

STATEMENT OF HERITAGE IMPACT

ACCESSIBILITY UPGRADE AT HOMEBUSH RAILWAY STATION

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HERITAGE CONSERVATION ARCHITECTURE

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P1	30/9/2016	Preliminary issue for client review	OPP
P2	9/10/16	Final draft following client review	OPP
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B	11/10/16	Issue to accompany S60 application	OPP

Cover: Homebush Railway Station footbridge from Platform 2, 2015.
Source: *Orwell & Peter Phillips*

STATEMENT OF HERITAGE IMPACT

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Introduction

This report has been prepared for Transport for NSW. The brief for the report was to review the design proposal for easy access upgrading at Homebush Railway Station and prepare a statement of heritage impact, to accompany an application for approval of the proposed works under S60 of the Heritage Act. The Homebush Railway Station Group is listed on the State Heritage Register. The design reviewed is that shown in the drawing set issued on 27 September 2016 by DesignInc Pty Ltd as consultant for Downer Rail. This report has been prepared in accordance with the Australia ICOMOS Burra Charter and the Heritage Council's guidelines for preparation of heritage impact statements.

The Transport Access Program

In order to comply with its obligations under the Disability Standards for Accessible Public Transport, Transport for NSW is progressively upgrading all of its railway stations so as to provide equitable and dignified access for passengers and staff. Most stations were constructed in the 19th or early 20th century, and provide access from the street to platforms by way of stairs. These stations therefore require lifts or ramps to be installed, together with canopies to provide weather protection. The incorporation of these new elements into stations that are of heritage significance presents a particular design challenge.

The study area

Homebush Railway Station is on the main Western railway line between Sydney and Parramatta. It has three island platforms connected by a footbridge, which extends to the streets either side of the station. There is also a fourth side platform reached by way of a separate ramp.

The Homebush Railway Station Group, comprising the station platforms and platform buildings, the footbridge and associated structures including the overhead booking office, and the signal box, is listed on the State Heritage Register (SHR No 01170) and as a heritage item in the Sydney Trains (formerly RailCorp) S170 Register. Figure 1 shows the boundary of the heritage listing, which is also the boundary of the study area.

The State Heritage Register listing notes in its Statement of Significance:

Homebush Railway Station is significant for its rare collection of railway structures dating from 1891 that form a unique and cohesive group. Designed under the direction of Commissioner Edward Eddy, the platform buildings demonstrate the first use of island platforms in NSW and are one of only four extant examples of 1891 'Standard Eddy' platform buildings. The 1891 overhead booking office is also a rare structure being one of only three similar structures representing the earliest use of above-platform buildings. The station buildings including the signal box, brick store rooms and footbridge collectively demonstrate a former era of travel, communication and trade. The group remains highly intact.

Homebush Station is unusual in that there has been a consistent approach to the design of later additions to the station which has sought to match the character of the 1891 work. Recent examples of this include the reconstruction in 1992 of the footbridge deck, which added to the new concrete deck a steel superstructure imitating the lattice girders of the former steel footbridge; the construction in 1995 of a new canopy on Platforms 3 & 4 following the destruction of the former platform building by fire, which reused cast iron elements recovered from the original building and reproduced the timber detailing; the associated construction of a second building on the footbridge to house lavatories, which reproduced the form and materials of the original overhead booking office; and the most recent construction of the side platform building on Platform 7 in 2008, which again (within structural limitations) reproduced the form and detailing of the 1890s buildings. For the retention of heritage significance at the station, it is therefore important that this consistent design approach continues.



Figure 1

Location plan of Homebush Railway Station (red outline shows SHR boundary)

Source: State Heritage Register

Historical background

Homebush Station was originally constructed in 1855 as part of the first railway line in NSW. It was rebuilt in 1892 in conjunction with quadruplication of the track between Sydney and Homebush, with two island platforms (the present Platforms 3 & 4 and 5 & 6) and one side platform (the present Platform 2), connected by a new footbridge with an overhead booking office (Figure 2).

The footbridge was extended one span to the north in 1913 in conjunction with the construction of an additional line, converting the former side platform to an island platform. The footbridge deck was raised and replaced in concrete in 1992, necessitating raising the steps and overhead booking office as well. The main platform building on Platforms 3 & 4 was destroyed by fire in 1994 and replaced by a waiting shelter in 1996, reusing some original components. At the same time, a second building containing lavatories was constructed on the footbridge, with a storage area below at platform level (Figure 3). In 2008, an additional turnback line was built, and a new Platform 7 and

canopy was constructed. Conservation works to the platform building on Platforms 5 & 6 were completed later in 2008.



Figure 2

Homebush Station from the west about 1895. The station master's house visible on the left behind the footbridge was demolished in 1913 when a new line was constructed.

Source: *State Library of NSW*



Figure 3

Homebush Station from the west in 2008

Source: *Orwell & Peter Phillips*

Significance of the station and its elements

A conservation management plan was prepared for Homebush Station in 2005, as part of the preliminary environmental assessment for the Homebush turnback project¹. This document includes the following statement of significance for Homebush Station:

The Homebush Station complex is one of the most important surviving groups of buildings on the State railway system. It represents an almost intact station dating from

¹ Orwell & Peter Phillips. *Conservation Management Plan Homebush Railway Station*. October 2005

the quadruplication of the main line in 1892, and the introduction at the same time of the first of the new standard buildings designed under Commissioner Eddy. Two of the three original platform structures (those on Platforms 1 & 2 and 5 & 6), the overhead booking office, the signal box, and the southern footbridge steps and boundary wall all survive largely unaltered. Moreover, all of the later alterations and additions (including the extensions to the footbridge in 1913, and the more recently replaced footbridge deck and structure, and the rebuilt platform waiting shelter) have been constructed in the same style as the original work, giving the station an evocative quality and consistency of architectural character that is rare within the NSW rail system. All of the other stations on the network that were constructed at the same time have undergone considerably more alteration, and only individual examples of modified platform buildings survive. The consistency of design at Homebush Station extends to the character of the nearby buildings in The Crescent, most of which date from the late 19th or early 20th century, creating an important civic precinct.

The conservation management plan also included a detailed analysis of the significance of elements. Extracts from this analysis have been used in the assessment of heritage impact below.

Documents reviewed

This review examines the scheme presented in the following drawings by DesignInc Pty Ltd:

Drawing No	Rev	Title	Date
HBS-ARC-AR-011100	F	Cover Sheet and Drawing List	27/09/16
HBS-ARC-AR-011120	F	Proposed Site Plan	27/09/16
HBS-ARC-AR-011130	E	Existing and Demolition Plan	23/09/16
HBS-ARC-AR-011140	F	General Arrangement Plan Platform Level	27/09/16
HBS-ARC-AR-011141	F	General Arrangement Plan Footbridge level	27/09/16
HBS-ARC-AR-011142	F	General Arrangement Plan Roof level	27/09/16
HBS-ARC-AR-011200	F	Proposed Floor Plan Platform Level (The Crescent and Platform 5/6)	27/09/16
HBS-ARC-AR-011201	F	Proposed Floor Plan Platform Level (Platforms 1 to 4)	27/09/16
HBS-ARC-AR-011202	F	Proposed Floor Plan Platform Level (Loftus Crescent)	27/09/16
HBS-ARC-AR-011210	F	Proposed Floor Plan Footbridge Level (The Crescent and Platform 5/6)	27/09/16
HBS-ARC-AR-011211	F	Proposed Floor Plan Footbridge Level (Platforms 1 to 4)	27/09/16
HBS-ARC-AR-011212	F	Floor Plan Footbridge Level (Loftus Crescent)	27/09/16
HBS-ARC-AR-011240	F	Proposed Roof Plan The Crescent and Platform 5/6	27/09/16
HBS-ARC-AR-011241	F	Proposed Roof Plan Platforms 1 to 4	27/09/16
HBS-ARC-AR-011242	F	Proposed Roof Plan Loftus Crescent	27/09/16
HBS-ARC-AR-011300	F	Elevations Sheet 01	27/09/16
HBS-ARC-AR-011301	F	Elevations Sheet 02	27/09/16
HBS-ARC-AR-011400	F	Sections Sheet 01	27/09/16
HBS-ARC-AR-011401	F	Sections Sheet 02	27/09/16
HBS-ARC-AR-011402	E	Sections Sheet 03	23/09/16

Heritage legislation

The Homebush Railway Station Group, comprising the station platforms and platform buildings, the footbridge and associated structures including the overhead booking office, and the signal box, is listed on the State Heritage Register (SHR No 01170) and as a heritage item in the Sydney Trains (formerly RailCorp) S170 Register.

Under the Heritage Act 1977, any works at Homebush Railway Station require approval by the NSW Heritage Council unless the works are the subject of general or specific exemption under subsection 57(2) of the Act. The Minister for Planning, pursuant to subsection 57(2) of the Act, has granted a number of standard exemptions from subsection 57(1) of the Act that apply to all State-listed properties, and in addition has granted an agency-specific exemption to NSW Transport - RailCorp for certain works to State-significant railway items, gazetted on 2 March 2014. However, the proposed works that are the subject of this report are beyond the scope of either of these types of exemption, and an application under section 60 of the Act is required. Under Section 62 of the Act, the Heritage Council (or its delegated authority) must take the following matters into consideration when assessing an application:

- (a) the extent to which that application, if approved, would affect the significance of any item as an item of the environmental heritage,
- (b) the representations, if any, made with respect to that application under section 61(3),
- (c) such matters relating to the conservation of that item or land as to it seem relevant, and
- (c1) any applicable conservation management plan (within the meaning of section 38A) endorsed by the Heritage Council, and
- (d) such other matters as to it seem relevant.

Description of proposal

The proposal is to add four lifts to the footbridge at Homebush Station: one at each end (The Crescent and Loftus Crescent), one behind the existing brick footbridge support on Platforms 5 & 6, and one inside the existing overhead booking office building on Platforms 3 & 4 (Figure 4). The existing steps at each end of the footbridge will be altered to accommodate the new lifts, and there will be adjustments to the platform levels in the vicinity of the lifts. The existing canopy roof at the centre of the footbridge will be removed, and a new canopy roof will be added extending the full length of the footbridge, with smaller canopies at the entrances to the lifts at platform level.

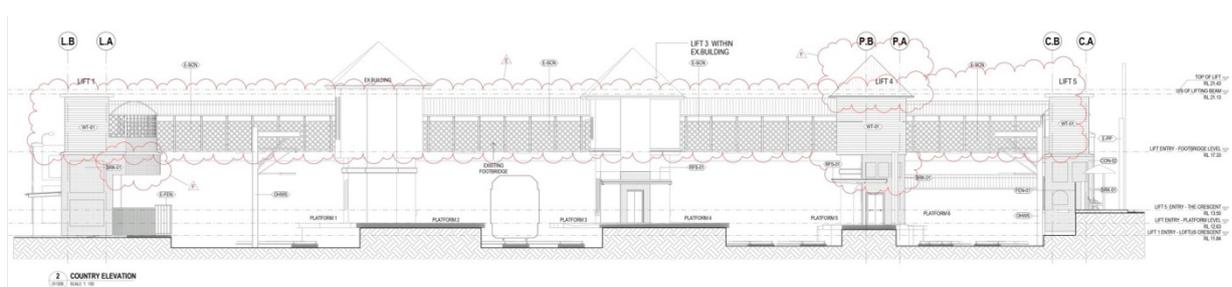


Figure 4

Proposed elevation of footbridge with new lifts at Homebush Station

Source: Extracted from DesignInc Pty Ltd. Drawing HBS-ARC-AR-011300.

The present proposal has been developed from the initial reference design, which itself went through a number of iterations and reviews at the schematic design stage. The reference design included an additional lift on Platforms 1 & 2, which has been omitted from the current scheme because this platform is no longer in regular use for passengers. The reference design also included larger and more prominent lift towers, all with flat roofs. The lift on Platforms 3 & 4 was in a separate structure located behind the existing overhead booking office, with a corresponding structure behind the footbridge building on Platforms 1 & 2.

Review of proposal against conservation policies

In order to assess the heritage impact of the proposal, it is helpful to consider it in the light of relevant policies from the 2005 conservation management plan.

Policy 3.2: The place and its elements should continue to be used for railway purposes as part of an operational railway station.

The proposal facilitates the continuing use of the station for railway purposes.

Policy 3.4: Uses with structural, spatial or building services requirements that would have a strong adverse effect on the character and significance of the place or its significant spaces and fabric are unacceptable.

The proposal has some adverse impacts on significant spaces and fabric, notably the former overhead booking office and the former train crew room beneath. However, when assessed against alternatives for the necessary provision of access to the platforms, the current proposal has the least adverse impact on the character and significance of the station as a whole. The booking office has been altered a number of times in the past: a side extension was constructed in the late 1920s (Figures 5 and 6) with associated internal alterations, and the timber structure was raised when the footbridge deck was rebuilt in 1992. It was presumably around this time that the extension was removed and the present arrangement of internal walls was built (Figure 7).

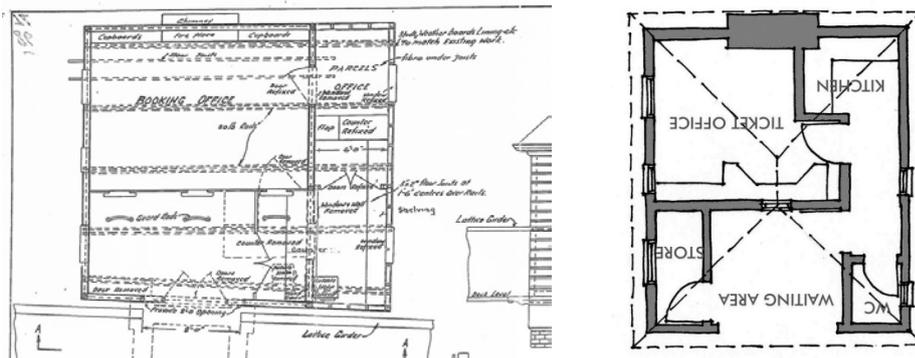


Figure 5

Plan showing proposed alterations and additions to the booking office in 1927 (left) and layout of overhead booking office in 2005 (right)

Source: State Rail archives (left) and Orwell & Peter Phillips CMP (right)



Figure 6

The extended booking office in about 1985

Source: State Rail archives.

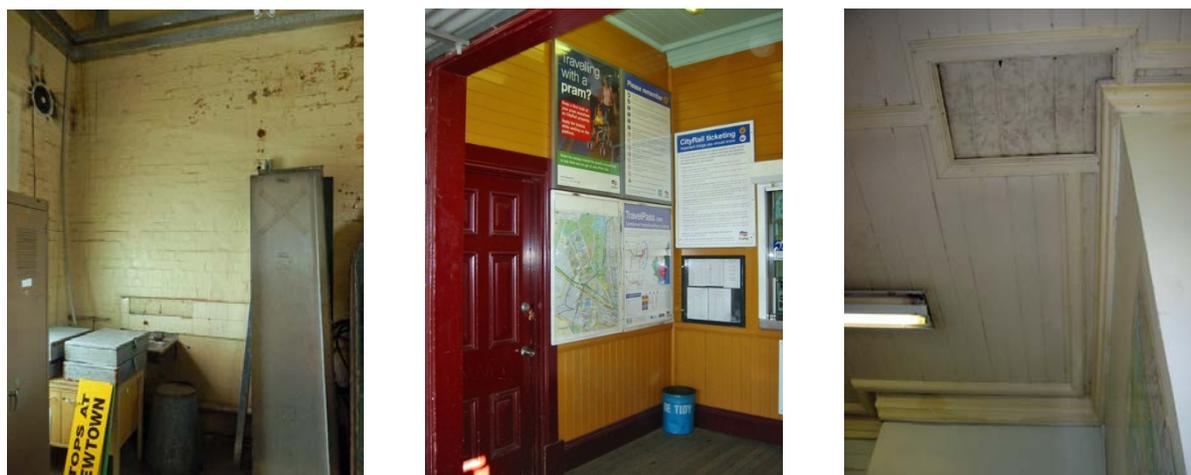


Figure 7

Photographs of the current booking office and room beneath: former train crew room looking west (left), entrance to public area of booking office (centre) and ceiling of office looking west (right)
 Source: Orwell & Peter Phillips 2015 (left) and 2005 (centre and right)

Policy 4.1: Provision of equitable access to and from the station should be provided without undue adverse impact on the significance of the place and its elements.

The proposed works provide equitable access to and from the platforms. While some adverse impacts on certain elements are acknowledged, the current scheme minimises adverse impacts on the overall character and significance of the station.

Policy 4.2: Steps throughout the station should in general be preserved in their original configuration.

Some alterations to steps at the southern (The Crescent) end of the footbridge (Figure 9) are proposed so as to enable them to reach the lift landing at footbridge level, eliminating the existing few steps beyond the present landing that lead directly to the footbridge deck. The present arrangement of footbridge steps dates from 1992, and was adapted from the original arrangement in which there were steps incorporated into haunches at each end of the bridge (Figure 8). The further adaptation makes only a relatively minor change in the configuration, which will be interpreted by the difference in slope between the brick balustrade and the handrail.

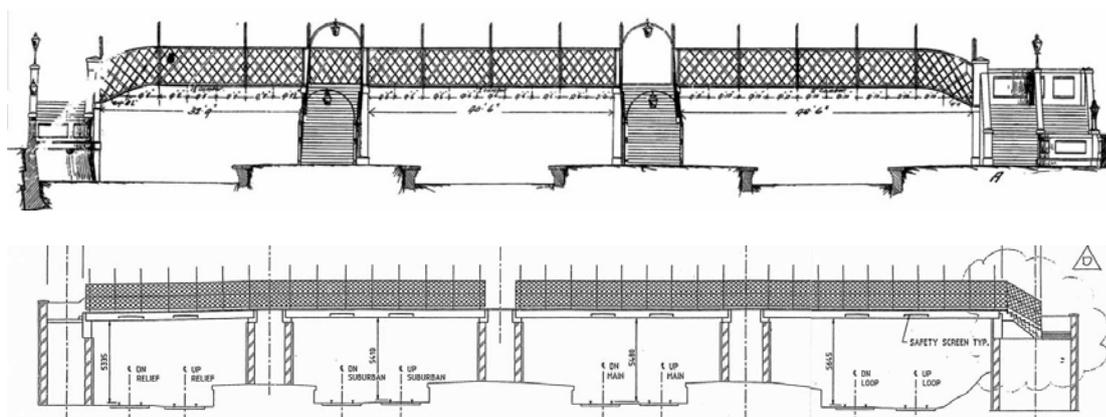


Figure 8

Elevations of the former footbridge (above) and current footbridge (below) at Homebush Station
 Source: Brady, I. R. Homebush Station Footbridge 1982-1992: Recording for Archival Purposes, and State Rail drawing 184-603.



Figure 9

The steps to the south end of the footbridge: the upper flight is proposed to be altered.
 Source: Orwell & Peter Phillips 2015.

Policy 5.1: *Unless otherwise stated in these policies, surviving original and early fabric and spaces should be retained intact and conserved.*

Some of the surviving original and early fabric will not be retained intact, including some brick walls at platform level and the timber floor and ceiling of the overhead booking office. These are discussed in more detail below. The impact on some of the fabric is considered to be justifiable because it enables the overall character of the station to be better conserved.

Policy 5.2: *Rooms within the station buildings should generally remain unsubdivided.*

Again, the proposed subdivision of the former drivers' rest room is considered to be justifiable because of the reduction in adverse impacts overall. The overhead booking office has previously been subdivided unsympathetically.

Policy 5.4: *Preservation and restoration are the preferred conservation processes to be used for fabric of exceptional and high significance.*

For the most part, fabric of exceptional and high significance will be preserved.

Policy 6.1: *If changes to the significant building fabric are required, the approach should be one of minimal intervention: as much as necessary, as little as possible.*

The current proposal represents the minimum extent of intervention considered necessary to provide equitable access to the station, and has been refined from a series of options that had a considerably greater adverse impact on overall character and significance, with only a little less adverse impact on significant fabric.

Policy 6.2: *Intervention for purposes other than conservation of the fabric should occur in areas of lower rather than higher significance.*

Interventions are proposed in localised areas of higher significance, as generating less adverse heritage impact overall than more extensive interventions previously proposed in areas of lower significance.

Policy 6.3: Removal of fabric of exceptional or high significance may be acceptable where that fabric has ceased to function and is actively contributing to deterioration in other significant fabric. Otherwise, such fabric should be removed only as a last resort after all other options have been considered. Where multiple elements are present, it may be acceptable to remove some of these elements provided that overall significance is not diminished.

The current proposal is the culmination of a design process examining numerous options, including the provision of a completely separate footbridge and lifts at the opposite end of the station (affecting little or no significant fabric, but with an overall adverse impact on the character and setting of the station, as well as rendering the existing footbridge obsolete), and the provision of new lifts in structures separated from the existing brick and timber structures on the existing footbridge (only a little less adverse impact on significant fabric, and more adverse impact on overall character and setting). As previously indicated, the removal of some significant fabric is considered justifiable because of the reduction in adverse impacts overall.

Policy 7.1: Alterations and additions to original or early fabric of the buildings and other site elements should be confined to:

- *the removal of intrusive elements, and elements of little significance that interfere with interpretation, when they are no longer needed*
- *the removal of elements of little or no significance that are contributing to the deterioration of original or early fabric*
- *the reinstatement where appropriate of original or early fabric that has since been removed and for which good evidence exists*
- *works to conserve the existing significant fabric, and*
- *fully reversible works to adapt the place for changing uses as required.*

The works are being proposed to facilitate the continuation of the existing use rather than to adapt the place for changing uses. Nevertheless, it must be acknowledged that some aspects of the work will be irreversible, in that they will remove significant fabric which will be capable in future of reconstruction but not of restoration (in the limited Burra Charter sense). The likelihood of the works being reversed is also minimal, as provision of equitable access will continue to be needed while the station remains operational.

Policy 7.2: Any alterations and additions to significant buildings and site elements should be confined to very minor works that are complementary and subservient to the original.

The proposed works to significant buildings and site elements cannot be considered very minor. However, they have been designed to be complementary and subservient to the original structures.

Policy 7.3: Any new external elements should be designed and constructed in the same style, design detail and materials as the original elements, continuing a process that has been occurring at the station for nearly 100 years. The reuse of surplus original components in any new elements is encouraged.

All of the new external elements have been designed to emulate the original design style, materials and details as the original elements, although they will be readily recognisable as recent additions. There will be some reuse of original materials such as bricks.

The context of the overhead booking office

A study of early 20th century overhead booking offices in 2014² identified the Homebush booking office as one of three such structures surviving from the late 19th century, when the concept was introduced to the railway system. The other two, at Newtown and Redfern stations, are substantial brick structures, whereas the one at Homebush is a smaller timber structure, built where it was not possible to construct a subway below platform level, the more common design approach (for example at Summer Hill). There were formerly similar overhead booking offices at Waverton and Petersham stations, both since demolished. Despite numerous alterations and additions, as previously noted, the booking office at Homebush retains much of its original appearance and fabric, and has remained in use for its original purpose. The proposed alteration and conversion of the structure will therefore lead to a loss of cultural significance of this element of the station.

Review of proposal against table of significant elements

The following table has been extracted from the full table in the conservation management plan, and includes only the existing elements affected by the current proposal. An additional column has been added with commentary on the impact of the proposal on these existing elements.

Element	Significance	Impact of proposal
Overall form, scale and architectural character	Exceptional	Positive: overall form, scale and architectural character preserved in alterations and additions
Platform seats, lights and station signage	Little	Negligible
Loop top fencing around station	Little	Negligible
Brick wall along southern side of station	Exceptional	Minor adverse: part of wall demolished for access to the lift
Trees on platforms	Moderate	Moderate adverse: one tree removed and two trimmed
Platform 1 & 2		
Platform 1 face	High	No impact
Platform 2 face	High	Negligible: surface regraded
Lavatories [above Platform 1 & 2]		
Concrete floor	Little	No impact
Timber framing	Little	Negligible: interior adapted as office
False chimney structure	Little	No impact
Doors and windows	Little	No impact
Wall, floor and ceiling finishes	Little	Negligible: interior adapted as office
Roof sheeting	Little	No impact
Platform 3 & 4		
Platform faces	High	No impact
Platform surface and edges	Moderate	Negligible: surface regraded
Destination indicator on post	High	No impact
Former lamp room on Platform 3 & 4		
Original brick structure	Exceptional	No impact
Top courses of external brickwork	Moderate	No impact
Concrete dropped floor	Exceptional	No impact
Timber door and windows	Exceptional	No impact
Internal brick walls and vault	Exceptional	No impact

² Australian Museum Consulting. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Report for Transport for NSW 2014.

Element	Significance	Impact of proposal
Typed sign on back of door	High	No impact
Cast iron downpipes	High	No impact
Timber bench	Exceptional	No impact
Former driver's rest room on Platform 3 & 4		Major adverse: room adapted for installation of lift and comms room
Original brick structure	Exceptional	Moderate adverse: large opening in western wall for installation of lift, partly rebuilt for lift entrance. New awning added over entrance
Top courses of brickwork	Moderate	No impact
Concrete floor and tiled threshold	Little	Negligible: large opening made and pit dug for lift
Door and windows	Exceptional	No impact
Architraves	Exceptional	No impact
Later window glass	Little/ Intrusive	Positive: intrusive panes replaced
Timber ceiling	Moderate	Moderate adverse: large opening made and trimmed for lift
Overhead booking office		Major adverse: area adapted for installation of lift
Original timber framing	Exceptional	Moderate adverse: ceiling framing trimmed around new lift
Original weatherboard cladding	Exceptional	No impact
Original windows and glass	Exceptional	No impact
Later window glass and windows	Little	No impact
Doors	Little	Negligible: internal doors removed
Later opening and internal walls	Moderate	Negligible: walls removed
Original timber flooring	High	Moderate adverse: large opening made and trimmed for lift
Floor coverings	Little	Negligible: coverings removed
Original boarded wall and ceiling linings	Exceptional	Moderate adverse: large opening made and trimmed for lift
Later wall and ceiling linings	Little	Negligible: linings removed
Platform 5 & 6		
Platform faces	High	No impact
Platform surface and edges	Moderate	Negligible: surface regraded
Brick store under footbridge on Platform 5 & 6		Negligible: new brick structure added nearby
Original brick structure	Exceptional	No impact
Top courses of external brickwork	Moderate	Minor adverse: some brickwork removed for new landing
Timber floor	Exceptional	No impact: floor removed in 2007 and replaced with concrete
Carpet	Little	No impact: removed in 2007
Timber door	Little	No impact: removed in 2007
Timber window	Exceptional	No impact: removed in 2007
Internal brick walls and vault	Exceptional	No impact
Stored original door and brackets	Exceptional	No impact: removed in 2007. Stored items to be protected.
Cast iron internal downpipes	High	No impact: removed in 2007
Brick steps to footbridge		
External form	Exceptional	Negligible
Original/early brick and stonework	High	Minor adverse: part of balustrade removed at footbridge level
Later brickwork and stonework	Moderate	Minor adverse: part of balustrade

Element	Significance	Impact of proposal
		removed at footbridge level
Light fittings and handrails	Little	Negligible
Steel awning at Loftus Crescent end	High	No impact: removed in 2007
Steel steps to footbridge		
Original rivetted steelwork	Exceptional	No impact
Later bolted and welded steelwork	Moderate	No impact
Precast concrete steps	Moderate	Negligible
Steel trestles	Moderate	Negligible: A/C equipment installed inside steel mesh cage
Footbridge deck and balustrades		
Concrete deck	Moderate	Negligible
Steel lattice balustrades and arches	Moderate	Negligible: small sections of lattice removed and others added, and new canopy and frame bolted on
Light fittings and handrails	Little	Negligible

Archaeology

The suburb of Homebush is named after Home Bush Estate. This estate was established by D’Arcy Wentworth on land granted to him in 1810. Wentworth established a horse stud on the estate, followed by a horse racing track in 1825. The race track was used by the Australian Jockey Club between 1841 and 1860 and was known as the Metropolitan Racecourse. The racecourse was later moved to Randwick.

Prior to the coming of the railway, the area on which Homebush Station is located (on the other side of Parramatta Road from the Wentworth grant) was largely agricultural land with no recorded structures. The first available parish map (Figure 10) shows the site of the station as being on land re-granted to Simeon Lord in 1803 (it had previously been granted to Thomas Webb in 1793)³.



Figure 10

Extract from parish map (1835) showing location of future Homebush Station
 Source: NSW Land and Property Information. AO Plan A208.

³ Fox & Associates. *Historic Maps of Strathfield LGA 1810*. Strathfield Heitage Study 1986. Available at <https://strathfieldheritage.org/maps/>

The subsequent parish map (Figure 11) shows the railway apparently under construction, dating it to around 1854. Homebush is shown on the map, presumably as the site for the station, although the stations themselves were not completed until after the railway to Parramatta had been opened in 1855.⁴

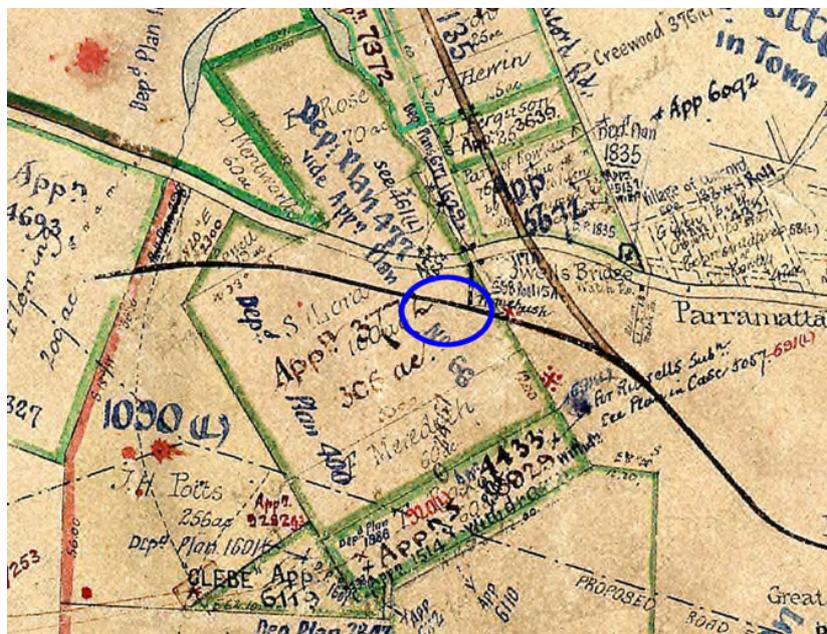


Figure 11

Extract from parish map (1854?) showing location of future Homebush Station
Source: NSW Land and Property Information. AO Plan A209.

The first railway station at Homebush was established as part of the first operational railway system in NSW. Running from Sydney to Parramatta, the railway was opened in September 1855. Homebush Station was one of only four intermediate stations initially established between Sydney and Parramatta, and the first of three on the Homebush site. It was ideally situated for the local horse racing industry, being close to Homebush Racecourse, as well as the Governor Gipps Arms Inn on Parramatta Road, a horse stud and the Australian Jockey Club headquarters. Nearby Powells Creek provided watering for the horses. It also provided water for the cattle yards when they were established in the 1860s. These activities were so significant that traffic from the cattle yards resulted in the establishment of a spur siding at the railway station in 1870, and an additional one for sheep in 1872.⁵

The 1855 railway was originally a single line. A second line was added in 1856 between Newtown and Granville, resulting in the building of a second platform at Homebush. The decision to build the new line was made within a week of the opening of the 1855 line. Homebush station now had two staggered timber platforms with an open fronted timber waiting shed and booking shed on the Up platform accessed by a level crossing at what is now Knight Street (Figure 12). A short goods siding approved in 1856, was located opposite the Up platform. A connection ran from the Down (away from Sydney) line,

⁴ Lee, Robert. *The Greatest Public Work: The New South Wales Railways 1848-1889*. Hale & Iremonger 1988, p 24.

⁵ D. Sheedy. *Conservation Management Plan and Heritage Impact Statement for the former Homebush Signal Box*. 2002. p3

trailing back toward Sydney to approximately where Homebush Road intersects with The Crescent. A small brick station building had been added to the Down (south side) Platform c1862. A stationmaster’s residence was built in 1860 by William Curtis and John Hamblin.⁶

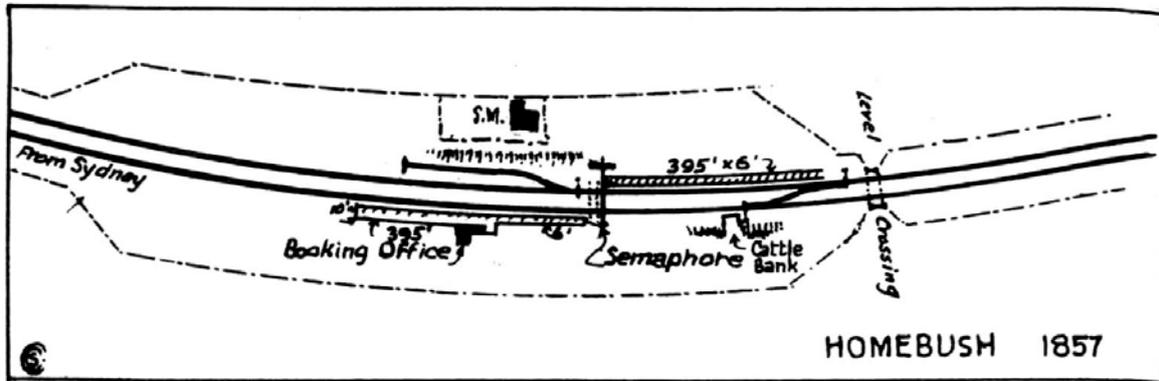


Figure 12

Diagram of the original station at Homebush in 1857.

Source: Singleton, CC. *The Centenary of the Sydney-Parramatta Railway*. ARHS Bulletin, No 215, September 1955, p 124

There appears to have been no development within the present railway corridor apart from that undertaken by the railways themselves, from the construction of the original station in about 1892. The station gradually expanded towards the north, but apparently still within the dedicated railway corridor; the last expansion in 1913 required the demolition of the former station master’s house on the northern side of the present Platform 1. There appears always to have been paths or roads either side of the corridor in the vicinity of the footbridge.

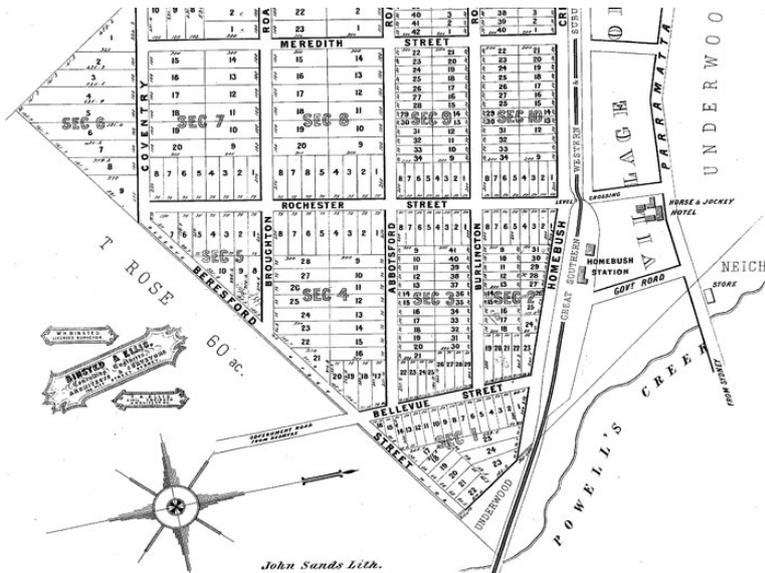


Figure 13

Extract from subdivision plan of Underwood Estate, showing Homebush Station in 1878.

Source: Richardson & Wrench. *The Underwood Estate Homebush*. Sale advertisement 1878.

⁶ Ibid.



Figure 14

Aerial photograph of Homebush Station in 1943.

Source: RTA. *From the Skies: Aerial photographs of Sydney in 1943.*

The State Heritage Register listing includes the following comments on archaeology:

Homebush Railway Station has low archaeological potential. The original station master's residence was located to the north of Platform 1. However the establishment of the goods lines to the north resulted in the demolition of the residence and has most likely disturbed any archaeological evidence. The southern-eastern edge of the station along The Crescent had a number of elements such as the 1890s carriage shed, locomotive depot and locomotive watering facilities, and the 1923 nursery that provided plants to the gardens of surrounding stations. However all these structures have since been demolished and the work being undertaken by the current turnback project would most likely remove any archaeological evidence that may have existed along this edge. Another 1920s structure which has been removed was the telephone exchange building that was located to the west of the existing signal box. It is possible that there is some archaeological evidence of this structure but levelling and introduction of vegetation in this area has most probably disturbed it.

The proposal requires excavation of four pits for lifts within the rail corridor. Although no formal archaeological assessment has been undertaken for this report, it is considered that the previous use of the area as farmland and the lack of evidence for former structures prior to the railway make it unlikely that relics would be encountered during the proposed limited excavation.

Landscape

The only item mentioned in the State Heritage Register listing relating to landscape is the brick boundary wall to The Crescent. However, there are several mature trees within the SHR curtilage, including some on platforms, and a larger number of street trees and trees within the rail corridor on the northern side of the station in the vicinity of the footbridge steps. A number of these trees may be affected by the works, in particular two trees (one on Platforms 1 & 2, the other on Platforms 3 & 4) that have been proposed for trimming

to avoid blocking CCTV sight lines, and one on Platforms 1 & 2 which has been proposed for removal as a result of proposed platform regrading. In addition, a street tree at the south end of the footbridge may need to be removed in order to construct the new lift, another small tree within the curtilage to the west of the signal box may also need to be removed to install new underground cabling, and two trees within the rail corridor opposite the steps at the northern end of the footbridge are also proposed for removal to enable the construction of the new bicycle shed.

The trees on the platforms were assessed in the 2005 CMP as having moderate significance, and they should be protected and conserved unless there are insurmountable operational reasons for altering or removing them. It would be preferable to mount CCTV cameras where the trees will not interfere with sightlines, and to avoid regrading an area around the tree on Platforms 1 & 2, perhaps by constructing a small garden bed around it. The CMP did not identify the street trees as being significant elements of the station, and the street trees proposed for removal are unlikely to have an adverse impact on the heritage significance of the station as a whole.

Moveable heritage items

A number of moveable heritage items were identified in the 2005 CMP as being stored in the brick structure beneath the footbridge on Platforms 5 & 6. When this structure was converted to an open passage way around 2007, the moveable heritage items were moved to another storage area within the station. The items include timber doors and windows, cast iron brackets and other items salvaged from the demolition of former structures, and a number of former station signs. In addition, a small safe was part of the booking office equipment when last inspected. The moveable heritage items were not inspected for the purposes of this report, and there appears to be no inventory of the items held at the station or elsewhere. It is important that all such items be identified, stored and protected before and throughout the works.

Review of new elements

There are three main new elements proposed: the lift towers at each end of the footbridge (Lifts 1 and 5), the new lift structure serving Platforms 5 & 6 (Lift 4), and the new canopy on the footbridge (partly replacing the existing). The other minor new elements are the bicycle shelter on Loftus Crescent, which is relatively small and peripheral to the setting of the station and thus has negligible heritage impact, and the small cantilevered canopies to the lift entrances at street and platform level.



Figure 15

The location of the proposed lifts at the northern (left) and southern (right) ends of the footbridge.
Source: Orwell & Peter Phillips 2015.

The lift towers at each end of the footbridge (Figure 15) have been designed as attachments to the existing brick stair structures, reducing their visual impact. Like the existing buildings on the footbridge, their external wall materials are brick (with inset panels) at platform level and horizontal timber boarding at footbridge level. The lift towers have flat roofs so as not to compete for visual prominence with the pitched roofs of the existing structures, but these are set at the existing gutter level, with a similar projection and edge treatment, so as to have a positive design relationship with the other structures. The lift landings at each end have a balustrade that is partly brick (following the existing) and partly steel lattice as used elsewhere on the footbridge. The landing at the northern end is curved, echoing the curved brick wall of the original stair at the southern end.

The lift on Platforms 5 & 6 has been constrained in its design and location by the space available at platform level (Figure 16, left). The upper section of the lift tower uses the same design language as the other structures on the bridge, and adopts the precedent of the former extension to the overhead booking office by extending the timber building well past the side of the brick structure beneath. This allows the timber structure to serve as the enclosure for the upper lift lobby, and also creates a symmetrical arrangement of similar buildings at footbridge level.



Figure 16

The location of the proposed lift on Platforms 5 & 6 (left) and existing footbridge canopy (right).
 Source: *Orwell & Peter Phillips 2015.*

The existing partial canopy on the footbridge (Figure 16, right) is something of an alien element in the context of the station, more reminiscent of the 1990s than the 1890s. The original footbridge had even less canopy protection: a small curved roof at the top of the stairs to the overhead booking office (Figure 17). This form is however more appropriate for a canopy to the footbridge than the existing roof form, and the current scheme replaces and extends the existing canopy using this form, lifting the new canopy roof above the existing steel arches.

The small cantilevered canopies at the lift entrances at platform level have no design counterpart elsewhere on the station, and will thus need careful design and detailing for them to be consistent with the other built elements.

The present bus shelter on the northern side of the station near the steps to the footbridge is to be relocated owing to the construction of a new bus bay. The new location of the bus shelter, close to its present site and still on the periphery of the SHR curtilage, will have no material heritage impact on the significance of the station.



Figure 17

Archival photograph of former footbridge at Homebush Station, 1992

Source: Brady, I. R. *Homebush Station Footbridge 1982-1992: Recording for Archival Purposes*.

Assessment in accordance with the Heritage Council model

In relation to the model Statement of Heritage Impact published by the Heritage Council of NSW, the following comments can be made:

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

The proposed accessibility upgrading works at Homebush Station will facilitate the ongoing use of the place for its original purpose, and will achieve this in a way that, notwithstanding the unavoidable addition of new lift structures, preserves the overall character and significance of the station. The omission of one lift on a platform that will be only rarely used has enabled a symmetrical arrangement of new structures which reflects the symmetry of the original station.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The proposed insertion of a lift into the former drivers' rest room and overhead booking office, as well as the adaptations to brick boundary walls, will partly remove some significant elements, and will change the use of the affected rooms. Examples of the fabric removed will survive intact elsewhere in the station complex, and the removal of the significant fabric could only be totally avoided by locating the lift structure externally and away from the existing footbridge, creating an intrusive element that would diminish the overall character and significance of the station. On balance it is considered that the loss of significant fabric is outweighed by the retention of the design consistency that is arguably the most significant aspect of the station complex. The loss will be mitigated by prior recording of the existing fabric, minimising the extent of demolition to that which is essential for the new work, and salvaging of components for reuse where possible.

The following sympathetic solutions have been considered and discounted for the following reasons:

As previously discussed, the solutions considered and discarded were assessed as having a greater heritage impact overall than the current proposal. Although these options involved less removal of significant fabric, they also involved a greater visual intrusion of the new work on the existing scale and character of the station. Given that the overhead booking office, the area most affected by the proposal, has been subject to several previous alterations, it was considered that on balance the adverse impact on this part of the station is outweighed by the reduction in adverse impact elsewhere.

Conclusion

The overall heritage impact of the proposal is assessed as neutral. Although the new structures will change the appearance of the station and remove some significant fabric, they will facilitate its ongoing use for its original purpose, and will maintain the consistency of design and materials that has characterised the station since its construction in 1892. Given that the introduction of equitable access is essential to the continuing operation of Homebush Station, and that current operational requirements necessitate the use of Platforms 3, 4, 5, 6 and 7 by rail customers, the current proposal represents arguably the way to introduce equitable access to these platforms with the least adverse impact on the heritage significance of the station as a whole.

Recommendations

It is recommended that the current proposal for an accessibility upgrade at Homebush Railway Station be approved. However, because some details of the proposal remain to be clarified, it would be appropriate to include the following conditions in any approval for the works:

- Archival recording of the station, in particular the brick boundary walls in the vicinity of the new lifts, and the footbridge buildings on Platforms 3 & 4, prior to the commencement of works and also following dismantling
- Location of existing moveable heritage items within the station, preparation of a detailed inventory of these items, identification of additional items to be recovered as part of the proposed works, and arrangements for the protection and safe storage of all moveable items during the works, to be completed prior to the commencement of works
- A requirement for an interpretation strategy to be completed before the works commenced and be implemented within an appropriate time following completion of the works, where possible incorporating moveable items stored at the station
- The appointment of a suitably qualified and experienced heritage consultant throughout the documentation and construction period, with authority to review and advise on documents and work in progress
- The use of alternative solutions to satisfy the requirements of the National Construction Code, where deemed-to-satisfy solutions would result in avoidable adverse heritage impacts
- Submission of further details for the following items prior to construction:
 - The interior of the existing booking office and the former train crew room beneath, showing original fabric to be removed and retained, and any works required arising from the proposed new use, such as fire safety upgrading or sound insulation
 - New canopies over the lift entrances, and the proposed canopy over the footbridge
 - Proposed work to trees on platforms

- The use of skilled and experienced heritage tradespeople for work on the project, instructed by an architect and engineer also having skills and experience in the conservation and repair of historic buildings
- A requirement for the completed project to be signed off by the appointed heritage consultant as having been completed in accordance with good conservation practice
- Hold points in the construction program to allow time for inspection of the dismantled structures and salvaged elements, and for the making of informed decisions on how the works should proceed

ORWELL & PETER PHILLIPS

O P PHILLIPS

ATTACHMENT A

State Heritage Register listing

Homebush Railway Station group

Item details

Name of item:	Homebush Railway Station group
Type of item:	Complex / Group
Group/Collection:	Transport - Rail
Category:	Railway Platform/ Station
Location:	Lat: -33.8668728615 Long: 151.0869807230
Primary address:	Great Southern and Western Railway, Homebush, NSW 2140
Local govt. area:	Strathfield
Local Aboriginal Land Council:	Metropolitan

Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
PART LOT	1		DP	1015899

North: Loftus Crescent (excluding the carpark) and outer edge of outer rail line.
 South: Property boundary to The Crescent (including the signal box)
 East: 5 metres from end of platform
 West: 5 metres from end of platform

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Great Southern and Western Railway	Homebush	Strathfield			Primary Address
The Crescent	Homebush	Strathfield			Alternate Address
Loftus Crescent	Homebush	Strathfield			Alternate Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	02 Nov 98

Statement of significance:

Homebush Railway Station has state significance as the site of three different railway stations that represent three significant historical phases in the development of the NSW railways. The site is significant as one of only four original intermediate stations on the first railway line in NSW between Sydney and Parramatta; the subsequent rebuilding of the station in the 1860s was associated with servicing the nearby Government Abattoirs at Homebush; and the existing station arrangement dating from the 1891 quadruplication of the line represents the expansion of the railways in the late 19th Century to accommodate increasing rail services.

Homebush Railway Station is significant for its rare collection of railway structures dating from 1891 that form a unique and cohesive group. Designed under the direction of Commissioner Edward Eddy, the platform buildings demonstrate the first use of island platforms in NSW and are one of only four extant examples of 1891 'Standard Eddy' platform buildings. The 1891 overhead booking office is also a rare structure being one of only three similar structures

representing the earliest use of above-platform buildings. The station buildings including the signal box, brick store rooms and footbridge collectively demonstrate a former era of travel, communication and trade. The group remains highly intact.

Date significance updated: 26 Oct 10

Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: NSW Government Railways

Builder/Maker: NSW Government Railways

Physical description: BUILDINGS

Platform Building, Platform 1/2 (Type 10) (1891)

Platform Building, Platform 5/6 (Type 10) (1891)

Store rooms, (1891)

Public toilet block, (1996)

Overhead Booking Office (1891)

Signal Box, (1892)

STRUCTURES

Platforms: Platform 1, (1924) Platform 2, (1891) Platform 3/4, (1891) Platform 5/6, (1891) Platform 7, (2008)

Pedestrian footbridge, (1992)

Canopies: Platform 3/4, (1994) Platform 7, (2008)

CONTEXT

Homebush Railway Station is entered from The Crescent to the south (with direct access to Platform 7 and to all other platforms and the booking office via the footbridge. Access is also from Loftus Street to the north via the footbridge. To the north of the station is a residential area; while to the south is a shopping precinct. Platforms are numbered 1 through to 7 from north to south.

PLATFORM BUILDING- Platform 1/2 (1891)

External: This 'Standard Eddy' platform building is an original timber framed and shiplap weatherboard structure, with a brick chimney, a simple hipped roof with new roof sheeting and guttering with some original rainwater fixtures. It has engaged timber columns to the corners. The building has original windows with architrave and sill aprons and a new flat panelled door. The hipped roof over the building extends to the north of the canopy and the eaves butt up against the fascia on the east and west elevation. Modern services and conduits have been fixed to the original fabric and security grilles have been fitted to outer side of the windows. An air-conditioning unit has been fixed through the fanlight above the door. The building has a canopy comprising of cast iron columns and trusses, timber framing, diagonal lining boards, mouldings and wide fascia.

Internal: Completely modern timber lining dating from the 1970s, although there may be some extant fabric beneath.

PLATFORM BUILDING- Platform 5/6 (1891)

External: The building is a 'Standard Eddy' platform building with original timber framed and shiplap weatherboards, engaged timber column details to the corner and supporting cast iron brackets to the canopy. The building has a simple hipped roof with new roof sheeting and guttering with some original rainwater fixtures. The hipped roof over the building is contained within the canopy such that the underneath of the canopy soffit continues up to the external

walls of the building. The building has original windows that have coloured glass to the top sashes, and associated mouldings. The eastern end of the building has been refitted with new timber cladding, and the original window has been fixed with a new architrave to match existing details. Original downpipes have been retained at lower levels. Modern conduits and services have been concealed. The building has an original canopy with cast iron columns and trusses, timber framing, diagonal lining boards, mouldings and fascia. Some of the timber elements have been replaced or repaired following damage by termites.

Internal: At the western end, most of the original fabric remains including doors, windows, floorboards, timber lining boards to walls and ceiling and fitted bench seating. The eastern end of the building has a new modern fitout. All new work is to sympathetic detail and is reversible.

STORE ROOM- Platform 1/2 (1891)

External: The storage room located beneath the toilet block was originally a storage vault under the overbridge and was extended to the west when the toilets (accessible from the footbridge) were completed in c.1996. An original arched doorway to east has been bricked up.

Internal: The room has exposed brick vault and arches.

STORE ROOM- Platform 3/4 (1891)

External: The store room is a brick structure located beneath the booking office. It has original doors and windows, with coloured glass to top sash, and associated timber mouldings. Security grilles have been fitted to the doors and windows.

Internal: The room has exposed brick vault and arches and it has original downpipes integrated within the interior of the room.

STORE ROOM- Platform 5/6 (1891)

External: The store room is a brick structure beneath the footbridge and it has original windows, with arched heads, and associated timber mouldings.

Internal: The room has exposed brick vault and arches and it has original downpipes integrated within the interior of the room.

PUBLIC TOILET BLOCK (1996)

The building containing public toilets is located above Platform 2 and is a recently built, modern structure in a style derived from the overhead booking office. It is an oblong building with a corrugated steel pyramid roof.

OVERHEAD BOOKING OFFICE (1891)

External: It is located on the footbridge directly above Platform 3/4 and is connected to the platforms by stairs. It is a timber shiplap weatherboard building on a brick base with existing original windows with coloured glazing to the south elevation. The booking office had an overhanging extension to its north which has now been removed. The northern side exterior wall has been reinstated and fitted with new windows. The booking office has been raised about 900mm possibly to comply with required distance above high voltage wires. The building has a corrugated steel pyramid roof. The western end of the building has a brick chimney breast but there is no chimney.

Internal: The booking office has much original fabric and detailing including mouldings, timber lining boards to ceilings and walls, timber weatherboards, windows with architraves, sills, and coloured glass. New partition walls are found internally and new windows to the northern side.

Modern services and conduits have been face fixed to building fabric.

SIGNAL BOX (1892)

External: The former signal box is a three storey brick building in English bond with a timber gabled roof with weatherboard cladding to the gable ends. The main roof and cantilevered awning (bell cast profile) over the top floor windows are covered in corrugated galvanised iron. A central single brick chimney is on the south elevation and on the western elevation is a timber ladder stair giving access to the upper floors. The stair has a cantilevered top landing supported by decorative cast iron brackets and the bottom landing is supported by steel posts. The top landing gives access to an external toilet. The northern elevation has three recessed bays each containing two arched windows. The three lower windows are currently boarded up and the eastern most semicircular upper window is missing the original cast iron frame. The top floor has timber framed multi paned sliding casement windows combined alternatively with fixed sashes.

Internal: The basic elements include painted brick walls with timber floor structure and timber partition walls. Timber beaded edge boards line the ceiling on the top floor. There is no signalling equipment remaining.

PLATFORMS

Platforms are all brick faced with asphalt surface. Platforms 1 and 2 form an island platform arrangement. However Platform 1 does not actually exist on the stations numbering system, the track adjacent (fenced off from the platform) is used as a goods line. Platform 2 is not currently in use except by trains during track work or in emergencies. Platform 3 is not currently in use except by trains during track work or in emergencies and it forms an island platform arrangement with Platform 4 (Up). Platform 5 (Down) and Platform 6 (Down) are an island platform arrangement. Platform 7 is a centre turnback platform which will be in operation from 2010.

PEDESTRIAN FOOTBRIDGE (1992)

The footbridge, which entirely replaces the original footbridge, is a recent prestressed concrete structure that comprises of a concrete deck resting on the original brick store rooms on the platforms. It has concrete stairs with new lattice balustrades that match the balustrading of the former footbridge. Original newel posts at the foot of stairs to Platforms 3/4 and 5/6 feature iron cross motifs.

CANOPIES

The canopy on Platform 3/4 was rebuilt following the 1994 fire. It has sympathetic details and it is possible that some of the original cast iron members were reused. The contemporary parts of the canopy are identifiable in terms of the subtle variations to original timber profiles and detailing and other new elements. The canopy on Platform 7 has been built to sympathetic details, with subtle variations to original profiles and detailing. The brick boundary wall was reconstructed to match the detail of the existing original boundary wall.

LANDSCAPE/NATURAL FEATURES

The brick boundary wall to the south side of the station along The Crescent.

MOVEABLE ITEMS

There is a safe in the store room on Platform 3/4.

Original signage (numerous examples including 'Homebush' station signs)

Bench seating (Platform 5)

Some joinery items although suffer some damage

Metal brackets (stored for re-use)

ARCHAEOLOGICAL POTENTIAL

Homebush Railway Station has low archaeological potential. The original station master's residence was located to the north of Platform 1. However the establishment of the goods lines to the north resulted in the demolition of the residence and has most likely disturbed any archaeological evidence. The southern-eastern edge of the station along The Crescent had a number of elements such as the 1890s carriage shed, locomotive depot and locomotive watering facilities, and the 1923 nursery that provided plants to the gardens of surrounding stations. However all these structures have since been demolished and the work being undertaken by the current turnback project would most likely remove any archaeological evidence that may have existed along this edge. Another 1920s structure which has been removed was the telephone exchange building that was located to the west of the existing signal box. It is possible that there is some archaeological evidence of this structure but levelling and introduction of vegetation in this area has most probably disturbed it.

Physical condition and/or Archaeological potential:

PLATFORM BUILDING (Platform 1/2)

The platform building is in good condition.

PLATFORM BUILDING (Platform 5/6)

The platform building is in good condition.

STORE ROOM (Platform 1/2)

The store room is in moderate condition. There is some dampness to the interior walls and some traces of organic growth to the exterior walls.

STORE ROOM (Platform 3/4)

The store room is in moderate condition. There is some dampness to the interior and exterior walls.

STORE ROOM (Platform 5/6)

The store room is in poor condition. There is rising dampness to the interior walls and this has caused severe peeling of paint.

PUBLIC TOILET BLOCK

The public toilets are in good condition

OVERHEAD BOOKING OFFICE

The Overhead Booking Office is in good condition

SIGNAL BOX

Externally the signal box is in moderate condition. However its interiors are reported to be severely damaged by termites.

PLATFORMS

The platforms are in good condition.

PEDESTRIAN FOOTBRIDGE

The footbridge is in very good condition

CANOPIES

The canopies are in very good condition.

Date condition updated:07 May 14

Modifications and dates:

1895: Water column erected.

1908: Water tank and standpipe erected.

1923: Garden nursery established on north side to provide plants for station gardens.

1928: Local and Suburban lines electrified to Homebush.

post-1928: After 1928, with the removal of the signalling machinery, a middle floor was installed in the signal box with amenities for the signals maintenance staff including timber lockers, wall basins and more recently two fibreglass shower recesses.

1929: Watering facilities for locomotives removed.

1955: Main lines electrified.

1970: Carriage and horse dock siding removed.

1974: Garden nursery closed, the land subsequently used for the new Strathfield signal box. Topiary shrubs between the tracks west of the station in the form of a kangaroo, emu and other shapes were removed, c.1970s/80s.

c.1992: Booking Office annex/overhang removed

1994: Fire destroys Platform 3/4 building - New Canopy constructed in place 1996

c.1996: Brick storage under footbridge on Platform 1-2 extended and WC Facilities built above

2007-08: Refurbishment to buildings Platform 5/6

2007-08: New Platform 7 constructed with new brick boundary walls

Current use:

Railway Station

Former use:

Railway Station

History

Historical notes:

The Main Western line to Parramatta (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown and then single track to Parramatta (but duplicated in 1856). The line was built as a direct connection to Parramatta and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it.

Traffic to the west and south (and later north) of the state brought the need to amplify the line, first in 1891 when it was quadrupled and later in 1927 when it was sextupled (to Homebush) and electrified. With both of these major changes the earlier stations were usually entirely demolished and replaced with a new station. The 1927 work completed this process with the complete replacement of Strathfield and much of Newtown Stations. During this time suburban development also extended west along the line and these new stations were thus specifically designed as full-scale suburban passenger stations rather than rural 'halts'. The Engineer for Existing Lines, George Cowdery (appointed 1863), was a particularly strong influence on the architecture of this line, building particularly elegant stations in the late 1880s ahead of the 1891 quadruplication, in addition to replacing the original stone arch viaduct at Lewisham with iron truss bridges. Sextuplication in 1927 brought less change to most local stations (which were on the southern side), the new tracks being express ones on the northern side.

Homebush Station was originally opened with the line in 1855. In 1862 a new station building was erected on the southern side and in the 1870s stockyards were erected adjacent to the station (the station servicing the nearby Government abattoirs at Homebush). The stockyards were closed and replaced by Flemington stockyards in 1883.

In 1891, with quadruplication, Homebush Station was completely rebuilt resulting in the present station layout being established with a centre island platform opening in late 1891. The station comprised large platform buildings, an overhead pedestrian footbridge with a booking office and an existing 1880s Station Master's Residence on the north side of the station.

The existing three-storey brick signal box was built in 1892 and remained in use until 1928 when its function was replaced by a new 'power' box. The 1928 signal box remained in use until 1982 when it was replaced by a simple brick and concrete building. The 1892 signal box is now the only remaining box at the station of the five built since the station opened.

For many years Homebush was the terminating point for Local suburban services on the Western line. A carriage shed was built at Homebush in 1890 located to the east of Homebush Rd which connected to one of a number of sidings built at the station during this period. The carriage shed was later used as a store then training and education facilities until it was demolished in 2001.

In 1891 a locomotive depot and locomotive watering facilities were also constructed near the carriage shed. By the late 1920's the Depot was largely redundant and was ultimately demolished c.1929.

Numerous smaller buildings were also constructed at Homebush such as a telephone exchange, storage sheds, amenities buildings and a track ganger's shed. All have been demolished.

The station also featured a Garden Nursery, a low single storey building built in 1923 along the eastern frontage of The Crescent which was established so that other stations could be provided with a range of shrubs and flower plants to improve their landscaped appearance. Railway station gardens were created state-wide from c.1890 onwards. Competitions and prizes sprang up and two nurseries (Homebush and Hamilton, near Newcastle) were opened to provide plants, in addition to those sourced from staff home gardens. Changing practices both in nursery supplies and the station gardens promotions saw the nursery close in 1974 (Ray Love, pers.comm., via David Sheedy, 2002) and its staff of gardeners disbanded (Longworth, 2012, 4)

Due to increased goods train traffic, two lines were built on the north side of the station in 1924 converting the side platform into an island. The footbridge was also extended over the new tracks and a two-storey office built abutting the footbridge on its western side. These changes resulted in the demolition of the 1880 station master's Residence.

In 1992 the steel footbridge was replaced by the present pre-cast concrete bridge having part replica steel lattice balustrades imitating the original wrought iron lattice girder design.

The main station master's office and waiting room building on Platforms 3 and 4 were destroyed by fire in 1994 and rebuilt as a similar awning structure.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme

3. Economy- Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none)-
3. Economy- Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Rail transport-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	Building and operating public infrastructure-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	Developing roles for government - providing rail transport-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	Public works-

Assessment of significance

SHR Criteria a)

[Historical significance]

Homebush Railway Station Group has historical significance at the state level representing three significant historical phases in the development of the NSW railways. Established during the first phase of NSW railway construction in the 1850s the site is significant as one of only four original intermediate stations on the first railway line in NSW between Sydney and Parramatta. The subsequent (second) rebuilding of the station in the 1860s was associated with servicing the nearby Government Abattoirs at Homebush. The existing (third) station arrangement with its extant platforms, station buildings and signal box dates from the 1891 quadruplication of the line represents the expansion of the railways in the late 19th century to accommodate increasing rail services. The existing 1890s platform buildings are historically significant as they are able to demonstrate the first use of island platforms in NSW. In addition the signal box, footbridge and brick store rooms collectively demonstrate a former era of travel, communication and trade.

SHR Criteria b)

[Associative significance]

The signal box and remaining contemporary railway buildings at Homebush railway station are closely identified with Commissioner Edward Eddy under whose direction the Homebush Railway station and signal box were designed, the station buildings being the first of the new standard type of station buildings.

SHR Criteria c)

[Aesthetic significance]

As a group the form, fabric and detailing of the Homebush station buildings characterise the type of construction and architectural style employed in late 19th century railway station buildings in the Sydney region. The 1890s 'Standard Eddy' platform buildings all the characteristic features of this type of station building, namely cantilevered awnings with wide fascia and most importantly the purpose-designed location on island platforms. The 1890s overhead booking office is aesthetically significant as it has characteristic features of this type of station building namely the use of brick for construction, the small size of the building and the location of the building on the footbridge. The 1890s signal box is an in-operational signal box, with no signalling equipment and deteriorated interiors but it retains a number of features which typify this type of signal box, including inverted corrugated galvanised iron awnings above the operating level windows and landing and the full building width second floor landing which has a small timber compartment for a toilet at its rear.

SHR Criteria d)

[Social significance]

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 history.

SHR Criteria e)

[Research potential]

Homebush Railway Station has low archaeological research potential. Any evidence pertaining to the former station master's residence, the 1890s carriage shed, locomotive depot, locomotive watering facilities, and the 1923 nursery has been removed or disturbed by subsequent developments on site. The 1920s telephone exchange building has also been demolished and the site on which it existed has been levelled and planted with vegetation.

SHR Criteria f)

[Rarity]

Homebush Railway Station is significant for its rare collection of railway structures dating from 1891 that form a unique and cohesive group. Homebush Railway Station is one of the four known stations including Croydon, Katoomba and Summer Hill which have extant 'Standard Eddy' platform buildings. The 1891 overhead booking office is also a rare structure being one of only three known examples of similar pre1910 overhead booking offices in the state, the others being at Newtown and Redfern.

SHR Criteria g)

[Representativeness]

The platform buildings at Homebush Station are in a largely intact condition externally and they are good representations of the 'Standard Eddy' building.

The Homebush signal box is still able externally to demonstrate the essential design qualities of a late 19th Century elevated signal box of the NSW Government Railways. The design was widely used throughout the system from 1883 until 1911 and some twenty boxes of either full timber or mostly brick load bearing wall construction were built.

Integrity/Intactness

:

The integrity of Homebush Station as a whole is considered to be high. The station has a number of original structures in a relatively intact condition namely the platform buildings, overhead booking office, store rooms and signal box.

PLATFORM BUILDING (Platform 1/2)

The building is largely intact externally although its interiors have been modified considerably to meet ever-changing operational requirements. Some of the original elements retained include the chimney, chimney breast and some windows. Modern services such as air-conditioning, lighting and CCTV have been installed yet they do not detract from the overall integrity of the building. Where the original fabric has been modified or repaired it has been done in an appropriate way that has little impact on the significance of the original building. New build elements are sensitive in their design and do not detract from the integrity of the original building.

PLATFORM BUILDING (Platform 5/6)

The building has a high level of integrity. It retains a number of original elements including windows, doors, internal weatherboard finish to walls and ceilings, timber floorboards, cast iron ventilators and fitted bench seating. Modifications, repairs and additions of new elements have been done in an appropriate way that has little impact on the significance of the building.

STORE ROOM (Platform 1/2)

The western end of the store room is new construction. The eastern end is the original brick storage vault that has retained most of its original fabric.

STORE ROOM (Platform 3/4)

The store is largely intact and has retained a number of original elements such as windows, timber board ceiling, mosaic floor tiles and downpipes integrated within the interior of the room.

STORE ROOM (Platform 5/6)

The store room is largely intact and original windows, with arched heads, and associated timber mouldings have been retained.

PUBLIC TOILET BLOCK

This is a new construction.

SIGNAL BOX

Externally the signal box has retained its original structure and form. However the integrity of the building is greatly reduced by the alterations that have been undertaken to its interiors which have also included the removal of all original signalling equipment. In addition the poor condition of the interiors endangers the original fabric.

OVERHEAD BOOKING OFFICE

The building has a moderate level of integrity. It retains a number of original elements including windows, doors, internal weatherboard finish to walls and ceilings and timber floorboards. New elements added are sensitive in their design, and do not detract from the significance and integrity of what remains of the original buildings.

PLATFORMS

Platforms 1-6 are original platforms. Platform 7 is a recent construction.

PEDESTRIAN FOOTBRIDGE

This is largely a new construction although the original newel posts with cross motifs have been retained at the foot of stairs to Platforms 3-4 and 5-6.

CANOPIES

The canopies are all new constructions.

Assessment criteria: Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS</p> <p>HERITAGE ACT 1977</p> <p>Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR</p> <p>Minister for Planning</p> <p>Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Sep 5 2008

 **Standard exemptions** for works requiring Heritage Council approval

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		01170	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency					

References, internet links & images

Type	Author	Year	Title	Internet Links
Tourism	Attraction Homepage	2007	Homebush Railway Station group	View details
Written	Longworth, Jim	2012	NSW Railway Conservation Guide: Railway Station Gardens	View details
Written	Sheedy, David (& Ray Love)	2002	Homebush Signal Box - Conservation Management Plan	

Note: internet links may be to web pages, documents or images.



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Homebush Railway Station group

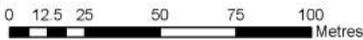
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Heritage Council of New South Wales



State Heritage Register

Gazetial Date: 02 April 1999



Scale: 1:1,500

Produced by: Michelle Galea

Legend

-  SHR Curtilage
-  Land Parcels
-  LGAs
-  Suburbs

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