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Dear Ms Owen,

**Re. Hornsby Junction Remodelling and Commuter Car Park design amendments—addendum heritage impact assessment**

The following letter report is an addendum to the Hornsby Junction Remodelling and Commuter Car Park Non-Aboriginal Heritage Impact Assessment (HIA) prepared by Artefact Heritage, January 2016. It provides an updated heritage impact assessment of design amendments and changes to the proposed remodelling and commuter car park.

The design amendments include a proposed multi-storey commuter car park which would replace the existing at-grade car park facility adjacent to Hornsby Railway Station on George Street. Remodelling changes include works to the coping on platforms 1 and 2.

Hornsby Railway Station Group and Barracks is a locally significant heritage item listed on Sydney Trains (formerly RailCorp) section 170 register and the Hornsby Local Environmental Plan (LEP) 2013. There are several other listed heritage items in the vicinity.

### Design Amendments

The proposed multi-storey commuter car park would provide approximately 230 additional parking spaces. There have been a number of design changes subsequent to the Review of Environmental Factors (REF). The following is a description of design amendments subject to this letter report (Jacobs, February 2016):

#### *Design changes*

- The car park design has been modified to provide three level car park at the existing car park grade, instead of the previous excavated and partly below-ground proposal. The number of additional parking spaces remains at 230.
- An entry only point would be provided to the south of the car park via George Street.
- An exit only point would be provided onto George Street, near to intersection of Linda Street.

#### *Demolition and other construction details*

- Construction site access would be via the existing car park access on George Street. The compound would be as per the REF and the Submissions Report.

- Vegetation removal (identified as street plantings in the REF not originally requiring removal) on area of land at the eastern side of the proposal between the existing at-grade car park and George Street, for the provision of the proposed exit ramp.
- New pavement, kerbs and line marking for new carpark exit onto George Street.

### Works no longer required

- The reconfiguration of George Street/Burdett Street intersection is no longer required.
- The following utilities would not be affected due to the design changes:
  - Four electrical poles at the George Street/Burdett Street intersection (Ausgrid).
  - Traffic signals/associated infrastructure at George Street/Burdett Street intersection (Roads and Maritime).
  - Exit ramp design would avoid key power pole utilities.

### Platform Coping Works

To accommodate the new rail alignment, the coping on platforms 1 and 2 would need to be trimmed:

- Platform 1 – the coping on this platform currently sits proud of the platform wall brickwork by 119mm. The cutback would be a maximum of 119mm to the platform wall brickwork. The cut would occur between chainages 25.330km-25.335km.
- Platform 2 – the coping on this platform sits proud of the platform wall brickwork by 30mm. The cutback would be a maximum of 25mm and will therefore not impact the platform wall brickwork and render. The cut would occur between chainages 25.318km-25.328km.

The works would involve cutting the coping using a road concrete saw. Where the cut is not deep enough a hammer drill would be used to remove the remaining attached section. Pavers and platform coping would be reinstated and the wall restored where impacted. This would include all marking and disability requirements such as tactile surfaces.

Figure 1: Proposed multistorey section of the car park in relation to the Hornsby Railway Station Group (Source: Jacobs)



Figure 2: Photomontage of proposed multistorey carpark south from corner of George Street and Burdett Street



Figure 3: Photomontage of proposed multistorey carpark north from 108 George Street



Figure 4: Photomontage of proposed multistorey carpark north from level 8, 90 George Street



Figure 5: Platform showing coping course (Source: Jacobs)



## Heritage Impact Assessment—Multistorey Car Park

### Archaeology

The amended design does not result in additional areas of ground disturbances and therefore there is no change to the findings and recommendations of the Aboriginal and non-Aboriginal (historic) archaeological assessments.

### Built heritage

The amended car park design consists of an above-ground multi-storey structure. The increase in bulk and scale results in the car park being a more prominent feature in the landscape. The increased height would also mean the structure would be visible from Station Street, to the west of Hornsby Station. The heritage buffer zone has been expanded from 25 metres to 50 metres to account for the increased visibility of the proposed car park and additional listed heritage items not included in the HIA January 2015 report have been identified (Figure 6 and Table 1).

**Figure 6: LEP items within a 50-metre buffer of proposed car park**



**Table 1: Additional heritage items**

**Street Trees (William Street)**

Image (Source: Google Maps)



Significance

Local

Description

Listed on the Hornsby LEP 2013 no. 553 as a line of Jacarandas to a height of 8 meters that were planted c1940s. It is located on both sides of William Street.

Statement of significance

Street planting of characteristic Jacarandas from c1940s notable in streetscape.

**Hornsby War Memorial Hall**

Image (Source: Google Maps)



Significance

Local

Description

Listed on the Hornsby LEP 2013 no. 483 and is located at 2 High Street, Hornsby. The cornerstone was laid on ANZAC Day in 1955 and the hall was dedicated by Lt General Sir Eric Woodward in 1962.

Statement of significance

The Hornsby War Memorial Hall has local significance.

## Impact Assessment

The following table provides a heritage impact assessment of the proposed design amendments.

**Table 2: Updated impact assessment**

Heritage Item	Updated Impact Assessment
<p><b>Hornsby Railway Station Group and Barracks (A51)</b></p>	<p>The amended car park design increases the bulk and scale of the proposed new structure on the eastern side of the station.</p> <p>This multi-level structure would be prominent in the George Street streetscape. However, this view line is not considered to contribute to the heritage significance of the item.</p> <p>The proposed car park would be visible from within the station and platform area, altering the views from the station. The views from within the station and the platforms contribute to the heritage significance of the item by providing a historic setting and "...a visual experience of the historic age of rail travel".<sup>1</sup> Modern concourse, internal changes, new roofs and awnings to the station buildings have already detracted from the historic setting. The proposed car park would be an additional modern structure within the station setting. There would be an oblique view of the proposed multistorey car park section from various points within station. The amended car park design would result in a moderate visual impact.</p> <p>The car park would also be visible from Station Street, which would change the overall views towards the station from the western side. However, these views are already interrupted by a modern bus shelter as well as modern additions to the station entrance.</p> <p>The proposed car park would be visible from High Street and Peats Ferry Road, although the views to the railway station are already screened by modern additions.</p> <p>The design amendments would result in a moderate heritage impact (visual) to the Hornsby Railway Station Group and Barracks.</p>
<p><b>SRA electricity plant and signal box (A50)</b></p>	<p>The proposed multi-storey car park would be directly visible and within the items view lines. The design amendments would not result in additional physical impacts than already assessed.</p> <p>The impact assessment remains the same as the January 2016 HIA for this item.</p>

<sup>1</sup> Section 170 register entry for Hornsby Railway Station Group.

Heritage Item	Updated Impact Assessment
<b>Railway cloak room buildings (A52)</b>	There would be limited visibility between the car park and the cloak room. The car park would result in a minor visual impact to the overall setting of the cloak room and views of the heritage item from Station Street.
<b>Peats Ferry Road Precinct, Hornsby West Side HCA (C5)</b>	The amended car park structure would be partially visible from Station Street. Views and vistas between the heritage item and the car park are slightly screened by existing buildings on Station Street, and street trees and a fence on Jersey Street. The design amendments would result in a minor visual impact to the Peats Ferry Road Precinct.
<b>Street trees (Jersey Street) (484)</b>	No change from HIA January 2016
<b>War memorial and palms (503)</b>	The proposed car park would be partially visible from the War memorial and palms. The setting of this item already includes several modern multi-level structures. The railway station and associated buildings would screen the majority of the proposed car park. The design amendments would result in a minor visual impact to the War memorial and palms.
<b>Shops (1-3 Jersey Street) (486)</b>	The proposed car park would be partially visible from the Shops. Views and vistas between the heritage item and the car park are mostly screened by existing railway buildings and street trees. The design amendments would result in a negligible visual impact to the Shops.
<b>“The Browsery Cottage” (487)</b>	The proposed car park would be partially visible from The Browsery Cottage. The design amendments would result in a negligible visual impact to The Browsery Cottage.
<b>TAFE college - Buildings “K” and “M” and grounds (521)</b>	The proposed car park would be partially visible from the TAFE college. The design amendments would result in a negligible visual impact to the TAFE college.
<b>Street trees (William Street) (553)</b>	Although the curtilage extends to the end of William Street where the car park would be slightly visible, the trees do not start until further down the street, therefore the visual impact would be negligible. The design amendments would not result in physical impacts to the heritage item.

Heritage Item	Updated Impact Assessment
<b>Hornsby War Memorial hall (483)</b>	There would be limited views of the car park from the Memorial hall. Views and vistas from the heritage item are mostly screened by existing railway buildings. The design amendments would result in a negligible visual impact to the Memorial hall. The design amendments would not result in physical impacts to the heritage item.

## Heritage Impact Assessment – Coping works

Platforms 1 and 2 are located within the listed heritage curtilage of Hornsby Railway Station Group and Barracks. These platforms were added to the station in 1910. Modern modifications have resulted in the removal of some of the original fabric of these platforms as well as the addition of modern materials. The coping course does not appear to be original fabric. This includes works conducted in the 1990s in which the platforms and footbridges within the station were rebuilt with modern materials.

Whilst the proposed coping works would be conducted within the here curtilage impacts from these works would be focussed on areas where the original fabric of the platforms has been replaced with modern materials. Therefore, the works would not have adverse impacts on the significant heritage fabric of the Hornsby Railway Station Group and Barracks.

## Conclusions

The design amendments for the Hornsby Commuter Car Park include an additional level to the multi-storey car park, with the lower level at grade rather than below the current ground level. Other additional works include adjustments to the platform coping to accommodate the new rail alignment.

The amended design does not result in additional impacts to heritage fabric of the listed items. The amended design does not result in additional potential archaeological impacts.

The proposed multi-storey car park would result in a new modern structure being visible from the station and other heritage items in the vicinity. The following table outlines the impact assessment of the design amendments against the January 2016 HIA for the REF submission.

Heritage item	January 2016 HIA	Amended Design February 2016
<b>Hornsby Railway Station and Barracks</b>	Moderate	Moderate
<b>SRA electricity plant and signal box</b>	Moderate	Moderate
<b>Railway cloak room buildings</b>	Negligible	Minor
<b>Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area</b>	Negligible	Minor
<b>Street trees</b>	Negligible	Negligible
<b>War Memorial and Palms</b>	Neutral	Minor

Heritage item	January 2016 HIA	Amended Design February 2016
<b>Shops</b>	Neutral	Negligible
<b>“The Browsersy Cottage”</b>	Neutral	Negligible
<b>TAFE college – Buildings “K” and “M” and grounds (excluding other buildings)</b>	Neutral	Negligible
<b>Street Trees (William Street)</b>	n/a	Negligible
<b>Memorial Hall</b>	n/a	Negligible

## Recommendations

Recommendations of the January 2016 HIA still apply.

In addition:

- Design solutions to reduce the visual impact of the proposed multi-storey car park on Hornsby Railway Group and Barracks should be considered. Such design solutions should include colour schemes and finishes that are complimentary to the heritage item. Also landscaping and vegetation could screen the structure.
- Coping trimming works should be limited to non-original fabric. Care should be taken to avoid impacting original platform brickwork. The new coping finish and replacement platform surface should match the existing finish and materials
- As the proposed works would affect a heritage item consultation with the appropriate authorities should be undertaken:
  - Hornsby Council
  - Sydney Trains