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HERITAGE ADVISORS
TO AUSTRALIA AND
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Beecroft Railway Station

Accessibility Upgrade

Statement of Heritage Impact

Prepared for WSP Australia Pty Limited

October 2018 – FINAL

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1. Introduction

1.1. Project Background

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. The Transport Access Program tranche 3 (TAP 3) is an initiative targeted at achieving compliance with the Disability Standards for Accessible Public Transport (DSAPT) Regulations across the Network.

Beecroft Station has been identified for inclusion in TAP 3 for a precinct accessibility upgrade as it currently does not accommodate mobility impaired access to rail services, or meet key requirements of the Disability Standards for Accessible Public Transport (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA).

The following accessibility issues have been identified at Beecroft Station and have been addressed in the design of the upgrade:

- ◆ Access to Beecroft Station is currently via stairs only and it does not have accessibility for wheelchairs;
- ◆ The existing paths from public domain footpaths to station entries are not currently compliant with DDA standards;
- ◆ The existing paths facilitating interchange between modes are not currently compliant with DDA standards;
- ◆ Existing handrails on the platform-to-subway stairs are non-compliant;
- ◆ Existing accessible parking spaces within the Sutherland Road car park are non-compliant; and
- ◆ The existing taxi rank on Hannah Street is non-compliant and contains non-compliant cross falls.

1.2. The Brief

In July 2017, EXTENT Heritage Pty Ltd was commissioned by WSP Australia Pty Limited to prepare a Statement of Heritage Impact (SOHI) for the proposed accessibility upgrade works (The Proposal) at Beecroft Railway Station. The purpose of the report is to analyse the potential impacts of the Proposal on the heritage significance of the station and its associated elements.

1.3. Methodology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the *Statement of Heritage Impact Guidelines* produced by the Office of Environment and Heritage.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

1.4. Limitations

The site was inspected and photographed in relation to this proposal on 12 July 2018. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.5. Authorship

The following staff members have prepared this Statement of Heritage Impact:

Tony Brassil	Senior Heritage Advisor
Eleanor Banaag	Senior Heritage Advisor

1.6. Ownership

The site is owned by RailCorp and managed by Sydney Trains.

1.7. Terminology

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2. Site Identification

Beecroft Railway Station is located between Wongala Crescent and Sutherland Road at Beecroft, a north-western suburb of Sydney. Beecroft Station is located on the Main Northern Line (T1 service), about 27 kilometres by rail from Central Station, and is located between Cheltenham and Pennant Hills railway stations. Beecroft Station is an island station with two platforms, accessed from the north via a pedestrian subway connecting Wongala Crescent and Sutherland Road. Beecroft Town Centre is immediately to the west of the Proposal.

The location of the Proposal is shown in Figure 1 and Figure 2.

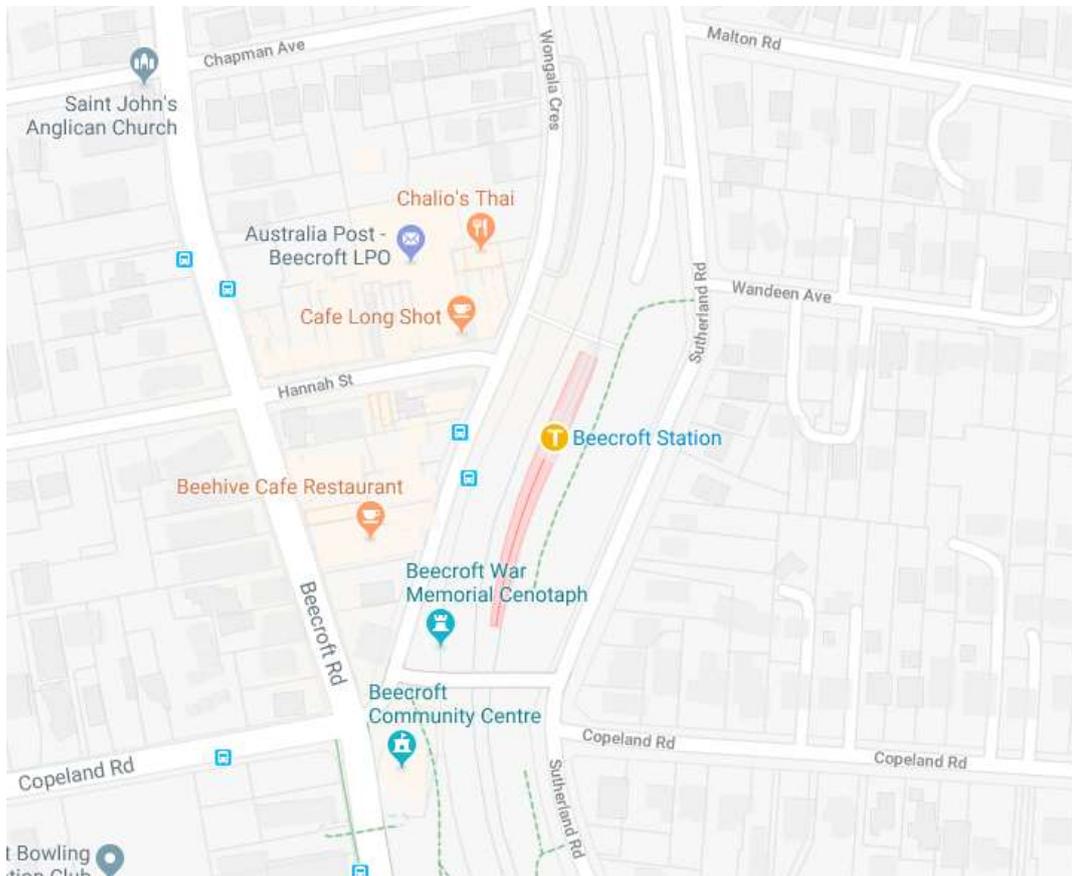


Figure 1. Location plan showing Beecroft Station. (Source: SIX LPI)



Figure 2. Aerial photograph of Beecroft Railway. (Source: SIX LPI).

3. Historic Context

3.1. Historical Background Summary

Beecroft Station was opened in conjunction with the opening of the Strathfield to Hornsby section of the Northern line on 17 September 1886.

The original single line brick-faced platform was on the down side of the line, around 200 metres closer to Strathfield than the present day platform. Two timber-faced side platforms were built 200 metres north of the original platform with the duplication of the line between Strathfield and Hornsby in March 1892.

In 1914, a new island platform and standard station building were provided at Beecroft on a slightly new alignment but in approximately the same location as the side platforms. Access to the platforms was provided via a subway and set of stairs at the northern end. A booking office was also provided in the subway at the lower level, which was later replaced by a new booking office on the platform. A signal lever was installed on the platform under the awning to control signals and points at Beecroft.

Changes since 1914 include the installation of automatic signalling between Epping and Thornleigh on 3 April 1925 and electrification of the main lines between Strathfield and Hornsby (opened 21 January 1929). Both these improvements were carried out at Beecroft. Automatic signalling replaced the operation of the lever frame on the platform.

Beecroft has seen minimal changes during the last 50 years. The standard brick station building, island platforms and most other structures remain intact. Additional shelters for passengers have been constructed between the subway / steps and the station building in more recent years. During the year 2008, the brick / steel overbridge at the southern (Sydney) end of the platforms was demolished. A new bridge with improved road alignment and approaches was completed in the last weeks of 2008.

3.2. Station History

The following historic context summary is reproduced from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database:

The Strathfield to Hornsby section of the Northern line was opened for traffic on 17 September 1886. The line was constructed as a 'single line' and Hornsby became the temporary terminus and remained so until the extension to Hawkesbury River was opened in 1887. At the time of the opening, stations were provided at Ryde, Dundas (later Eastwood), Field of Mars (now Epping), Beecroft, Thornleigh and Hornsby.

Beecroft was opened in conjunction with the opening of the line on 17 September 1886. The original single line brick-faced platform was on the down side of the line,

some 200 metres closer to Strathfield than the present day platform. At the time of opening of the line from Strathfield to Hornsby, plans had been approved for the provision of a platform at Pennant Hills but it had not been constructed at the time of the opening. The precise date of opening of Pennant Hills Railway Station is uncertain, however, a timetable was issued on 5 April 1887 and Pennant Hills is mentioned in that document.

The line between Strathfield and Hornsby was duplicated in March 1892. Accordingly, two timber-faced side platforms were provided at Beecroft but in a new location some 200 metres further north than the original position, on the northern side of the overbridge. A goods siding was laid in on the down side of the line north of the new station.

In 1914, a new island platform and standard station building were provided at Beecroft on a slightly new alignment but approximately in the same location as the side platforms. The goods siding was lengthened and incorporated the original Down main line and the original Down platform face is prominent adjacent to this goods siding.

During the 1914 modifications, access to the platforms was provided via a subway and set of stairs at the northern end. A booking office was also provided in the subway at the low level. Subsequently, a new booking office within the standard brick building on the platform replaced the unpopular office in the subway. A signal lever was installed on the platform under the awning to control signals and points at Beecroft.

A few changes have taken place at Beecroft since the establishment of the island platform in 1914. These alterations include the installation of automatic signalling between Epping and Thornleigh on 3 April 1925 and electrification of the main lines between Strathfield and Hornsby (opened 21 January 1929). Both these improvements were carried out at Beecroft. Automatic signalling replaced the operation of the lever frame on the platform.

Apart from the removal of the goods siding on the down side, Beecroft has seen minimal changes during the last 50 years. The standard brick station building, island platforms and most other structures remain intact. Additional shelters for passengers have been constructed between the subway / steps and the station building in more recent years.

During the year 2008, the brick / steel overbridge at the southern (Sydney) end of the platforms was demolished. A new bridge with improved road alignment and approaches was completed in the last weeks of 2008.



Figure 3. Beecroft Station, c.1909, prior to its reconstruction as an island platform. (Source Hornsby Council)



Figure 4. Beecroft Station island platform circa 1984 (Source: OEH)

4. Heritage Status

4.1. Heritage Listings

The desktop search did not identify any heritage items listed on the World, Commonwealth or National Heritage Lists, the Register of the National Estate or State Heritage Register within proximity of the Proposal.

Beecroft Railway Station is listed in the following statutory heritage registers:

Register/Listing	Item Listed	Item Name	Item Number
Statutory Registers			
National Heritage List	Not Listed	-	-
Commonwealth Heritage List	Not Listed	-	-
State Heritage Register (SHR)	Not Listed	-	-
RailCorp Section 170 Heritage and Conservation Register	Listed	Beecroft Railway Station Group and Bushland Corridor	4801062
Hornsby <i>Local Environmental Plan 2013</i>	Listed	Beecroft Railway Station and Gardens	142
		Beecroft—Cheltenham Heritage Conservation Area.	C2

4.2. Heritage Items in the Vicinity

Beecroft Railway Station (Item I142) is in the vicinity of four heritage items listed on the Hornsby LEP, listed in the table below. It is also within the Beecroft—Cheltenham Heritage Conservation Area.

Item	Address	Item Number	Significance
"Treasure House"	1–3 Wongala Crescent	150	Local
Beecroft Post Office	5B Hannah Street	101	Local
Beecroft Community Centre	111 Beecroft Road	53	Local
House	2 Wandeen Avenue	147	Local

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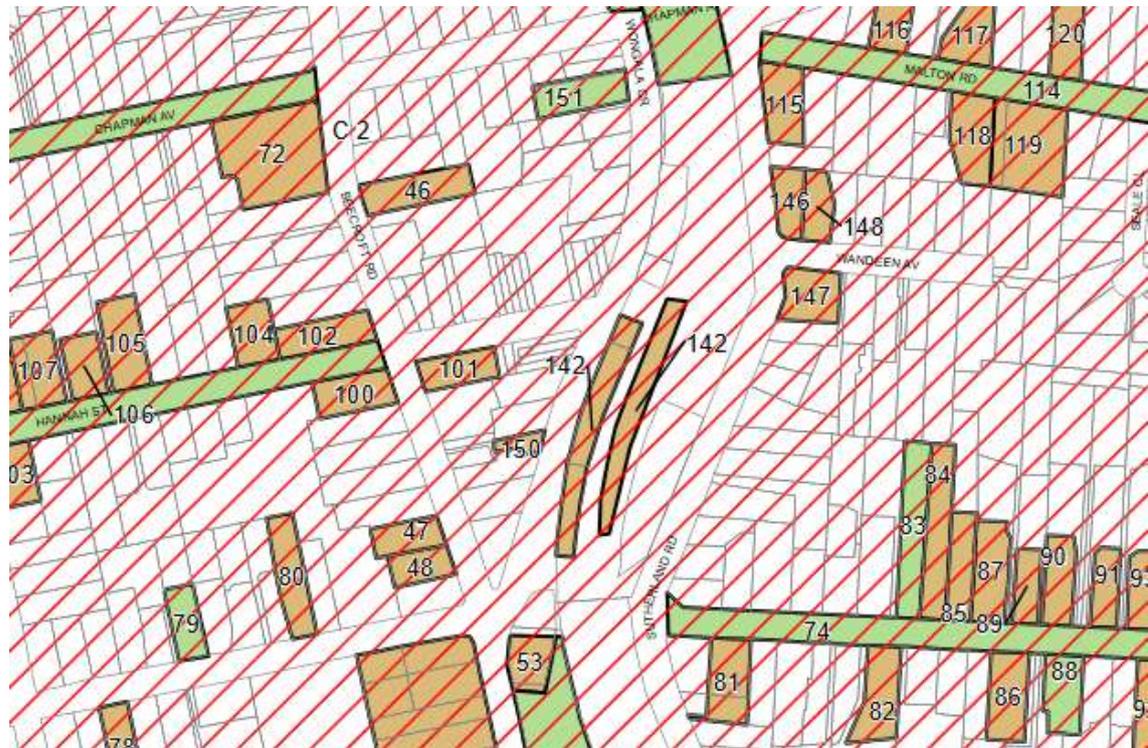


Figure 5. Heritage Map (10B) from the *Hornsby Local Environmental Plan 2013*. Heritage Items are shown in Brown, Heritage Streetscapes are shown in green and Heritage Conservation Areas are shown as red diagonal hatching. Beecroft Railway Station is Item No. 142 on this map. (Source: Hornsby Council)

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Figure 6. Heritage items within the vicinity of Beecroft Station (Source: WSP).

5. Physical Description

The following physical description is reproduced from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database:

5.1. Heritage Description

STATION BUILDING (1914):

Exterior: The Beecroft Railway Station building is a single storey brick building with gabled corrugated iron roof located on an island platform. A modified standard Type A8 station building (c.1914), it is typical of early 20th century railway station buildings, constructed in red face brick with typical rendered details including string courses, architraves and window sills. The string course is not of the usual rendered variety, but features three rows of bricks between two small rendered bands. On each side are wide corrugated metal awnings on curved cast iron brackets supported on rendered brackets which are part of engaged brick piers. There are decorative timber valances at either end of the awnings. The northern end has an extended roofline which now forms a shelter for the ticket window. A number of openings have been brick infilled. Joinery is generally original including four panelled doors, coloured glass, fanlights, and some double hung sash windows. Two chimneys with rendered cornices, one double breasted and one single breasted, are located along the ridgeline of the gabled corrugated iron roof. The southern wall of the building has one door to a disabled toilet, and an access ramp leads to this door from the platform.

Interior: Though modified for modern use, much of the original configuration of the rooms is extant, including the former ladies waiting room with lavatories. All internal walls are rendered with no dado and there is evidence of the locations of former fireplaces. There are a number of decorative original waratah style air vents and much original timber joinery is extant. Ceilings are modern plasterboard, though some original mini-orb ceilings with metal roses are extant.

SUBWAY AND FORMER BOOKING OFFICE (1914):

Exterior: Providing access from Sutherland Road and Wongala Crescent is a subway tunnel. This is a brick structure lined with modern tiles. At the centre of the subway is the former ticket office and stairs leading up to the island platform. The former ticket office is a double height brick structure with a corrugated metal gambrel (sic – it is a half-hipped gable roof) roof with exposed rafters. The building extends from the subway to project above the platform level at the northern end of the platform. Timber-framed double-hung sash clerestory windows with coloured glass panels were designed to provide natural light into the ticket office and subway at ground level, though are now boarded over. The walls have all been painted.

Interior: The interior of the former booking office is a double height space with painted masonry walls. Below the gambrel roof, a two storey brick wall divides the booking

office and the subway walkway, with former ticket windows between the two spaces. The booking office was designed to be partly under the island platform, so half of the space has a lower ceiling. This room has a timber floor, the north east corner of which is missing. The subway floor is paved. There is evidence of a former fireplace in the southern wall of the booking office, although there is no chimney projecting through the roof. The booking office has two timber framed double-hung sash ticket windows still extant in the western wall, as is the entry door with coloured glass fanlight. The ceilings of both spaces are of mini orb, with the ticket office ceiling featuring a plaster ceiling rose. Air vents are of the waratah type. The booking office and subway are unique in the Metro North region, and are rare across the Metropolitan area.

PLATFORM (1913): The platform at Beecroft Railway Station is a gently curved island platform with brick faces dating from c.1913. It has modern asphalt surface, standard railway furniture, bins and fencing. The northern end of the platform features some original cast iron handrails around the subway stair entry. Platform 2 has rendered brick coping.

PLATFORM SHELTER (c.1990): A freestanding steel framed shelter structure with hipped roof dating from c.1990 provides covered access from the subway to the station building.

FORMER PLATFORM (c.1895): On the western side of the Down platform there is a former roadside railway platform approximately 15m long with a brick face. The platform surface has been edged with timber railway sleepers and planted as a garden bed. This platform predates the main island platform.

OVERBRIDGE (c.2008): The former brick overbridge at Copeland street built in 1894 has been replaced by a single span precast concrete structure. No evidence of the former bridge exists.

LANDSCAPE: (Adjacent Park facing Wongala Crescent and forested area facing Sutherland Street) West of the railway station is a landscaped park, mostly within RailCorp ownership. This park features a series of pathways, garden beds and a range of mature trees. Plantings include bunya and hoop pines, jacarandas, camphor laurels, camellias, brush box, pepper trees, cotoneaster, Gynea lilies, oleander, native rosemary, wattle and bamboo. Landscaping includes asphalt and concrete pathways, sandstone and timber retaining walls, timber pergolas, and a number of seating areas amongst grassed surfaces. The south-western corner of the site featuring the Beecroft War Memorial is not railway land.

On the corner of Copeland Street and Sutherland Road is a carpark studded with a few mature native trees. Immediately north of the carpark and directly adjacent to the railway station is a heavily forested area with a range of large mature trees, mostly native species with a line of Silky Oak parallel to the tracks. This area of bushland continues in an almost continuous narrow strip along the railway line north and south of the station for several kilometres.

BUSHLAND CORRIDOR: Between Beecroft and Pennant Hills, a distance of 1.7km (1m.3ch.), the Northern line climbs on relatively steep 1-in-44 grade, a grade which is encountered at many locations on the north and is generally speaking, the ruling grade between the Parramatta River (near Meadowbank) and Hornsby. Not only do trains encounter the steep main line grade between Beecroft and Pennant Hills, but three significant curves are found in that relatively short section of track. There are no straight sections of track in that distance. From Beecroft Station, after passing under a road overbridge, the line passes through substantial native trees and natural bushland between there and the approach to Pennant Hills Station. Such is the rail corridor that no roads are to be seen in that section of the line with occasional glimpses of residential properties some distance from the line.

Land includes: mature indigenous trees (to 30m) including Bluegums, Blackbutt and Grey Ironbark. Also conserves cultural trees including Peppercorn (10m) and line of Silky Oaks to 25m (possibly planted c1950/60). Trees form dominant background to railway station visually significant for rail passengers. Provides background of vegetation to eastern edge of commercial shopping centre. Area would benefit from removal of weeds particularly privet. (Hornsby Shire Heritage Study, Perumal Murphy Wu Pty Ltd 1993)

MOVEABLE: Located within the ticket office of the station building is a Thomas Sefton (USA) NSW Government Railways drop case clock (Asset No. 1661)

5.2. Condition

The following comments upon physical condition are reproduced from the RailCorp Heritage and Conservation Register, as provided in the State Heritage Inventory database:

- ◆ *Station Building (1914) - Generally in good condition. Evidence of termite damage in the joinery of the door leading to the former women's lavatory.*
- ◆ *Subway and Former Booking Office (1914) - Very Poor Condition. Currently used for storage. Water ingress from platform level and also from the eastern side walls has led to a large amount of damage to the interior of this space. The north-eastern corner of the booking office floor is missing and the space is heavily flooded on a permanent basis. All internal walls, particularly at lower levels, suffer from badly flaking paint. Windows have been covered over or painted, leading to an unfortunate loss of natural light to this space.*
- ◆ *Platform (1913) - Good condition.*
- ◆ *Platform Shelter (c.1990) - Good Condition*
- ◆ *Former Platform (c.1895) - Good condition. No longer used as a platform, now a garden.*
- ◆ *Overbridge (modern - c.2008 replacing brick structure) - Very good Condition*
- ◆ *Landscape - Good condition*
- ◆ *Moveable - Moderate*

These condition assessments have been reviewed as part of the current project and it is noted that considerable work has been undertaken since this assessment. The termite damaged joinery has been repaired. The Subway and former Booking Office has been cleaned, drainage problems rectified, the flooring has been removed and replaced by a concrete slab and the interior has been repainted. It continues to be utilised for storage purposes.

5.3. Setting and Views

The following description of the setting and keys views is reproduced from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database:

The Beecroft Railway Station Group is located in a sheltered suburban setting. The station is set within a landscape of varying topography, surrounded by mature trees. The western side of the station has a well-established public park and a small, heavily forested area to the east between the station and Sutherland Road. The station group is comprised of a station building, subway and booking office, platform, former platform, landscaping and a modern overbridge at the southern end of the site. A commuter carpark on the eastern side of the line affords a good view of the station building. The station is accessed via an unusual subway structure at the northern end of the platform.

Additionally, views to the station from the western side across the park are filtered through the lower branches of the trees along Wongala Crescent, with the platform level equivalent to the external road level, creating a picturesque 'Old English' railway scene. The station is not visible from the eastern side, owing to the lower topography, mature trees and existing undergrowth.

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Figure 7. Beecroft Railway Station, viewed from Wongala Crescent. (Source: Google Streetview)



Figure 8. Beecroft - platform building - northern end, showing current ticket window and infilled door opening

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Figure 9. Beecroft platform building - southern end, showing ramp and entrance to the accessible toilet



Figure 10. The northern pavilion over the subway and original ticket office



Figure 11. Entrance to the subway from Wongala Crescent



Figure 12. The north end of the platform, showing the stair entrance to the subway

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Figure 13. North end of platform, east side of the steps, showing proposed location of the lift exit



Figure 14. The pavilion from the west side showing the window openings now boarded over and painted



Figure 15. Interior of the pavilion, west side showing the original windows remaining behind exterior boarding



Figure 16. Interior of the pavilion, east side showing the louvres that now fill these openings



Figure 17. Interior of the pavilion at subway level, showing the interior of the ticket windows; the original double-hung sash windows have been replaced.



Figure 18. Platform stairs, showing the entry to the subway, the skillion rain shelter and the pavilion at the rear.

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Figure 19. The Wongala Crescent entry ramp and proposed location of the future access lift.



Figure 20. The current accessible toilet located within a relatively large room at the south end of the platform building.



Figure 21. The northern wall of the pavilion at subway level, proposed to be opened to allow access to and from the lift.

6. Assessment of Significance

Assessment of Significance – a publication developed by the Heritage Office and former NSW Department of Urban Affairs and Planning provides the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place or items significance in reference to specific criteria, which can be applied at a national, state or local level.¹ The significance of the study area is assessed against the criteria below.

6.1. Assessment Against Criteria

Criterion (a) An item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area);

Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local area);

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

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

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

Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area);

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural or natural environments. (or a class of the local area’s cultural or natural places; or cultural or natural environments.)

The following assessment of significance is provided in the State Heritage Inventory database for *Beecroft Railway Station Group and Bushland Corridor*.

¹ NSW Heritage Office & Department of Urban Affairs and Planning (DUAP) 1996, *NSW Heritage Manual*, NSW Heritage Office and DUAP, Sydney.

Criteria	Assessment of Significance
<p>SHR Criteria a) [Historical significance]</p>	<p><i>The railway station at Beecroft has historical significance at a local level. The station at Beecroft is an original stop on the Short North line from Strathfield opened in 1886, although the current station is on a new site, moved when the line was duplicated in 1892. Nevertheless, the designation of a station at Beecroft was an event which led to the rapid subdivision and development of the area.</i></p>
<p>SHR Criteria c) [Aesthetic significance]</p>	<p><i>Beecroft Railway Station has aesthetic significance at a local level. The railway station building is a good example of early twentieth century railway station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region.</i></p> <p><i>The adjoining landscaped areas with native bushland to the east and a park to the west provide an attractive setting for the station and assist to maintain the historic character of the station, by providing a visual buffer from surrounding urban modernisation. The Beecroft-Pennant Hills bushland corridor comprises a remnant of native forest and forms a visual backdrop to the Beecroft shopping centre and northern rail line. The site contains many mature indigenous trees including Bluegums, Blackbutt, and Grey Ironbark, as well as more recent plantings including a line of Silky Oaks. The site has aesthetic appeal and forms a pleasant backdrop to the train line.</i></p>
<p>SHR Criteria d) [Social significance]</p>	<p><i>The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.</i></p>
<p>SHR Criteria e) [Research Potential]</p>	<p><i>The archaeological research potential of the site is low. There may be some evidence of former railway activity associated with the former roadside platform and former location of the station, but this is unlikely to provide significant new information about the design of railway stations or railway infrastructure of the late nineteenth century.</i></p>
<p>SHR Criteria f) [Rarity]</p>	<p><i>The Beecroft station subway and double height booking office and foyer have rarity value from an architectural and historical viewpoint in that they are the only known example of this type in the Metro North region. In an era of standard railway station</i></p>

Criteria	Assessment of Significance
	<i>designs that were replicated throughout the state, to find a building as highly individual and original as this at a small suburban station is rare. The use of high level windows to illuminate a subway and the resulting gambrel roof at platform level offer an original solution to the problem of station access.</i>
<p>SHR Criteria g) [Representativeness]</p>	<p><i>The station building, platform and landscaping are representative of structures built at Sydney railway stations in the late nineteenth and early twentieth centuries.</i></p> <p><i>The busland is representative of many other sections of the Metro North line existing as similar sections of native bushland.</i></p>
<p>Integrity/Intactness:</p>	<p><i>The site as a whole has a high degree of integrity. The original platform remains from its first phase of construction and the majority of the station dates from the early period of modification when the line was duplicated. The grouping of the station building, platform, pedestrian subway and surrounding parks and bushland remains unchanged from the time of construction. The building of a new overbridge at Copeland Street has had only a minor impact upon the integrity of the station precinct. While the exterior is largely intact, the interior of the station building has been modified to cater for modern requirements, although the general internal layout of the station remains. The former brick overbridge has been removed. The subway tunnel has been tiled. While the booking office remains in in original condition, it is in need of thorough restoration.</i></p>

6.2. Statement of Significance

The following Statement of Significance for *Beecroft Railway Station Group and Bushland Corridor* has been reproduced from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database:

Beecroft Railway Station has heritage significance at a local level. The station at Beecroft dates from the opening of the single line from Strathfield to Hornsby in 1886, an event which led to the rapid subdivision and development of the area. The site has a high degree of integrity from its original phase of construction and early modification when the line was duplicated. The grouping of the station building, platform, pedestrian subway and surrounding parks and bushland remains unchanged.

Beecroft railway station has a high degree of aesthetic significance and the station building is a good example of early twentieth century railway station design with fabric

and details typical of this period throughout the Sydney region. The bushland and surrounding park areas have aesthetic appeal and provide an attractive setting for the station and train line. The Beecroft-Pennant Hills bushland corridor comprises many mature indigenous trees including Bluegums, Blackbutt, and Grey Ironbark, as well as more recent plantings including a line of Silky Oaks.

The following Statement of Significance for *Beecroft Railway Station and Gardens* has been reproduced from the *Hornsby Shire Heritage Study, 1993* by Perumal Murphy Pty Ltd, as provided in the online State Heritage Inventory database:

Two late Victorian railway buildings. Typical examples of Sydney railway buildings of the period. Social and historical significance as a record of the development of the area which paralleled the opening of the railway in 1886.

6.3. Gradings of Significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance*.

Grading	Justification	Status
EXCEPTIONAL	Rare or outstanding element contributing to an item's local or significance.	Fulfils criteria for directly State listing. local and State
HIGH	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
MODERATE	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
LITTLE	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
INTRUSIVE	Damaging to the item's criteria for local or State listing.	Does not fulfil heritage significance.

Based on the above definitions, the following gradings can be applied to individual elements on site.

Element	Grading
Station Building (1914)	HIGH
Subway and Former Booking Office (1914)	HIGH
Platform (1913)	HIGH
Platform Shelter (c.1990)	LITTLE
Former Platform (c.1895)	HIGH
Overbridge	LITTLE
Landscape	MODERATE
Bushland Corridor	MODERATE
Moveable	LITTLE

7. The Proposal

The Proposal is part of the Transport Access Program (TAP), a public transport infrastructure program aiming to ensure that all stations meet legislative requirements under the Disability Standards for Accessible Public Transport 2002 (DSAPT) and the Commonwealth *Disability Discrimination Act 1992* (DDA).

The Proposal is intended to provide safe and equitable access between the island platform and the surrounding pedestrian pathway network at Beecroft. The improvements are intended to provide an improved customer experience for existing and future users of Beecroft Station. The key features of the Proposal are summarised in **Table 3**.

Table 3

Work Scope Item	Description of Proposal
Western entrance / Wongala Crescent	
Bus stop	<ul style="list-style-type: none"> ◆ relocate and shorten existing bus stop westbound up Wongala Crescent ◆ relocate existing bus zone, bus zone signage and time table ◆ install new bus head tactile indicators
Kiss and ride	<ul style="list-style-type: none"> ◆ install formal kiss and ride zone on the eastern side of Wongala Crescent, to the north of the existing bus stop
Accessible paths – Wongala Crescent	<ul style="list-style-type: none"> ◆ upgrade / regrade existing accessible paths from Wongala Crescent to interchange
Taxi bay	<ul style="list-style-type: none"> ◆ relocate taxi bay from Hannah Street to the western side of Wongala Crescent
Stairs, ramp upgrade and installation of new through lift	<ul style="list-style-type: none"> ◆ regrade existing ramp/pathway to a DDA Act compliant gradient. ◆ remove the existing terraced garden to allow for the construction of the new lift in this location. Excavate to an estimated depth of up to 2 metres to allow for the construction of a new lift pit ◆ construct a new piled retaining wall ◆ construct a new “through lift” lift located between the termination of the existing subway and the existing ramp to Wongala Crescent (in place of existing terraced garden). Connect the new lift to Wongala Crescent via a new pathway, between the lift and the existing walkway on Wongala Crescent and include an awning over the lift structure

Work Scope Item	Description of Proposal
	<ul style="list-style-type: none"> ◆ install two new stair accesses between Wongala Crescent and subway
Platform area	
Installation of new lift between the platform and existing subway	<ul style="list-style-type: none"> ◆ remove existing subway roof to allow for construction of lift ◆ excavate to an estimated depth of up to 2 metres and construct a new lift pit ◆ construct the lift and install a new roof on top of lift shaft materials (or reuse the existing roof if considered feasible as part of ongoing detailed design) ◆ create opening in northern wall of the supply room to connect lower lift lobby to the subway ◆ create opening in upper end of the southern wall of the supply room to connect the upper lift landing to the platform ◆ connect lift to the island platform via a new elevated/upper lift lobby consisting of a concrete slab over the northern end of the stairway void. ◆ demolish existing platform canopy and supporting columns directly within the area required for the new lift and replace with new glass and metal canopy and new steel columns
Platform and platform buildings	<ul style="list-style-type: none"> ◆ demolish the existing wall in store room to extend the room, allowing for the relocation of the communication facilities from the old booking office ◆ construct new family accessible toilet on the southern side of the existing communications room ◆ upgrade existing ramp to family accessible toilet ◆ upgrade existing stairs from the subway to the platform to comply with DDA standards
Eastern Entrance / Sutherland Road	
Seating	<ul style="list-style-type: none"> ◆ construct new seating along the accessible path from Beecroft Station to Sutherland Road
Accessible paths – Sutherland Road	<ul style="list-style-type: none"> ◆ upgrade existing path to improve accessibility
Sutherland road (eastern) car park	<ul style="list-style-type: none"> ◆ provide two accessible car spaces with adequate spacing

The Proposal is shown in the following Figures 21 - 27.

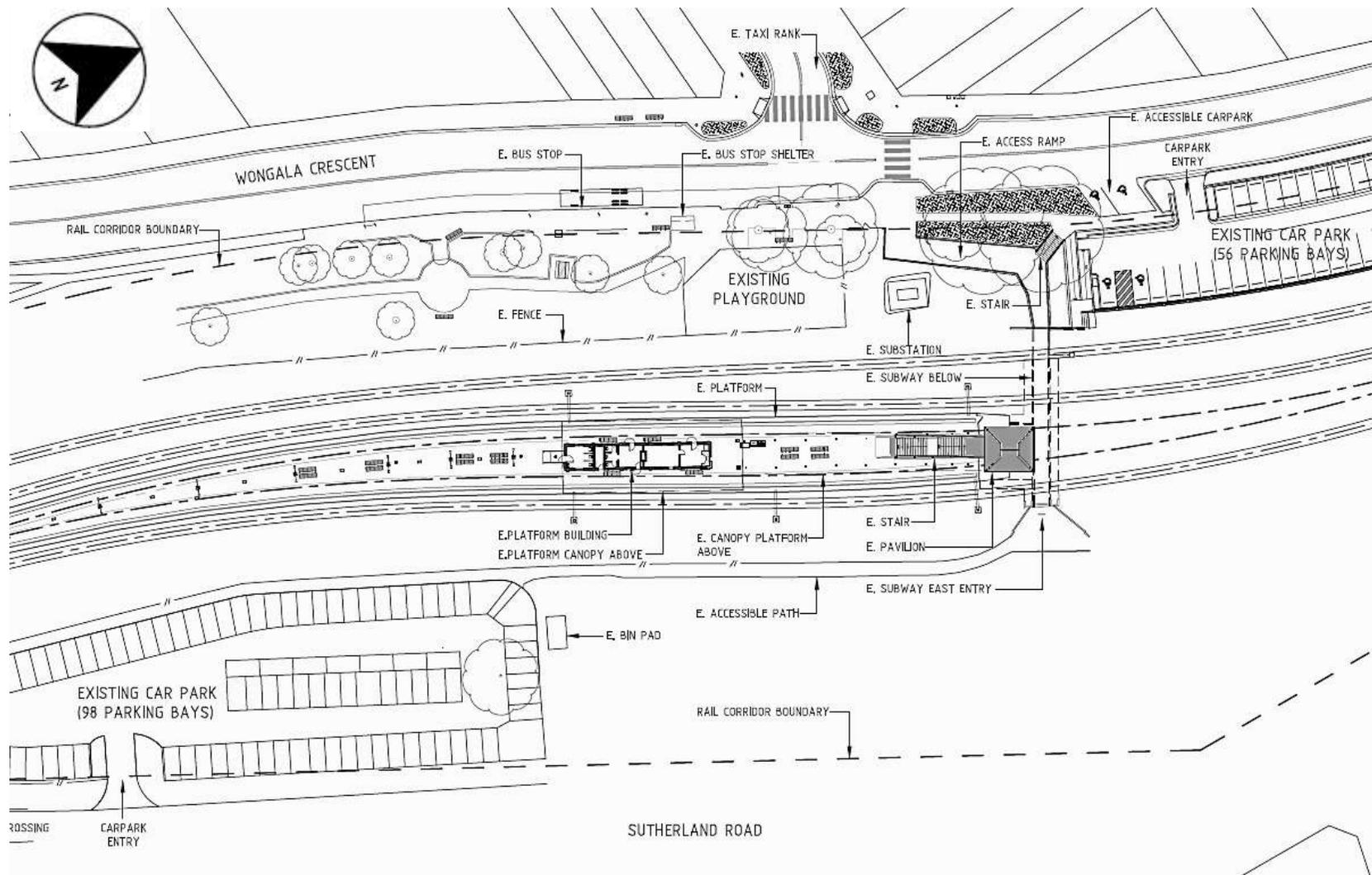


Figure 22. Beecroft Railway Station – Existing Layout. (Source: CCG Architects)

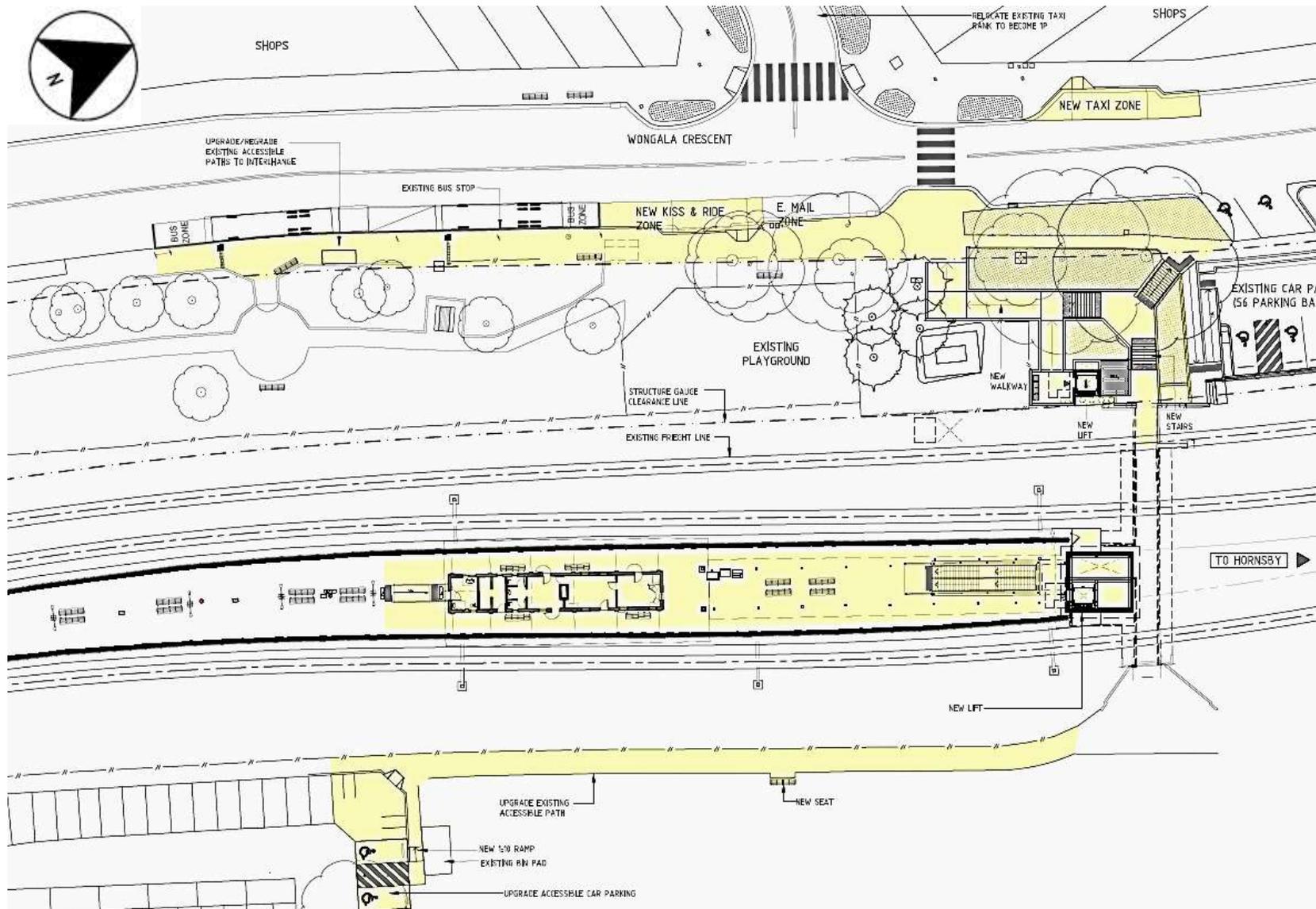


Figure 23. Beecroft Railway Station – Proposed Works – Affected areas are highlighted in Yellow. (Source: CCG Architects)

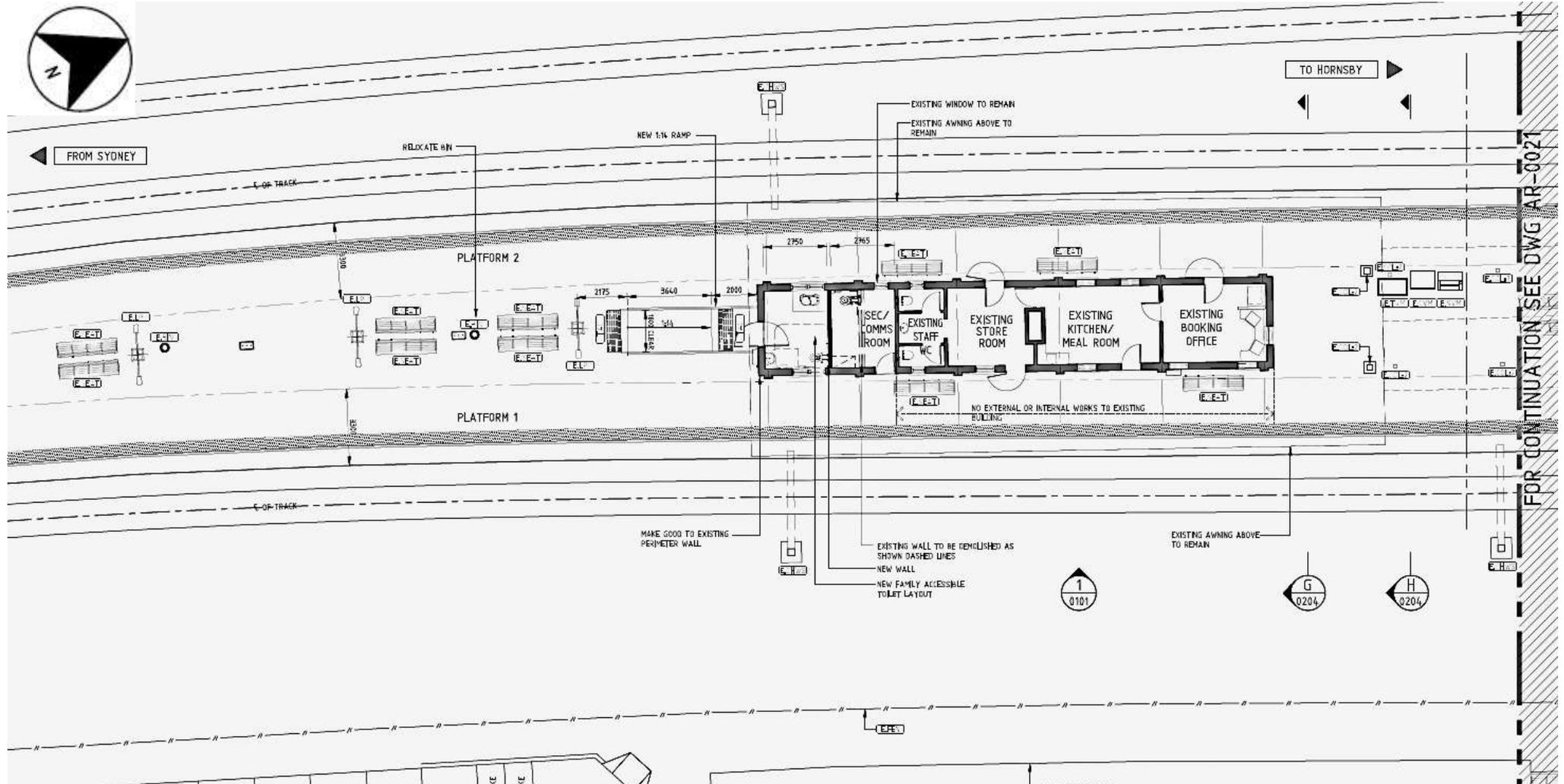


Figure 25. Beecroft Railway Station – Proposed Works – Platform Building (Source: CCG Architects)

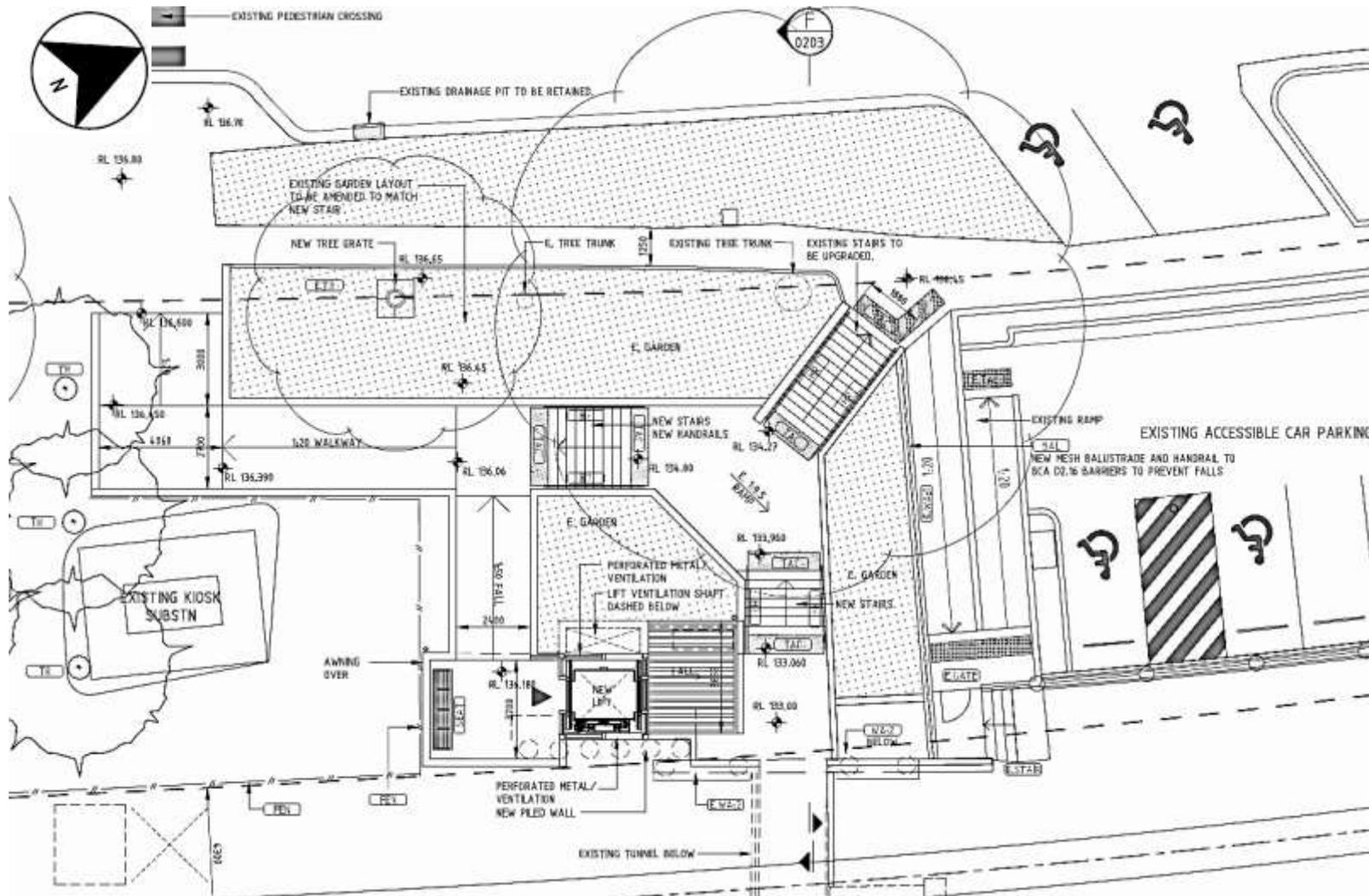


Figure 26. Beecroft Railway Station – Proposed Works – Western Garden, Ramp and Proposed new Lift (Source: CCG Architects)

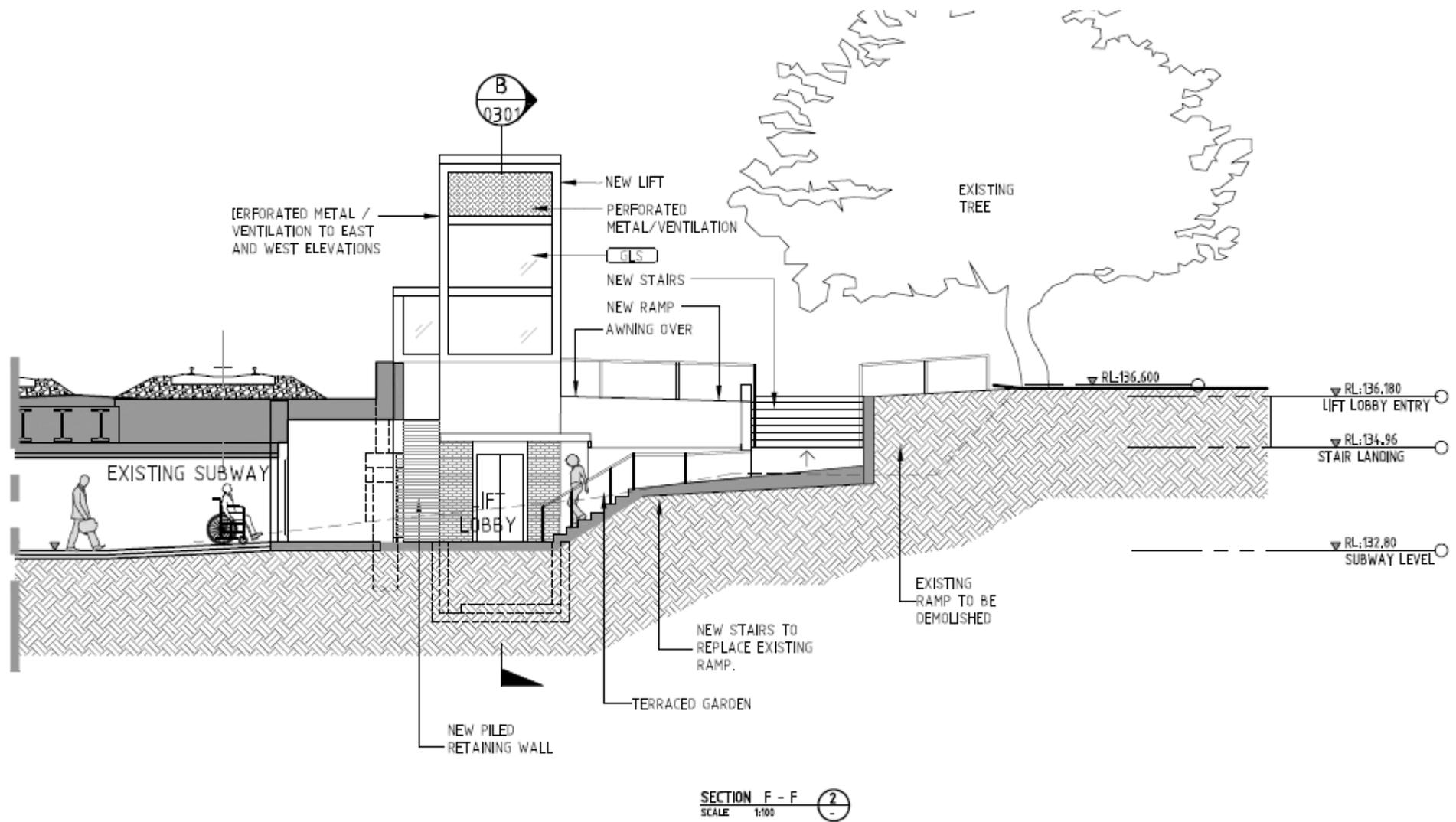


Figure 27. Beecroft Railway Station – Proposed Works – Proposed Lift Tower to Western Access Pathway – Section (facing South) (Source: CCG Architects)

8. Heritage Impact Assessment

The following table identifies the individual components of the proposed works and considers the potential impacts of the works upon the heritage significance of Beecroft Railway Station.

Proposed Work Component	Assessment of Impact
Western entrance / Wongala Crescent	
Bus stop	<ul style="list-style-type: none"> relocate and shorten existing bus stop westbound up Wongala Crescent relocate existing bus zone, bus zone signage and time table install new bus head tactile indicators <p>There is no heritage fabric associated with this bus stop or the proposed new location. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Kiss and ride	<ul style="list-style-type: none"> install formal kiss and ride zone on the eastern side of Wongala Crescent, to the north of the existing bus stop <p>There is no heritage fabric associated with this Kiss and Ride location. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Accessible paths – Wongala Crescent	<ul style="list-style-type: none"> upgrade / regrade existing accessible paths from Wongala Crescent to interchange <p>There is no heritage fabric associated with these pedestrian paths on the eastern side of Wongala Crescent. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Taxi bay	<ul style="list-style-type: none"> relocate taxi bay from Hannah Street to the western side of Wongala Crescent <p>There is no heritage fabric associated with the taxi bay on the northern side of Hanna Street, nor with the proposed location on the western side of Wongala Crescent. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Stairs, ramp upgrade and	<ul style="list-style-type: none"> regrade existing ramp/ <p>This pathway and the terraced garden</p>



Proposed Work	Component	Assessment of Impact
<p>installation of new through lift</p>	<p>pathway to a DDA Act compliant gradient.</p> <ul style="list-style-type: none"> ◆ install two new stair accesses between Wongala Crescent and subway. ◆ remove the existing terraced garden to allow for the construction of the new lift in this location. Excavate to an estimated depth of up to 2-3 metres to allow for the construction of a new lift pit. ◆ construct a new piled retaining wall. ◆ construct a new “through lift” lift located between the termination of the existing subway and the existing ramp to Wongala Crescent (in place of existing terraced garden). Connect the new lift to Wongala Crescent via a new pathway, between the lift and the existing walkway on Wongala Crescent and include an awning over the lift structure. 	<p>between the railway underpass and the road level of Wongala Crescent are largely a result of works undertaken between 2011 and 2015. The gradient of this ramped pathway does not meet current standards for accessibility.</p> <p>There is no heritage fabric associated with the pathway and terraced garden.</p> <p>The new piled retaining wall would not affect any heritage fabric.</p> <p>The proposed new lift tower would be a new vertical rectangular structure standing approximately four metres above Wongala Crescent level. Whilst this would have an impact upon views north and south along the western side of the Railway Station, the view from the west towards the Station are limited due to short sightlines and existing mature trees between Wongala Crescent and the location of the proposed lift. The extension of the existing pavilion to accommodate the lift would interrupt views across the tracks to the Platform Building from the pedestrian pathways leading to the railway underpass, however, these are short range views which are of less significance than the views north-east from Wongala Crescent. (see Figures 29 – 34). Overall, this impact is considered to be minor.</p> <p>There are no significant views from the eastern side of the railway station that would be affected by the proposal.</p>



Figure 29. View northeast from Wongala Crescent towards the site of the proposed lift (location shown in yellow).



Figure 30. View east-northeast from Wongala Crescent at the current accessible entry location towards the site of the proposed lift (location shown in yellow). Intervening trees obscure the views from this direction.



Figure 31. View east from Wongala Crescent towards the site of the proposed lift (location shown in yellow).



Figure 32. View south east from Wongala Crescent towards the site of the proposed lift (location shown in yellow).



Figure 33. View south from the Wongala Crescent commuter carpark towards the site of the proposed lift (location shown in yellow)



Figure 34. View east from the Wongala Crescent entry to the station of the proposed lift (location shown in yellow)



Proposed Work	Component	Assessment of Impact
Platform area		
<p>Installation of new lift between the platform and existing subway</p>	<ul style="list-style-type: none"> ◆ remove roof and door of the existing supply room to allow for construction of lift ◆ excavate floor of the existing supply room to an estimated depth of up to 2 metres and construct a new lift pit ◆ construct the lift and install a new roof on top of lift shaft 	<p>These works require the removal of the existing roof over the pavilion structure, with its replacement by a roof of matching design and materials (or with the existing roof where considered feasible as part of ongoing detailed design), located approximately three metres higher. The walls of the existing pavilion structure would be retained, with an added section of wall approximately three metres high above the present brickwork. These new walls would be finished with either glazing (north and south walls) or narrow metal ventilation louvres (east and west walls). The existing windows are proposed to be retained.</p> <p>These works, therefore, largely preserve the existing historic fabric of the pavilion structure, with additional new fabric inserted between the existing walls and the new roofline and the installation of the lift. The retention of the existing roof profile would maintain the architectural character of the present structure, with the new work clearly delineated by material differences.</p> <p>As the Subway level of this pavilion structure is currently unused, the installation of the lift represents an adaptive reuse of a redundant element, which is consistent with its historic function as access to the platforms. The use of the pavilion structure in this manner would also ameliorate the appearance of the upper level of the new lift, integrating it into the existing fabric of the station. For this reason, whilst this work is extensive and represents a change to the existing fabric, its heritage impact is assessed as neutral.</p> <p>The removal of the door to the store room at subway level, to leave the opening free to allow for construction of lift, represents the removal of a non-original door which is intrusive in its design and materials. While the door would be permanently removed, the door frame and fanlight would be retained as</p>



Proposed Work	Component	Assessment of Impact
		<p>a remnant, interpretive element of the original door. This represents a minor positive heritage impact.</p>
	<ul style="list-style-type: none"> ◆ remove existing subway roof. ◆ connect lift to the island platform via a new elevated/upper lift lobby consisting of a concrete slab over the northern end of the stairway void. ◆ Remove final (northernmost) panel of balustrade on each side of stair. 	<p>The lower end of the platform-to-subway stairs) would have a concrete slab laid across, connecting the east and west sides of the platform. There would be a loss of the original arrangement of the subway access stairs but this is a minor change to the arrangement of the northern end of the platform. The southern edge of the concrete slab should be detailed to match the current concrete coping along the sides of the stairwell.</p> <p>The removal of sections of the original balustrade for the lift shaft is an adverse impact. This impact should be mitigated by utilising the removed sections of balustrade to form the continuation of the balustrade around the north end of the stairs. All removed elements should be reused in this manner, although rails may be adjusted in length, if necessary. Reuse of the components would mitigate this alteration to a minor adverse impact arising from the loss of originality but this is balanced, to some extent, by the increased operability and ongoing utility of the Station overall.</p>
	<ul style="list-style-type: none"> ◆ connect lift to the existing subway by new opening in northern wall of supply room at subway level. ◆ create opening in upper end of the southern wall of the supply room to connect the upper lift landing to the platform. 	<p>This brickwork is of ordinary finish and is tiled on the subway side and painted in the interior side. The creation of an opening in this wall would be a relatively minor work which would not affect any fabric of high significance.</p> <p>Similarly, this section of brickwork is undistinguished and the creation of an opening from platform level to eaves height would be a relatively minor work which would not affect any fabric of high significance.</p>

Proposed Work	Component	Assessment of Impact
	<ul style="list-style-type: none"> ◆ demolish existing platform canopy and supporting columns directly within the area required for the new lift and replace with new glass and metal canopy and new steel columns ◆ Upgrade existing stairs, handrails and nosings ◆ New mesh to balustrade 	<p>This canopy and columns are of recent origin and there would be no adverse impact to these existing elements.</p> <p>The upgrade to existing stairs, nosings and handrail to the stairs between platform and subway are minor works which would affect non-original fabric (paving and nosings) and the current handrail is also non-original. There would be no adverse impact to any fabric of moderate or significance.</p> <p>The addition of 'mesh' to the existing balustrade is subject to detailed design. Adaptation of the existing balustrade by the addition of mesh over the openings between rails is a minor adverse heritage impact which is acceptable as a means of conserving the existing fabric. The nature of the mesh and the materials utilised would be key factors in achieving an acceptable outcome. The mesh should be as open and transparent as possible within the requirements for compliance. Attachment to the existing fabric should be non-intrusive and reversible.</p>



Figure 35. View east from the Wongala Crescent entry to the station towards the site of the proposed lift from the subway to the platform (approx. location and profile shown in yellow).



Figure 36. View east from the Wongala Crescent entry to the station towards the site of the proposed lift from the subway to the platform. The location of the western lift structure (black outline in right foreground) would largely obscure all views of the lift structure for the platform behind it (approximate location and profile shown in yellow).



Figure 37. View south-east from the Wongala Crescent entry to the station towards the site of the proposed lift from the subway to the platform. The location of the western lift structure (outline in black) would largely obscure all views of the lift structure for the platform (location and profile shown in yellow).



Figure 38. View into the stair ramp between subway and platform, showing the skillion roof to be removed and the location of the new concrete slab over the void to link both sides of the platform at this end.

Proposed Work	Component	Assessment of Impact
Eastern Entrance / Sutherland Road		
Platform and platform buildings	<ul style="list-style-type: none"> ◆ demolish the existing wall in store room to extend the room, allowing for the relocation of the communication facilities from the former booking office ◆ construct new family accessible toilet on the southern side of the existing communications room 	<p>This element of the Proposal would involve the removal of one original internal wall and its replacement with a new wall further south, reducing the size of the southern room and increasing the size of the northern room. None of this work would be apparent on the exterior of the building. Functions within these rooms would not change; only the relative dimensions of the two spaces.</p> <p>Whilst this interior wall is a relatively minor element in a larger building, the outcome represents a change to the original layout of rooms in this platform building and a reduction in the original fabric and integrity of the building. This would be a minor adverse heritage impact.</p> <p>Some mitigation would be achieved by the use of 'ripple-iron ceiling sheeting, which is characteristic of the interior of the building but has been replaced in the southern-most room with plain plasterboard. Reinstatement throughout the two rooms would provide a more authentic visual continuity within the rooms.</p>
	<ul style="list-style-type: none"> ◆ upgrade existing ramp to family accessible toilet 	<p>Upgrades to the external concrete ramp would represent modification to a new (and relatively intrusive) element. As such, there would be no additional heritage impacts resulting from this component of the proposal.</p>

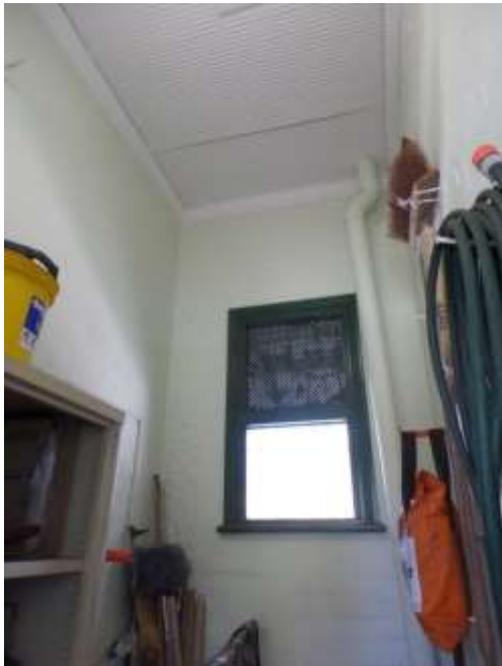


Figure 39. View west (left) and south (right) into the existing Sec/Comms room, showing the small size, the ripple-iron roof and the brick wall proposed for removal.



Figure 40. View into existing accessible toilet (left) and the exterior of the accessible toilet, showing the concrete ramp that would be reformed.

Proposed Work - Component		Assessment of Impact
Eastern Entrance / Sutherland Road		
Seating	<ul style="list-style-type: none"> construct new seating along the accessible path from Beecroft Station to Sutherland Road 	<p>There is no heritage fabric associated with the pathway along the Sutherland Road frontage of station. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Accessible paths – Sutherland Road	<ul style="list-style-type: none"> upgrade existing path to improve accessibility 	<p>There is no heritage fabric associated with the pathways along the Sutherland Road frontage of station. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>
Sutherland road (eastern) car park	<ul style="list-style-type: none"> provide two accessible car spaces with adequate spacing 	<p>There is no heritage fabric associated with the Sutherland road (eastern) car park. There are no significant views or vistas impacted by these changes.</p> <p>This component of the proposal would have no heritage impact.</p>



Figure 41. The eastern entrance to the subway from Sutherland Road. The chain-wire fence is to be replaced.



Figure 42. The pathways along the Sutherland Road frontage between the carpark and the entrance to the subway would be upgraded and new seating installed.

8.1 Summary of Heritage Impacts

The assessment of the degree of impacts made in this report has been modelled off the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*.²

While the guideline was prepared for the Heritage Impact Assessment for World Heritage properties to evaluate the impact of developments on their outstanding universal value (OUV), the definitions and evaluation matrix can be applied to the values of any heritage significant place.

Appendix 3b of the Guideline provides an example guide for assessing magnitude of impact to built heritage and historic urban landscapes. The definitions for gradings of impact specific to this project and the study area have been modelled off this guidance.

Impact Grading	Built heritage or Historic Urban Landscape attributes
Major	<i>Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.</i>
Moderate	<i>Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.</i>
Minor	<i>Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.</i>
Negligible	<i>Slight changes to historic building elements or setting that hardly affect it.</i>
No Change	<i>No change to fabric or setting.</i>

Overview of Built Heritage Impact

The majority of the proposal would not have any impact upon significant fabric of Beecroft Station, as they are related to the roadside and pedestrian access pathways leading to the Station. The installation of the pedestrian lift from the subway to the platform level would result in a number of changes to the fabric of the former booking office (current Supply Room), in particular the raising of the existing roof by around three metres. However, this structure is no longer used for its original purpose and the proposal would serve to reintegrate this structure into the active operation of the station. The works have been designed to minimise changes to significant fabric, retain the existing brickwork walls, allow the restoration of the existing windows and recreate the

² ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, January 2011

present roof appearance at a higher level. There would be minor adverse heritage impacts in this work, arising from changes to original fabric, however, this fabric has already been altered on previous occasions and the impacts are confined to those areas of least significance.

The placement of a concrete slab over the northern end of the platform-to-subway stair is a minor addition which, whilst altering the layout of the northern end of the platform, would not have a substantial impact upon any significant fabric, views or architectural character. The alterations to the original balustrade are a minor adverse impact which would be largely mitigated by the reuse of the removed sections to form the necessary new balustrading along the northern extremity of the platform.

The alteration to one interior wall within the Platform building would change the original interior layout of the building, which has already undergone a number of alterations. However, these spaces are the least significant interior spaces within the building, and the alterations would not be apparent from the exterior. This work would represent a minor adverse impact and would be mitigated by the reinstallation of ripple-iron ceilings to both spaces.

The Proposal would have no impacts to heritage items in the vicinity or to the heritage significance of the Beecroft—Cheltenham Heritage Conservation Area.

Overall, the works would have a number of minor adverse impacts, none of which are of a substantive nature, and would be balanced by the social equity value of the Proposal outcomes.

Impacts to Key Elements

Impact Assessment Summary Station Building (1914)	
Grading of Significance	HIGH
Proposed work	Demolish wall in communications room to extend room for relocation of communication facilities from former booking office; Accommodate family accessible toilet within communications room; Upgrade existing ramp to family accessible toilet.
Rationale	Works required to accommodate DDA compliant facilities
Degree of Impact	Moderate impact as communications room is part of the 1914 Station Building – impacts limited to interior of the building Little impact to ramp as it is recent fabric.

Impact Assessment Summary Subway and Former Booking Office (1914)

Grading of Significance	HIGH
Proposed work	Remove roof and door of the existing supply room; excavate floor of the existing supply room to accommodate lift; Remove existing subway roof; construct concrete slab for lift lobby over the northern end of the stairway void; New openings to northern and southern walls of supply room at subway level Demolish existing platform canopy and supporting columns directly within the area required for the new lift
Rationale	Works required to install lift as part of station upgrade
Degree of Impact	Moderate impact to roof, floor and walls of supply room as impacts are to the 1914 Former Booking Office; Moderate impact to settings of 1914 Former Booking Office from Wongala Crescent entry to the station owing to proposes raised roof; Moderate impact to the fabric of roof of the 1914 Subway; Little impact to the platform canopy as it is a recent structure.

Impact Assessment Summary Platform (1913)

Grading of Significance	MODERATE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Impact Assessment Summary Platform Shelter (c.1990)

Grading of Significance	LITTLE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Impact Assessment Summary Former Platform (c.1895)

Grading of Significance	HIGH
Proposed work	No works
Rationale	-
Degree of Impact	No change

Impact Assessment Summary Overbridge

Grading of Significance	LITTLE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Impact Assessment Summary Moveable

Grading of Significance	LITTLE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Station Landscaping

Impact Assessment Summary Landscape

Grading of Significance	MODERATE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Impact Assessment Summary Bushland Corridor

Grading of Significance	MODERATE
Proposed work	No works
Rationale	-
Degree of Impact	No change

Views and Settings

The proposal would create two new vertical elements associated with the two lift structures. In both cases, no significant views to or from the railway station expected to be negatively affected as sightlines are currently either obscured by existing vegetation (from Wongala Crescent) or are oblique and constrained (from the western pedestrian entry to the subway). In the light of the general suburban railway context, these structures would not have a substantive adverse impact upon the setting of the railway station buildings.

Curtilage and Subdivision

The proposal would have no impact on Beecroft Railway Station's curtilage or subdivision.

Heritage in the Vicinity

There would be no impacts to heritage items in the vicinity. The proposal would have no substantive impact upon the heritage significance of the Beecroft—Cheltenham Heritage Conservation Area.

9. Statutory Context and Approvals

9.1. Introduction

A number of planning and legislative documents govern how heritage is managed in New South Wales and Australia. The following section provides an overview of the requirements under each as they apply to the Proposal.

9.2. Commonwealth Legislation

Environment Protection and Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Indigenous and non-Indigenous historic cultural heritage items. Under the Act protected heritage items are listed on the National Heritage List (items of significance to the nation) or the Commonwealth Heritage List (items belonging to the Commonwealth or its agencies).

Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of national environmental significance (known as a controlled action under the Act), may only progress with approval of the relevant minister. An action is defined as a project, development, undertaking, activity (or series of activities), or alteration. An action also requires approval if:

- It is undertaken on Commonwealth land and will have or is likely to have a significant impact on the environment on Commonwealth land; and,
- It is undertaken by the Commonwealth and will have or is likely to have a significant impact.

A search of relevant heritage lists indicates that there are no places of National or Commonwealth Heritage significance in or around the station curtilage, and therefore the Proposal would not require referral under the EPBC Act with respect to heritage.

Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* (DDA) aims to reduce, to the level possible, discrimination against people with a disability. The DDA requires that people are given equal opportunity to access public transport and buildings, including those with heritage significance. The Proposal is being undertaken, in part, to comply with the requirements of the DDA.

9.3. State legislation

Environmental Planning and Assessment Act 1979

For environmental assessment purposes under Part 5 of the NSW *Environmental Planning and Assessment Act 1979*, Subdivision 2, Section 5.5 of the Act requires that a determining authority: “take into consideration such of the following matters as are of relevance to the development” with respect to the proposed works. Heritage matters fall within the scope of ‘environment’ with respect to this Act.

This report fulfils the assessment requirements under Part 5 of the EP&A Act.

NSW Heritage Act 1977

The *Heritage Act 1977* is designed to conserve the environmental heritage of New South Wales. Under Section 32, places, buildings, works, relics, moveable objects or precincts of heritage significance are protected by means of either Interim Heritage Orders or by listing on the NSW State Heritage Register (SHR). Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council.

Section 170 of the Heritage Act requires that all Government departments or agencies must maintain a Heritage and Conservation Register, which includes all property and assets owned or in the care and control of the relevant department or agency that are of State or Local heritage significance. Beecroft Railway Station is listed on the *RailCorp Heritage and Conservation Register*. Under Section 170A(1)(c) Sydney Trains must provide the Heritage Division with written notice prior to demolition of any place, building or work entered in its register.

Archaeological features and deposits are afforded statutory protection by the ‘relics provision’. Section 4(1) of the *Heritage Act 1977* defines a ‘relic’ as follows:

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.

The ‘relics provision’ requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW. Therefore, no ground disturbance works may proceed in areas identified as having archaeological potential without first obtaining an Excavation Permit pursuant to Section 140 of the *Heritage Act 1977*, or an Archaeological Exception under Section 139 of the *Heritage Act 1977*.

The Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977*.

State Owned Heritage Management Principles

The State-Owned Heritage Management Principles are contained in the *State Agency Heritage Guide*, which contain the seventeen heritage ‘Principles’ and the ‘Heritage Asset Management Guidelines’.

The key relevant ‘Principles’ are:

4. Conservation Outcomes

Heritage assets should be conserved to retain their heritage significance to the greatest extent feasible. State agencies should aim to conserve assets for operational purposes or to adaptively re-use assets in preference to alteration or demolition

7. Appropriate Uses

Heritage assets should, where feasible, continue to be maintained in their operational role. Where they are surplus to operational requirements, State agencies should aim to ensure that items are adaptively re-used for a purpose sympathetic to their heritage significance.

Conclusion

The State-owned Heritage Management Principles require that decisions relating to the management of the railway station should adopt “*appropriate heritage management strategies, processes and practices*” and that the “*public sector should set the standard for the community in the management of heritage assets*”.

The preparation of this report and its conclusions represent partial fulfilment of this requirement.

Environmental Planning and Assessment Act 1979

For environmental assessment purposes under Part 5 of the NSW *Environmental Planning and Assessment Act 1979*, Subdivision 2, Section 5.5 of the Act requires that a determining authority: “take into consideration such of the following matters as are of relevance to the development” with respect to the proposed works. Heritage matters fall within the scope of ‘environment’ with respect to this Act.

This report fulfils the assessment requirements under Part 5 of the EP&A Act.

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)

The *Infrastructure SEPP* allows for some impacts to State and Local heritage items without development consent, subject to an assessment of the heritage impacts. Clause 14 of the *Infrastructure SEPP* requires consultation with the relevant local council for works impacting local heritage items on environmental planning instruments or being undertaken within a heritage

conservation area, unless those works are “*minor or inconsequential*”³. If the works are not “*minor or inconsequential*”, a written assessment of the impacts of the proposed works upon the heritage item or conservation area must be undertaken⁴. Clause 20(2)(e) of the *Infrastructure SEPP* requires that, for works to be exempt, they must have no more than a “*minimal impact*” on items of State or local heritage significance.

Conclusion

The proposed Transport Access Program works fall within the definition of “rail infrastructure facilities” as per section 78 of the *Infrastructure SEPP*. Specifically, item (d) *railway stations, station platforms and areas in a station complex that commuters use to get access to the platforms*.

The Proposal is considered to have a “minor” and “inconsequential” impact on the heritage significance of Beecroft Railway Station. In accordance with Clause 20(2)(e) of the *Infrastructure SEPP*, this work can be considered exempt. Additionally, because of the minor nature of the proposal’s impact, no consultation or notification is required with Hornsby City Council in relation to this specific proposal, in accordance with Clause 14 of the *Infrastructure SEPP*.

Hornsby LEP 2014

Clause 5.10 (4) the *Hornsby Local Environmental Plan 2014* requires that, in relation to any development proposal affecting an identified heritage item, Council must assess the heritage significance of the item or conservation area and take into account the extent of the impact of any proposed works on the heritage significance of the site or area.

Beecroft Railway Station and Gardens is an identified item in Schedule 5 – Environmental Heritage of the Hornsby LEP. Four heritage items are in the vicinity of Beecroft Railway Station and it falls within the Beecroft-Cheltenham Heritage Conservation Area.

Conclusion

As the Proposal is fully contained within Beecroft Railway Station and relates specifically to approved rail-infrastructure activities, the provisions of the *Infrastructure SEPP* regarding “Development without Consent” are applicable. No development application to Hornsby Council is required. Additionally, the works are assessed as having a “minor and inconsequential” impact on heritage significance, therefore consultation with Hornsby Council is not required.

³ Ibid. Section 14(1)(a)

⁴ Ibid. Section 14(2)(a) - (c)

10. Conclusions and Recommendations

10.1. Conclusion

This Statement of Heritage Impact has considered the history and significance of Beecroft Railway Station, so as to assess the heritage impact of the proposed Transport Access Program 3 (TAP3) works. The proposal aims to make Beecroft Railway Station physically accessible to the widest range of people, including those with limited mobility.

Generally, the proposal would improve the utility of the building by improving its accessibility, without having a substantive adverse impact on heritage fabric. The proposal has been developed using the conservation principle of “as much as necessary, as little as possible”, opting for retention of heritage fabric as much as possible and respect for the overall aesthetic of the station. The proposal also makes a conscious effort to retain and respect the heritage significance of the station, whilst installing necessary new infrastructure.

The proposal would adopt a currently redundant element of the original station, the former booking office, and reconfigures it as a lift between the subway and the platform. The proposal would also reinstate and refresh the key aspects of this building, whilst altering its least significant fabric (blank brick walls). There are other minor changes to the adjacent platform and stairs to accommodate the new lift access but these impacts are minor and acceptable.

The alteration to the interior of the platform building by the relocation of an original internal wall is a minor adverse impact to original fabric which would improve the utility of this building. The alteration would not be apparent externally and would potentially provide an opportunity to reinstate the ripple-iron ceilings in these spaces.

Other works on the exterior of the subway would not affect any significant heritage fabric and would not create any significant adverse impacts upon the setting of, or views to and from, the station. There would be no impact to curtilage, subdivision, Heritage Conservation Areas or Heritage Items in the vicinity.

10.2 Recommendations

Based upon the analysis and conclusions carried out above, the following recommendations should be considered:

- ◆ A heritage induction would be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unanticipated heritage items or deposits are located during construction.
- ◆ Ripple-iron ceilings are a key characteristic material within the buildings. All ceilings being affected by the works should be reinstated with ripple-iron sheeting.
- ◆ Works affecting original fabric of the former Booking Office and Platform Building should be of a quality compatible with the original materials.

- ◆ Special attention should be given to the resolution of the arrangement of the balustrade around the platform stairs, both in the rearrangement of panels and in the addition of mesh infill between the rails.
- ◆ Special attention should be given to the design details for the upper level extension to booking office. Any new roof materials, cladding and arrangement should aim to reproduce the original as closely as possible.
- ◆ Prior to works commencing, a Photographic Archival Recording should be prepared in accordance with the latest version of the Heritage Division Photographic Archival Recording guidelines.
- ◆ Any accidental damage to a heritage item is to be treated as an incident, with appropriate recording and notification.
- ◆ During construction, suitable measures would be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.
- ◆ In the event that any unanticipated archaeological deposits are identified within the project site during construction, the procedures contained in TfNSW's Unexpected Heritage Finds Guideline (TfNSW, 2015a) would be followed, and works within the vicinity of the find would cease immediately. The Contractor would immediately notify the TfNSW Project Manager and the TfNSW Environment and Planning Manager so they can assist in co-ordinating the next steps which are likely to involve consultation with an archaeologist and OEH. Where required, further archaeological work and/or consents would be obtained for any unanticipated archaeological deposits prior to works recommencing at the location.
- ◆ A heritage architect should be engaged for the detailed design process and to inform the detailed design recommendations. Specifically:
 - The heritage architect should advise on the materials and finishes palette.
 - The heritage architect should advise on the design of the new upper addition of the former Booking Office. Any new materials should aim to reproduce the original as closely as possible.
 - The heritage architect should advise on the design of the balustrade around the platform stairs. This is with respect to the relocation of panels and the design of mesh infill additions between the rails.
- ◆ Consideration should be given to the preparation of Heritage Interpretation Plan which specifically addresses the history and significance of the former Booking Office.
- ◆ On completion of works, an update would be prepared for the Section 170 Heritage and Conservation Register, with required details.

Provided the above mitigation measures are put in place, the heritage impact of the Proposal is considered to be acceptable.