultural during the 19th and early 20th century. The Cumberland Argus, a Parramatta based newspaper, reported in June 1904 that business was brisk at Wentworthville railway station and associated sawmill at that time:

*RAILWAY BUSINESS — Business is brisk at the sawmill and the station just now, the average output being from 500 to 600 tons of wood per week. The despatch of citrus fruit is just getting in, and will no doubt be much greater shortly. Tho coaching returns for April were £100 16 and for May £63. There was not much extra traffic outwards on this holiday, but a good many visitors arrived by rail for the day.*¹⁸

¹² J. J. Auchmuty, 'Wentworth, D'Arcy (1762–1827)', **Australian Dictionary of Biography, National Centre of Biography**, Australian National University, accessed 8 November 2014 <http://adb.anu.edu.au/biography/wentworth-darcy-1545/text3917>, accessed 8 November 2014.

¹³ Holroyd City Council, Heritage E-book, accessed 8 November 2014

<http://www.holroyd.nsw.gov.au/documents/ebook/HeritageItems/files/assets/basic-html/page187.html>

¹⁴ Wikipedia, accessed 8 November 2014, http://en.wikipedia.org/wiki/Wentworthville,_New_South_Wales

¹⁵ C.C. Singleton, et al, *Beginning of the Railway era in Australia*, **Royal Australian Historical Society Journal**, **Volume 41, Part 5**, 1956, 268

¹⁶ Wikipedia, accessed 10 November 2014 http://en.wikipedia.org/wiki/Rail_transport_in_New_South_Wales

¹⁷ Wikipedia, accessed 10 November 2014 http://en.wikipedia.org/wiki/Main_Western_railway_line,_New_South_Wales

¹⁸ *Wentworthville*, The Cumberland Argus and Fruitgrowers Advocate, **11 June 1904, p11**

3.2.1 The Railway Station

The heritage listing for Wentworthville railway station notes that:

“The first station buildings on the site were built in 1924, though they were removed for the construction of the present brick station buildings, dating from the time of the quadruplication of the line in 1946.”¹⁹

However, a station platform was in existence in Wentworthville from 1883, when a platform was built, called T.R. Smith’s platform, in honour of the developer who arranged its construction. This was renamed Wentworthville Station in 1885. There was then a station building there in the 1920s and plans were being made for its enlargement in 1934 and 1935 as the platform was not long enough to cope with the passengers.²⁰

Redevelopment at numbers of stations took place during the quadruplication of the Main Western Line between Parramatta and Blacktown in 1946. Electrification of the line reached Parramatta in 1928 and Penrith in 1955.²¹

There are no visible remains of the earlier railway station elements at Wentworthville. The existing Wentworthville station buildings are identical in design to those at Toongabbie and Pendle Hill Railway Stations, also Westmead, although that has since been demolished.

The railway station buildings are located on the platforms at Wentworthville, with the main Station building located on Platforms 1 and 2. The buildings follow the Inter-War Stripped Functionalist style and were constructed as part of the line quadruplication project between Lidcombe and St. Marys. They were constructed between 1943 and 1946 by the NSW Department of Railways. Their design and construction are typical of NSW Railways of this Inter-war period. The s.170 heritage listing for Wentworthville Railway Station notes the following regarding these structures:

BUILDINGS

Station Building, Platform 1/2, brick, type 13 (1943)

Station Building, Platform 3/4, brick, type 13 (1943)

Kiosk, (c1954)

STRUCTURES

2x Island Platforms, brick faced (1943)

Footbridge, steel beam with rolled steel joist supports (1941)²²

The pedestrian overbridge also dates to that period. However, the NSW Heritage Database Inventory No. 4801040 has two different dates for the footbridge, 1941 and 1944.²³

This pedestrian bridge is a steel beam structure with concrete deck and RSJ steel supports over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side of the station. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960. This same style is apparent at Pendle Hill and Toongabbie railway stations.

A 1943 aerial photograph of Wentworthville Railway Station shows the works in progress at that time. Wentworthville, Pendle Hill and Toongabbie were undertaken concurrently during the period 1943-1946. The aerial photograph also shows the prominence of the Memorial Fountain, before the area became more developed (Figure 3.2).

¹⁹ NSW Environment and Heritage, NSW Heritage Database, Wentworthville Railway Station Group, accessed 10 November 2014 <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801040>

²⁰ *Very dangerous Wentworthville Station*, The Cumberland Argus and Fruitgrowers Advocate **21 November 1934, p4**

²¹ NSW Environment and Heritage, NSW Heritage Database Inventory No. 4801040, Wentworthville Railway Station Group, accessed 10 November 2014

²² NSW Environment and Heritage, NSW Heritage Database Inventory No. 4801040, Wentworthville Railway Station Group, accessed 10 November 2014

²³ NSW Heritage Database Inventory No. 4801040 has two different dates for the footbridge however, 1941 and 1944, Wentworthville Railway Station Group, accessed 10 November 2014



Figure 3.2: The 1943 aerial photograph shows the railway station appears to be under reconstruction. The memorial fountain is more prominent. Source: Six online, 1943 aerial photograph Wentworthville Railway Station, <http://maps.six.nsw.gov.au/>

3.2.2 The Memorial Fountain

The memorial fountain commemorates local drowning victims Jack Stanton and James Tomlinson. Both boys were residents of Wentworthville and were members of a Sunday School party which had gone to Scarborough at the coast for a picnic. When other members of the party got into difficulties in the water, the boys went to their help but the undertow swept them both out to sea.²⁴

The fountain was erected in a public place to maximise local exposure for the boys and their families. It is located immediately adjacent to The Kingsway entry to Wentworthville Station (Figure 3.3).

The wording on the bronze plaque reads:

“In memory of Jack Walter Stanton and Alexander Tomlinson who perished in the service of God and their fellow men. Drowned at Scarborough on October 1, 1932. Marked bravery was also displayed on this occasion by Rita Tomlinson, John Geoffrey Harper & Leo Sparks. This fountain was erected by District Residents. Unveiled MCMXXXV E. J. A. Weller A.R.A.I.A” (See detail in Figure 4.38)

²⁴ Monument Australia, http://monumentaustralia.org.au/australian_monument/display/99824; viewed 08/11/2014



Figure 3.3: A current photograph of the memorial fountain located outside the Kingsway access to Wentworthville railway station. Source: Chris Lewczak, Cosmos Archaeology, photograph 31 October 2014.

The Heritage Inventory sheet for Holroyd City Council notes that this is a unique type of monument within the Municipality and an important example of the expression of local feelings and emotions.²⁵

3.2.3 The Adjacent Shops – 2-4 and 6-8 Station Street, Wentworthville

These buildings date to the 1920s commercial expansion of Wentworthville. Located at the northern end of Station Street in close proximity to the railway, this section of the street is most commercial, with similar styled buildings dating from the early to late 1920-30s.

Both buildings are also located on land that was part of the 2200 acres originally granted to D'Arcy Wentworth in 1819. A portion of this land was given to William Macpherson and later to William Lawson and William Charles Wentworth. By 1881 Fitzwilliam Wentworth, J R Smith and William Prichard acquired the land which was subsequently subdivided as the 'Wentworth Estate'. The sites closest to the railway were sold first as they were located close to the necessary means of transport.

2-4 Station Street

It was not until 1929 that Ethel Golding purchased portions of Lots 4 and 5 on Station Street near the railway. In the same year the building was constructed and part was used as a newsagent for George and Amy Maunder who leased the property until 1939. George Maunder was a significant local figure, one of Holroyd's Mayors, serving for two terms of 1941-46 and 1951-55.

The two storey property was sold a number of times and in 1955 the building was subdivided by Raymond Neely who kept No. 4 and sold No. 2 to William Anthony. Between 1964 and 1971 the property was operating as Nu Way Dry Cleaners and a newsagent.

6-8 Station Street

The land was progressively subdivided and sold from 1883, and the property formed part of over 2 roods on Second Street (Station Street) between the Railway and Second Avenue (Dunmore Street) purchased in 1894 by Henry Cannan, a Clerk. He also purchased additional allotments on Second Street between Second Avenue and Pritchard Street in the 1890s. In 1896 the subject property passed to Annie Pritchard, wife of William Pritchard, Auctioneer, and in 1908 to John Hickey. The present boundaries were not formed until 1913 when the property was purchased and subdivided by James King. Dobson House was constructed in 1928 for Francis Dobson, Storekeeper, who purchased the property in 1923. Two leases prior to 1928, including one to Dobson 1923-26, would indicate Dobson

²⁵ Holroyd City Heritage Inventory sheet, The Kingsway, Wentworthville Memorial Fountain

House replaced a former shop building on this location. This view was substantiated by the Sands address directory and a local newspaper review on the growth of Wentworthville, which stated:

*New Buildings. Two two-storey brick shops, now in course of erection present quite an imposing appearance near the station. These and other, new buildings evidence the growth of the locality.*²⁶

The original building was divided into two sections, a three storey section at the front with painted brick parapet to the street and skillion roof over and a wide two storey gable wing at the rear. Suspended metal awning separated ground and first floor levels. A storage area for excess stock exists under the street level floor. The common wall between 6 and 8 Station Street comprises bricked-in archways to enable expansion of shop number 6. This was never required and shop number 8 was always leased out to another business. The rear gabled wing has a central brick chimney with four terracotta chimney pots. The single door into No. 8 has a fixed timber awning, and a narrow two storey verandah accesses No. 6. A single storey face brick gabled shed at the rear of No. 6 is partially open and has corrugated iron roof.

The shop and residence of 8 Station Street was leased for a significant length of time, forty years between 1937-77, by Nick Mantas and Theodore Pangras, Fruiterers. A variety of businesses including a milk bar, real estate agent, electrical shop, church opportunity business and the Pangras fruit shop have occupied 8 Station Street over the years.

The main shop, 6 Station Street, was not leased out of Dobson's ownership until May 1969 when the business was closed down by Frank Dobson. The Dobson shop operated for 46 years from this location. A number of general hardware stores have since occupied the premises of 6 Station Street.

3.3 Historical Summary

In summary, the development history of the area of Wentworthville Railway Station dates to the 1883 formation of the railway line and establishment of the original railway station.

The commercial areas of Wentworthville followed the establishment of the railway line, with earlier buildings, industry and sawmill established from the 1890s.

However, as the site inspection points out, the visible remains in this area date to a later period (see Section 4). The station and its buildings and surrounds have a 1940s date. The memorial fountain a 1930s date and the two closest heritage items being the shops at 2-4 and 6-8 Station Street have 1920s construction dates.

4 Site Inspection

The site inspection took place over two separate days. On 31st October, 2014 the station itself, its precinct and streetscapes were inspected, with photographs included in this section. On 7th November 2014 the internal station areas on the platforms were accessible and photographs have also been included herein. The Station is located to the north of the commercial centre of Wentworthville. The north of the Station is lined by Wentworth Avenue and forms a residential area. The Kingsway and Station Street are located south of the railway station and are at the northern end of a shopping precinct. A commuter car park is located north west from The Kingsway.

4.1 Train Station

The following components of Wentworthville Railway Station have been identified as affected by the proposed works; the footbridge, stairs, platforms and their buildings. These elements are described in this section with images from the site inspection.

4.1.1 Footbridge

The current footbridge consists of a steel mean structure with a concrete deck. The deck is supported by four steel pier footings. The two outermost piers consist of two steel columns with diagonal and cross bracing set into concrete foundations (Figures 4.1 and 4.2).

²⁶ National Library of Australia, Trove, accessed 10 November 2013; *The Cumberland Argus and Fruitgrowers Advocate*, Saturday 31 October, 1914.

Figure 4.1: General view of the footbridge at Wentworthville Station
(View to east) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.2: Configuration of the steel pier supports for the outside of the footbridge (View to northwest) (Photograph Cosmos Archaeology Pty Ltd).



The footbridge also has two access ramps, one located on either side of the stairs that lead from the outside of the station up onto the footbridge at both Wentworth Avenue and The Kingsway. These ramps are of similar construction to the stairs and footbridges, whereby the ramp is a steel construction with a concrete and paved deck, supported by two piers, each pier being of two steel columns and diagonal bracing (Figures 4.2, 4.3 and 4.4). The two inner piers, one on each train platform, comprise of four steel columns each with cross and diagonal bracing, with each steel column bolted onto a concrete footing (Figure 4.4).

The condition of the concrete deck was visible underneath the main section of the footbridge. The concrete deck shows signs of staining associated with water damage, however, it appears to be in relatively good condition (Figure 4.5). There are some isolated areas where there has been some friction against the steel deck beams supporting the deck.



Figure 4.3: Concrete and paved ramp present on the northern side (Station Street) of the station (View to northeast) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.4: View of the piers of the footbridge on the platform. (detailed view) (Photograph Cosmos Archaeology Pty Ltd)



Figure 4.5: View of the underside of the concrete deck of the footbridge. (detailed view) (Photograph Cosmos Archaeology Pty Ltd)



Figure 4.6: Curved brick wall present at the bottom of the ramp access on the southern (The Kingsway) side of the station (View to west) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.7: View down pedestrian access ramp present on the southern side of the station (The Kingsway) (View to west) (Photograph Cosmos Archaeology Pty Ltd).

4.1.2 Staircases

There are four staircases connected to the footbridge, one each on the outside of the footbridge and one each that lead from both platforms to the footbridge. Each staircase is made up of steel girders with a concrete deck and stair treads. Each staircase has a landing at halfway, and each staircase has a set of four steel column piers that supports the staircase located directly underneath each landing (Figure 4.8).



Figure 4.8: Example of one of two staircases that leads from the footbridge onto the station platform also showing the pier configuration below the staircase landing (View to northwest) (Photograph Cosmos Archaeology Pty Ltd).

All four staircases, the two ramps and the main section of the footbridge are covered by a steel framed awning with a Colorbond roof (Figure 4.9).



Figure 4.9: View down one of the two staircases to the platform. (View to east) (Photograph Cosmos Archaeology Pty Ltd).

4.1.3 Kiosk – Footbridge Location

The small timber clad and gable roofed kiosk (originally built as a bookstall for the station, c.1954) is located on a cantilevered concrete slab supported by steel columns with concrete footings opposite the stairs to Platform 1/2 (Figure 4.10).



Figure 4.10: The later added Kiosk located on the footbridge over the Platforms will be removed in the current proposal. (Photograph Cosmos Archaeology)

4.1.4 Station Building – Platform 1 and 2

The station building on Platform 1 and 2 is the larger of the two buildings constructed at both of the platforms at Wentworthville railway station. Both platforms and buildings showing their matching style (Figure 4.11). The buildings are constructed of brick, with a low pitched gabled roof in between brick parapets at each end. Decorative elements include courses of recessed heeler bricks capped by a course of bullnosed bricks. The design style has been categorised as Inter-War Functionalist style railway building.²⁷



Figure 4.11: Wentworthville Railway Station Platform view (Photograph Cosmos Archaeology)

The eastern end of the platform building is defined by a curved masonry bay with a single door (Figure 4.11). Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed

²⁷ NSW Environment and Heritage, NSW Heritage Database, Wentworthville Railway Station Group, accessed 10 November 2014 <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801040>

of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond, which extends as an awning on all four sides of the building. The awning on the western end, which provides shelter to passengers purchasing tickets from the ticket window and the machine, is supported by two rectangular brick columns with curved corners. On Platform 1/2, one ticket window remains in use while the other is bricked up (Figure 4.12). Steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge (Figure 4.13).



Figure 4.12: Original openings visible in brickwork around existing ticket window, Platform 1/2 (Photograph Cosmos Archaeology)



Figure 4.13: View of roof and awning arrangement at Platform 1 and 2, Wentworthville Railway Station (view from footbridge) (Photograph Cosmos Archaeology)

Views along each side of the building on Platform 1 and 2 show that on each side, the regular small scale fenestration and single doors remain visible elements of design within the brickwork (Figure 4.14). These are less visible on the southern side due to the platform infrastructure mounted on walls and the underside of the awning (Figure 4.15).



Figure 4.14: Original regular openings on northern side of Platform 1/2
(Photograph Cosmos Archaeology)



Figure 4.15: The along southern side of Platform 1/2 from the ticket office shows the wall and awning mounted rail infrastructure.
(Photograph Cosmos Archaeology)

4.1.5 Station Building – Platform 3 and 4

The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building. It features the same detailing and architectural style with the exception of the curved bay on one end. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with

Colorbond which extends as an awning on all four sides of the building (Figure 4.16). The awning on the western end, which provides shelter to passengers purchasing tickets from the ticket machine, is supported by two rectangular brick columns with curved corners.

The building had two ticket windows, which are now blocked. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber doors. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge (Figure 4.17).



Figure 4.16: Platform 3/4 building half the size of Platform 1/2 (View to southwest) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.17: Flat end wall below the vertical projecting fin, Platform 3/4 (View to southeast) (Photograph Cosmos Archaeology Pty Ltd).

4.1.6 Platform 1 and 2 Building – Internal

The platform building is linear in design and layout. The plan provided shows the layout of the building, with shaded areas designating areas of change, Figure 4.18:

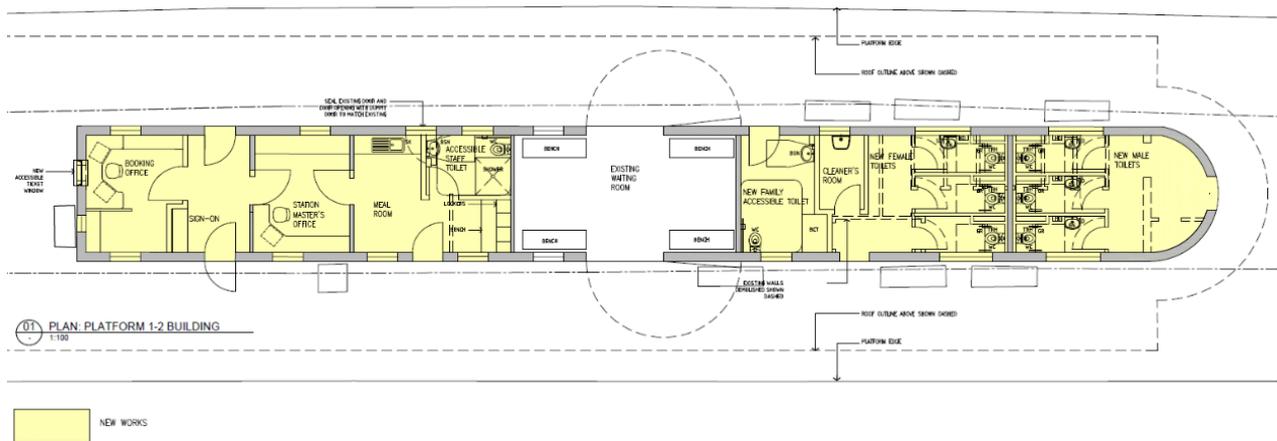


Figure 4.18: Layout plan of Platform 1 and 2 Building. (Transport for NSW, Wentworthville Building Plan Option 2.1, Drawing No. SKA008).

Commencing at the western end, this area consists of the current booking office (ticket office) and sign-on room, accessible for railway personnel only (Figure 4.19). The room is directly accessible from two doors, one from each side of the platform (Figure 4.20).

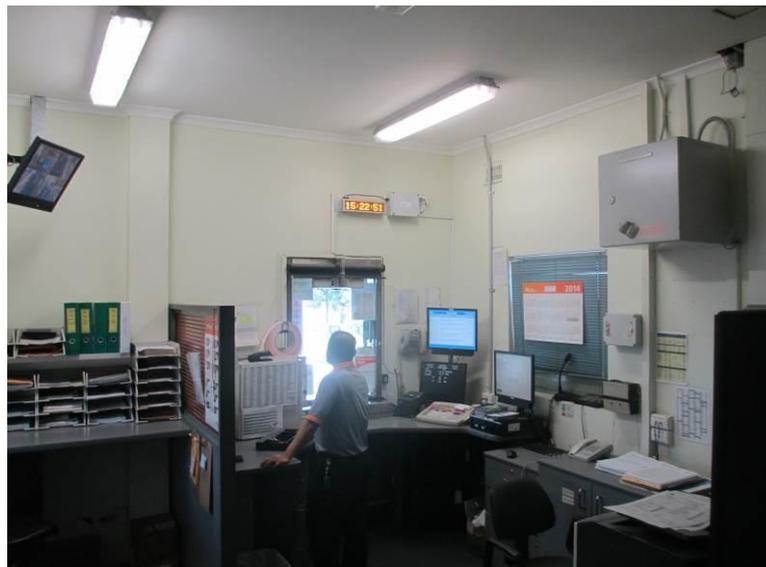


Figure 4.19: View inside the booking (ticket) office (View to west) (Photograph Cosmos Archaeology Pty Ltd).

These two rooms have been fitted out with more modern use, including carpeting, installation of electricity and telecommunication cabling located on the external of the walls as well as more air-conditioning units and switches (Figure 4.21).



Figure 4.20: One of two doors with direct access to the platform (View to south) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.21: View of the northern wall of the booking office showing recent additions to the interior walls (View to north) (Photograph Cosmos Archaeology Pty Ltd).

The second room from the western end is the meals room (Figure 4.22). It has a laminated floor covering and a meal preparation area including a sink, with a modern tiled splash back and wall hung counter levered storage unit.

This room also contains the signalling and other telecommunication needs for the track and station operation. Most of these features have been added externally to the original room walls (Figure 4.23).



Figure 4.22: Meals room adjacent to the booking (View to southwest) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.23: Telecommunication and associated infrastructure added to the northern side of the meals room (View to north) (Photograph Cosmos Archaeology Pty Ltd).

The third room in the linear arrangement is the current station master's room. It has been refitted and resembles the booking office (Figure 4.24). This room contains a door that has been closed up and covered by a locker, with the above door window covered over to house an air-conditioning unit (Figure 4.25).

The one window in this room consists of the three horizontal hopper panel, small scale window that is part of the original building design (see Figures 4.24 and 4.25). Modern shelving has been added to the original building as well as a wall mounted network hub and associated cabling that is attached externally to the wall (Figure 4.26).



Figure 4.24: Station masters room (View to southwest) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.25: Station master's room - the closed up doorway behind cabinets (View to north) (Photograph Cosmos Archaeology Pty Ltd).

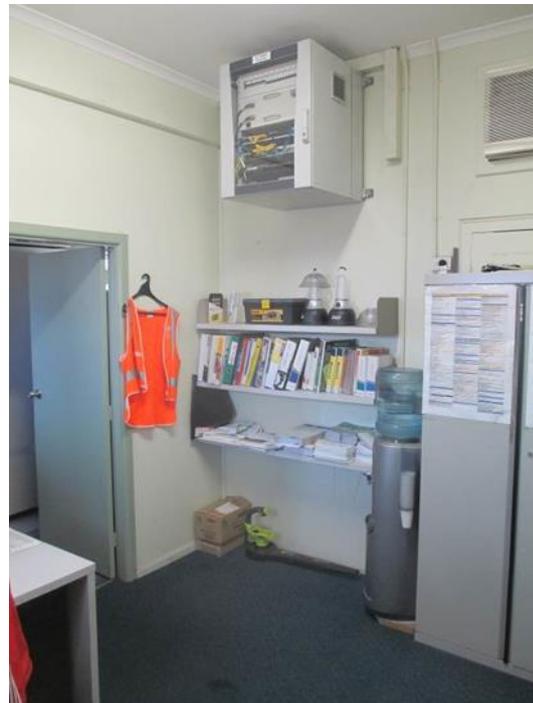


Figure 4.26: Station master's room (View to northwest) (Photograph Cosmos Archaeology Pty Ltd).

The fourth room in this linear design platform building is currently used as a storage room. The room contains one door that opens onto Platform 2. There is also one window present on the northern side (Platform 1). This room does not appear to have been modified or had any later additions made to its layout (Figures 4.27 and 4.28).



Figure 4.27: Door to Platform 1 from storage room. (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.28: Window on northern wall behind cabinet. (Photograph Cosmos Archaeology Pty Ltd).

The mid-section of the station building includes the waiting room. This room is accessible from both sides (platforms 1 and 2), but is currently locked. The room is a simple design with tiled floor, skirting and cement rendered walls. There are seats that face each other on either side of the openings and a three paned window on each wall, a very symmetrical arrangement (Figure 4.29).



Figure 4.29: View of the eastern side of the existing waiting room (View to east) (Photograph Cosmos Archaeology Pty Ltd).

On the eastern side of the waiting room, the station building houses both men's and women's toilets and another storeroom. At the far eastern end of the building the men's toilets are accessible from the curved bay (Figure 4.30). The entry leads to the right, with a store room entry present on the left hand side. The floor has mottled brown tiles with a single beige tile around the skirting (Figures 4.31 to 4.32). The curved entrance area opens into the main toilet area with the urinal, three cubicles and a double stainless steel sink. There is a series of horizontal two pane windows along the top of both the northern and southern walls.



Figure 4.30: Entryway into the men's toilets (View to northeast) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.31: View of the three cubicles along the northern wall of the men's toilets (View to northwest) (Photograph Cosmos Archaeology)



Figure 4.32: View of the double stainless steel sink in the men's toilets (View to southwest) (Photograph Cosmos Archaeology Pty Ltd).

The adjacent room to the west (towards the centre of the station building) are the women's toilets. These are accessible from the southern side of the building via a short hallway. This leads into a room with three cubicles along the northern wall, and a double ceramic sink on the opposite wall (Figure 4.33 and 4.34). The room is similar in design to the male toilets, in that the floor tiles are mottled brown miniature brick-like, with a single row of beige tiles along the skirting of the room and (different) tiles at the splashback. High placed horizontal windows are also located along the northern and southern walls.



Figure 4.33: View from the entrance way into the female toilets (View to east) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.34: View back towards the entrance to the female toilet (View to west) (Photograph Cosmos Archaeology Pty Ltd).

The third room on the eastern side of Platform 1/2 is another storage room, between the women's toilets and the waiting room. It has two doors, one accessed from the northern side of the building and another internal door that leads to the women's toilets (currently locked and blocked by a set of metal shelving) (Figure 4.35). The room houses a series of standalone shelves and other temporary signage used at the station (Figure 4.36).



Figure 4.35: View of the eastern storage room showing the boarded up door that leads to the female toilets (View to southeast) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.36: Interior of the eastern storage room
(View to east) (Photograph Cosmos Archaeology Pty Ltd).

4.2 Memorial Fountain, The Kingsway, Wentworthville

The fountain is located on the southern side of the railway station on The Kingsway, located near the current pedestrian crossing at the intersection to Station Street and The Kingsway. The memorial fountain consists of a brick, sandstone and tile memorial that includes a bronze plaque at the top. The fountain is in a prominent position adjacent to the entry to the train station (Figures 4.37 and 4.38). Its design is simple Art Deco – note the tile design, (Figure 4.39).



Figure 4.37: Location of the memorial fountain (View to the north)
(photograph Cosmos Archaeology Pty Ltd)



Figure 4.38: Location of the memorial fountain (View to the north)
(photograph Cosmos Archaeology Pty Ltd)

The memorial bronze plaque sits on top of a brick and tile plinth with a water fountain present in the middle of the tile wall at the centre of the memorial (Figure 4.39). Above the fountain and within the tile work is a decorative tile (Figure 4.40).



Figure 4.39: Detailed view of memorial (View to the north)
(photograph Cosmos Archaeology Pty Ltd)



Figure 4.40: Decorative ceramic tile located above the fountain within the memorial (Detail view) (photograph Cosmos Archaeology Pty Ltd)

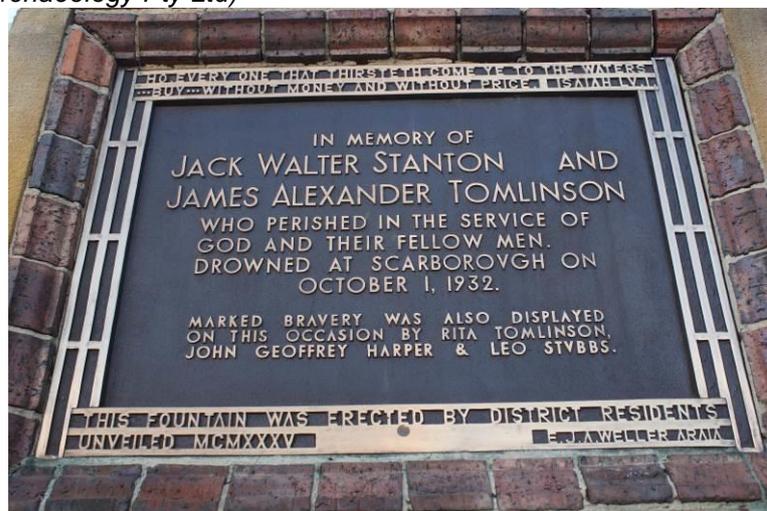


Figure 4.41: Bronze plaque above the memorial fountain (Detail view) (photograph Cosmos Archaeology)

The fountain overall appears in good condition, although there is some water damage on the tiles immediately below the base of the fountain.

Located immediately behind the memorial fountain is a dwarf brick wall that stretches along the railway boundary towards the west (See Figure 4.42). Immediately adjacent to the memorial fountain on its western side is a memorial plaque set into the wall. This was installed to commemorate the first train that stopped at Wentworthville Station, in August 1885. It was installed in 1985 by the Mayor of Holroyd and the Holroyd Municipal Council. This memorial includes a small garden bed that has a former train wheel as the memorial centre piece (Figure 4.42).



Figure 4.42: The railway station commemorative wall plaque, garden bed and train wheel, located west of the Memorial Fountain. (Photograph Cosmos Archaeology)

4.3 Station Street Heritage Items

These buildings were not inspected internally as no physical impacts are proposed under the planned design. However, they are included externally for this SoHI as the buildings are heritage items which may be affected visually by the proposed Wentworthville Station upgrade and the associated footpath and road treatments.

4.3.1 No.2 and No.4 Station Street

The building that houses 2 and 4 Station Street is located on the eastern side of Station Street, on the bend of the road at the intersection of Station Street and The Kingsway. The building is located immediately adjacent to the train line with a walkway present on the northern side of the building between the building and the train tracks (Figure 4.43).

The building has a two storey brick façade with a central pediment, a sandstone pennant and a building date of '1929'. It has had a later added aluminium footpath awning. Above the awning the original building details are evident in the brickwork and two sets of small Arts and Crafts style windows. The remaining brickwork below the awning has been rendered, with major modifications to both No.2 and No.4 (Figure 4.44).



Figure 4.43: View of the brick façade of No.2 and No.4 Station Street (View to the east) (Photograph Cosmos Archaeology Pty Ltd).



Figure 4.44: View of the brick façade of No.2 and No.4 Station Street (View to the southeast) (Photograph Cosmos Archaeology).

The building is a two storey structure with face brick and Arts and Craft detailing above the awning and contemporary aluminium shopfront below the awning. The suspended steel framed awning features a decorative battened underlining and corrugated steel cladding over. Steel rods are fixed to two rendered piers which frame the face brick facade above.

Above the awning the facade is symmetrical and features two sets of timber framed casement windows with bracketed flat hood over. These are surmounted by a decorative frieze featuring ceramic tile and a central pennant bearing the date 1929 in relief. A broken parapet with curved feature is a prominent element and conceals the roof behind.

At ground floor level both shop fronts have been heavily modified with aluminium fittings on No. 2 and a steel roller door closing off the opening of No. 4. The rear of the building features face brick construction with timber and aluminium windows. A terraced area adjoins the rear and is located over a carport/garage area (Figure 4.45).²⁸

²⁸ Holroyd City Heritage Inventory for 2 and 4 Station Street, Wentworthville

The building bounds No.6 and No.8, a separate listed heritage property (see below). The top of the brick façade is generally in good condition; however, paint on the timber window frames is peeling and appears in need of repair.



Figure 4.45: The rear view of both 2 -4 and 6 -8 Station Street buildings appear a mix of different periods of additions. The small brick outhouse, left foreground front a narrow lane and these appear original. (Photograph Cosmos Archaeology).

4.3.2 No.6 and No.8 Station Street

The building that houses No.6 and No.8 Station Street, is located adjoining No.2 and No.4, immediately to the south. This building is a two storey painted rendered brick façade that includes a continuation of the aluminium and steel awning from No.2 and No.4 (Figure 4.46). The bottom section of the building, below the awning, includes large modern glass windows and doors. The bottom sections have been painted to match the businesses that occupy each shopfront.



Figure 4.46: View of the painted façade of No.6 and No.8 Station Street (View to the east) (Photograph Cosmos Archaeology).

The aluminium footpath awning is a suspended steel framed awning that includes decorative battened underlying and corrugated steel cladding over the top. The awning is held in place by a series of steel tie-backs that attached to anchors set above the awning into the brick façade (See Figure 4.47).

The above section of the brick façade appears original and in good condition. It consists of a series of timber casement half circle windows with full arched heads, three above each shopfront and one located in the centre of the building (See Figure 4.47). The central pediment section also contains a flag pole above the centre of the middle window. The top of the brick façade is a flat parapet with a semicircular top above the centre of the building.



Figure 4.47: View of the brick and painted façade of No.6 and No.8 Station Street (View to the east) (Photograph Cosmos Archaeology).

The proposed changes to The Kingsway as part of the Wentworthville Railway Station upgrade will include the bus and parking arrangements as well as the approach to the Station itself. The proximity of these items to the heritage items means a visual impact will occur (Figure 4.48).



Figure 4.48: View east along The Kingsway outside the Station to Nos. 2-4 and 6-8 Station Street (Photograph Cosmos Archaeology).

4.4 Summary of Site Inspection

4.4.1 Wentworthville Railway Station Structures

In summary, while externally the 1940s stylistic elements remain clearly readable for each platform building and for the footbridge, internally the Platform buildings reflect later added fit outs in keeping with current railway station use. There were no original treatment elements visible internally with the exception of doors, windows and wall ventilation grates.

The exterior elevations of the Platform buildings, do retain the original layout and design. Similarly, the pattern of existing door and window openings along both long elevations of the buildings – and the rounded bay on Platform 1/2 building display the symmetry and small scale of the Inter War functionalist design.

The footbridge with kiosk and the access stairs and ramps appear as lightweight infrastructure which does not overpower the existing Platform buildings. The roofing arrangements for the station as a whole are more intrusive elements visually.

4.4.2 Memorial Fountain

The memorial fountain is an attractive and pleasing street element and an unusual one. It has local sentimental and social value for Wentworthville. Its location at the main Station entrance on the Kingsway adds to its importance to the community. In addition, the area west of the fountain has become a memorial, in 1985, to Wentworthville Station itself. These elements add to the importance of the area as a hub for Wentworthville and should be retained as street elements. As these elements will be affected by the proposal, proposals to ensure they are both relocated to the new Railway Station entry to be located further east on the Kingsway are supported in this SoHI.

4.4.3 2-4 and 6-8 Station Street Shopfronts and Streetscape

These buildings located immediately adjacent to Wentworthville Railway station and its Kingsway entry are significant as they display, above the footpath awnings only, the 1920s shopfronts which were part of the earlier history of the Wentworthville commercial precinct. As such, their facades interpret the heritage of the locality. They will not be impacted by the proposed changes to Wentworthville Railway Station.

The Kingsway and Station Street intersection is an important one for Wentworthville, due to the Station itself. The streetscape generally is small scale commercial, being two storeys in height overall. Its character is a mix of 1920s and later 20th century small scale buildings, and includes the recessive bus shelter outside the Station.

The Wentworth Avenue streetscape is a minor area, in comparison with the main entry off The Kingsway. It retains a residential character.

4.5 Comparative Analysis – Wentworthville Railway Station

Toongabbie and Pendle Hill railway stations were re-constructed within the same 1940s timeframe as Wentworthville Railway Station. These stations are neighbouring stops on the Main Western line, with Wentworthville being the first, Pendle Hill following it on the route from Sydney, then Toongabbie followed by Seven Hills and Blacktown. The photographs seen here are taken from the NSW Heritage Inventory entries for Toongabbie and Pendle Hill (Figures 4.49 and 4.50). It is obvious that the same design as that used for Wentworthville has been applied.

The inter-war functionalist style, which spanned the period between the two world wars, had its background in European modernism of the 1920s and 1930s. Modernism is the general name given to the trend which embraced functionalism, technology and the elimination of applied historical ornamentation. The influence of European designers such as Le Corbusier, Eric Mendelssohn, W M Dudock and the Bauhaus was important. Australia was slow to embrace these ideas, with the better inter-war examples being by younger architects who had travelled to Europe and witnessed the new 'international style' first hand. They designed streamlined, horizontal architecture, often in factories, schools and hospitals.²⁹

²⁹ Inter-war functionalist architecture, accessed 10 November 2014, <http://www.canberrahouse.com/2006/11/08/inter-war-functional-architecture/> dated 08 November 2006

Design features included asymmetrical, cubic massing, simple geometric shapes, a roof concealed by parapet, metal framed corner or ribbon windows, cantilevered balconies or hoods.³⁰



Figure 4.49: View of the overall Toongabbie Railway Station, with ramps, overbridge and similarly constructed brick platform buildings as at Wentworthville. (Photograph NSW Heritage Inventory, Toongabbie Railway Station Group, Underbridge & Archaeological Remains).



Figure 4.50: View of the overall Pendle Hill Railway Station, with ramps, overbridge and similarly constructed brick platform buildings as at Wentworthville. (Photograph NSW Heritage Inventory, Pendle Hill Railway Station Group).

4.5.1 Comparison

These stations were constructed during the immediate post-war years in Sydney. Their design was standard issue for the NSW Department of Railways. These three stations display externally at least the same design elements and in fact, are difficult to tell apart.

Wentworthville Railway Station, which is the subject of this SoHI, is therefore a good representative example of Inter-War Functionalist design, which was popular for public buildings across Sydney during the 1930s and 1940s for the local government area of Holroyd and for Wentworthville itself. The Railway Station and its Platform buildings can be read as one of a group of stations that were part of the same 1940s upgrade treatments and that remain important as part of the rail network today. Its local level of heritage significance reflects this status within the rail network and for the LGA of Holroyd.

³⁰ Inter-war functionalist architecture, accessed 10 November 2014

5 Heritage Assessment

5.1 Introduction

An assessment of cultural significance or heritage significance seeks to understand and establish the importance or value that a place, site or item may have to select communities and the general community at large. The Australian ICOMOS *Charter for the Conservation of Places of Cultural Significance*³¹ (the *Burra Charter 1979*, most recently revised in 1999), the standard adopted by most heritage practitioners in Australia when assessing significance, defines cultural significance as;

“Aesthetic, historic, scientific or social value for past, present or future generations”

Value may be contained in the fabric of the item, its setting and relationship to other items, the response that the item stimulates in those who value it now, or the meaning of that item to contemporary society.

Accurate assessment of the cultural significance of sites, places and items is an essential component of the NSW heritage assessment and planning process. A clear determination of a site’s significance allows informed planning decisions to be made for a place, in addition to ensuring that heritage values are maintained, enhanced, or at least minimally affected by development. Assessments of significance are made by applying standard evaluation criteria.

In New South Wales, the NSW Heritage Office issued guidelines for assessing significance which refer to the following seven criteria:

Criteria A; historical	<i>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);</i>
Criteria B; associational	<i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in NSW’ cultural or natural history (or the cultural or natural history of the local area);</i>
Criteria C; aesthetic, creative or technical	<i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);</i>
Criteria D; social values	<i>An item has strong or special associations with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons</i>
Criteria E; scientific or archaeological value	<i>An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area</i>
Criteria F; rarity value	<i>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</i>
Criteria G; representative value	<i>An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural and natural environments</i>

³¹ The Australia ICOMOS, (1999) Charter for the conservation of places of cultural significance.

5.2 Evaluation of Cultural Significance

5.2.1 Wentworthville Railway Station

It is noted that the Wentworthville Railway Station is an existing heritage listed item which has a fully completed inventory sheet as part of the Sydney Trains (RailCorp) Section 170 Heritage and Conservation Register.³²

The significance assessment information in italics below has been obtained from the heritage inventory sheet, which was updated in 2009. That heritage entry is included in full with this SoHI, see the entries below.

- a. *An item is important in the course or pattern of NSW's cultural or natural **history** (or the cultural or natural history of the local area);*

The site of Wentworthville Railway Station is of historical significance through its relationship to the development of the suburb of Wentworthville following the Wentworth Estate Subdivision and the original station's funding by land speculators. The existing buildings are examples of the construction of railway stations during the quadruplication of the Western Railway Line in the mid-1940s.

We note therefore that the Wentworthville Railway Station has been assessed as being of local significance by this criterion.

- b. *An item has strong or special **associations with the life or works of a person, or group of persons, of importance in NSW' cultural or natural history** (or the cultural or natural history of the local area);*

The Wentworth Railway Station S.170 entry did not have an entry for this criterion.

We note that the Station was part of the overall Main Western Railway line and as such it has no known strong or special associations with an important person, or group of persons in NSW.

- c. *An item is important in demonstrating **aesthetic characteristics** and/or a high degree of **creative or technical achievement** in NSW (or the local area);*

Wentworthville Railway Station is of aesthetic significance as an example of mid-sized Inter-War Stripped Functionalist station buildings in an urban setting. The buildings are noted for their use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings.

We note therefore that Wentworthville Railway Station has been assessed as being of local significance under this criterion.

- d. *An item has strong or special **associations with a particular community or cultural group** in NSW (or the local area) **for social, cultural or spiritual reasons**;*

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

We note therefore that Wentworthville Railway Station has been assessed as being of local significance under this criterion.

- e. *An item has **potential to yield information** that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);*

Wentworthville Railway Station is of technical significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and for its ability to provide evidence of the use of Inter War Stripped Functionalist elements in a railway setting. The station

³² NSW Heritage Inventory Database No. 4801040

buildings provide opportunities together with Toongabbie, Pendle Hill and Seven Hills stations to study and understand mid-20th century building techniques.

We note therefore that Wentworthville Railway Station has been assessed as being of local significance under this criterion.

- f. *An item possesses **uncommon, rare or endangered** aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*

The Wentworth Railway Station S.170 entry did not have an entry for this criterion.

We note that Wentworthville Railway Station is one of three stations that are difficult to tell apart due to the similarity of their 1940s design. In addition, railway stations as a class of public infrastructure are very common in general. Therefore, it is not uncommon, rare or endangered.

- g. *An item is important in **demonstrating the principal characteristics of a class of NSW's cultural or natural places**; or cultural and natural environments.*

Wentworthville Railway Station is a representative example of a small, mid-20th century railway station that is designed in the Inter War Stripped Functionalist style in an urban context, similar to Toongabbie and Pendle Hill Railway Stations.

Wentworth Railway Station has been assessed as being of local significance under this criterion.

STATEMENT OF SIGNIFICANCE

Statement of Significance from the S.170 Entry:

Wentworthville Railway Station is of local significance as evidence of the speculative development of the locality following the subdivision of Wentworth Estate, and as part of the railway station redevelopment that took place during the quadruplication of the Main Western Line between Parramatta and Blacktown in 1946.

The station buildings are of local aesthetic significance as a good example of mid-20th Century railway construction in an urban context displaying distinctive elements of Inter-War Stripped Functionalist style. They are competently executed and display many typical stylistic elements of similar station buildings throughout New South Wales and in the western suburbs generally, and are of the same construction as those of the neighbouring stations Pendle Hill, Toongabbie and Westmead (demolished). This group of buildings also shows the effects of war time financial constraints.

Date significance updated: 23 May 09³³

SIGNIFICANCE GRADING – EXPLANATION AND JUSTIFICATION

The above assessment discusses Wentworth Railway Station as a whole. However, for an item with separate elements, which have been repaired and or replaced, it is advisable to discuss the separate components and examine the heritage significance of each, especially when impacts are proposed to certain elements only, such as in this case with the upgrading works. A grading of significance process allows for more informed analysis of what constitutes significant form and fabric, or what fabric is of little significance, or intrusive. An outline of the criteria for grading significance in such a way – as recommended in the NSW Heritage Office *Heritage Manual* [2001] – *Assessing Heritage Significance* is provided in the following table.

³³ NSW Heritage Inventory Database No. 4801040

Significance Grading Criteria (Heritage Manual [2001] – Assessing Heritage Significance)

Criteria	Explanation
Exceptional	Rare element directly contributing to an item’s local or State significance. Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item’s significance. Alterations do not detract from significance. Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item. Fulfils criteria for local or State listing.
Low	Alterations detract from significance. Difficult to interpret. Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item’s heritage significance. Does not fulfil criteria for local or State listing.

Grading of Wentworthville Railway Station Elements

Individual Elements	Description	Significance Ranking
<p>Footbridge</p>  <p>Part of the 1940s upgrade for the whole of Wentworthville Railway Station.</p>	<p>A 1941-1944 constructed steel beam structure with concrete deck and RSJ steel supports over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side.</p>	<ul style="list-style-type: none"> • The footbridge is largely original in both form and fabric. The metal roofing is a replacement of the original. • Overall, it contributes to the modern aesthetic qualities and appearance of Wentworthville Railway Station. • The footbridge has, at least a <u>Moderate significance</u> as it is a visually dominant item read as part of the overall 1940s station layout for Wentworthville.

Individual Elements	Description	Significance Ranking
<p>Kiosk</p>  <p>A later addition to the Footbridge, c.1954, ten years after the footbridge was completed.</p>	<p>The small timber clad and gable roofed kiosk (originally built as bookstall) is located on a cantilevered concrete slab. It is supported by steel columns with concrete footings on Platform 1/2 opposite the stairs</p>	<ul style="list-style-type: none"> • The small kiosk is a later added item to the footbridge, c.1954. It appears original in both form and fabric. • Overall, it appears as a later thought and does not contribute to the heritage significance of the footbridge or the station. • This kiosk has a <u>low level significance ranking</u>.
<p>Wentworthville Railway Station Access Ramps</p>  <p>Part of footbridge, c.1941-1944.</p>	<p>The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960. This treatment also seen at Pendle Hill and Toongabbie.</p>	<ul style="list-style-type: none"> • The station access ramp at each side of Wentworthville was part of the 1940s upgrade. • Overall, it contributes to the modern aesthetic qualities and appearance of Wentworthville Railway Station. • The ramps have a <u>Moderate level significance ranking</u>. As noted it was a common station treatment.
<p>Roofing to Platforms</p> 	<p>The style of roofing to the platform buildings was part of the 1940s upgrade and provides awnings to the platforms themselves. The roof is clad with Colorbond. The awning on the western end, provides shelter to passengers is supported by two rectangular brick columns with curved corners. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.</p>	<ul style="list-style-type: none"> • The metal roofing and awning appears original in form although the fabric is likely a later replacement. • Overall, the platform roofing contributes to the modern aesthetic qualities and appearance of Wentworthville Railway Station. • The roofing has at least a <u>Moderate level significance ranking</u>. As noted it was original design, but later replaced material.

Individual Elements	Description	Significance Ranking
<p>Platform 1 and 2 Building Exterior</p> 	<p>The station buildings are identical to those at Toongabbie and Pendle Hill. The building on Platform 1/2 is larger. The eastern end is defined by a curved masonry bay with a single door. They are both Inter War Functionalist style, face brick construction with low pitched gabled roof and brick parapets at each end, courses of recessed heeler bricks capped by a course of bullnosed bricks. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour.</p>	<ul style="list-style-type: none"> • The building is original in form and fabric externally • Overall, the platform building is a significant element to the aesthetic qualities and appearance of Wentworthville Railway Station. • The platform building externally has a <u>High level significance</u> ranking.
<p>Platform 1 and 2 Building Internally</p>	<p>Internally the building has a linear floor layout with series of rooms in various sizes including combined former booking/parcels office (now booking office and staff area) with storeroom, general waiting room, ladies room and toilets, men's toilets with a store room in the curved bay. The doors are secured by metal grill gates while the windows covered with security mesh. The entire original interior fit-out has been removed.</p>	<ul style="list-style-type: none"> • The interiors have been modified to some extent with fittings although the rooms themselves are original in size and scale. This factor contributes to the overall heritage significance of the Station. • The interiors of Platform 1/2 have a <u>Moderate level significance ranking</u>; they are modified elements with little heritage value but which contribute to the overall significance.
<p>Platform 3 and 4 Building - Exterior</p> 	<p>The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building. It features the same detailing and architectural style with the exception of no curved bay on one end. The building had two ticket windows, which are now blocked. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber doors</p>	<ul style="list-style-type: none"> • The building is original in form and fabric externally • Overall, the platform building is a significant element to the aesthetic qualities and appearance of Wentworthville Railway Station. • The platform building externally has a <u>High level significance</u> ranking.

Individual Elements	Description	Significance Ranking
<p>Platform 3 and 4 Building Internally</p>	<p>Internally the building has a linear floor layout consisting of a booking office, waiting room and 'out of room'. The doors are secured by metal grill gates while the windows are covered by security mesh. The building is currently used for storage purposes. The internal finishes are the same as Platform 1/2 building - plasterboard panelled ceilings, hardboard flooring (booking office) and tile flooring (waiting room). The 'out-of-room' has a metal sliding loading door and concrete floor.</p>	<ul style="list-style-type: none"> • The interiors have been modified to some extent with fittings although the rooms themselves are original in size and scale. This factor contributes to the overall heritage significance of the Station. • The interiors of Platform 3/4 building have a <u>Moderate level significance ranking</u>; they are modified elements with little heritage value but contribute to the overall significance.
<p>Platform 1 and 2 (picture overleaf)</p> 	<p>Both island platforms have brick faces with concrete deck and asphalt surfaces. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both Wentworthville platforms.</p>	<ul style="list-style-type: none"> • The island platforms are original in design with later additions. • Overall, they contribute to the aesthetic qualities and appearance of Wentworthville Railway Station. • Their material has a <u>low level of significance ranking</u>. As noted it was original design and an integral part of the station but not itself of heritage value.
<p>Platform 3 and 4</p> 	<p>As above</p>	<ul style="list-style-type: none"> • As above

Individual Elements	Description	Significance Ranking
<p>Wentworth Avenue frontage</p> 	<p>This is the secondary station entry. This side of Wentworthville Railway Station is residential with access provided to the station via pedestrian crossing. A bus shelter is also located here.</p>	<ul style="list-style-type: none"> • This area is located on the northern boundary of Wentworthville Railway Station heritage curtilage. • This area does not contribute to the heritage significance of Wentworthville Railway Station.
<p>The Kingsway / Station Street frontage</p> 	<p>This is the main approach to the Wentworthville Railway Station. Currently pedestrian walkway located adjacent to the memorial fountain and station access stairs. Currently bus and tax parking located adjacent to the station itself.</p>	<ul style="list-style-type: none"> • This area is located on the southern boundary of Wentworthville Railway Station heritage curtilage. • It is the location of the heritage items, Memorial Fountain and the associated Railway commemorative plaque as well as Nos 2-4 and 6-8 Station Street. • This area does contribute to the heritage significance of Wentworthville Railway Station. The area has a <u>Moderate level significance ranking</u>; as it has heritage value and contributes to the overall significance of Wentworthville Railway Station.

Individual Elements	Description	Significance Ranking
<p>Memorial Fountain</p> 	<p>The art deco design of the fountain reflects its 1935 construction date. It is a unique monument within Wentworthville.</p> <p>The associated Wentworthville Railway commemoration has been associated with this location since 1985.</p>	<ul style="list-style-type: none"> • This area is located on the southern boundary of Wentworthville Railway Station heritage curtilage. • It is also associated with the Railway commemorative plaque and garden. • This area does contribute to the heritage significance of Wentworthville Railway Station. • The Fountain has a <u>High level significance ranking</u>; as it has significance as a stand-alone item and also contributes to the overall significance of Wentworthville Railway Station.

5.2.2 Station Street Shops

These items are existing local heritage items for Holroyd City Council. These buildings are located outside of the works area but may be affected visually by the proposed works at Wentworthville Railway Station. Their significance has been recently updated for Holroyd City Council. The statement of significance and recommendations for each item are included below.

STATEMENTS OF SIGNIFICANCE

2 and 4 Station Street, Wentworthville,

Inter-War with Federation influences, Constructed: 1929

Statement of Significance

This pair of shops are a representative example of suburban commercial architecture which is neither rare or unique. The building has been modified to the point where it retains little significance, except in the relationship of the street facades with those at Nos. 6 and 8 Station Street.

The building has some aesthetic significance as a streetscape element. The facade is significant for the evidence it provides of the early commercial development and the inter-relationship between this development and the development of transport systems such as the railway line. This building has some historical significance as a shop leased by George Maunder who was a long serving Mayor for Holroyd. The quality of the building has been reduced by unsympathetic alterations to shopfronts at street level. The building has social significance for its association with the local Mayor of Holroyd in the mid-century.

Recommendations

The building has little significance from its facade which contributes to the group with adjoining 6-8 Station Street. The facade of the buildings at 2-8 Station Street should be retained on the LEP.

*Redevelopment of the site could occur but should be sympathetic with the character of the existing facades, which should be retained and incorporated in any new development.*³⁴

6 and 8 Station Street, Wentworthville Dobson House

Federation/Inter-War Constructed: 1928

Statement of Significance

The facades of the shops at 6-8 Station Street, Wentworthville are significant as part of a group with the adjoining shops at 2-4 Station Street. The facades are significant for the evidence they provide of the early commercial development and the inter-relationship between this development and the development of transport systems such as the railway line.

Dating from the Inter-War period the shops provide evidence of the growth of Holroyd in the early decades of the 20th century. The Station Street shop facades are one of the few remaining intact examples of early shop facades in Holroyd.

Recommendations

The facades of the shops at 2-8 Station Street, Wentworthville should be retained on the LEP. The Station Street facades should be retained intact. Re-development of the rear portion of the buildings and sites could be considered but should include the introduction of sympathetic re-use of the ground floor areas to be in character with the shopfronts.

*All original fabric of the remaining facades and shopfronts should be retained and conserved where possible. Arched window highlights to southern end of facade should be restored. The awnings should be retained.*³⁵

5.2.3 Memorial Fountain

The Kingsway Memorial Fountain is an existing local heritage item for Holroyd City Council. It is located inside the works area proposed for Wentworthville Railway Station. Its statement of significance on the heritage inventory sheet for Holroyd City Council notes it being locally unique and of local social importance. Recommendations for the item note that it should be retained *in situ* and recorded prior to disturbance.

It has been addressed in the Significance Grading Table above due to its proposed relocation and the fact that it has also in recent times, since 1985, formed part of a Wentworthville Memorial Centre in this location, as it is now associated with the centenary plaque for the commencement of the railway at Wentworthville. The grading of High Significance means that the item has a High degree of original fabric and that it demonstrates a key element of the item's significance. It fulfils criteria for local level heritage listing.

The statement of significance from the Holroyd City Council Heritage Inventory Sheet is as follows:

The Kingsway, Wentworthville Memorial Fountain Constructed: 1935

Statement of Significance

*A unique type of memorial within the Municipality. Records the deaths of the local people and the memorial is set in a prominent position to maximise exposure. An important example of the expression of local feelings and emotion.*³⁶

³⁴ Holroyd City Heritage Items, 2 and 4 Station Street, Wentworthville

³⁵ Holroyd City Heritage Items, 6 and 8 Station Street, Wentworthville Dobson House

³⁶ Holroyd City Heritage Items, **The Kingsway, Wentworthville Memorial Fountain**

6 Impact of the Proposed Development

6.1 Relevant heritage guidelines / principles

Alteration and removal of significant components of heritage sites is undesirable where it reduces heritage significance.³⁷ Wherever possible or practicable, heritage assets should be retained in their physical, historical location – removal is generally unacceptable unless it is the sole means of ensuring an item's survival or it is necessary to meet current safety standards. Some buildings, works or other components of heritage assets, however, were designed to be readily removable or already have a history of relocation. Provided such items do not have significant links with their present location, removal may be appropriate.

Existing fabric, use, associations and meanings should be adequately recorded before any changes are made to the heritage asset.

Design and planning decisions should retain an appropriate visual setting, as well as other relationships, such as views and vistas, that contribute to the heritage significance of the heritage asset. New construction, demolition, intrusions or other changes that would adversely affect the setting are not appropriate.

6.2 Impact Assessment

The following section assesses the proposed impact of the Proposal on the cultural heritage significance of the Station itself and on the Memorial Fountain and Station Street buildings within the vicinity of Wentworthville Station that may be impacted by the works. This SoHI has confirmed that heritage items to be affected by the Proposal are the Station itself and the Memorial Fountain.

The two Station Street buildings within the vicinity of Wentworthville Station will not be directly impacted by the Proposal as they are immediately outside of the works zone. However, there are visual impacts on these buildings as a result of the Proposal which are assessed herein.

6.2.1 Proposed works

The Proposal includes extensive detailing. This SoHI should be read in conjunction with the plans provided by Transport for NSW, which include plans and modelling of the streetscapes with the proposed changes. The areas of proposed changes are also illustrated Figure 6.1 which was provided by Transport for NSW. In this plan, the yellow shaded areas represent new works, the green shaded areas new landscaping.

³⁷ NSW Heritage Office and Department of Urban Affairs & Planning publication (2002) *Statements of Heritage Impact*

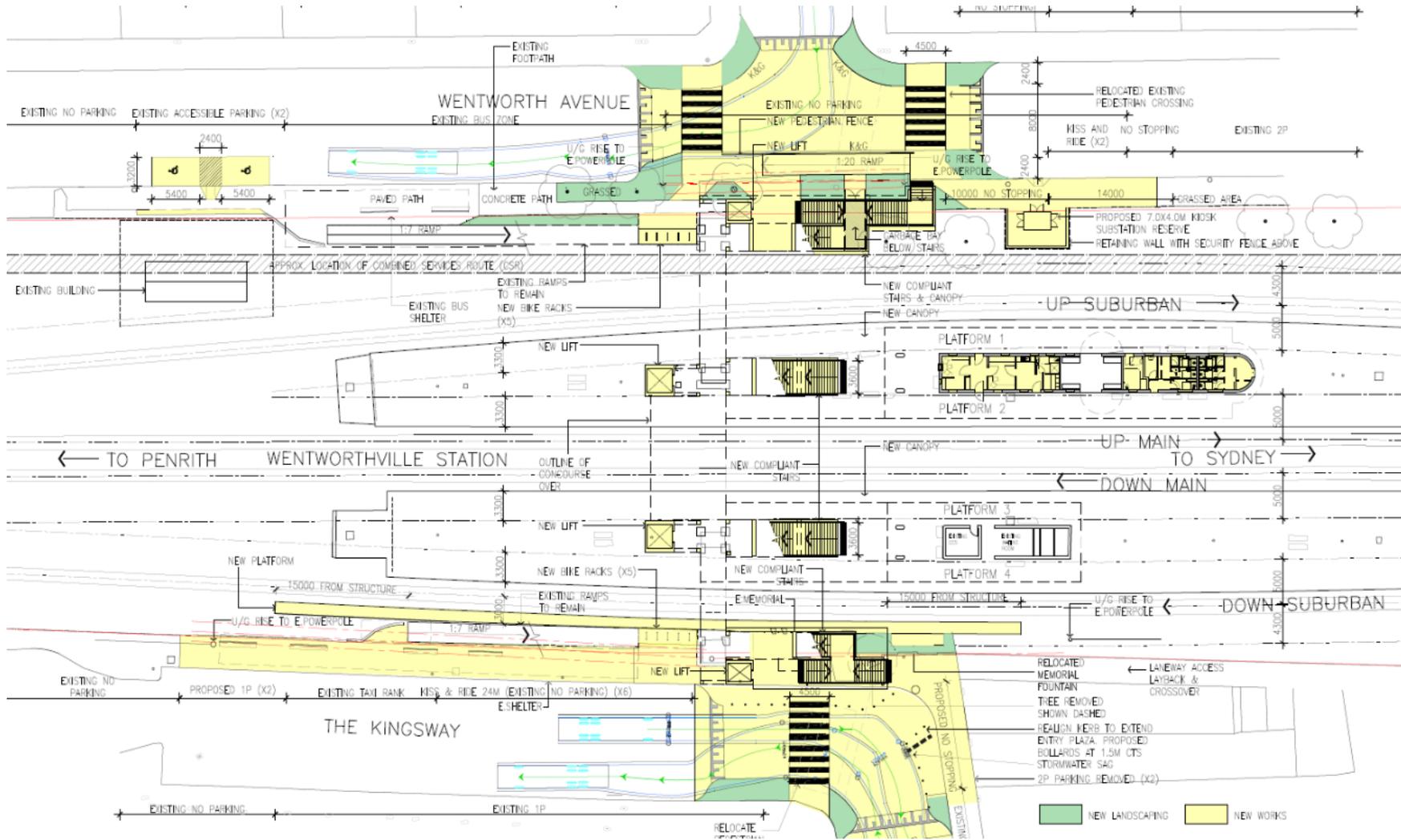


Figure 6.1: The plan of proposed station upgrading works, to platforms and to The Kingsway and Wentworth Avenue entries.
 Source: Transport for NSW and RailCorp Platform Plan Option 2.1, Drawing No. SKA 002.

We have tabulated the advised changes for all elements of Wentworthville Railway Station and the items within its vicinity that will be affected by the Proposal, as follows:

Element	Proposed changes
Wentworthville Railway Station Access: Stairs	Demolition and removal of existing stairs and associated structures and canopies, existing concession retail outlet on the footbridge, brick walls and fencing at new entrance areas, and other demolition works as required. Incorporation of anti-throw screens within canopies as required on the live rail side of the stairs to both The Kingsway and Wentworth Ave.
Wentworthville Railway Station Access: Access Ramps	No works proposed; other than to interface with the Contractor's Activities at both ends.
Wentworthville Railway Station Access: New Lifts	New station access incorporating lift and stair access to both The Kingsway and Wentworth Ave station entrances, with associated landings and supports structures, and canopies to stairs, base of stairs, and entrance areas. New lifts and stair access to both island platforms with associated landings and support structures.
Roofing Platforms	New extended platform canopies to match in with full width of existing station building canopies to underside of footbridge, with associated drainage provisions.
New Concourse	Creation of a new concourse between the platform lifts, including new canopy over the widened concourse, and services provision for a future retail concession booth on the new concourse (booth supplied and installed by Others). Provision for passenger information systems and ticketing facilities in the new concourse, including relocation of the existing two TVMs on the platform to the new concourse.
Footbridge	Incorporation of anti-throw screens within canopies as required to full length of the footbridge, to the widened concourse and lift landing areas, and on the live rail side of the stairs to both The Kingsway and Wentworth Ave.
Platform 1 and 2	Building modifications (and required services, finishes and fitout) to provide accessible customer and staff areas and facilities including accessible ticket window, new family accessible toilet, new staff toilet and new public amenities. Adjustment of station platforms to provide compliant cross falls (where required) and provision of Tactile Ground Surface Indicators (TGSI) along platform edges, for stairs and other required locations.
Platform 3 and 4	Modifications to provide DDA compliant access to the existing waiting room on platform 3/4. Adjustment of station platforms to provide compliant cross falls (where required) and provision of Tactile Ground Surface Indicators (TGSI) along platform edges, for stairs and other required locations. Relocation of existing station communications equipment on Platform 1/2 to the existing Communications Equipment Room (CER) on Platform 3/4.
Overall services upgrading to Station and Surrounds	Services diversion and/or relocation, including stormwater drainage adjustments, to accommodate the new infrastructure. Potential relocation of the Sydney Trains 11kV aerial feeder on the Down side of the corridor, and the Endeavour Energy HV aerial feeder on Wentworth Ave, clear of the new infrastructure. Station power supply upgrade, adjustment to lighting, and augmentation

Element	Proposed changes
	and relocation of station communication systems associated with the new infrastructure.
Wentworth Avenue frontage	<p>Treatment of the Wentworth Ave and Railway Street intersection, including pedestrian crossing provisions and traffic calming measures.</p> <p>Enhancement to interchange facilities in Wentworth Ave including:</p> <ul style="list-style-type: none"> • provision for accessible car parking spaces and a kiss and ride car parking zone within close proximity to the station entrance; • weather protected storage for bicycles; • upgrade to the bus stop waiting area with new street furniture including seating and rubbish bins, removal of the damaged backing board and replacement with suitable see-through material to improve visibility, and repainting of the shelter structure treatment of The Kingsway and Station Street intersection including enhancement to existing pedestrian crossing provisions and traffic calming measures, and maintaining vehicular access to private property adjacent to rail corridor. <p>Upgrade of existing and provision of new wayfinding signage and provision of other signage including statutory / regulatory signage.</p>
The Kingsway / Station Street frontage	<p>Enhancement to interchange facilities in The Kingsway including:</p> <ul style="list-style-type: none"> • removal of existing and provision of new full width footpath from station entrance to the end of the shelter structure on the western side of the station entrance; • reconfigured parking to provide a formal kiss and ride car parking zone, taxi rank, and time restricted parking for any displaced parking from Station Street; • removal of existing bicycle rack, and new weather protected storage for bicycles close to the station entrance; • upgrade of the waiting area with new street furniture including seating to replace existing, rubbish bins, removal of the shelter backing board and replacement with suitable see-through material to improve visibility, and repainting of the shelter structure. <p>Provision for continuous accessible paths of travel between the station entrances and adjacent streets, accessible parking, kiss and ride areas, taxi rank, and the bus stop area.</p> <p>Upgrade of existing and provision of new wayfinding signage and provision of other signage including statutory / regulatory signage.</p>
* Memorial Fountain	Protection and/or relocation of the Memorial Fountain and adjacent "First Train to Stop at Wentworthville" plaque and "Train Wheel" in The Kingsway as required and in accordance with heritage approval and stakeholder requirements.

* In relation to the Memorial Fountain, the image provided is the best illustration of the works advised, Figure 6.2 overleaf.

However, it is also advised that along with the Memorial Fountain, the adjacent "First Train to Stop at Wentworthville" plaque and "Train Wheel" also be relocated to this same location, to continue the tradition of commemoration at Wentworthville Railway Station, see Recommendations, Section 7.1.



Figure 6.2: Artist's Model of the Proposal from The Kingsway. The relocated Memorial Fountain is indicated in red. Source: Transport for NSW and RailCorp Platform Plan

The following impact assessment assesses the physical impact the proposed works will have to the heritage significance of the nominated heritage items present within the project area, Wentworthville Railway Station and the Memorial Fountain; and the visual impact the Proposal will have on the adjacent heritage items, 2-4 and 6-8 Station Street.

6.2.2 Assessed Impact - Wentworthville Railway Station

- *What aspects of the proposal respect or enhance the heritage significance of the item/study area?*

There are some aspects of the Proposal that are considered to respect the heritage significance of Wentworthville Railway Station. While the upgrading works are extensive and apply to the approaches to the Station as well as internally and externally to the Station buildings on Platforms 1/2 and 3/4 – it is noted that the ramps will be retained, the footbridge will be retained and only minor changes are planned for the Platform Buildings themselves. Changes to the footbridge canopies at Station level will not affect the heritage significance as the existing footbridge canopy is a later addition. Regarding the Platform buildings, the internal layout will remain in size and scale with room changes being confined to the existing toilet areas on Platform 1/2. The exterior of the Platform buildings will also be retained, which are the more significant elements.

- *What aspects of the proposal could have a detrimental effect on the heritage significance of the item/study area?*

The Proposal will change the views and vistas of the Wentworthville Railway Station approaches on both Wentworth Avenue and The Kingsway approaches. However, given the visual clutter of street signage in these areas, these changes, as seen in the model will not have a detrimental effect on the heritage significance of Wentworthville Railway Station.

- *Have more sympathetic options been considered and discounted? Why?*

To our knowledge, alternate sympathetic options for these works at Wentworthville Railway Station have not been considered for this Proposal as the replacement works are required in order to meet current Transport for NSW standards, including vastly improving disabled access to the platforms themselves. In addition it must be noted that the Platform buildings, which are the most significant elements of the overall Wentworthville Railway Station, will be retained, with minor internal changes.

- *Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)*

The Proposal can be considered sympathetic to the local heritage significance of the Wentworthville Railway Station in that they ensure it will be safely used by future commuters. In particular, the streetscape changes are seen as sympathetic as they will allow for better pedestrian access to Wentworthville Railway Station and the opportunity to better appreciate the streetscapes and the heritage items in the Kingsway / Station Street area.

- *Is the assessed impact acceptable / can it be mitigated?*

The Proposal will have an impact to the heritage significance of the item as material will be removed and new items inserted into the existing Station layout. This impact is, however, required to meet current Transport for NSW standards and will enable far better disabled access to the Platforms than exists currently.

The assessed impact is therefore regarded as being **acceptable** to the local heritage significance of Wentworthville Railway Station. There is a requirement to advise both Holroyd City Council and RailCorp / Sydney Trains of the proposed changes, as Wentworthville Railway Station is a local heritage item for both these bodies. However, provided the works are undertaken as advised in this brief, it is not considered necessary for any mitigation works to take place. It is not considered necessary for additional photograph recording to take place prior to the works being undertaken, this SoHI contains images of the affected areas and can stand as a record prior to works if it is provided to Holroyd City Council and RailCorp / Sydney Trains. This recommendation is made in the following section.

It is unlikely that any archaeology relating to the former Wentworthville Railway Station will be impacted as a result of the Proposal. However, should any underground remains be discovered then works are to stop. At that stage the project supervisor or site supervisor is to contact an archaeologist who will come to the site, inspect the remains, record the remains via photography and possibly measured drawings and provide advice on the next steps to take. This recommendation is also made in the following section and is in line with the NSW legislation protecting heritage, specifically Section 139 of the *NSW Heritage Act 1977*. There is also an obligation under *The Heritage Act* to stop work and contact the Heritage Office if relics are unexpectedly disturbed or uncovered. Any relics located are required to be reported under the *NSW Heritage Act 1977*, Section 145.

6.2.3 Assessed Impact - Station Street Shops

- *What aspects of the proposal respect or enhance the heritage significance of the item/study area?*

There are no aspects of the Proposal that are considered to respect or enhance the heritage significance of the local heritage items at Nos 2-4 and 6-8 Station Street, Wentworthville.

- *What aspects of the proposal could have a detrimental effect on the heritage significance of the item/study area?*

The Proposal will change existing pedestrian access and footpath and road surface treatments in the streetscape adjacent to Nos 2-4 and 6-8 Station Street, Wentworthville. The addition of traffic calming treatments, street plantings and bollards will increase the pedestrian area at the main entry to Wentworthville Station. These changes however will be a positive change to the streetscape and allow for an improvement in the views and vistas to the buildings at Nos 2-4 and 6-8 Station Street, Wentworthville.

- *Have more sympathetic options been considered and discounted? Why?*

To our knowledge, alternate sympathetic options for these works at Wentworthville Railway Station have not been considered for this Proposal to date. The replacement works will be advised to Holroyd City Council as part of the Transport for NSW process, which this SoHI forms part of.

- *Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)*

The Proposal is sympathetic to the heritage significance of Nos 2-4 and 6-8 Station Street, Wentworthville in that the building facades, which form the basis of the heritage significance will be enhanced by the streetscape improvements. As noted above, the expansion of pedestrian areas in this vicinity will allow better appreciation of the buildings by visitors to Wentworthville and the Railway Station.

- *Is the assessed impact acceptable / can it be mitigated?*

The proposed impact to the cultural heritage significance of the Nos 2-4 and 6-8 Station Street, Wentworthville is considered to be an **acceptable** impact.

6.2.4 Assessed Impact - Memorial Fountain

- *What aspects of the proposal respect or enhance the heritage significance of the item/study area?*

The aspect of the Proposal considered to respect the heritage significance of the Wentworthville Memorial Fountain is that the fountain will be carefully dismantled and rebuilt. The location is just metres away from the existing and ensures that the Wentworthville Memorial Fountain remains associated with the main entry to Wentworthville Railway Station, as it has been since its unveiling in 1935.

- *What aspects of the proposal could have a detrimental effect on the heritage significance of the item/study area?*

The Proposal will remove the fountain and it may not have been rebuilt. This would be a detrimental effect, which is not occurring.

- *Have more sympathetic options been considered and discounted? Why?*

To our knowledge, alternate sympathetic options for these works which will require the removal and reconstruction of the Wentworthville Memorial Fountain have not been considered for this Proposal to date. The Wentworthville Railway Station upgrade works will be advised to Holroyd City Council as part of the Transport for NSW process, which this SoHI forms part of.

- *Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)*

The Proposal is sympathetic to the heritage significance of the Wentworthville Memorial Fountain in that they allow it to be retained, in an enhanced position and to be better appreciated and viewed by pedestrians in The Kingsway / Station Street intersection and approach to Wentworthville Railway Station.

- *Is the assessed impact acceptable / can it be mitigated?*

The proposed removal and replacement will have an impact to the heritage significance of the item as it will need to be dismantled. This is only acceptable if the work is undertaken by an experienced craftsperson to rebuilt the fountain in the nominated location, see Figure 6.1. The impact is also to be mitigated by an archival photographic recording of the Wentworthville Memorial Fountain prior to any works being undertaken.

In addition, it is also recommended that the adjacent “First Train to Stop at Wentworthville’ plaque and ‘Train Wheel’ are also carefully dismantled from their location to be rebuilt, with the Wentworthville Memorial Fountain in its new location further east on The Kingsway. These items do not require archival photographic recording prior to their removal.

The above recommendations will mitigate the impacts. Based on the condition that such recording is undertaken prior to the proposed works, the impact to the cultural heritage significance of Wentworthville Memorial Fountain is considered to be an **acceptable** impact.

7 Mitigation Measures

7.1 Summary of key findings

The key findings of this assessment can be summarised as follows:

- a. The existing Wentworthville Railway Station buildings and infrastructure are a mixture of 1940s and later works
- b. The Platform buildings themselves are the most significant elements for the overall heritage significance of Wentworthville Railway Station as they display 1940s Functionalist architecture and design and are good examples of this style
- c. Wentworthville Railway Station buildings are the same design and similar layout to the platform buildings at neighbouring Pendle Hill and Toongabbie Railway Stations, and of similar date
- d. The proposed impact to Wentworthville Railway Station is considered to be an acceptable impact. Further archaeological or archival recording is not considered necessary based on the brief provided.
- e. The Proposal will affect the heritage significance of the local heritage item, Wentworthville Memorial Fountain as this item will be removed and rebuilt some metres distance from its existing location on The Kingsway. Recommendations for mitigation of these works have been made in Section 7.2.
- f. The existing Wentworthville Memorial Fountain is also the location of commemorative Railway plaques and a garden feature. These items are also to be relocated to the new Wentworthville Memorial Fountain location.

7.2 Proposed Mitigation Measures & Management Recommendations

Based on the findings of this SoHI, best heritage practices and specific heritage asset management guidelines prepared by the NSW Heritage Office, the following recommendations area provided –

Recommendation 1

Notification of the Proposal will be required to be made to RailCorp / Sydney Trains and to Holroyd City Council prior to the works commencing. A copy of this SoHI is to be included in the notification.

Recommendation 2

An archival recording of the Wentworthville Memorial Fountain – prior to its dismantling and reconstruction is be carried out in accordance with the NSW Heritage Division guidelines for Archival Recordings. This Recording can be placed in Holroyd City Council Library so that a complete record of the Memorial Fountain is available for public access.

After this, no further archaeological or heritage works is considered necessary for the Wentworthville Memorial Fountain.

Recommendation 3

The existing Railway commemorative plaque, erected in 1985, and memorial garden be relocated so that it remains with the Wentworthville Memorial Fountain and in association with the Wentworthville Railway Station.

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