

Merrylands Station Commuter Car Parks

Statement of Heritage Impact

Report to KMH Environmental on
behalf of Transport for NSW

November 2016



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EXECUTIVE SUMMARY

Transport for NSW (TfNSW) proposes to provide commuter car parking at Merrylands Station as part of the Transport Access Program (TAP).

The TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. The proposed works consist of an extension to an existing car park at Terminal Place, and the construction of a second car park at Railway Terrace.

On behalf of TfNSW, KMH Environmental (KMH) is preparing a Review of Environmental Factors (REF) for the proposed upgrade to Merrylands Station (the 'Proposal'). Artefact Heritage (Artefact) has been engaged by KMH to prepare a Statement of Heritage Impact (SoHI). The aim of the report is to identify heritage items which may be impacted by the proposed works, determine the level of heritage significance of each item, assess the potential impacts to those items, recommend mitigation measures to reduce the level heritage impact and identify other management or statutory obligations.

Overview of findings

- Merrylands Railway Station Building is listed on Schedule 5 (Environmental Heritage) of the *Holroyd Local Environmental Plan* (Holroyd LEP) 2013 and on the RailCorp Section 170 Heritage and Conservation Register
- two other items adjacent to the site location are also listed on Schedule 5 of the Holroyd LEP 2013. These items are:
 - Millmaster Feeds Site (archaeological) (Holroyd LEP 2013 A5)
 - Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney) (Holroyd LEP 2013 I53)
- the site locations have been assessed as having a nil-low potential to contain archaeological relics
- the proposed works include:
 - construction of a 3 additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including:
 - A ground level above the existing lower ground level; and
 - A mid lower ground level and mid upper ground level adjacent the existing lower ground level.
 - The mid upper ground level will be 5.2m above the existing lower ground level and align with the existing structures at the bus interchange.
 - provision of approximately 220 parking spaces (65 new) including six accessible car parking spaces in accordance with DDA requirements
 - vehicular exit and entrance from Terminal Place (as current) with a new ramp leading to the mid upper ground level
 - provision of a new lift from the car park to the Merrylands Station entry plaza
 - partial removal and relocation of a metal fence along the railway adjacent to rail tracks
 - partial removal of an existing pedestrian ramp to be converted into a landscaped area.
- the Proposal has been assessed as having:

- no physical impacts to heritage items
- negligible to minor visual impacts to Merrylands Railway Station Building
- neutral visual impact to Millmaster Feeds Site, and Goodlet and Smith
- no archaeological impacts
- a positive impact to Merrylands Station by making it more accessible.

Recommendations

The following recommendations are made:

- should significant amendments to the design of the proposed works be made, the present report should be updated to assess the potential heritage impact of the proposed works
- copies of the present report should be provided to TfNSW, the local library in both Holroyd and Parramatta, and the library of the Heritage Division of the Office of Environment and heritage
- no further heritage assessment or investigation is required prior to commencement of the proposed works
- a structural assessment of the Merrylands Railway Station Building should be conducted prior to works proceeding to determine if indirect impact, for instance as a result of vibrations, is likely. If necessary, vibration mitigation measures should be put in place, or works should be modified to avoid indirect impact.
- a heritage induction should be provided to all construction staff and contractors as part of the general site inductions
- inadvertent impacts to listed heritage items during construction should be avoided:
 - an exclusion zone should be established around Merrylands Railway Station Building. This should be visibly demarked by physical barriers and appropriate procedures for working nearby should be identified in the Construction Environmental Management Plan
 - machinery to be kept at a distance from Merrylands Railway Station Building
- any unexpected archaeological relics within the study area remain protected by the *Heritage Act 1977*. If a potential relic is uncovered in the course of the works, work in the vicinity should cease, and the Heritage Division should be contacted for advice.

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1.0 INTRODUCTION

1.1 Background

Transport for NSW (TfNSW) proposes to provide commuter car parking to Merrylands Station as part of the Transport Access Program (TAP).

The TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. The proposed works consist of an extension to an existing car park at Terminal Place, and the construction of a second car park at Railway Terrace.

On behalf of TfNSW, KMH Environmental (KMH) is preparing a Review of Environmental Factors (REF) for the proposed upgrade to Merrylands Station (the 'Proposal'). Artefact Heritage (Artefact) has been engaged by KMH to prepare a Statement of Heritage Impact (SoHI). The aim of the report is to identify heritage items which may be impacted by the proposed works, determine the level of heritage significance of each item, assess the potential impacts to those items, recommend mitigation measures to reduce the level heritage impact and identify other management or statutory obligations.

1.2 Site location

Site 1 encompasses the current car park adjacent to Merrylands Station (Lot 1/DP209516 and part Lot 11/DP1200381) located on Terminal Place (Figure 1). Site 2 consists of a strip of the Railway Terrace road reserve north-east of the station. The site proposal stretches across two Local Government Areas (LGAs); Holroyd to the west and Parramatta to the east with the rail corridor being the dividing border.

1.3 Methodology and limitations

This SoHI 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.

This report provides an impact assessment for built heritage and historical archaeological potential. It does not provide an assessment for Aboriginal heritage.

1.4 Previous studies

Two studies of Merrylands Station have previously been conducted:

- Sheedy, D 2002 *Heritage Impact Statement for Merrylands Railway Station*. The Heritage Impact Statement (HIS) provided an impact assessment for the proposed demolition of the platform 2 building that existed at the time and has since been removed
- City Plan Heritage (CPH) 2006 *Merrylands Railway Station Conservation Management Strategy*. The Conservation Management Strategy (CMS) outlined the history of the station, provided an updated statement of significance, and outlined strategies to conserve the heritage and significance of the station, including the 1940s station building, and the footbridge which was later upgraded.

1.5 Authorship and acknowledgements

This report was prepared by Shona Lindsay (Graduate Heritage Consultant) with input by Fenella Atkinson (Senior Heritage Consultant) and Emmanuelle Fayolle (Senior Heritage Consultant), and management review by Abi Cryerhall (Principal, Historic Heritage) and Sandra Wallace (Principal, Archaeology). The assistance of Jessica Berry (KMH) is gratefully acknowledged.

Figure 1: Site location



2.0 STATUTORY CONTEXT

2.1 Legislation

2.1.1 Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (natural and cultural) in New South Wales. 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 can be listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance. The Heritage Act also protects 'relics', which can include archaeological material, features and deposits.

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.

2.1.2 Environment 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 Proposal is subject to assessment under Part 5 of the EP&A Act.

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 EP&A Act to provide guidance on the level of environmental assessment required. The current site location falls within the boundaries of the Holroyd LGA and Parramatta LGA. Schedule 5 of the Holroyd LEP 2013 includes a list of items/sites of heritage significance within the Holroyd LGA, and Schedule 5 of the Parramatta LEP 2011 includes a list of items/sites of heritage significance within the Parramatta LGA.

2.1.3 State Environmental Planning Policy (Infrastructure) (ISEPP) 2007

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies, including TfNSW. 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 rail infrastructure facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the controls included in the LEPs and DCPs, and TfNSW is required to consult with the relevant local councils only when development "is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area". When this is the case, the proponent must not carry out such development until it has:

- had an assessment of the impact prepared

- given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located
- taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.¹

2.2 Heritage registers

Statutory registers provide legal protection for heritage items. In NSW, Heritage Act and the EP&A Act provide for heritage listings. The State Heritage Register, the s170 Heritage and Conservation Registers, and environmental heritage schedules of Local Environment Plans (LEPs) are statutory listings. Places on the World, National and Commonwealth Heritage Lists are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). In addition, there are a number of non-statutory heritage registers.

A search of all relevant registers was undertaken on 19 February 2016. The results are displayed below in Table 1 and Table 2, and the curtilages are provided in Figure 2 and Figure 3.

Site 1 is adjacent to Merrylands Station, which is listed as a heritage item in two statutory registers. Site 1 extends into the s170 heritage curtilage of Merrylands Railway Station Building (Figure 3). The LEP curtilage and listing for Merrylands Railway Station is unclear as the curtilage is located across the railway line, but it is assumed it relates to the Merrylands Railway Station Building as this is the building of historical significance.

There are two heritage items located in proximity to Site 2 (Figure 4).

Table 1: Register search for Merrylands Railway Station

Register	Listing
Register of the National Estate (non-statutory)	Merrylands Railway Station is not listed on the Register of the National Estate
National Heritage List	Merrylands Railway Station is not listed on the National Heritage List
Commonwealth Heritage List	Merrylands Railway Station is not listed on the Commonwealth Heritage List
State Heritage Register	Merrylands Railway Station is not listed on the State Heritage Register
Section 170 Register	Merrylands Railway Station Building is listed on the RailCorp s170 Heritage and Conservation Register (4801921)
Holroyd LEP 2013	Merrylands Railway Station is listed on the Holroyd LEP 2013 (I71)

¹ ISEPP Clause 79: http://www.austlii.edu.au/au/legis/nsw/consol_reg/sepp2007541/s79.html.

Table 2: Details of listed heritage items in proximity to the site location

Suburb	Item Name	Address	Property Description	Significance	Item/Listing Number
Merrylands	Millmaster Feeds Site (archaeological)	1-7 Neil Street	Lot 11, DP 228782	Local	Holroyd LEP 2013 A5
Holroyd	Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney)	23-25 Brickworks Drive	Lots 1001 and 1002, DP 1037793	Local	Holroyd LEP 2013 I53

Figure 2: s170 curtilage of Merrylands Railway Station Building, outlined in orange (Source: RailCorp)



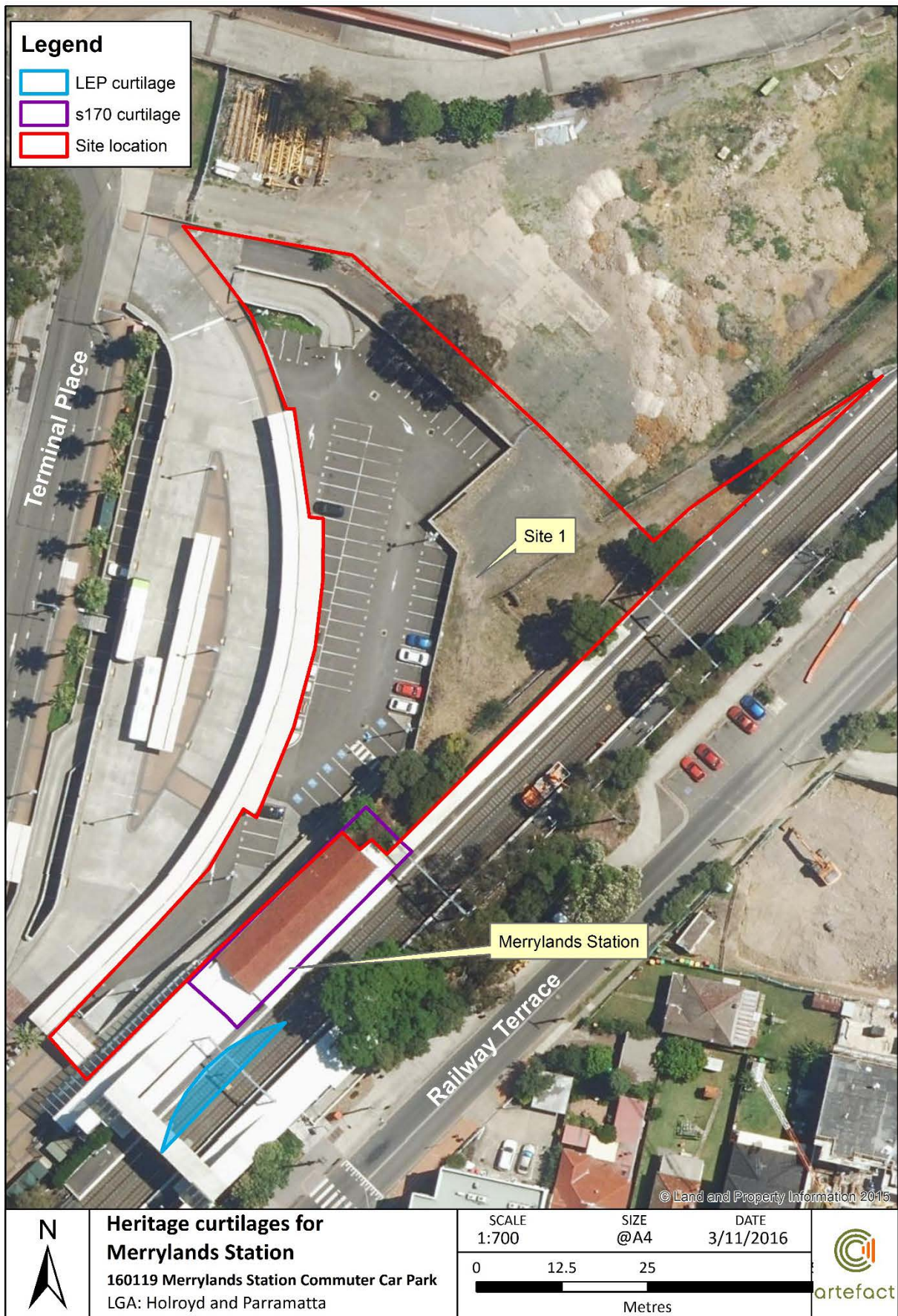
Figure 3: Holroyd LEP map of heritage items in proximity to the site location (Source: NSW Government)



Figure 4: Listed heritage items adjacent and in proximity to the site location



Figure 5: Map showing heritage curtilages for Merrylands Station



3.0 HISTORICAL CONTEXT

3.1 Land grants and the Main South Railway Line

The site is located within the Parish of St John, County of Cumberland. In an undated map of the parish (likely circa 1835), the area that would later become Merrylands was divided into land grants to people such as Richard Atkins, John Bowman, John Watts, and E. Lombley (Figure 6). The main roads marked would become known as Parramatta Road running to the east and Woodville Road running south. Liberty Plains was marked to the south-east of the area, which includes some areas of the later Merrylands locality.

Richard Atkins was a prominent judge in Parramatta and landed in Sydney on board the *Pitt*.² He was granted 100 acres in 1793 and called this farm Denham Court.³ He was granted an adjacent lot of 145 acres in 1798 called Denham Farm.⁴ By 1802 Atkins and four convicts had cleared the land, grew wheat and maize and were grazing sheep and pigs, but the property was granted to John Bowman in 1810.⁵ Records show John Bowman was granted 150 acres on 25 August 1812.⁶ Further south an area was divided for a church and school.

The area of Merrylands grew into an intensive agricultural settlement by 1850s. Brick and pottery production became a prominent industry in the area, and brickyards operated to supply local demand.⁷

The Main South Line (also known as Main Southern Line, and the Great Southern Line) was built between Parramatta Junction to the Victorian border at Albury.⁸ It was built in stages between 1855 and 1881, with the section between Parramatta Junction and Liverpool opening in 1856. The original single track, which was built under the supervision of engineer John Whitton, was duplicated between Parramatta Junction and Liverpool in 1857. In 1883 the line connected to the Victoria line with the need of a break-of-gauge due to the different track systems.

² Bennett 1966

³ Holroyd City Council 2013

⁴ Holroyd City Council, *Heritage Items ebook*. pg.159

⁵ Holroyd City Council 2013

⁶ NSW Government State Records

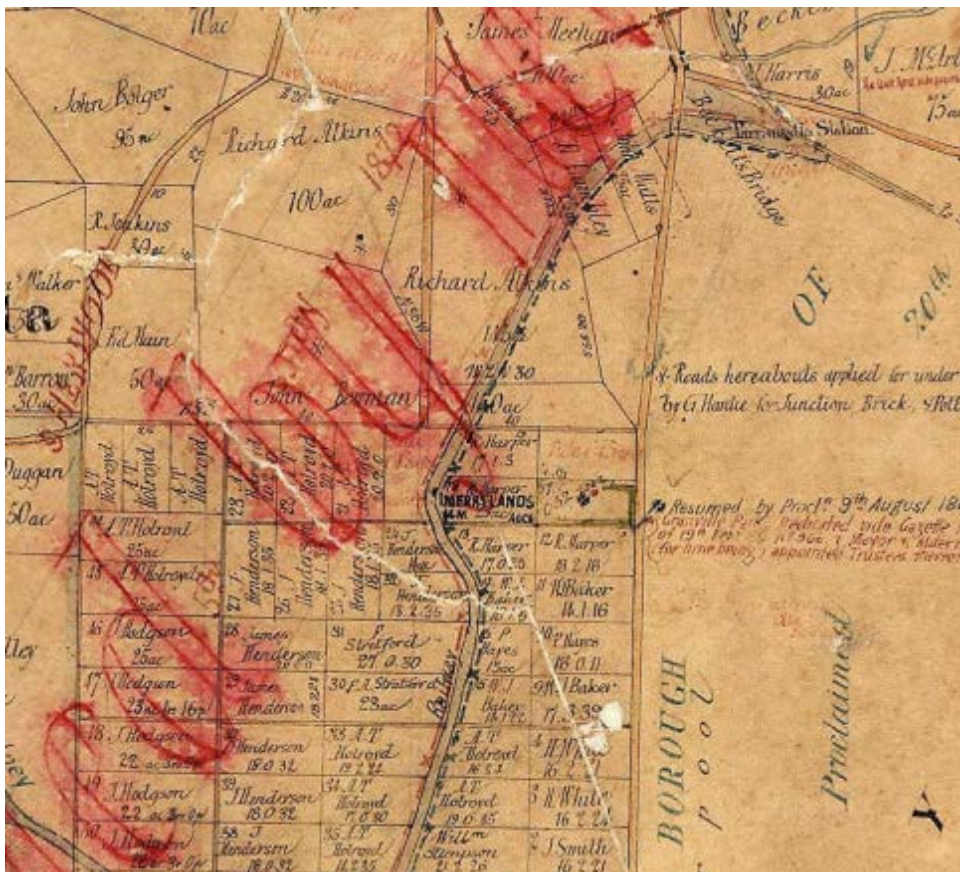
⁷ Romey 1989:7

⁸ NSW Rail

Figure 6: Undated parish map of site location (Source: LPI)



Figure 7: Map of Merrylands in c. 1887 (Source: LPI)



3.2 Merrylands Station and local industry

Merrylands Station was opened in 1878 along the line between Parramatta to Liverpool, which is part of the Main Southern Line.⁹ Merrylands was named after the English home of politician and explorer Arthur Todd Holroyd who acquired land in the area in 1855.¹⁰ Parish maps indicate the station was built on land that was originally granted to Richard Atkins and John Bowman (Figure 7). With the opening of the railway station, land surrounding the area was subdivided for housing and small farms.¹¹ Moderate estates were advertised in the 1880s, using the proximity to the station as a selling point. By this time, the pottery and brick making industry was flourishing and larger facilities were constructed, such as Goodlet and Smith Brickworks. The station and railway line provided services to these industries, with private sidings constructed to facilitate the movement of goods. A goods yard and residence dating to the nineteenth century was situated next to the station where the current station car park is located.¹² A goods siding was located near the station to serve McLeod's Flour Mill in 1926 that was located to the north-west.¹³ Merrylands Station has undergone continuous development, with the 1940s building on platform 1 retaining its historic significance.¹⁴

3.3 History of the site

Parish maps indicate the land was part of the original grants given to either John Bowman or Richard Atkins. The history occupation of the area includes agriculture, a brick and tile works and a flour mill to the north of the site location, with goods sidings being located to the north-west of the station. The 1880s goods yard and residence is said to have been located in the current site of the station car park (Site 1).¹⁵ Prior to the car parking facility at Site 1 the area had been cleared and the 1943 aerial shows some small buildings, a fence, and a possible goods siding to the east (Figure 8). None of the buildings present in the 1943 aerial remain within the site location. A photo taken in 1992 shows the goods siding still being used, although all of the goods sidings have since been removed (Figure 9).

Parish maps show that Site 2 was within the land originally granted to Richard Atkins. However, it appears to have been part of the railway corridor or adjacent road reserve since construction of the railway line. The 1943 aerial indicates Site 2 had no buildings on it at this time and has remained cleared as part of the railway corridor (Figure 10). Railway Terrace was established by this time, and was an unsurfaced road.

⁹ OEH 2009

¹⁰ Dictionary of Sydney, *Merrylands*

¹¹ Holroyd City Council, *History*

¹² Sheedy 2002

¹³ Sheedy 2002

¹⁴ Romey 1989:7

¹⁵ Sheedy 2002

Figure 8: Aerial photograph from 1943 showing Site 1 (Source: Land and Property SIX maps)

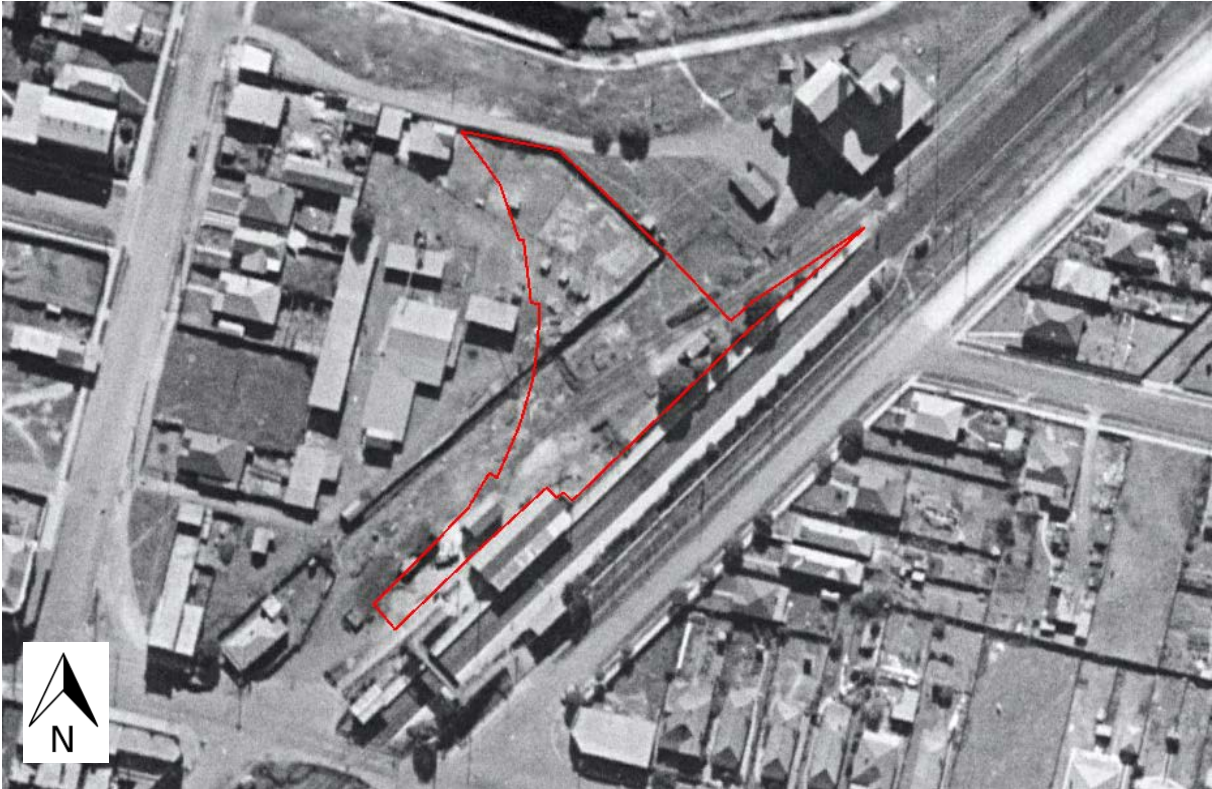


Figure 9: Photo of the goods siding next to Merrylands Station in 1992 (Source NSW Rail)



Figure 10: Aerial photograph from 1943 showing Site 2 (Source: Land and Property SIX maps)



4.0 SITE INSPECTION

A site visit was conducted on 16 February 2016. Site 1 is a car park currently used to service the station, located below ground level to (Figure 11 to Figure 20). A bus interchange is adjacent and access to the station is by a set of stairs. A ramp is used for vehicular access to the car park from Terminal Place.

Site 2 is a strip of the road reserve on the western side of Railway Terrace, north-east of the station (Figure 21 to Figure 23) It is currently a cleared, grassed area, with a pedestrian footpath and drain pipes running under the site.

Figure 11: View of car park with station in distance facing east



Figure 14: View of car park with current retaining wall facing north



Figure 12: View of car park facing north-west



Figure 15: Drainage in the current car park



Figure 13: View of car park with interchange to right facing east



Figure 16: View of car park and interchange facing north-east



Figure 17: View of the interchange with the current stairs to the car park in the middle facing north-east



Figure 20: View of Terminal Place with interchange on left facing south



Figure 18: Entrance to interchange with ramp to car park on left facing east



Figure 21: Location of proposed Site 2 car park on Railway Terrace facing south-west



Figure 19: View of Terminal Place with interchange to left facing south



Figure 22: Location of proposed Site 2 car park on Railway Terrace facing north-east



Figure 23: Drain in the north-eastern part of the proposed car park at Site 2 facing north-west



5.0 HERITAGE SIGNIFICANCE

5.1 Introduction

This section establishes the significance of listed heritage items adjacent and in proximity to the site location. Heritage assessment and statements of heritage significance from existing registers (State Heritage Inventory (SHI)) have been included.

5.2 Heritage items

5.2.1 Merrylands Railway Station Building (RailCorp s170 item no 4801921/ Holroyd LEP 2013 I71)

Merrylands Railway Station Building is listed on the RailCorp s170 Heritage and Conservation Register and Holroyd LEP 2013 as having local significance. The current station buildings are mostly modern, except for the 1940s building on platform 1 which retains its historic significance. This building is an example of Inter War Stripped Functionalist style that was prominent at the time. Its construction reflects the Department of Railways' policy of building substantial structures for the suburban area in the 1930s. This structure was built using State funding and contrasts with the larger buildings between Westmead and Seven Hills, which were funded by the Commonwealth during World War II.¹⁶

A timeline of Merrylands Station is provided in Table 3, and photos of the station building are then given (Figure 24 and Figure 25)

Table 3: Timeline of Merrylands Station¹⁷

Date	Description of events
1878	● station opened
1880	● porter's residence built
1881	● goods shed erected
31 Dec 1890	● old platform demolished and replaced by two side platforms with waiting sheds
17 Mar 1891	● station interlocked and a signal box erected
22 Jun 1901	● provision made in station buildings for postal business
1913	● footbridge/overhead walkway constructed
1914	● platforms extended and station buildings relocated
1929	● signal box renewed
23 Mar 1937	● third signal box built

¹⁶ Adapted from OEH 2009

¹⁷ Adapted from OEH 2009

Date	Description of events
1940	<ul style="list-style-type: none"> station building- platform 1 constructed platforms constructed
1942	<ul style="list-style-type: none"> new booking and parcels office added to the down platform building
9 Dec 1959	<ul style="list-style-type: none"> Merrylands Road level crossing equipped with half-boom gates and 'F' lights
24 Mar 1969	<ul style="list-style-type: none"> Merrylands Road level crossing closed and new over bridge opened
4 Jun 1972	<ul style="list-style-type: none"> signal box removed
1990	<ul style="list-style-type: none"> concrete decking installed on footbridge
1996	<ul style="list-style-type: none"> steel canopies erected on platforms
2003	<ul style="list-style-type: none"> Liverpool end of the Sydney-bound platform was modified with the removal of a column in the concession
2005	<ul style="list-style-type: none"> platform 2 building on Liverpool-bound platform removed.
2006	<ul style="list-style-type: none"> lifts installed on footbridge
2007	<ul style="list-style-type: none"> footbridge/overhead walkway modified face bricks on platform 1 building painted
2007-08	<ul style="list-style-type: none"> passenger shelter – platform 2 constructed

Figure 24: View of station building from overbridge facing north



Figure 25: View of station building from existing car park facing south



Statement of Significance

The NSW SHI database contains the following statement of significance for the item:¹⁸

Merrylands Railway Station is of local significance for its early associations with the late nineteenth century expansion of the railway network throughout the Western Sydney area, initially serving the area's industry but eventually enabling the

¹⁸ Adapted from OEH 2009

subdivision and development of land for residential suburbs. The station has undergone continual modifications since its initial construction and the only remaining significant structure is the 1940s building on the Up platform. The station building demonstrates the railway policy of the period for constructing substantial structures for suburban stations and is evidence of the upgrade of rail station facilities to accommodate growing suburban residential populations. The station building is a good representative example of a number of similar Inter War Stripped Functionalist style railway buildings in NSW and demonstrates the transition in railway architectural styles from the earlier standard Federation-style buildings.

5.2.2 Millmaster Feeds Site (archaeological) (Holroyd LEP 2013 A5)

Millmaster Feeds site was the location of one of two flour mills located adjacent to the railway line near Merrylands. It was constructed between 1901 and 1925, with mill buildings and silos. The site is now cleared but is an archaeological site with local significance.

Figure 26: Photo of Millmaster Feeds Site in 1992 before demolition of buildings took place (Source: Holroyd City Council)



Figure 27: View of Millmaster Feeds Site facing north-east (Source: Google Maps)



Statement of Significance

The Holroyd City Council's *Heritage Items* contains the following statement of significance for the item:¹⁹

Early industrial complex which were located in the area because of access to transport. One of two grain mills in Merrylands. One of the few remnants of the industrial past in this section of the City of Holroyd. It represents a significant phase of industrial activity as it is relocated to take advantage of rail access for transportation of finished products to market.

5.2.3 Goodlet and Smith

Brickmaking plant and chimney and Hoffman kiln and chimney (Holroyd LEP 2013 I53).

The remains of the Goodlet and Smith brickmaking plant, chimneys and kiln, were part of the original cement, brick and tile works on the site. It was founded in 1884 by John Hays Goodlet. The site has been redeveloped to accommodate new housing, retaining historic elements within the estate.

¹⁹ Taken from the Holroyd City Council heritage item listing

Figure 28: View of the chimney and kiln facing south (Source: Google Maps)



Figure 29: View of chimney and brickmaking plant facing north (Source: Google Maps)



Statement of Significance

The Holroyd City Council's *Heritage Items* contains the following statement of significance for the item:²⁰

This site is of aesthetic significance in the broader landscape context, in that the verticality of the chimneys is a significant element in the landscape. This is an interesting site with architectural and archaeological significance.

5.3 Archaeological potential

Site 1 has been previously disturbed by modern development with the construction of the current car parking facility, which is below ground level, and has a stormwater drain running underneath. Owing to the disturbance of the site through the development of the current car park and the bus interchange, Site 1 has nil-low archaeological potential.

No evidence has been found to indicate any previous development on Site 2 apart from features associated with the adjacent railway line and road. The archaeological potential of Site 2 is nil-low.

²⁰ Taken from the Holroyd City Council heritage item listing

6.0 HERITAGE IMPACT ASSESSMENT

6.1 Introduction

This section will assess heritage impacts to the listed items adjacent and in proximity to the site location. It will first discuss the proposed works in detail, then provided an assessment of the impacts to the heritage items.

6.2 Scope of works

The Proposal is located in the suburb of Merrylands and involves the construction of 3 additional part levels over the existing council/commuter car park adjacent to the Merrylands Station (Site 1), and construction of ground level parking spaces along Railway Terrace (Site 2) north of the railway station.

Site 1 would include:

- construction of a 3 additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including:
 - A ground level above the existing lower ground level; and
 - A mid lower ground level and mid upper ground level adjacent the existing lower ground level.
- The mid upper ground level will be 5.2m above the existing lower ground level and align with the existing structures at the bus interchange.
- provision of approximately 220 parking spaces (65 new) including six accessible car parking spaces in accordance with DDA requirements
- vehicular exit and entrance from Terminal Place (as current) with a new ramp leading to the mid upper ground level
- provision of a new lift from the car park to the Merrylands Station entry plaza
- partial removal and relocation of a metal fence along the railway adjacent to rail tracks
- partial removal of an existing pedestrian ramp to be converted into a landscaped area.

Site 2 would include:

- construction of 24 parking spaces (20 new) configured as 90-degree spaces along Railway Terrace.

Figure 30, Figure 31, and Figure 32 show the proposed plans and section of the car park at Site 1.

Figure 30: Proposed lower ground floor plan of Site 1 car park (Source: TfNSW)

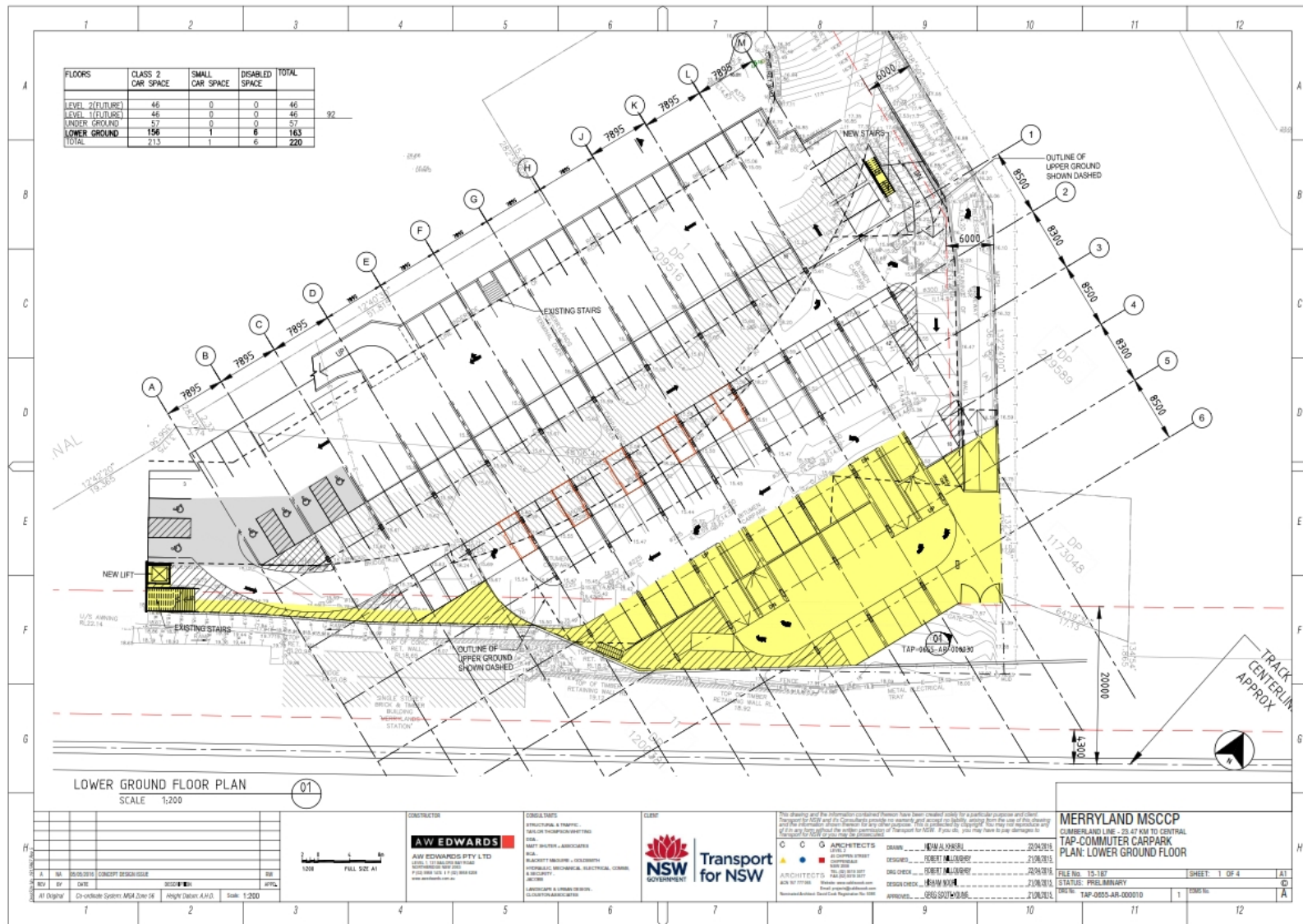


Figure 31: Proposed ground floor plan of Site 1 car park (Source: TfNSW)

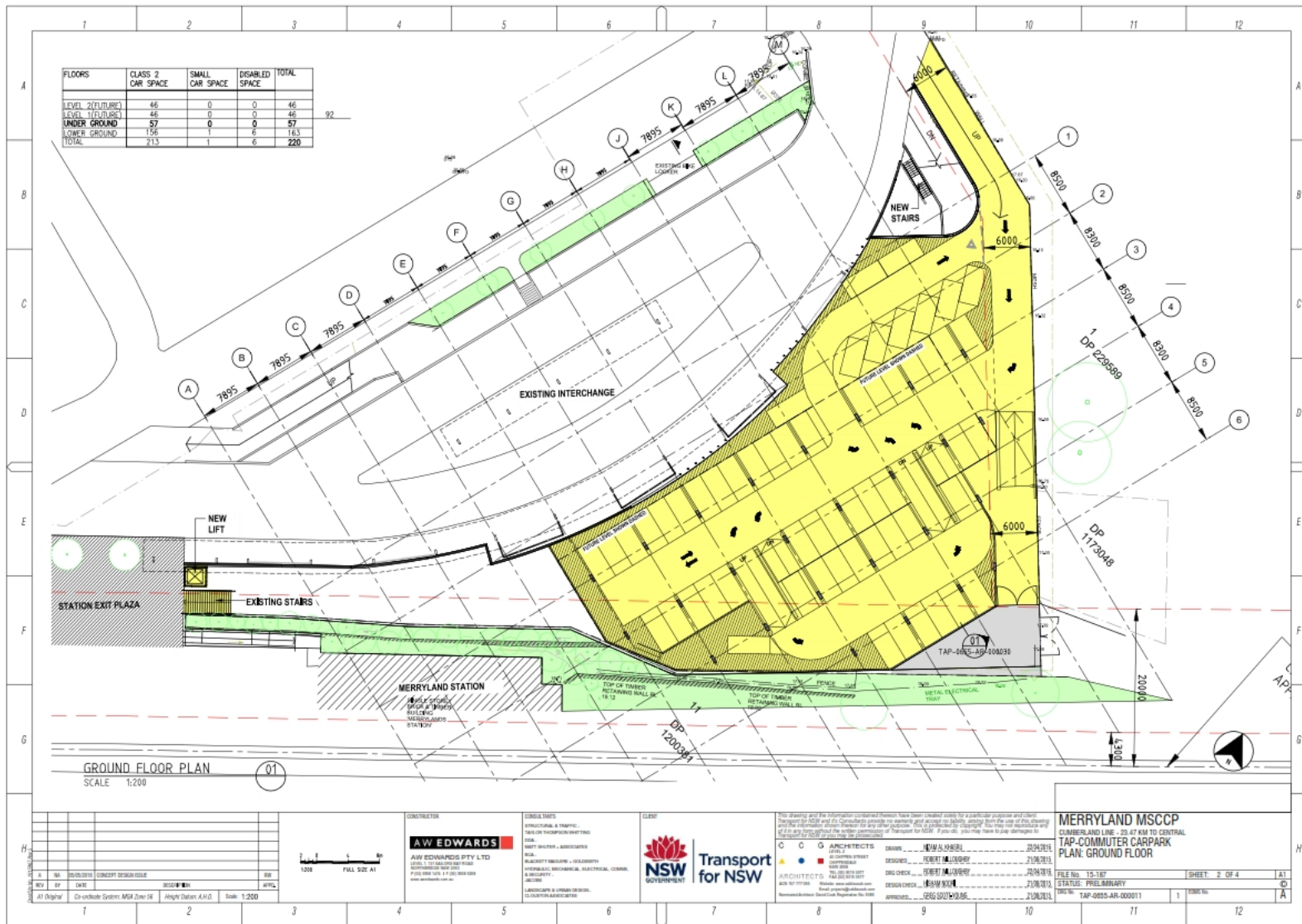
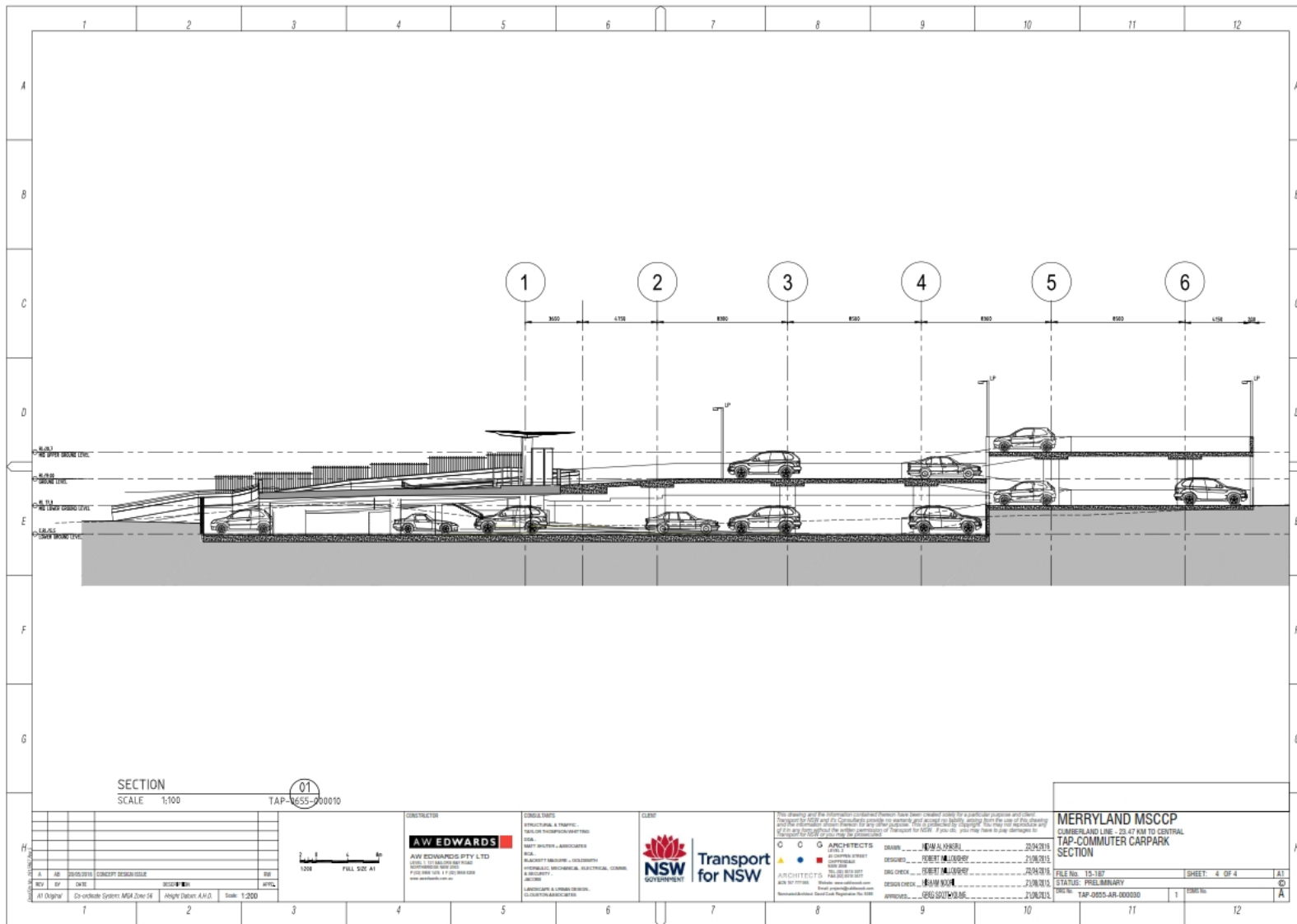


Figure 32: Proposed section of Site 1 car park (Source: TfNSW)



6.3 Impact assessment

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).²¹

Table 4: Terminology for assessing the magnitude of heritage impact

Grading	Definition
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 item, 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 result 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 result in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

6.3.1 Merrylands Railway Station Building

Fabric

The proposed works at Site 1 are partially located in the s170 curtilage for Merrylands Railway Station Building, although the proposed works would not impact the building itself. The proposed works are outside of the main station complex, and the lift would be located next to the current stairs to the car park near the entrance to the station. This part of the station complex is modern and not within the heritage curtilages. As the works are in close proximity to the station building (approximately 3.5 metres) there is potential for impacts to the building when large machinery is moving near the building, and indirect impact from vibrations during works. With appropriate vibration mitigation measures, it is not anticipated that the proposed works would result in physical impacts to Merrylands Railway Station Building.

Visual

There is a direct visual connection between Site 1 car park and the station building.

The most significant view of the station building is from the south-east at platform level, which would not be impacted by the construction of the Site 1 car park. The proposed works at Site 1 would elevate the ground level of the car parking to tie into the levels of the existing interchange so that visual impacts of this level would be negligible. The proposed mid upper ground level will be 5.2m above the existing lower ground level and align with the existing structures at the bus interchange. It would be located to the east of the ground level and would rise 1.7 metres above it. The visual

²¹ Including the document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011.

impacts of the mid ground level would be minor as the area of the proposed car parking will be located further away from the station building and behind existing fencing and platform canopies. The elevated section of the car park would not obstruct significant views onto the platform building nor detract from the character and setting of the station.

Views of the station building from the footbridge are already impacted by the current platform canopy structures. The views to the north and north-east of the station building are not significant and have already been impacted by previous development including the existing bus interchange.

The Proposal includes the planting of 20 new trees between the station building and the new car park, providing a screen between the two items.

Due to current views/vistas to and from the station already being intruded the proposed works at Site 1 would result in a negligible to minor visual impact.

There is limited visual connection between Site 2 and the railway station. The proposed car park at Site 2 is an at grade car park that keeps to the existing style of car parking on Railway Terrace. The proposed works at Site 2 would result in a neutral visual impact to Merrylands Railway Station Building.

Conservation Management Study

The 2006 CMS outlined four principles in a general conservation policy for Merrylands Station. The proposal complies with these principles, as outlined in Table 5.

Table 5: Assessment against the CMS conservation principles

Principle	Assessment
The remaining significant structures of the Merrylands Railway Station are to be conserved in accordance with their assessed significance and the policies of this Conservation Management Strategy	The proposal does not involve impact to the remaining significant structures.
The Platform 1 Building is to be retained and conserved with significant fabric conserved according to the ranking of fabric in this CMS. Ensure the continued use of the building for its original purpose through a maintenance program while allowing for sympathetic changes to the building as required for its continued use.	The proposal does not involve impact to the Platform 1 Building.
The original steel structure of the overhead walkway should be conserved through a program of ongoing maintenance and repair while allowing for sympathetic change to later elements for its continued use.	The proposal does not involve impact to the overhead walkway.
Prior to preparing a proposal for works to the station and its significant elements which have the potential for detrimental impact an appropriately qualified heritage practitioner should be engaged by RailCorp to provide advice on the most appropriate and sympathetic solution. Proposals for works should be accompanied by a Statement of Heritage Impact.	The present report provides the required SOHI. The potential for detrimental impact has not been identified.

6.3.2 Adjacent heritage items

Table 6: Heritage impact assessment for adjacent heritage items

Item	Distance from heritage item	Physical Impacts	Visual Impacts
Millmaster Feeds Site (archaeological)	233 metres northeast of Site 1 37 metres northwest of Site 2	The proposed works would not result in physical impacts to Millmaster Feeds Site.	There is a limited visual connection between the proposed Site 1 car park and the heritage item. The proposed works at Site 1 would result in a neutral visual impact to the heritage item. There is a visual connection between the proposed Site 2 car park and the heritage item, although the heritage significance of this site is archaeological therefore views/vistas to and from the heritage item have low significance. The proposed car park at Site 2 would result in a neutral visual impact on the heritage item.
Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney)	365 metres northeast of Site 1 48 metres north of Site 2	The proposed works would not result in physical impacts to Goodlet and Smith.	There is a limited visual connection between the proposed Site 1 car park and the heritage item. The proposed works at Site 1 would result in a neutral visual impact to the heritage item. There is a partial visual connection between Site 2 and the heritage item, although existing trees and modern development within the LEP curtilage screen most views. As Site 2 is an at grade car park and keeping to existing car parking style already on the Railway Terrace, the proposed car park at Site 2 would have a neutral visual impact on the heritage item.

6.4 Archaeological impact

Site 1 would remove the existing ground level car parking surface. The new lift would involve ground works to allow for the construction of the lift shafts and pile foundations would be excavated across the site. The site has already been previously impacted with the construction of the car park and the drain running through the site. The archaeological potential is nil-low at this site, therefore the proposed works would not have an archaeological impact.

Site 2 would utilise part of the road reserve and an existing path area. The existing ground would be removed and levelled, with the new drainage system to be connected to existing pipes that run under the site. The archaeological potential is nil-low at this site, therefore the proposed works would not have an archaeological impact.

6.5 Statement of heritage impact

The proposal would not result in an impact to the heritage significance of Merrylands Railway Station Building or adjacent listed heritage items. By providing increased access it would result in a positive impact for the heritage item.

The following table provides a summary of the Proposal's heritage impacts.

Table 7: Potential heritage impacts to items of heritage significance

Heritage Item	Physical Impacts	Visual Impacts
Merrylands Railway Station Building	None	Negligible to minor (Site 1) Neutral (Site 2)
Millmaster Feeds Site (archaeological)	None	Neutral
Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney)	None	Neutral

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

- Merrylands Railway Station Building is listed on Schedule 5 (Environmental Heritage) of the Holroyd LEP 2013 and on the RailCorp Section 170 Heritage and Conservation Register
- Two other items adjacent to the site location are also listed on Schedule 5 of the Holroyd LEP 2013. These items are:
 - Millmaster Feeds Site (archaeological) (Holroyd LEP 2013 A5)
 - Goodlet and Smith (brickmaking plant and chimney and Hoffman kiln and chimney) (Holroyd LEP 2013 I53)
- the site locations have been assessed as having a nil-low potential to contain archaeological relics
- the proposed works include:
 - construction of a 3 additional part levels over the existing council/commuter car park structure with sufficient height to provide access to existing easements including:
 - A ground level above the existing lower ground level; and
 - A mid lower ground level and mid upper ground level adjacent the existing lower ground level.
 - The mid upper ground level will be 5.2m above the existing lower ground level and align with the existing structures at the bus interchange.
 - provision of approximately 220 parking spaces (65 new) including six accessible car parking spaces in accordance with DDA requirements
 - vehicular exit and entrance from Terminal Place (as current) with a new ramp leading to the mid upper ground level
 - provision of a new lift from the car park to the Merrylands Station entry plaza
 - partial removal and relocation of a metal fence along the railway adjacent to rail tracks
 - partial removal of an existing pedestrian ramp to be converted into a landscaped area.
- the Proposal has been assessed as having:
 - no physical impacts to heritage items
 - negligible to minor visual impacts to Merrylands Railway Station Building
 - neutral visual impact to Millmaster Feeds Site, and Goodlet and Smith
 - no archaeological impacts
 - a positive impact to Merrylands Station by making it more accessible.

7.2 Recommendations

The following recommendations are made:

- should significant amendments to the design of the proposed works be made, the present report should be updated to assess the potential heritage impact of the proposed works

- copies of the present report should be provided to TfNSW, the local library in both Holroyd and Parramatta, and the library of the Heritage Division of the Office of Environment and heritage
- no further heritage assessment or investigation is required prior to commencement of the proposed works
- a structural assessment of the Merrylands Railway Station Building should be conducted prior to works proceeding to determine if indirect impact, for instance as a result of vibrations, is likely. If necessary, vibration mitigation measures should be put in place, or works should be modified to avoid indirect impact.
- a heritage induction should be provided to all construction staff and contractors as part of the general site inductions
- inadvertent impacts to listed heritage items during construction should be avoided:
 - an exclusion zone should be established around Merrylands Railway Station Building. This should be visibly demarked by physical barriers and appropriate procedures for working nearby should be identified in the Construction Environmental Management Plan
 - machinery to be kept at a distance from Merrylands Railway Station Building
- any unexpected archaeological relics within the study area remain protected by the *Heritage Act 1977*. If a potential relic is uncovered in the course of the works, work in the vicinity should cease, and the Heritage Division should be contacted for advice.

8.0 REFERENCES

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