

Hornsby Junction Remodelling and Commuter Car Park

Non-Aboriginal Heritage Impact
Assessment

Report to Jacobs on behalf of
Transport for NSW

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 artefact

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EXECUTIVE SUMMARY

Artefact Heritage has been engaged by Jacobs Group (Australia) Pty Ltd (Jacobs), on behalf of Transport for NSW, to undertake a non-Aboriginal Heritage Impact Assessment (HIA) for the proposed Hornsby Junction Remodelling and Commuter car park.

The Proposal includes the following scope of works:

- Hornsby Junction Remodelling: installation, removal and reconditioning of track work, overhead wiring and signalling infrastructure between Waitara and Asquith. The Proposal would also include a new train driver's walkway and a train 'turnback' facility (track work that allows trains to pass from one track on a diverging path) located about 30 metres south of Bridge Road, Hornsby.
- Commuter car park: new multi-storey car park structure that provides approximately 230 additional parking spaces. The Proposal would also include a new vehicular entry and exit from the George Street/Burdett Street intersection (via reconfigured traffic signals) and the relocation of the high voltage overhead power lines (owned by Sydney Trains) from the site of the existing commuter car park.

Overview of findings

This HIA concludes that the construction of the commuter car park would have a moderate visual impact on two items of local heritage significance:

- The Hornsby Railway Station group and Barracks, listed on the Railcorp (now Sydney Trains) section 170 register: The proposed carpark is likely to result in a moderate visual impact to the heritage railway station through the introduction of a structure currently occupied by ground-level carparking. As the view corridor between the former barracks building and the proposed carpark is limited, the new carpark would result in a minor visual impact to the former barracks building.
- The State Rail Authority (SRA) electricity plant and signal box, listed on the *Hornsby Local Environmental Plan 2013* (Hornsby LEP): Construction of the proposed carpark would result in a moderate visual impact to the heritage item, as it would introduce a structure where currently carparking is at ground level only. The introduction of the proposed carpark would alter the current landscape of the carpark and railway station, and be directly visible from the SRA electricity plant and signal box.

The Proposal to remove an existing A-frame would result in minor impact to heritage fabric within the following heritage listed item:

- The SRA electricity plant and signal box, listed on the Hornsby LEP: The A-frame has been assessed as being an element of moderate heritage significance within the Hornsby rail yard, which has been heavily modified and contains few historic elements. However, the A-frame has not been specifically identified as being an item of heritage significance within the heritage listing. The removal of the A-frame therefore constitutes a minor impact to the heritage item.

An additional two heritage items of local significance would also be subject to negligible visual impacts primarily due to the commuter car park. These comprise:

- The Railway cloak room building, listed as item A52 on the Hornsby LEP
- The Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area and street trees on the eastern side of Jersey Street, listed as item C5 on the Hornsby LEP.

The study area was assessed as having low-moderate potential to contain an archaeological resource associated with earlier phases of the North Shore Railway Line and Hornsby Railway

station. If a substantially intact archaeological resource were encountered during works it would have local heritage significance. Remains of this type are considered to be 'works' under the *Heritage Act 1977*, and disturbance of these items does not require heritage approval or notification. Proposed excavation to remove and install proposed track work and Overhead Wiring Structures within the Hornsby Railway yard has low to moderate potential to encounter these remains. As it is unlikely that archaeological remains will be encountered during excavation works an unexpected finds procedure is deemed to be a sufficient management strategy.

Recommendations

- Design of the commuter car park should aim to be sympathetic to the heritage context of the Hornsby Railway Station, and aim to minimise the potential for adverse impact on the setting of the surrounding heritage item. The design should aim to be low in form where possible, to avoiding competing with those unmodified elements of Hornsby Station visible from street level, such as the current platform canopies. The façade fronting George Street should be finished in a suitable material and colour.
- It is recommended that a program of archival recording is undertaken prior to the removal of the existing A-frame in the Hornsby rail yard. This is an element of moderate heritage significance within the Railcorp s170 curtilage of the Hornsby Railway Station group and Barracks, and has local significance. This recording should include a photographic record of the A-frame to be replaced in the yards and on the platforms, and be undertaken in accordance with the NSW Heritage Office (1998) guidelines *How to Prepare Archival Records of Heritage Items*. The recording need only meet the minimum requirements for archival recording, measured drawings of the structures would not be necessary.
- If archaeological remains are encountered during development, activity in the immediate vicinity of the find should cease, the material should be left in place and protected from harm, and a qualified archaeologist or heritage professional contacted to assess the significance of the remains and advise of any requirements. It is possible that archival recording of substantially intact remains may be required before work can commence.

CONTENTS

1.0	Introduction and Background.....	1
1.1	Background.....	1
1.1.1	The proposal.....	1
1.2	The study area.....	1
1.3	Methodology	3
1.3.1	Aims and objectives.....	3
1.3.2	Report structure	3
1.3.3	Identification of heritage listed items	3
1.3.4	Assessing historical archaeological potential and research significance.....	3
1.3.5	Assessment of heritage impact	5
1.4	Limitations and constraints	6
1.5	Report authorship	6
2.0	Statutory Context.....	7
2.1	The Heritage Act 1977.....	7
2.1.1	Archaeological relics.....	7
2.1.2	State Heritage Register	8
2.1.3	Section 170 registers.....	8
2.2	The Environmental Planning and Assessment Act 1979	9
2.2.1	The Hornsby LEP 2013	9
2.3	The Environment Protection and Biodiversity Conservation Act 1999.....	11
2.3.1	Commonwealth Heritage List	11
2.3.2	National Heritage List	11
2.4	State Environmental Planning Policy (Infrastructure) [ISEPP] 2007	11
3.0	Historical Background.....	12
3.1	Aboriginal histories of the locality	12
3.2	Early European land-use	12
3.3	Horticulture	12
3.4	Development of NSW railways.....	13
3.4.1	Hornsby Railway Station and the North Shore line	13
3.5	Suburban development	14
4.0	Site Inspection	15
4.1	Background.....	15
4.2	Results.....	15
5.0	Heritage Impact Assessment	17
5.1	Background.....	17
5.2	The proposal.....	17

5.2.1	Hornsby Junction Remodelling.....	17
5.2.2	Commuter car park.....	17
5.3	Heritage listed items.....	20
5.4	Archaeological assessment.....	30
5.4.1	Known impacts.....	30
5.4.2	Overview of previous land-use.....	30
5.4.3	Discussion of archaeological potential and impacts.....	33
5.4.4	Discussion of archaeological significance and management.....	34
5.4.5	Summary of archaeological potential.....	34
5.5	Overview of potential heritage items.....	35
6.0	Conclusions and Recommendations.....	36
6.1	Conclusions.....	36
6.2	Recommendations.....	37
7.0	References.....	38

FIGURES

Figure 1: Location of study area	2
Figure 2: Curtilage plan for the Hornsby Railway Station Group and Barracks. Railcorp Section 170 register.....	8
Figure 3: Heritage items listed on the Hornsby LEP 2013.	10
Figure 4: View to the east showing modified station entrance, awnings and footbridge over George Street. Artefact 2015.....	15
Figure 5: View of the Hornsby railway yards and existing OHWS. Artefact 2015.....	15
Figure 6: The substation building. Artefact 2015.....	16
Figure 7: The former Barracks building and street trees. Artefact 2015.	16
Figure 8: View of the carpark to the south-east. Artefact 2015.....	16
Figure 9: View of the sandstone retaining wall on George Street. Artefact 2015.	16
Figure 10: View of the steel A-frame behind padmonts (to the right of image, circles in red). Artefact 2015.....	16
Figure 11: View of carpark with northern pedestrian footbridge in background. Artefact 2015.	16
Figure 12: Photomontage of the proposed car park. Proposed view to the north along George Street, with proposed car park on the left. Source: Jacobs.	19
Figure 13: Photomontage of the proposed car park. Proposed view to the south along George Street, with proposed car park on the right. Source: Jacobs.	19
Figure 14: Footprint of the proposed carpark. Source: TfNSW.....	20
Figure 15: Undated plan of the Parish of South Colah, showing land grants made to the Bellamy family.	31
Figure 16: Detail from real estate plan dating to 1886. Hardie & Gorman Pty Ltd, Hornsby Junction: the property of Messrs Burns, Withers & Smith for auction sale 1886. NLA MAP Folder 72, LFSP 1061A.	32
Figure 17: View of Hornsby Station and yards, facing north, 1952. NLA MAP Aerial Photograph Collection I 56 423.....	33

TABLES

Table 1: NSW heritage assessment criteria	4
Table 2: Terminology for assessing the magnitude of heritage impact.....	5
Table 3: Heritage items listed on the Hornsby LEP 2013 within, adjacent, or in close proximity to, the study area.....	9
Table 4: Hornsby Railway Station heritage impact assessment.....	20
Table 5: SRA electivity plant and signal box heritage impact assessment.....	22
Table 6: Railway cloak room buildings heritage impact assessment.....	23
Table 7: Peats Ferry Road Precinct, Hornsby West Side Heritage conservation Area heritage impact assessment.....	24
Table 8: Street trees heritage impact assessment.....	25
Table 9: War memorial and palms heritage impact assessment.....	26
Table 10: Shops (1-3 Jersey Street) heritage impact assessment.....	27
Table 11: “The Browsery Cottage” heritage impact assessment.....	28
Table 12: TAFE college – Buildings “K” and “M” and grounds heritage impact assessment.....	29
Table 13: Summary of archaeological potential within study area	34
Table 14: Summary of heritage impacts.....	35

1.0 INTRODUCTION AND BACKGROUND

1.1 Background

Artefact Heritage has been engaged by Jacobs Group (Australia) Pty Ltd (Jacobs), on behalf of Transport for NSW, to undertake a non-Aboriginal Heritage Impact Assessment (HIA) for the proposed Hornsby Junction Remodelling and Commuter car park.

1.1.1 The proposal

1.1.1.1 Hornsby Junction Remodelling

The key features of the Hornsby Junction Remodelling would include the installation, removal and reconditioning of track work, overhead wiring and signalling infrastructure between Waitara and Asquith. The Proposal would also include a new train driver's walkway and a train 'turnback' facility (track work that allows trains to pass from one track on a diverging path) located about 30 metres south of Bridge Road, Hornsby. A detailed description of the Proposal is provided in Section 5.2.

1.1.1.2 Commuter car park

The key features of the proposed include a new multi-storey car park structure that would provide approximately 230 additional car spaces. The Proposal would also include a new vehicular entry and exit from the George Street/Burdett Street intersection (via reconfigured traffic signals) and the relocation of the high voltage overhead power lines (owned by Sydney Trains) from the site of the existing commuter car park. A detailed description of the Proposal is provided in Section 5.2.

1.2 The study area

The Proposal is located in the Hornsby Local Government Area (LGA) about 21 kilometres northwest of the Sydney CBD (Figure 1). The proposed Hornsby Junction Remodelling would be situated within the existing rail corridor (for the T1 North Shore and T1 Northern lines) between Waitara and Asquith.

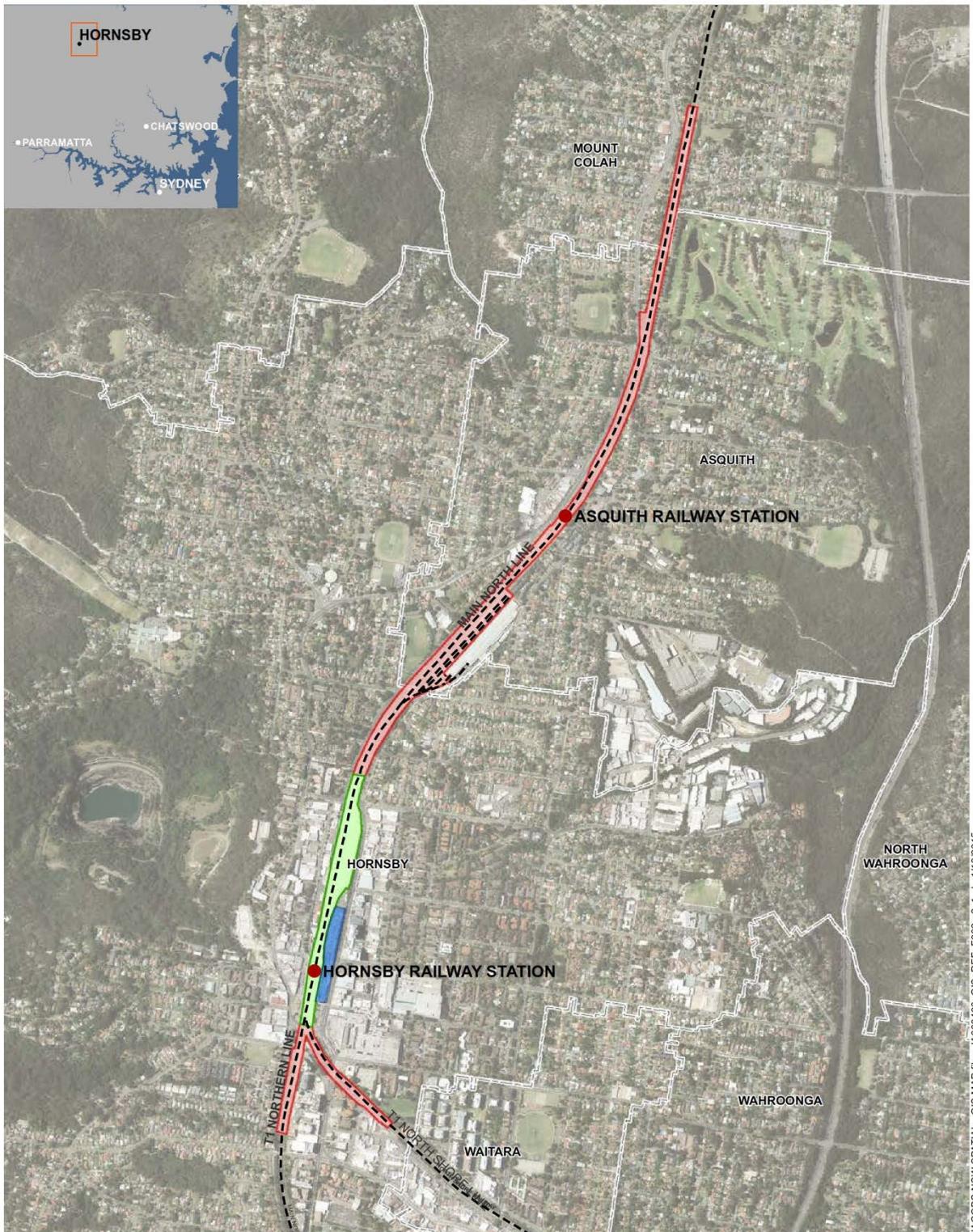
The proposed Hornsby Station commuter car park would be situated on a parcel of land located immediately adjacent to the rail corridor. This parcel of land is owned by Sydney Trains and forms part of the existing at-grade Hornsby Station commuter car park.

The area immediately surrounding the Proposal forms part of the Hornsby town centre and contains a mixture of commercial, retail, residential, recreational and educational land uses.

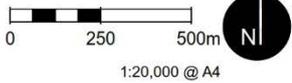
A 35 metre buffer around the study area was assessed to capture potential visual impacts to surrounding heritage listed items.

The study area is located within the Local Government Area of Hornsby, the Parish of South Colah and the County of Cumberland.

Figure 1: Location of study area



- Legend**
- Proposed Signalling Work
 - Proposed Trackwork
 - Proposed commuter car park
 - Rail line



JACOBS NSW SPATIAL - GIS MAP file : IAO88400_GIS_REF_F002_rv1 | 1/12/2015

1.3 Methodology

1.3.1 Aims and objectives

The aims of this report are to assess the potential impact of the proposed works on historical built and archaeological resources within the study area. This includes an assessment of historical archaeological potential and historical significance for the study area and surrounding heritage items.

1.3.2 Report structure

The report includes an outline of the statutory context to the Proposal (Section 2.0), an overview of the historical development of the study area (Section 3.0), an overview of the site inspection (Section 4.0) and assessment of potential heritage impacts (Section 5.0). An overview of the Proposal is included in Section 5.2. Conclusions and recommendations, including proposed mitigation strategies for the management of significant archaeological resources and statutory requirements, are outlined in Section 6.0.

1.3.3 Identification of heritage listed items

Heritage listed items within the study area and buffer of each site were identified through a search of various heritage registers. Statements of heritage significance for each of these items are provided, and the preliminary assessment of constraints for each site includes a consideration of potential impacts to any nearby above-ground heritage items.

1.3.4 Assessing historical archaeological potential and research significance

This Heritage Impact Assessment (HIA) includes a preliminary assessment of the archaeological potential for the study area. Historic archaeological potential is defined as the potential of a site to contain historical archaeological relics, as classified under the *NSW Heritage Act 1977*. Historical archaeological potential is assessed through the identification of former land uses through historical research, and evaluating whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses. Knowledge of previous archaeological investigations, understanding of the types of archaeological remains likely to be associated with various land uses, and the results of site inspection are also taken into consideration when evaluating the potential of an area to contain archaeological remains. The significance of the potential archaeological remains is then assessed using NSW Heritage Division guidelines.

The assessment of archaeological potential contained in this HIA is based largely on analysis of historical plans and readily available secondary sources, such as archaeological zoning plans and archaeological investigation undertaken in the vicinity of the study area. The assessment of the heritage significance of potential archaeological remains is preliminary only.

1.3.4.1 NSW Heritage assessment guidelines

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* of the Australian International Council of Monuments and Sites (ICOMOS). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.¹

¹ NSW Heritage Office 1996; 25-27

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or State significance. If a potential archaeological resource does not reach the local or State significance threshold, then it is not classified as a relic under the Heritage Act.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.²

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature. The heritage significance assessment criteria are as follows:

Table 1: NSW heritage assessment criteria

A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

1.3.4.2 Research potential

In 1984, Bickford and Sullivan examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?

² This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

- Is this knowledge relevant to:
 - General questions about human history?
 - Other substantive questions relating to Australian history?
 - Other major research questions?

In the 2009 guidelines *Assessing Significance for Historical Archaeological Sites and 'Relics'*, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site's intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document also acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes.³

A site can have high potential for archaeological remains, and yet still be of low research potential if those remains are unlikely to provide significant or useful information.

1.3.5 Assessment of heritage impact

This HIA has been prepared using the document *Statement of Heritage Impact 2002*, prepared by the NSW Heritage Office, contained within the *NSW Heritage Manual*, as a guideline.

In order to consistently identify the potential impact of the proposed works, the terminology contained in the following table has been referenced throughout this document. This terminology, and corresponding definitions, are based on those contained within guidelines produced by the International Council on Monuments and Sites (ICOMOS).⁴

Table 2: Terminology for assessing the magnitude of heritage impact.

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

³ NSW Heritage Branch 2009

⁴ Including the document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011.

1.4 Limitations and constraints

This report provides an assessment of non-Aboriginal (historical) archaeological, and built heritage, resources only and does not provide a review of the potential for Aboriginal archaeological evidence in the study area.

1.5 Report authorship

Senior Heritage Consultant, Jenny Winnett, prepared this report with management input provided by Dr Sandra Wallace, Principal, Artefact Heritage.

2.0 STATUTORY CONTEXT

There are several items of State legislation that are relevant to the current study. A summary of these Acts and the potential legislative implications for the proposed development follow.

2.1 The Heritage Act 1977

The NSW *Heritage Act 1977* (the Act) is the primary item of State legislation affording protection to items of environmental heritage (natural and cultural) in NSW. The Act is designed to protect both listed heritage items, such as standing structures, and potential archaeological remains or relics. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage or affect its heritage significance.

2.1.1 Archaeological relics

Part 6 Division 9 of the Act protects archaeological 'relics' from being exposed, moved, damaged or destroyed. This protection extends to situations where a person has reasonable cause to suspect that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in NSW that is not included in the SHR. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

"relic means any deposit, artefact, object or material evidence that:

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

Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Excavation permits are issued under Section 140 of the Heritage Act, or Section 60 for sites listed on the SHR. Excavation Permit Applications must be supported by an Archaeological Research Design. Section 146 of the Act requires that any discovery or location of a 'relic' is reported to the Heritage Council.

If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) of the Heritage Act.

Section 146 of the Act requires any person who is aware or believes that they have discovered or located a relic must notify the Heritage Council of NSW providing details of the location and other information required.

Works

The Heritage Act identified 'works' as being in a separate category to archaeological 'relics.' 'Works' refer to past evidence of infrastructure. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not trigger reporting obligations under the Act. 'Works' have the potential to provide information that contributes to our knowledge of past practises, and good environmental practice recognises this.

2.1.2 State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

The study area does not contain items listed on the SHR.

2.1.3 Section 170 registers

Under the Heritage Act all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines. The following Railcorp/Sydney Trains Section 170 (s170) heritage item is applicable to the Proposal.

- The **Hornsby Railway Station Group and Barracks** is listed on the Railcorp (now Sydney Trains) s170 register (Figure 2).

Figure 2: Curtilage plan for the Hornsby Railway Station Group and Barracks. Railcorp Section 170 register.



2.2 The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of the Hornsby Local Government Area (LGA) and is subject to the Hornsby LEP 2013, which include a schedule of local heritage items and planning controls related to development in the vicinity of heritage items.

2.2.1 The Hornsby LEP 2013

The Hornsby LEP aims to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views; and to protect archaeological sites. The LEP stipulates development controls in relation to development proposed on or near heritage listed properties, archaeological sites, or Aboriginal places of heritage significance.

Several items listed on the LEP are located within the study area, and the buffer zone of the study area. These have been summarised in Table 3, and illustrated on Figure 3.

Table 3: Heritage items listed on the Hornsby LEP 2013 within, adjacent, or in close proximity to, the study area.

Item	Name	Location	Relationship to the study area
485	SRA electricity plant and signal box	Jersey Street Lot 164, DP1043781	Within the study area
A52	Railway cloak room buildings	Jersey Street Lot 164, DP1043781	Within the study area
A51	Railway Station	Jersey Street Lot 164, DP1043781	Within the study area
A50	SRA electricity plant and signal box	Jersey Street Lot 164, DP1043781	Within the study area
C5	Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area		Partially within the study area
484	Street trees	Jersey Street road reserve (east side)	Adjacent to study area

Item	Name	Location	Relationship to the study area
503	War Memorial and Palms	155 Pacific Highway road reserve	Adjacent to study area
486	Shops	1-3 Jersey Street	Partially within buffer
487	“The Browsery Cottage”	5 Jersey Street	Partially within buffer
521	TAFE college – Buildings “K” and “M” and grounds (excluding other buildings)	298-300 Pacific Highway	Partially within buffer

Figure 3: Heritage items listed on the Hornsby LEP 2013.



2.3 The Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Department of the Environment and Minister for the Environment (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed and the matter not need be referred to the Minister.

2.3.1 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

No sites within or near the study area are included on the Commonwealth Heritage List.

2.3.2 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

No sites within or near the study area are included on the National Heritage List.

2.4 State Environmental Planning Policy (Infrastructure) [ISEPP] 2007

In 2007, the *State Environmental Planning Policy 2007* (ISEPP) was introduced to streamline the development of infrastructure projects undertaken by State Agencies, including Transport for NSW. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of installing or upgrading rail facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the controls included in the Hornsby LEP 2013, and Transport for NSW are only required to consult with local councils when development may “have an impact that is not minor or inconsequential” on a local heritage item. When this is the case, a Statement of Heritage Impact must be provided to the relevant council, and the response of the council must be taken into consideration (Clause 14). As no items listed on the Hornsby LEP 2013 are being impacted by the proposal, consultation with Hornsby Council is not required.

3.0 HISTORICAL BACKGROUND

3.1 Aboriginal histories of the locality

Aboriginal people had inhabited the Hornsby region for thousands of years prior to the arrival of the first European settlers. After around 50 years of European occupation, the Aboriginal people had been displaced from their lands and their relationship between land, culture, custom and ceremonies was lost⁵.

3.2 Early European land-use

Six weeks after the arrival of the first fleet, Governor Phillip led an expedition through Broken Bay in search of a large river to provide fertile land capable of cultivating crops for the colony. The Hawkesbury River was not discovered until the second expedition in the following year. This expedition continued the exploration of the River before reaching the fertile plains at Windsor. The Hawkesbury River provided the major transport route for the earliest settlers. The shoreline also provided a good location for commercial activities such as salt production, flour milling and boat building⁶.

The harvesting of Blue Gums and Grey Ironbarks which grew on the ridges was the first economic activity undertaken by European settlers in the Hornsby area. Timber was transported by river for sale to Sydney builders. The activities of timber cutters opened the district for permanent settlement by farmers who took up the most fertile land located on the ridge tops.

Samuel Horne and John Thorne were among the notable early settlers within Hornsby, the earlier of which inspired the name of the village. Horne and Thorne were police constables who were rewarded with sizable land grants for their role in the shooting of John MacNamara, an accomplice to the bush ranger John Donohue and the capture of other members of his gang in 1830⁷.

The first permanent settler in Hornsby Valley was Thomas Edward Higgins who settled in the district in 1832 despite being granted land in Old Man's Valley in 1824. He began selling timber in 1835 and subsequently established orchards within Old Man's Valley⁸.

3.3 Horticulture

Throughout the 19th century the region remained fairly remote and rural with large land holdings primarily utilised for agriculture. The fruit growing industry commenced in the 1830's and was the main industry within the region. The subdivision of the original Horne and Thorne grants resulted in a number of orchard lots being released to the market. Until the early twentieth century the majority of subdivisions involved the development of small acreages developed as orchard lots⁹. In the 1890s, Dural and the Hills district was the chief supplier of citrus fruit for most of Australia. As well as growing fruit for sale in the Sydney market, local growers also entered the market as suppliers of seeds and seedlings of ornamental and fruit bearing plants.

5 Hornsby Shire Council www.hornsby.nsw.gov.au/council/history

6 Perumal Murphy Wu (1993) Hornsby Heritage Study. Prepared for Hornsby Council.

7 Kass T, 1993, Hornsby Shire Heritage Study, Thematic History, Prepared for Hornsby Council: 8

8 Rowland, J 2008b. Hornsby, Dictionary of Sydney, <http://dictionaryofsydney.org/entry/hornsby>, viewed 21 October 2015

9 Kass T, 1993, op cit: 11

While the exporting of fruit had occurred prior to the development of the railway it was largely limited to citrus and pome fruits that could withstand road travel. With the establishment of the railway, growers were able to diversify into softer fruits including peaches and apricots¹⁰.

3.4 Development of NSW railways

Rail transport became important to the development of the colony soon after a road across the Blue Mountains towards Bathurst was completed in 1815. This made the area accessible to settlers and squatters who established industries such as sheep farming. Soon the necessity for an efficient and fast transport system became apparent. The Sydney Railway Company was therefore formed in 1849. In 1854 the Sydney Railway Company and newly founded Hunter River Railway Company were purchased by the New South Wales government. Once formed, The Sydney Railway Company constructed the first Sydney station in 1855, creating the first government owned railway in the British Empire.

3.4.1 Hornsby Railway Station and the North Shore line

The following history has been extracted from the Sydney Trains s170 inventory listing for the Hornsby Railway Station Group and Barracks.

Hornsby Railway Station was opened on 17 September 1886. In November 1894, 'Hornsby' was renamed 'Hornsby Junction' (since the opening of the North Shore line in the early 1890s thus forming a junction at Hornsby), then finally being renamed 'Hornsby' in May 1900, the name it carries today.

The line from Strathfield was laid as 'single line' and continued on as a single line toward the Hawkesbury River, which was opened in 1887.

At Hornsby, a single brick faced platform was built on the down side of the line (which is still the down main line) and a brick station building was provided on the platform. The brick building is still in use today although there has been some extensions. A residence for the Station Master was built on the western side of the line at the Sydney-end of the platform. A small goods yard and goods shed were built on the down side of the line beyond the north end of the platform. A lengthy crossing loop was provided on the up side, parallel to the main line. The North Shore line junction (opened 1890) faced up trains on the up side of the line and formed a facing junction at the Sydney end of the platform.

Duplication of the line between Strathfield and Hornsby had been completed by 1892. By 1894, some alterations had been completed at Hornsby, associated with the duplication of the main line and the completion of the North Shore line. The original down main platform and building remained (as constructed) but a new island platform had been constructed on the up side of the line. The up main line passed though on one side of this platform, whilst the North Shore line used the back platform on the island platform. A footbridge spanned the tracks at the Strathfield-end of the platforms, with steps for access to the platforms. In addition, a larger goods yard, locomotive shed and depot, turntable, carriage shed, watering facilities, signals and interlocking were provided.

Over the next 50 years, Hornsby railway station, yard, buildings and general facilities were expanded.

The main line suburban electrification had reached Hornsby and the North Shore line by 1930 and as a result, the electric car sheds at Hornsby had been built, an extra platform was provided at Hornsby station (then being platforms 1 – 4, with one island platform and two side platforms), and larger station buildings also provided. The locomotive depot, goods yard, sidings, signalling, and interlocking had been improved and enlarged.

10 Schofield 1988, The shaping of Hornsby Shire, Hornsby Shire Council: 112

A large 'Power Signal Box' was built at the down end of Hornsby station on the down side of the line and a 1500 volt DC substation for the suburban electrification system was constructed nearby.

3.5 Suburban development

Large scale subdivision of the early grants occurred in the 1880s relating primarily to the development of the railway. The first railway junction was built in 1893 linking the main northern railway line to Newcastle with the North Shore line at Hornsby. The construction of the railway dramatically altered the course of the shire's development providing access to markets for the local farmers and transport options for the increasing population. Regular mail and goods coach services were initiated around the 1880s as well, with a route to Castle Hill from Parramatta, a service from Hornsby Post Office to Alfred Street in North Sydney and a Dural to Hornsby route.

With the development of additional transport routes, the district changed from a predominantly agricultural district to one characterised by commuters and orchardists. The western extremities of the assessment area were also serviced by a tramway from Parramatta to Baulkham Hills in 1924. Hornsby became the centre of the district due to its association with the railway junction.¹¹

Most of the early development within the town followed the railway lines. Hornsby developed as a railway town providing work for railway employees, shopkeepers and publicans. It became a popular residential area for families and was advertised as a healthy climate away from the smog of the city.¹²

¹¹ Op cit, Rowland, J 2008b

¹² Ibid

4.0 SITE INSPECTION

4.1 Background

An inspection of the study area was conducted by archaeologists Claire Rayner and Jenny Winnett (Artefact Heritage) on 15 October 2015. The inspection was necessary to determine the extent of the study area, and identify and assess any areas of disturbance across the site.

4.2 Results

The survey area was covered on foot and the survey was undertaken in accordance with best practice standards. A photographic record of the study area was taken. Private properties, areas within the fenced rail corridor boundary and the interiors of buildings were not accessed as part of the field survey.

The study area encompasses the rail corridor, Hornsby Station and adjacent carpark. The entrance to the Station from George Street has been modified through the installation of awnings, and pedestrian footbridge over George Street with access ramp and sandstone retaining walls (Figure 4). The rail yard contained few elements that could be associated with earlier uses of the precinct. A single steel A-frame (which is proposed to be removed as part of the Proposal) is located on the eastern side of the rail corridor, about 190 metres north of Hornsby Station (Figure 10). All elements within the rail corridor were inspected from the fenced boundary of the corridor.

The heritage listing for the station also includes the former sub-station (1927), located immediately north-west of the main station complex. It consists of a two storey brick building with steel framed windows (Figure 6). The former Barracks building (1914) is located to the north-west of the main station complex. It consists of a brick building with corrugated metal roof with several chimneys (Figure 7).

The carpark consists of an elevated platform to the east of the station complex, surrounded by sandstone retaining walls and a steep vegetated bank leading to George Street (Figure 8, Figure 9 and Figure 11).

Figure 4: View to the east showing modified station entrance, awnings and footbridge over George Street. Artefact 2015. **Figure 5: View of the Hornsby railway yards and existing OHWS. Artefact 2015.**



Figure 6: The substation building. Artefact 2015.



Figure 7: The former Barracks building and street trees. Artefact 2015.



Figure 8: View of the carpark to the south-east. Artefact 2015.

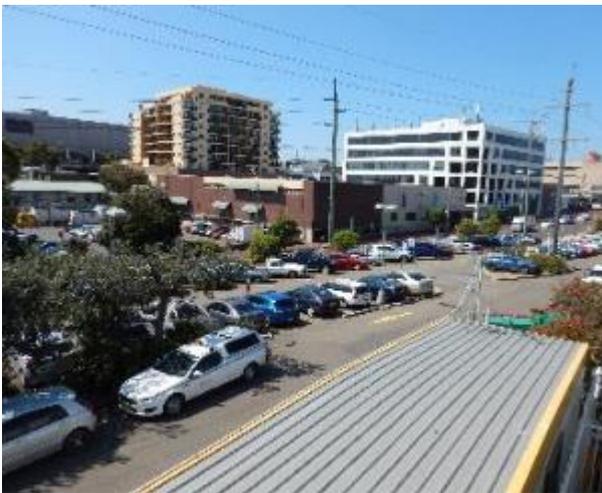


Figure 9: View of the sandstone retaining wall on George Street. Artefact 2015.



Figure 10: View of the steel A-frame behind padmonts (to the right of image, circles in red). Artefact 2015.



Figure 11: View of carpark with northern pedestrian footbridge in background. Artefact 2015.



5.0 HERITAGE IMPACT ASSESSMENT

5.1 Background

The following sections discuss the study area as it relates to the Proposal. A list of the heritage items located wholly, or partially, within the study area is provided, as is an overview of archaeological potential, and an assessment of potential heritage impacts as a result of the Proposal is also included.

5.2 The proposal

The Proposal comprises two parts:

- Hornsby Junction Remodelling, comprising the reconfiguration of track work, signalling and overhead wiring within the existing rail corridor between Waitara and Asquith
- Hornsby Station commuter car park, comprising the construction and operation of a multi-storey car park at the site of the existing at-grade Hornsby Station commuter car park.

The track work is being delivered to increase the capacity and reliability of the T1 North Shore Line and the car park is being delivered as part of the Transport Access Program.

Further discussion on the key features of the Proposal is provided in Sections 5.2.1 and 5.2.2 below.

5.2.1 Hornsby Junction Remodelling

The key features of the Hornsby Junction remodelling would include:

- Installation, removal and reconditioning of track work between Hornsby Station and about 400 metres north of Bridge Road, Hornsby,
- Relocation of overhead wires and support structures
- Installation, removal and modifications of signalling infrastructure to enable the operation of up to 16 city-bound trains per hour on the T1 North Shore line. This work would generally be limited to:
 - Installing new signals and/or modifying existing signals
 - Installing new field equipment including train stops, points and track circuits. Pending signal sighting outcomes, there is also potential for existing warning lights and guard indicators to be relocated or newly installed
 - Running new cables within existing galvanised steel trough (GST) to connect the additional signals
- Modification of track drainage, combined services routes and other rail infrastructure (such as local cable routes)
- Provision of a new train driver's walkway and train turnback facility located about 30 metres south of Bridge Road, Hornsby.

Subject to planning approval, construction of the proposed track work is expected to commence in mid-2016 and is anticipated to take up to 20 months to complete in the first quarter of 2018.

5.2.2 Commuter car park

Key features of the car park include construction of a multi-storey commuter car park that would provide approximately 230 additional car spaces. The Proposal would also include a new vehicular entry and exit from the George Street/Burdett Street intersection (via reconfigured traffic signals) and

the relocation of the high voltage overhead power lines (owned by Sydney Trains) from the site of the existing commuter car park.

The key features of the proposed Hornsby Station commuter car park are:

- Partial demolition of the existing at-grade commuter car park, including the decommissioning and replacement of an existing on site stormwater detention storage tank
- Construction of a multi-storey car park structure,
- Provision of approximately 230 additional parking spaces,
- Provision of vehicular entry and exit from the George Street/Burdett Street intersection (via reconfigured traffic signals); the existing vehicle entry and exit off George Street (south of Burdett Street) would also be retained.
- Provision of a new continuous retaining wall along the eastern boundary of the commuter car park,
- Provision of a new retaining wall and planter along the western side of George Street (to replace the existing retaining wall structure that would be demolished to facilitate construction),
- Ancillary works including stairs, a lift, perimeter fencing, power and lighting, communications, CCTV camera surveillance, drainage, utilities, line-marking and signage, urban design works and landscaping,
- Maintaining access to the Sydney Trains maintenance facility via the car park.

A number of other associated works would also be required as part of the proposed car park, comprising:

- Relocation of high voltage overhead power lines from the site of the existing commuter car park,
- Provision of about six new accessible parking spaces adjacent to the eastern station entrance in accordance with the relevant requirement (to be created from existing unrestricted commuter parking at this location),
- Extension of the footpath on the western side of George Street (from the George Street/Burdett Street intersection, where it currently terminates to the northern boundary of the proposed commuter car park) to provide pedestrian access between Hornsby Station and the proposed lifts in the commuter car park
- Modification of the George Street/Burdett Street intersection to accommodate the proposed new commuter car park entry,
- Utility protection works,
- Vegetation removal from the existing car park site.

Subject to planning approval, construction of the Hornsby Station commuter car park is expected to commence in mid-2016 and is anticipated to take up to 18 months to complete, the car park is anticipated to reopen in the first quarter of 2018, however options to progressively open the car park earlier would be assessed during detailed design and construction. To minimise the duration of commuter car parking impacts at Hornsby Station, Transport for NSW will review the timing and duration of construction works for both elements of the Proposal with the contractor.

Figure 12: Photomontage of the proposed car park. Proposed view to the north along George Street, with proposed car park on the left. Source: Jacobs.



Figure 13: Photomontage of the proposed car park. Proposed view to the south along George Street, with proposed car park on the right. Source: Jacobs.



Figure 14: Footprint of the proposed carpark. Source: TfNSW.



5.3 Heritage listed items

The historic background and descriptive information for the previously assessed heritage items has been extracted from existing inventory sheets for the following heritage items, accessed via the State Heritage Inventory (SHI).¹³ This information has been extracted from the SHR, the Railcorp (now Sydney Trains) s170 and the Hornsby LEP 2013. In some instances the information contained on these inventory sheets is limited.

Table 4: Hornsby Railway Station heritage impact assessment.

Hornsby Railway Station Group and Barracks	
Image	
Significance	Local
Description	A railway station constructed between 1886 and 1928, inclusive of a number of elements (see below).
Statement of significance	The Hornsby Railway Station has local heritage significance. The station was one of the original stops on the first section of the Short North line completed in 1886 and as such has historic association with the linkage of Sydney and Newcastle, which was a major event in the history of NSW railways. It also became the junction between the Short North line and the North Shore line when the latter opened in 1890 and so was a key regional station acting as a hub for the transport of passengers and goods, the change over of railway drivers and guards and the minor servicing of rolling stock. The site has always been and remains a major passenger interchange and the number of platforms, station buildings and the detailed architectural style of the main station building on Platform 4 continues to

¹³ Last accessed 20 October 2015 via <http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx>

Hornsby Railway Station Group and Barracks

demonstrate this historic role and the importance of the station. As a significant rail hub the development of the station had an impact on the development of the local area, particularly the commercial centre of Hornsby, which developed around the station.

Even though it has undergone some alterations and additions, the building on Platform 4/5 is still a good example of a late Victorian railway station building with details and materials typical of this period and building type. It retains particularly high quality joinery to Platform 4. The buildings on Platforms 1 and 2/3 have undergone major alterations and additions but retain some of their original and early character, materials and details. The former barracks is a rare and unusual application of domestic Federation architectural style to a railway building. The substation is a good example of one of eight smaller suburban substations constructed for the electrification of the network in the 1920s and retains much of its original character even though it has been adapted for use as a warehouse. The 1928 signal box is a good example of a Type J1 electro mechanical power signal box, which allowed a large area to be controlled with fewer staff. While its relocation has detracted from its significance, it does retain a visual relationship with both the lines and platforms and its operation is still able to be interpreted. Hornsby Signal Box retains the key aesthetic characteristics of its type including wide balcony, chamfered corners with windows and gambrel roofs sheeted with fibro slates.

Proposed works	Trackwork has been proposed for the northern portion of the s170 heritage curtilage of the railway station. The majority of trackwork within the main station complex, however, will remain. No work has been proposed within the s170 curtilage of the former barracks building.
Impact type	Proposed works are located within the curtilage of the heritage item; views and vistas.
Heritage impact assessment	<p>The introduction of the proposed carpark will alter the landscape setting of the railway station on its eastern side through the introduction of a multi-storey carparking structure. The station entrance on the eastern side, however, has been previously modified through the introduction of a late 20th century footbridge over George Street, awnings and a sandstone retaining wall. The heritage significance of the station is only made apparent when viewed from the platforms. The s170 inventory for the heritage item states that changes to the site have impacted on its integrity. The inventory states that the “introduction of a large intrusive concourse and internal changes and the addition of large new roofs and awnings to the station buildings have detracted from the historic setting of the station group and its ability to provide a visual experience of the historic age of rail travel.”</p> <p>Overall, the proposed carpark is likely to result in a moderate visual impact to the heritage railway station through the introduction of a structure where currently there is ground-level carparking. As the view corridor between the former barracks building and the proposed carpark is limited, the new carpark would result in a minor visual impact to the former barracks building.</p> <p>The reconfiguration of track work and signalling works to the east of the main station complex will not impact on significant heritage fabric, and will involve the removal of modern trackwork. The works are contained within the existing rail corridor and would be accessed via existing access gates. These works would therefore result in a negligible physical impact to the railway station.</p> <p>The signalling works are considered to be minor in nature and any impacts to heritage are therefore likely to be negligible.</p>

Table 5: SRA electricity plant and signal box heritage impact assessment.

SRA electricity plant and signal box

Image



Significance	Local
Description	The signal box is a heritage listed item within the Hornsby Railway Yard, constructed c.1928. This structure was relocated in 2006 to make way for the route of the new main line. ¹⁴
Statement of significance	Characteristic building associated with railway electrification.
Proposed works	Proposed works within the yard of Hornsby Railway Station, and therefore within the Hornsby LEP curtilage of the SRA electricity plant and signal box, includes the removal of existing trackwork, construction of new trackwork and the installation of five new signal gantries. The introduction of new trackwork will be located approximately 35 metres to the east of the heritage signal box itself. The proposed carpark would be contained entirely within the eastern portion of the heritage curtilage.
Impact type	Proposed works are located within the curtilage of the heritage item; views and vistas.

¹⁴ Dawbin Architects Pty Ltd accessed 20/10/2015 via <http://www.dawbinarchitects.com.au/galleryhnsby.htm>

SRA electricity plant and signal box

Heritage impact assessment

The proposed works would not impact on fabric associated with the Hornsby Railway Station, or with the signal box. An early steel A-frame within the eastern portion of the railway yard, located within the heritage curtilage, would require removal. The A-frame is part of the original infrastructure associated with the electrification of the rail line. This is the only example of an early 20th century OHW structure in the Hornsby Railyard which has itself been significantly modernised and altered.

The A-frame has not been specifically included in the description of the heritage item, however, as a rare survivor of earlier rail infrastructure within the curtilage of a listed heritage item, it is considered to be an element of moderate heritage significance within the overall heritage rail context. Removal would result in a minor impact to heritage fabric.

The reconfiguration of track work to the east of the main station complex will not impact on significant heritage fabric, and will involve the removal of modern trackwork only. This work would therefore result in a negligible physical impact to the railway station.

Construction of the proposed carpark would result in a moderate visual impact to the heritage item, as it would introduce a structure where currently carparking is at ground level only. The introduction of the proposed carpark would alter the current landscape of the carpark and railway station, and be directly visible from the SRA electricity plant and signal box.

The proposed signalling works would be contained within the existing rail corridor and accessed via existing access gates. These works would result in negligible heritage impacts.

Table 6: Railway cloak room buildings heritage impact assessment.

Railway cloak room buildings

Image



Significance	Local
Description	Federation period station building. Corrugated iron gable roof. Face brick walls. Double-hung windows. Projecting sandstone window sills and heads. Long symmetrical facade. Central feature of particular interest with parapet and cast iron porches. Good roof with fine moulded chimneys.
Statement of significance	Fine example of a Federation period railway building. Excellent sandstone and cast iron detail. Social and historical significance as one of Hornsby's early major public buildings connected to the development and continuing use of the railway.
Proposed works	No works have been proposed in the vicinity of the railway cloak room.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the fabric of the cloak room. There is no visual connection between the proposed works and the heritage item. The Proposal would result in a negligible impact to the heritage item.

Table 7: Peats Ferry Road Precinct, Hornsby West Side Heritage conservation Area heritage impact assessment.

Peats Ferry Road Precinct, Hornsby West Side HCA

Image



Significance

Local

Description

Hornsby West Side is characterised by the historic 19th century and early 20th century parapeted shop fronts and first floor awnings overhanging the pavement. The village atmosphere of the town centre is brought about by the 'High Street' character, forming a distinct commercial and civic town centre. Landscaped areas within streetscapes also contribute to the overall character of the precinct.

The exterior of the buildings appear to be substantially intact above the awnings. Major alternations appear to have been made to internal spaces for current and past uses; however, further investigation is required to determine what significant fabric retains. Select buildings within the area may also retain significant internal spaces and features, including the 'Pair of Federation Period Shops', property No. 1-3 Jersey Street (heritage item I 486) and The Browsersy Cottage, property No. 5 Jersey Street (heritage Item I 487). Hornsby Cinema, property No. 155 Pacific Highway (heritage item I 502).

Statement of significance

Hornsby West Side incorporates the Peats Ferry Road (Pacific Highway) Precinct within the heritage listed Hornsby West Side Heritage Conservation Area. The Peats Ferry Road Precinct is identified as the old Hornsby town centre and is strongly defined as a civic, commercial and park precinct. It retains buildings from its early development, including original 19th century and early 20th century commercial buildings and an attractive collection of civic buildings, including the Hornsby Court House and Council Chambers. The Precinct is of local historical significance for its association with the development of Hornsby as a railway town, its role within the old town centre and being one of the few surviving streetscapes of early commercial buildings in Hornsby Shire Council. Hornsby West Side includes 15 built heritage listed items and is located within the immediate vicinity of 10 heritage listed built and landscape items. A number of contributory items also contribute to the architectural quality and village character of the streetscapes.

Proposed works

No works have been proposed in the vicinity of the HCA. Significant view corridors towards the railway station from the HCA will not be impacted by the Proposal. There is no visual connection between the HCA and the proposed carpark.

Impact type

Negligible

Heritage impact assessment

The proposed works would not result in physical impacts to the HCA. There is no visual connection between the proposed works and the HCA. The Proposal would result in a negligible impact to the heritage item.

Table 8: Street trees heritage impact assessment.

Street trees	
Image	
Significance	Local
Description	A row of street trees located on the eastern side of Jersey Street.
Statement of significance	Not included on inventory sheet.
Proposed works	No works have been proposed in the vicinity of the street trees. Significant view corridors between the street trees and the proposed carpark are screened by existing buildings. Alternative car parking arrangements are being considered and will be developed at a later design stage.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the street trees. There is a limited visual connection between the proposed works and the streets trees. The Proposal would result in a negligible impact to the heritage item.

Table 9: War memorial and palms heritage impact assessment.

War memorial and palms	
Image	
Significance	Local
Description	Monument to commemorate those who served in World War One. Built of Buff Granite with central polished inscribed panels. Square monument of solid form about 4m high. Set on grassed plot retained by granite edging 500mm above road surface. (See below for inscriptions.) Also notable bronze light standard (double carriage-light design) matching lights opposite Police station some 200m north of highway. Also two mature palms (possibly Butia Palms) possibly from same period. These palms are fairly unusual as the commonly planted species is the Canary Island Date Palm.
Statement of significance	Notable monument lighting and planting from 1920's period. Of local significance.
Proposed works	No works have been proposed in the vicinity of the heritage item. Significant view corridors between the heritage item and the proposed carpark are screened by existing railway buildings.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the war memorial and palms. There is a no visual connection between the proposed works and the heritage item. The Proposal would result in a neutral impact to the heritage item.

Table 10: Shops (1-3 Jersey Street) heritage impact assessment.

Shops (1-3 Jersey Street)

Image



Significance	Local
Description	Pair of Federation period shops. Skillion roof slopes away from parapeted street facade. Symmetrical design. Face brick walls. Original recessed entries and shopfront windows with coloured panes. Decorative brickwork and roughcast render above shopfronts.
Statement of significance	Pair of Federation period shops which retain their original shopfronts. Other distinctive feature is the unusual brick and roughcast decoration above shopfronts.
Proposed works	No works have been proposed in the vicinity of the heritage item. Significant view corridors between the heritage item and the Proposal are screened by existing railway buildings and street trees.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the heritage listed shops. There is no visual connection between the proposed works and the heritage item. The Proposal would result in a neutral impact to the heritage item.

Table 11: “The Browsery Cottage” heritage impact assessment.

“The Browsery Cottage”

Image



Significance	Local
Statement of significance	Not included on inventory sheet.
Proposed works	No works have been proposed in the vicinity of the heritage item. Significant view corridors between the heritage item and the Proposal are screened by existing railway buildings and street trees.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the heritage listed building. There is no visual connection between the proposed works and the heritage item. The Proposal would result in a neutral impact to the heritage item.

Table 12: TAFE college – Buildings “K” and “M” and grounds heritage impact assessment.

TAFE college – Buildings “K” and “M” and grounds

Image



Significance	Local
Description	Two Inter-War period buildings. Corrugated iron roofs with exposed rafters. Face brick walls. Large regularly spaced double-hung windows. Building K is two storey has dark brick banding roughcast render to upper part of first floor roof with gables some parapeted impressive chimneys with terracotta pots. Building M is single storey with long rectangular plan has gabled roof and paired four-pane double-hung windows.
Statement of significance	Attractive group of two Inter-War period school buildings. Interesting use of roughcast render and bichromatic brickwork. Excellent chimneys to Building K.
Proposed works	No works have been proposed in the vicinity of the heritage item. Significant view corridors between the heritage item and the Proposal are screened by existing railway buildings and street trees. Alternative car parking arrangements are being considered and will be developed at a later design stage.
Impact type	None
Heritage impact assessment	The proposed works would not result in physical impacts to the heritage listed buildings. There is no visual connection between the proposed works and the heritage item. The Proposal would result in a neutral impact to the heritage item.

5.4 Archaeological assessment

Non-Aboriginal archaeological potential is defined as the potential of a site to contain historical archaeological relics, as classified under the *NSW Heritage Act 1977*. Non-Aboriginal archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent actions (either natural or human) may have impacted on evidence of these former land uses.

5.4.1 Known impacts

Earlier impacts need to be identified before an assessment of archaeological potential can be undertaken as subsurface impacts associated with former or current land uses have the potential to remove or damage potential archaeological remains. The study area is also likely to have been subject to numerous impacts. The following need to be considered:

- Construction of the North Shore rail line and Hornsby Railway Station would have required a substantial amount of landscape modification including excavation, building up of the landscape with imported stabilising material and the laying of tracks. The site inspection indicates that the railway line has been constructed on imported material and ballast, and was constructed by cutting into the underlying bedrock.
- As a functioning railway corridor, the study area has been constantly evolving in form, as rail technology changes. It is therefore likely that numerous impacts have occurred within the study area that have not been documented, including the installation of below ground services and the replacement and upgrading of track work and associated infrastructure. These works have the potential to damage archaeological remains located within the study area.

5.4.2 Overview of previous land-use

Prior to the arrival of Europeans the study area would have been heavily timbered with cedar, mahogany, turpentine, ironbark and blue gum. It was the availability of this timber that encouraged European exploration of the regions north and west of Sydney Cove. Timber-getting crews, primarily convicts working in Government gangs, would have been operating in the area as early as the 1820s. Thomas Hyndes, a prominent land-owner to the west of the study area, was operating a private timber-getting operation as early as 1830.¹⁵

Prior to the construction of the Hornsby Railway Station and the North Shore Rail Line in 1886 the study area was located within a number of large land grants made to William and John Bellamy (Figure 15). During this period the road that would become the Pacific Highway passed immediately west of the Bellamy land.

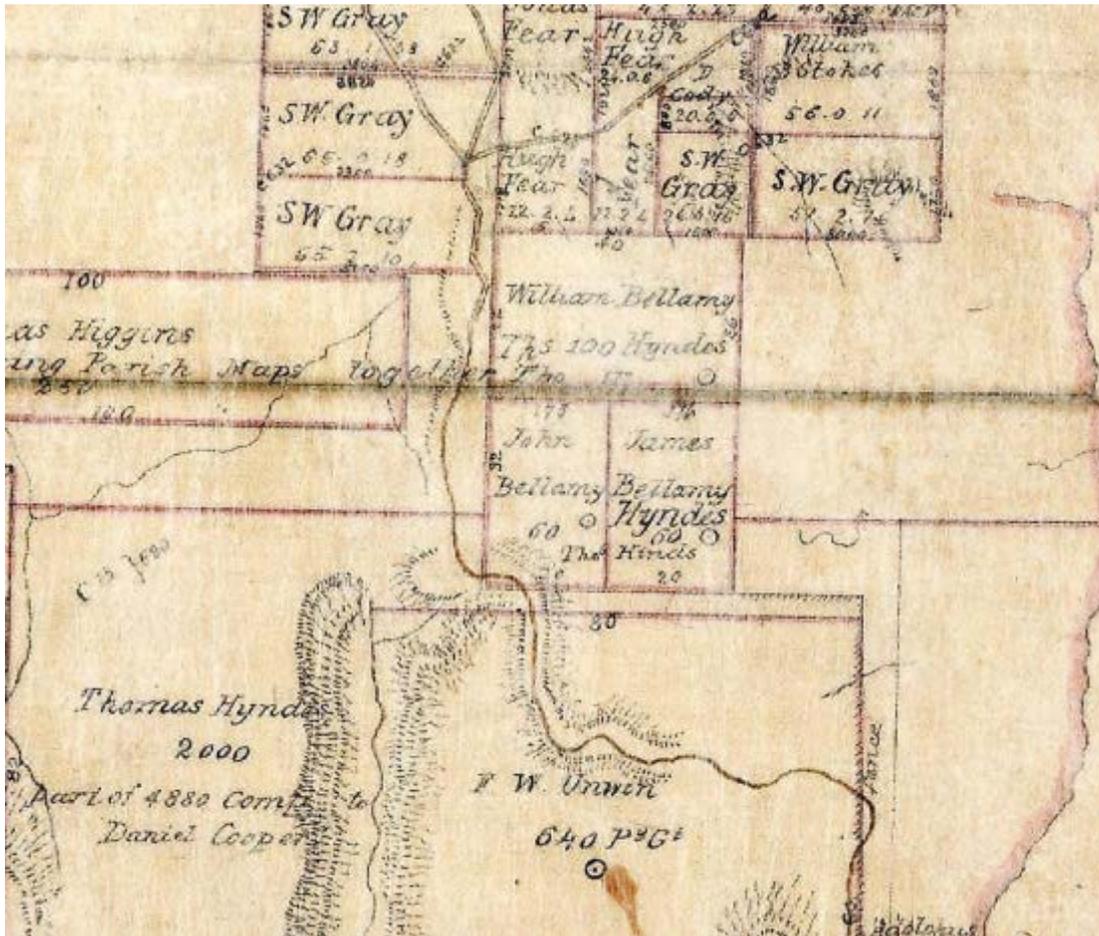
William Bellamy received his grant of 100 acres at South Colah in 1831. His sons, John and James, also received grants of 60 acres at this time. Prior to receiving his land holding in South Colah, William Bellamy had been granted 100 acres in the West Pennant Hills area where he cultivated what, maize, barley, potatoes and a fruit orchard.¹⁶ Prior to receiving his grant of 60 acres in 1831 John Bellamy ran flocks of sheep and cattle in West Pennant Hills.¹⁷ It can be assumed that the land grants in South Colah were used for similar agricultural purposes. It is unknown whether the Bellamy's had constructed residences on their properties, although William's death in West Pennant Hills in 1873 would suggest that his main estate continued to be located on his original grant.

¹⁵ GML Wahroonga *North) Heritage Conservation Area Review – Final Report, July 2005; 5.

¹⁶ Morris, P. 'William Bellamy' via <http://www.thetreeofus.net/9/256885.htm> accessed 21/10/2015

¹⁷ Morris, P. 'John Bellamy' via <http://www.thetreeofus.net/8/263533.htm> accessed 21/20/2015

Figure 15: Undated plan of the Parish of South Colah, showing land grants made to the Bellamy family.

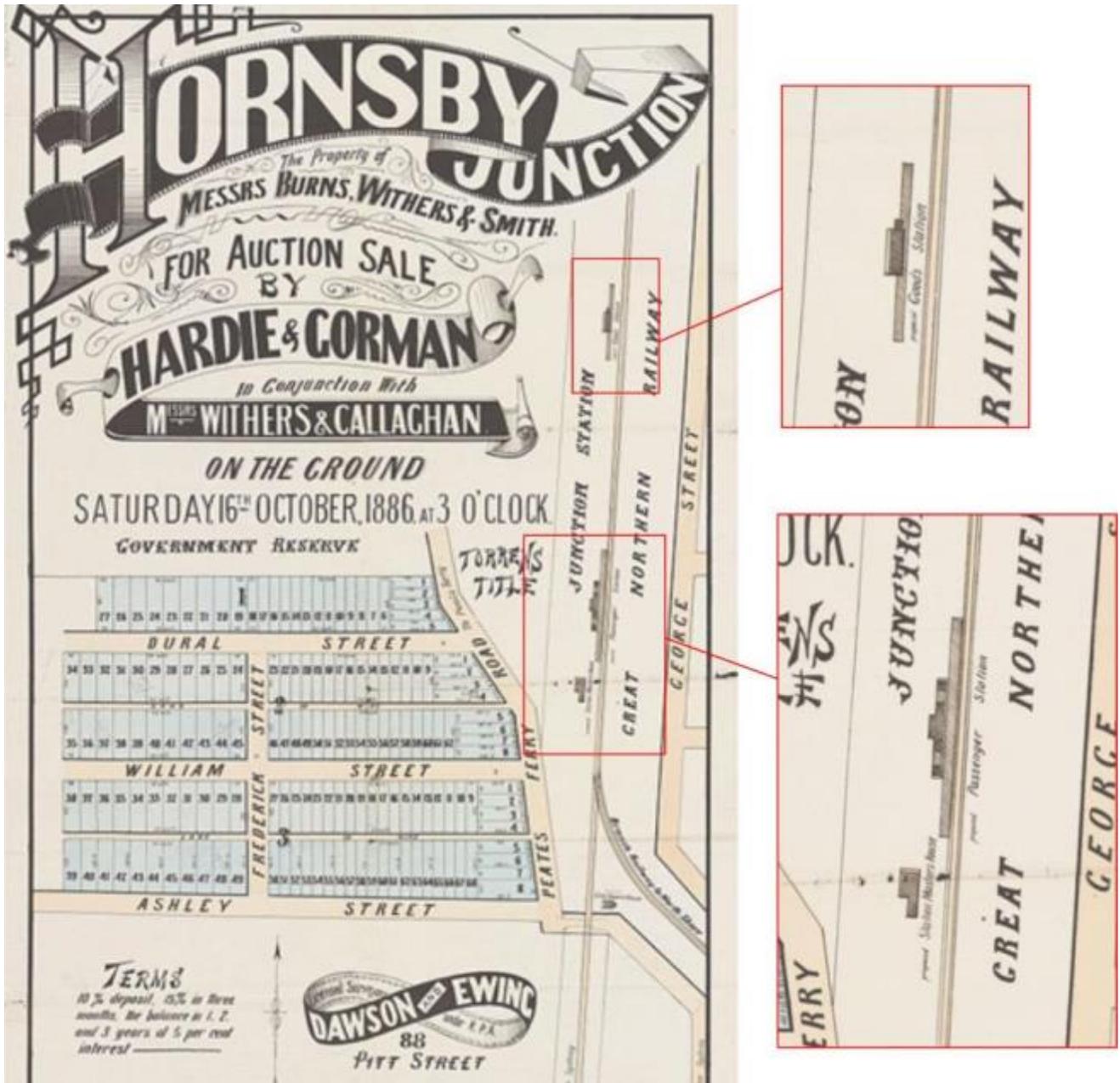


The North Shore rail line was proposed in 1875, and would have been an important factor in the subdivision of many of the larger estates and orchards in the Hornsby area.¹⁸ The opening of the railway line and Hornsby Station in 1886 would have prompted increased demand for building allotments. The layout of Hornsby village would have been largely created at this time.

A real estate plan dating to 1886 (Figure 16) indicates that the area to the west of the railway station had undergone relatively little development prior to this time. A number of structures are illustrated within the railway precinct as being 'proposed'. These include a gate keepers house (located to the south of the present-day Pacific Highway railway crossing and outside the study area), station masters house, passenger station and good station and platform. The location and layout of the 'proposed passenger station' corresponds with that of the extant structure, suggesting that the proposed buildings were later constructed in these locations.

¹⁸ GML Wahroonga *North) Heritage Conservation Area Review – Final Report, July 2005; 6.

Figure 16: Detail from real estate plan dating to 1886. Hardie & Gorman Pty Ltd, Hornsby Junction: the property of Messrs Burns, Withers & Smith for auction sale 1886. NLA MAP Folder 72, LFSP 1061A.



When constructed in 1886 Hornsby Station originally consisted of a single brick faced platform and a brick station building on the platform which continues to be used. A small goods yard and shed was constructed in the northern portion of the yard and a Station Masters residence to the south-west of the main platform building. In addition to these structures, the Hornsby Railway Station precinct would have contained a number of elements associated with the ongoing maintenance usage of a late 19th and early 20th century rail yard. The s170 inventory for the heritage item states that the station has a moderate degree of integrity. Changes to the site include the removal of infrastructure originally located within the yard, including the locomotive depot, water tank, water columns, lines, turntable and goods sheds. The station masters residence has also been removed.

It is unknown if the area currently utilised as a carpark was used for other purposes following the construction of the main railway station in 1886. An aerial photograph from 1952 indicates that it was being used as a carpark and garden area at this time.

Figure 17: View of Hornsby Station and yards, facing north, 1952. NLA MAP Aerial Photograph Collection I 56 423.



5.4.3 Discussion of archaeological potential and impacts

Overall, the study area has limited potential to contain intact archaeological remains associated with the pre-railway usage of the study area (i.e. pre-1886). The study area indicates that it may have been truncated in places, and ongoing modification and modernisation of the rail yard would have effectively removed or impacted on evidence of previous land-uses.

Therefore, the study area has nil to low potential to contain archaeological remains associated with timber-getting or the Bellamy family's land grants.

No proposed excavation works are located within the vicinity of known early railway buildings, structures or platforms (the former station masters cottage, good sheds and platform). Works within the Hornsby Railway yard, however, do have some potential to encounter evidence of earlier rail

infrastructure, including the former goods platform and sheds, the former locomotive depot, water tanks, water columns and turntable. It is also possible that evidence of earlier trackwork and rail configurations are buried within the yard (tracks and ballast).

Overall, there is low-moderate potential that archaeological remains associated with earlier phases of the Hornsby Railway yard to be encountered in the study area. These types of remains may include earlier sections of rail, ballast, servicing or associated rail infrastructure.

5.4.4 Discussion of archaeological significance and management

There is nil to low potential that archaeological remains pre-dating the c.1886 construction of the North Shore Railway Line and Hornsby Railway Station and goods yard are preserved within the proposed areas of excavation impact. If archaeological remains dating to this phase were encountered within the study area, and found to have a high degree of intactness and integrity, they would reach the local significance threshold and be protected by the 'relics provisions' of the Heritage Act.

Evidence of earlier infrastructure associated with the late 19th and early 20th century use of the Hornsby Railway yard is classified as 'works' under the Heritage Act. Disturbance of 'works' does not require heritage approval or notification. However, if evidence of 19th century rail infrastructure was found to be substantially intact, it may have some research potential, and therefore reach the local significance threshold.

5.4.5 Summary of archaeological potential

A summary of the archaeological potential of the study area has been included in Table 13.

Table 13: Summary of archaeological potential within study area

Potential archaeological resource	Potential	Significance	Heritage impact assessment	Proposed mitigation
Evidence of pre-1831 development of study area (timber-getting) – evidence of land clearance.	Nil-low	Local	Excavation works within the study area have nil-low potential to impact on archaeological remains.	Implementation of an unexpected finds procedure.
Evidence of post-1831 development of the study area (Bellamy's grant) – evidence of land clearance and cultivation, water management, postholes associated with farm buildings and fencing.	Nil-low	Local	Excavation works within the study area have nil-low potential to impact on archaeological remains.	Implementation of an unexpected finds procedure.
Evidence of earlier phases of infrastructure associated with Hornsby Railway Station and yard.	Low-moderate	If remains were found to be highly intact and legible, may reach the local significance threshold (works).	Excavation works within the rail yard have low-moderate potential to impact on archaeological remains.	Implementation of an unexpected finds procedure. If archaeological remains encountered archival recording may be required.

5.5 Overview of potential impacts

A summary of potential impacts arising from the Proposal has been included in Table 14.

Table 14: Summary of heritage impacts

Heritage item	Heritage fabric	Views and vistas	Archaeology
Hornsby Railway Station and Barracks	Negligible	Moderate	None
SRA electricity plant and signal box	Minor	Moderate	None
Railway cloak room buildings	None	Negligible	None
Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area	None	Negligible	None
Street trees	None	Negligible	None
War Memorial and Palms	None	Neutral	None
Shops	None	Neutral	None
“The Browsery Cottage”	None	Neutral	None
TAFE college – Buildings “K” and “M” and grounds (excluding other buildings)	None	Neutral	None
Potential archaeological resource	Excavation works within the yard have low-moderate potential to impact on evidence of earlier phases of the Hornsby Railway Station and yard.	none	Excavation works within the yard have low-moderate potential to impact on evidence of earlier phases of the Hornsby Railway Station and yard.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

The Proposal includes track work upgrades associated with the remodelling of Hornsby Junction and the construction of a commuter car park. These works will require the relocation of Overhead Wires from the existing car park. The track work upgrades will include the installation and removal of track, crossovers, diamonds and slips, relocation of overhead wires and support structures, modification of track drainage.

This HIA concludes that the construction of the commuter car park would have a moderate visual impact on two items of local heritage significance:

- The Hornsby Railway Station group and Barracks, listed on the Railcorp (now Sydney Trains) section 170 register: The proposed carpark is likely to result in a moderate visual impact to the heritage railway station through the introduction of a structure currently occupied by ground-level carparking. As the view corridor between the former barracks building and the proposed carpark is limited, the new carpark would result in a minor visual impact to the former barracks building.
- The SRA electricity plant and signal box, listed on the Hornsby LEP: Construction of the proposed carpark would result in a moderate visual impact to the heritage item, as it would introduce a structure where currently carparking is at ground level only. The introduction of the proposed carpark would alter the current landscape of the carpark and railway station, and be directly visible from the SRA electricity plant and signal box.

The Proposal to remove an existing A-frame would result in minor impact to heritage fabric within the following heritage listed item:

- The SRA electricity plant and signal box, listed on the Hornsby LEP: The A-frame has been assessed as being an element of moderate heritage significance within the Hornsby rail yard, which has been heavily modified and contains few historic elements. However, the A-frame has not been specifically identified as being an item of heritage significance within the heritage listing. The removal of the A-frame therefore constitutes a minor impact to the heritage item.

An additional two heritage items of local significance would also be subject to negligible visual impacts primarily due to the commuter car park. These comprise:

- The Railway cloak room building, listed as item A52 on the Hornsby LEP
- The Peats Ferry Road Precinct, Hornsby West Side Heritage Conservation Area and street trees on the eastern side of Jersey Street, listed as item C5 on the Hornsby LEP.

The study area was assessed as having low-moderate potential to contain an archaeological resource associated with earlier phases of the North Shore Railway Line and Hornsby Railway station. If a substantially intact archaeological resource were encountered during works it would have local heritage significance. Remains of this type are considered to be 'works' under the *Heritage Act 1977*, and disturbance of these items does not require heritage approval or notification. Proposed excavation to remove and install proposed track work and Overhead Wiring Structures within the Hornsby Railway yard has low to moderate potential to encounter these remains. As it is unlikely that archaeological remains will be encountered during excavation works an unexpected finds procedure is deemed to be a sufficient management strategy.

6.2 Recommendations

- Design of the commuter carpark should aim to be sympathetic to the heritage context of the Hornsby Railway Station, and aim to minimise the potential for adverse impact on the setting of the surrounding heritage item. The design should aim to be low in form where possible, to avoiding competing with those unmodified elements of Hornsby Station visible from street level, such as the current platform canopies. The façade fronting George Street should be finished in a suitable material and colour.
- It is recommended that a program of archival recording is undertaken prior to the removal of the existing A-frame in the Hornsby rail yard. This is an element of moderate heritage significance within the Railcorp s170 curtilage of the Hornsby Railway Station group and Barracks, and has local significance. This recording should include a photographic record of the A-frame to be replaced in the yards and on the platforms, and be undertaken in accordance with the NSW Heritage Office (1998) guidelines *How to Prepare Archival Records of Heritage Items*. The recording need only meet the minimum requirements for archival recording, measured drawings of the structures would not be necessary.
- If archaeological remains are encountered during development, activity in the immediate vicinity of the find should cease, the material should be left in place and protected from harm, and a qualified archaeologist or heritage professional contacted to assess the significance of the remains and advise of any requirements. It is possible that archival recording of substantially intact remains may be required before work can commence.

7.0 REFERENCES

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