

Roseville Station Transport Access Program 3

Statement of Heritage Impact

Report prepared for Transport for NSW

May 2020



Sydney Office Level 6 372 Elizabeth Street Surry Hills NSW Australia 2010 T +61 2 9319 4811

Canberra Office 2A Mugga Way Red Hill ACT Australia 2603 T +61 2 6273 7540

GML Heritage Pty Ltd ABN 60 001 179 362

www.gml.com.au

Report Register

The following report register documents the development and issue of the report entitled Roseville Station Transport Access Program 3—Statement of Heritage Impact, undertaken by GML Heritage Pty Ltd in accordance with its quality management system.

Job No.	Issue No.	Notes/Description	Issue Date
19-0491	1	Draft Report	14 April 2020
19-0491	2	Second Draft Report	11 May 2020
19-0491	3	Final Report	29 May 2020

Quality Assurance

GML Heritage Pty Ltd operates under a quality management system which has been certified as complying with the Australian/New Zealand Standard for quality management systems AS/NZS ISO 9001:2016.

The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

Copyright

Historical sources and reference material used in the preparation of this report are acknowledged and referenced at the end of each section and/or in figure captions. Reasonable effort has been made to identify, contact, acknowledge and obtain permission to use material from the relevant copyright owners.

Unless otherwise specified or agreed, copyright in this report vests in GML Heritage Pty Ltd ('GML') and in the owners of any pre-existing historic source or reference material.

Moral Rights

GML asserts its Moral Rights in this work, unless otherwise acknowledged, in accordance with the (Commonwealth) *Copyright (Moral Rights) Amendment Act 2000*. GML's moral rights include the attribution of authorship, the right not to have the work falsely attributed and the right to integrity of authorship.

Right to Use

GML grants to the client for this project (and the client's successors in title) an irrevocable royalty-free right to reproduce or use the material from this report, except where such use infringes the copyright and/or Moral Rights of GML or third parties.

Contents	Page
Executive Summary	i
Summary of Heritage Impacts and Recommendations	ii
Conclusion	ii
1.0 Introduction	1
1.1 Background	1
1.2 Site Location.....	1
1.3 Project Background	1
1.4 Methodology.....	2
1.5 Authorship	2
1.6 Endnotes	3
2.0 Statutory Context	4
2.1 Commonwealth Heritage Legislation	4
2.1.1 <i>Environment Protection and Biodiversity Conservation Act 1999</i>	4
2.2 NSW State Heritage Legislation	4
2.2.1 <i>Heritage Act 1977</i>	4
2.2.2 <i>Environmental Planning and Assessment Act 1979</i>	5
2.3 Summary of Heritage Listings.....	5
3.0 Historical Background	7
3.1 North Shore Rail Line	7
3.2 Roseville Station	7
3.3 Proximate Heritage Items.....	14
3.4 Endnotes	17
4.0 Site Analysis	18
4.1 Setting.....	18
4.2 Roseville Station Group.....	20
5.0 Assessment of Heritage Significance	25
5.1 Statement of Heritage Significance	25
6.0 The Proposal	27
6.1 Introduction.....	27
6.2 Need for Proposal	27
6.3 Scope of Works.....	27
6.4 Preliminary Design Input	32
7.0 Heritage Impact Assessment	34
7.1 Assessment of Heritage Impact of the Proposal	34
7.2 Summary of heritage impacts	41
8.0 Conclusion and Recommendations	43
8.1 Conclusions.....	43

Executive Summary

GML Heritage Pty Ltd (GML) has been engaged by WSP Australia Pty Limited (WSP) on behalf of Transport for NSW (TfNSW) to prepare a Statement of Heritage Impact (SOHI) for the proposed Roseville Station Upgrade as part of the Transport Access Program (TAP) (the proposal). The SOHI forms part of the Review of Environmental Factors (REF), which is being prepared to assess the impacts of the proposal, in accordance with the considerations for approval under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act).

Roseville Station is located on the North Shore Line within the suburb of Roseville and the Ku-ring-gai Council Local Government Area (LGA). The station is located approximately 10 kilometres northwest of the Sydney CBD.

Roseville Station is listed on the Sydney Trains Section 170 register (SHI # 4801933). The station is also adjacent to two items listed on the *Ku-ring-gai Local Environmental Plan (Local Centres) 2012*, and in proximity to other items of local significance.

The proposal would include the following key elements:

- two new lifts connecting the existing footbridge to the Hill Street station entrance and the station platforms
- a regraded entry footpath and ramp between the existing bus stop, Pacific Highway, and the station entry
- regrading of the existing pedestrian footpaths along Pacific Highway and Hill Street
- upgrade works to the existing footbridge and stairs including anti-throw screens, hand rails and balustrades
- a new platform canopy at the boarding assistance zone
- modification of the station building to include:
 - one new family accessible toilet
 - upgrade to the existing toilets to provide one female ambulant toilet and one male ambulant toilet
 - upgrade of existing store room to a SSER
- the provision of additional accessibility features including:
 - two accessible parking spaces
 - an accessible kiss and ride bay
 - new covered bus shelter with seating
 - five bicycle racks (undercover).

Summary of Heritage Impacts and Recommendations

The heritage impacts of the proposed access upgrade works to Roseville Station have been assessed in Section 7 and are summarised below.

- The proposed new station entry on Hill Street would have a minor heritage impact on the landscape setting of the station. It would result in an increase in hard surfaces and some loss of trees and landscaping.
- The proposed addition of lifts and other associated works to the footbridge would have a moderate heritage impact on the footbridge.
 - The location of the lifts close to the footbridge minimises their visual impact.
 - The reconfiguration and modifications to the stair would have an impact on the historic fabric and form of the footbridge.
 - The addition of tall anti-throw screens that enclose the bridge, although necessary, would have an impact on the historic open character of the bridge.
- Regrading of the footpath adjacent to the former Commonwealth Bank Building and the station platform must be undertaken with care to avoid impacts to the historic building fabric.
- The proposed new shelters and waiting areas on Hill Street would have a minor heritage impact on the streetscape and landscape.

Overall the Proposal has been assessed as having a minor to moderate impact on the heritage significance of the site and only a minor impact on the two adjacent heritage items: the Former Commonwealth Bank Building and Former Station Master's Residence. There would be no impact on local heritage items or conservation areas in the vicinity.

Conclusion and Recommendations

The proposed access upgrade works to Roseville Station would have minor to moderate heritage impacts on Roseville Station, but most of these can be mitigated through landscaping, selection of appropriate materials and detailed design and methodology.

New landscaping must complement the existing landscaping. New gardens should be horticulturally and stylistically sympathetic to the period of the station gardens (i.e. early twentieth-century rockery garden). The use of similar materials such as stone and brick is encouraged, as is the use of a variety of plant species to avoid monocultural plantings along Hill Street. Heritage input should be provided into the landscape plan to ensure the recommendations are carried through. Appropriate treatment of the landscape will facilitate interpretation of the station gardens as a socially significant asset to the local community.

The high anti-throw screens must be designed to provide a sense of openness to the bridge. New high fences would also have an impact on the visual amenity of the station and adjacent heritage items and should be made as unobtrusive as possible. They should also be made transparent to allow views through to and from the station and its landscape setting.

As part of the conservation and repair works to the footbridge, an appropriate methodology and detailed design must be provided for the treatment to the base of the steel footbridge and stair trestles. The

design must prevent future deterioration and premature failure to the footbridge. Further encasement of the steel supports should be avoided, and opportunities to improve the current situation investigated.

All ancillary works (CCTV, PA, communications, air-conditioning etc) should be undertaken in accordance with the relevant Sydney Trains heritage guidelines. Alternative solutions must be explored where any impacts to significant fabric are identified. Works should adopt the principle of avoiding fixing new services to the exterior of buildings, and should instead be contained/concealed in new areas. A complete services plan is to be reviewed and assessed by a project heritage architect/advisor, and submitted to the ADEIA for endorsement prior to works commencing.

1.0 Introduction

1.1 Background

GML Heritage Pty Ltd (GML) has been engaged by WSP Australia Pty Limited (WSP) on behalf of Transport for NSW (TfNSW) to prepare a Statement of Heritage Impact (SOHI) for the proposed Roseville Station upgrades as part of the Transport Access Program (TAP). Roseville Station is a listed heritage item on Railcorp's S.170 register.

This SOHI forms part of the Review of Environmental Factors (REF), which is being prepared to assess the impacts of the proposal, in the considerations for approval under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act).

1.2 Site Location

Roseville Station is located in the suburb of Roseville in the Ku-ring-gai Council local government area (LGA) located approximately 10 kilometres northwest of the Sydney CBD.

The station is set within the suburb's commercial centre, which is surrounded by low and medium density residential neighbourhoods. It is bounded by Hill Street on the northeast and the Pacific Highway (A1) on the southwest side.

Roseville Station operates with two rail lines which service intercity and regional connections including North Shore and Western Line (T1) and Northern Line (T9). Platform 2 is utilised for train services travelling northbound to Gordon and Greater Newcastle region. Platform 1 is utilised for train services travelling southbound towards Central Station.

The proposal is generally located within the boundaries of the existing station site, as shown in Figure 1.2, and includes the existing path between the bus stop on the Pacific Highway and the footbridge over the south eastern end of the station to the proposed bus stop on Hill Street. The proposal boundaries also include a kiss and ride bay on Hill Street and a construction compound located within the commuter and staff carparks also located on Hill Street.

1.3 Project Background

The Transport Access Program (TAP) is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Roseville Station has been identified for an accessibility upgrade as it does not currently meet key requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA Act) and associated requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

Non-DSAPT compliant access points and paths to Roseville Station platforms do not facilitate equal access for people with reduced mobility, a disability, parents/carers with prams, or customers with luggage. There are no lift facilities and inadequate tactile ground surface indicators to stairs and platforms.

The proposal would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrades would provide an improved customer experience for existing and future users of the station.

GML Heritage

Potential future increases in patronage have been taken into consideration during the design development.

1.4 Methodology

This Statement of Heritage Impact report uses methodology and terminology consistent with the *NSW Heritage Manual* guidelines, including 'Assessing Heritage Significance' and the guidelines of the Australia ICOMOS Burra Charter.¹

A site inspection was undertaken by Catherine Forbes and Kate Long on 31 January 2020, to assess aspects of the identified heritage items with respect to the Proposal.

The historical information for this report is based upon secondary sources, supplemented with additional primary research from the National Library of Australia (NLA), the State Library of NSW and Transport for NSW.

An assessment of the historical and Aboriginal archaeology and Aboriginal cultural heritage is excluded from this report.

1.5 Authorship

This report has been prepared by Kate Long (Heritage Consultant), Patrick Atkinson (Graduate Heritage Consultant) and Catherine Forbes (Principal).

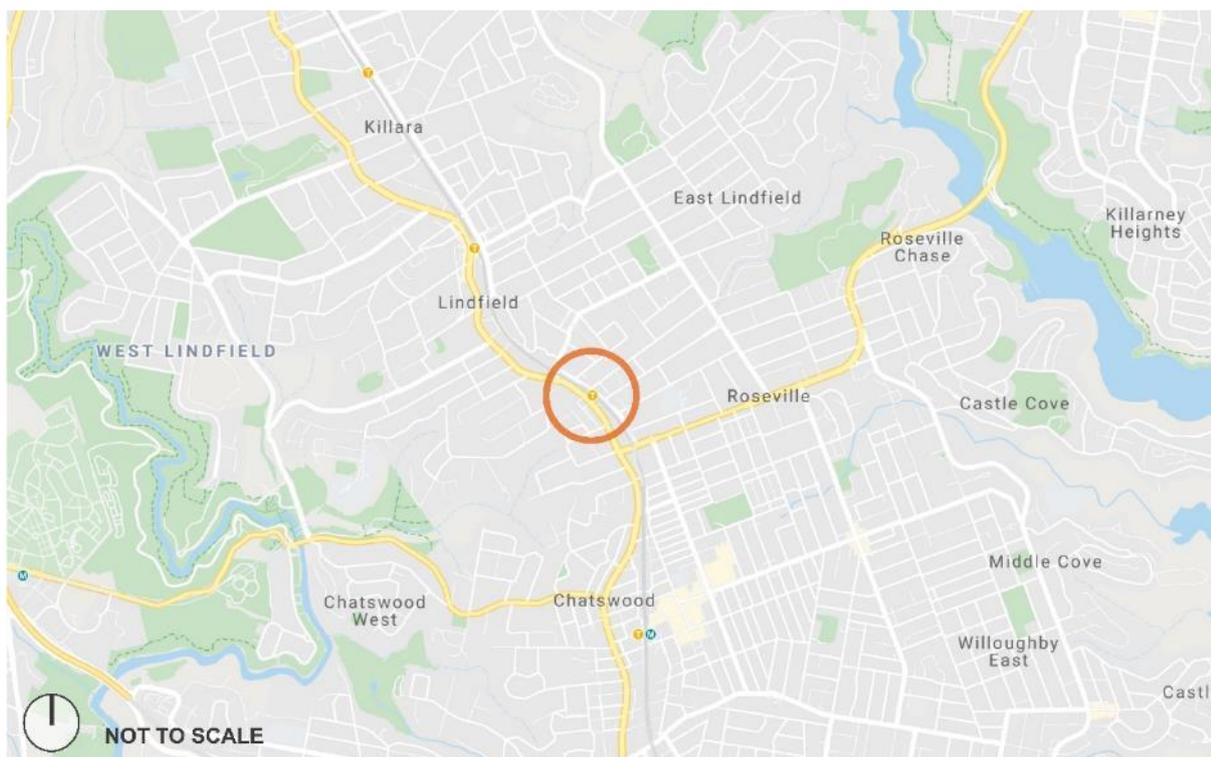


Figure 1.1 Location of Roseville Station. (Source: Google Maps with GML overlay)



Figure 1.2 Aerial image of subject site and elements. (Source: Nearmap with GML overlay)

1.6 Endnotes

- ¹ NSW Government Office of Environment and Heritage, *NSW Heritage Manual*, 'Assessing Heritage Significance', 2015.
Australia ICOMOS Inc, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013*, Australia ICOMOS Inc, Burwood, VIC.

2.0 Statutory Context

2.1 Commonwealth Heritage Legislation

2.1.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act) is the Australian Government's key piece of environmental legislation which commenced on 16 July 2000.

The EPBC Act provides for the listing of natural, historic or Indigenous places that are of outstanding national heritage value to the Australian nation as well as heritage places on Commonwealth lands and waters or under Australian Government control.

The subject site is not included on either of these lists.

2.2 NSW State Heritage Legislation

In NSW, items of heritage significance are afforded statutory protection under the following acts:

- *Heritage Act 1977* (NSW) (Heritage Act); and
- *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act).

2.2.1 Heritage Act 1977

The Heritage Act is a statutory tool designed to conserve NSW's environmental heritage. It is used to regulate the impacts of development on the state's heritage assets. The Heritage Act describes a heritage item as a 'place, building, work, relic, moveable object or precinct'.

The subject site is not listed on the State Heritage Register (SHR). There are no items listed on the SHR in the vicinity.

Section 170 Register

Under Section 170 of the Heritage Act 1977, government agencies have responsibilities which require agencies to identify, conserve and manage heritage assets owned, occupied or managed by that agency.

Section 170 requires government agencies to keep a register of heritage items, which is called a Heritage and Conservation Register or, more commonly, a Section 170 Register. A Section 170 Register is a record of the heritage assets owned or managed by a NSW government agency.

The government agency responsible for Roseville Station is Sydney Trains (RailCorp). Roseville Station is listed on the Sydney Trains Section 170 register.

Under Section 170A of the Heritage Act, a government agency must give the Heritage Council 14 days written notice before any of the following:

- removal of any item from its register under section 170;
- transfer ownership of any item entered in its register; or

- ceasing to occupy any place or demolishes any place, building or work entered in its register.

The Proposal would not require a notification to be sent as the works are primarily additions and alterations and do not include considerable demolition of significant fabric or elements.

2.2.2 Environmental Planning and Assessment Act 1979

The EPA Act is administered by the NSW Department of Planning and Environment and provides for environmental planning instruments to be made to guide the process of development and land use. The EPA Act also provides for the protection of local heritage items and conservation areas through listing on Local Environmental Plans (LEPs) and State Environmental Planning Policies (SEPPs) which provide local councils with the framework required to make planning decisions.

Ku-ring-gai Local Environmental Plan (Local Centres) 2012

The *Ku-ring-gai Local Environment Plan (Local Centres) 2012* (LEP) is the local environmental planning instrument applying to the land. Schedule 5 of the LEP identifies heritage items and heritage conservation areas. The subject site is not listed as a heritage item; however, it is located adjacent to the Former Station Master's Residence (I110) and Former Commonwealth Bank Building (I109). There are also several other heritage items and heritage conservation areas in the vicinity of the site. Refer to Table 2.1 and Figure 2.1.

The objectives of Clause 5.10 are as follows:

- (a) *to conserve the environmental heritage of Ku-ring-gai,*
- (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) *to conserve archaeological sites,*
- (d) *to conserve Aboriginal objects and Aboriginal places of heritage significance.*

2.3 Summary of Heritage Listings

Roseville Station is listed on the Sydney Trains Section 170 register as the 'Roseville Railway Station Group' (SHI #4800121). Significant elements of the station group include the Station Building (1901), Footbridge (1900), Platform (1900), and the landscaped garden.

The station is also adjacent to the Former Station Master's Residence (I110) and Former Commonwealth Bank Building (I109) which are listed on the Ku-ring-gai LEP. Other heritage items in the vicinity are listed in Table 2.1 below.

GML Heritage

Table 2.1 Heritage Items within the Vicinity of the Subject Site.

Item Address	Item Name	Item Number	Significance	Distance from Site
83 Pacific Highway, Roseville	Former Commonwealth Bank Building	I109	Local	Directly adjacent to site to the south
89 Pacific Highway, Roseville	Former Station Master's Residence	I110	Local	Directly adjacent to site to the southwest
112–116 Pacific Highway, Roseville	Roseville Cinema	I111	Local	50m west
65 Hill Street, Roseville	Former Westpac Bank Building	I104	Local	60m northeast
Roseville	Clanville Conservation Area	C32	Local	100m northeast and east
Roseville	Lord Street/Bancroft Avenue Conservation Area	C36	Local	100m east



Figure 2.1 Heritage items within the vicinity of the subject site. (Source: ePlanning Spatial Viewer with GML overlay)

3.0 Historical Background

3.1 North Shore Rail Line

The following history of the North Shore Rail Line has been adapted from the Dictionary of Sydney entry prepared by Bob McKillop.

The North Shore Rail Line was opened on 1 January in 1890. The line originally extended as a single track from Hornsby to St Leonards and was the first purely suburban railway.

Pressure to build the line was fuelled by land developers in the 1880s, such as Alexander Stuart and Richard Hayes Harnett who had developed an estate in Chatswood and lobbied for a railway to connect Sydney Harbour to the developments. The government, however, held firm to its policy and resisted lobbying.

In 1885, NSW Premier Henry Parkes stood for the seat of St Leonards and made election promises including the construction of a bridge across Sydney Harbour and a railway line from Hornsby to Milsons Point. These ambitious promises brought electoral success and when Parkes became premier for a fourth term in January 1887, he appointed his long-standing colleague, Bruce Smith, as Secretary for Public Work to approve the line. In July 1887, a tender for its construction was issued.

David Berry, the main landowner along the proposed route to Milsons Point, opposed the project so the initial tender was for a 10-mile, 69-chain line from Hornsby to St Leonards. The successful tenderer was Mr E Pritchard, who established his operating base on a site that would later become Chatswood Station.

On 1 May 1893, the double track railway extension from St Leonards to Milsons Point was opened. The North Shore Line was duplicated from St Leonards to Lindfield by October 1900 and onto Hornsby by 9 October 1909. This work involved the rebuilding of stations with Federation-style brick buildings.

As suburban steam locomotives struggled in the steep grades on the North Shore, the North Shore Line was made an early priority for electrification. From 1927, the track was realigned, and station platforms were changed to make way for the wider carriages. The new and rebuilt station platforms were gradually raised as the track was wired for the new trains, with the first electric services running from Milsons Point from August 1927 and continuing through to Hornsby by July 1929.

Double-deck trailer carriages were introduced from 1964 as well as, on 6 January 1969, a double-deck eight-car electric train—claimed to be the world's first.¹

3.2 Roseville Station

Roseville Station was opened in January 1890, as part of the first single line section of the North Shore Line. At the time of opening the station was originally called 'Rossville', but was renamed 'Roseville' in September 1890.² In 1900, a new single island platform was built with a standard brick island style building constructed a year later in 1901 along with the Station Master's Residence to the south of the station (Figure 3.1). A new footbridge was also provided at the Milsons Point end of the platform (Figure 3.2 and Figure 3.1). The former Station Master's Residence (c1901) remains along the Pacific Highway but is no longer in RailCorp ownership.

GML Heritage

In 1908, signalling was installed at Roseville and all signals were controlled by a single lever frame situated under the platform awning at the Milsons Point end of the building. Electrification of the North Shore Line was started in 1927, with full electric services in 1928. Automatic signalling followed and most signal boxes on the line were closed, including Roseville. The signal box was converted to a Booking Office.

Historically the station has been well known for its gardens. The station's gardens were mentioned in several newspaper articles in the 1940s and 1950s for their display of colourful flowers. One article describes the gardens as:

*a glory in sparkling tones, from the rich scarlet cerise of beds of coxcombs, with a medley of phlox drummondii as relief to the ling lines of soft pink petunias, which spill over the rockwork facing Hill Street.*³

Another article discusses the garden's beginnings:

*These gardens were made possible by efforts of the Local Returned Servicemen's League and the making of them goes back to depression days. Then the R.S.L used its funds in a dual purpose effort of beautifying its suburb and helping luckless members.*⁴

The article also notes that the rock gardens were dedicated as a memorial to Padre Baker, who was the Returned Sailor's Soldier's Airmen's Imperial League State Councillor from 1941 to 1943. The memorial erected in 1945 in Hill Street was later relocated to the Roseville Memorial Park in 1965.⁵

Historical aerials show the addition of a small new building on the platform in the late 1970s. The building is located at the base of the footbridge and appears to be a ticket booth (Figure 3.8).

In the early 1990s the station underwent significant redevelopment. This included alterations to the station building, modification of the footbridge including the addition of new awnings, balustrades, concrete stairs, decking and a small central kiosk, and the addition of the platform awnings joining the station building to the footbridge.

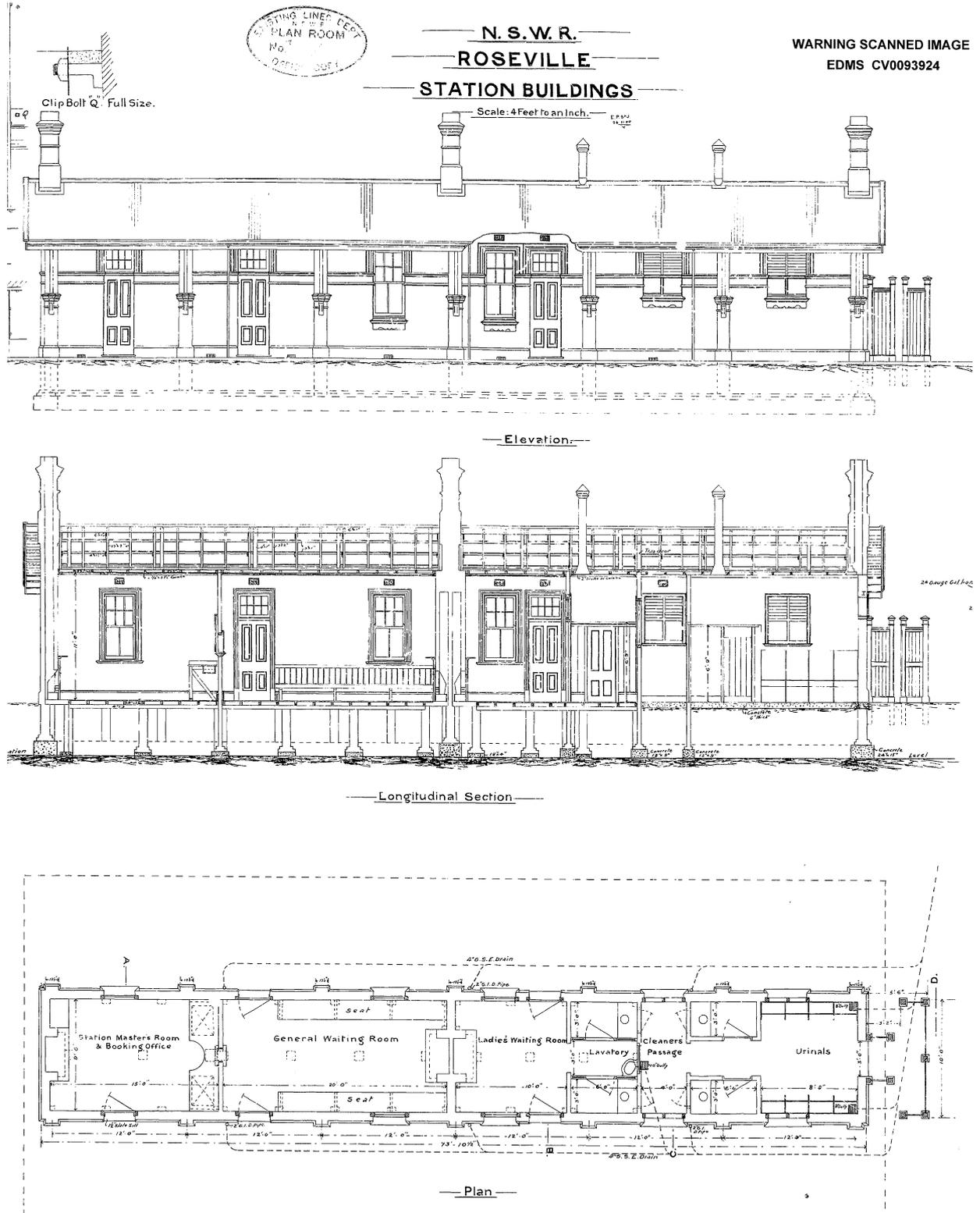


Figure 3.1 Plan of Roseville Station building. (Source: Transport for NSW)

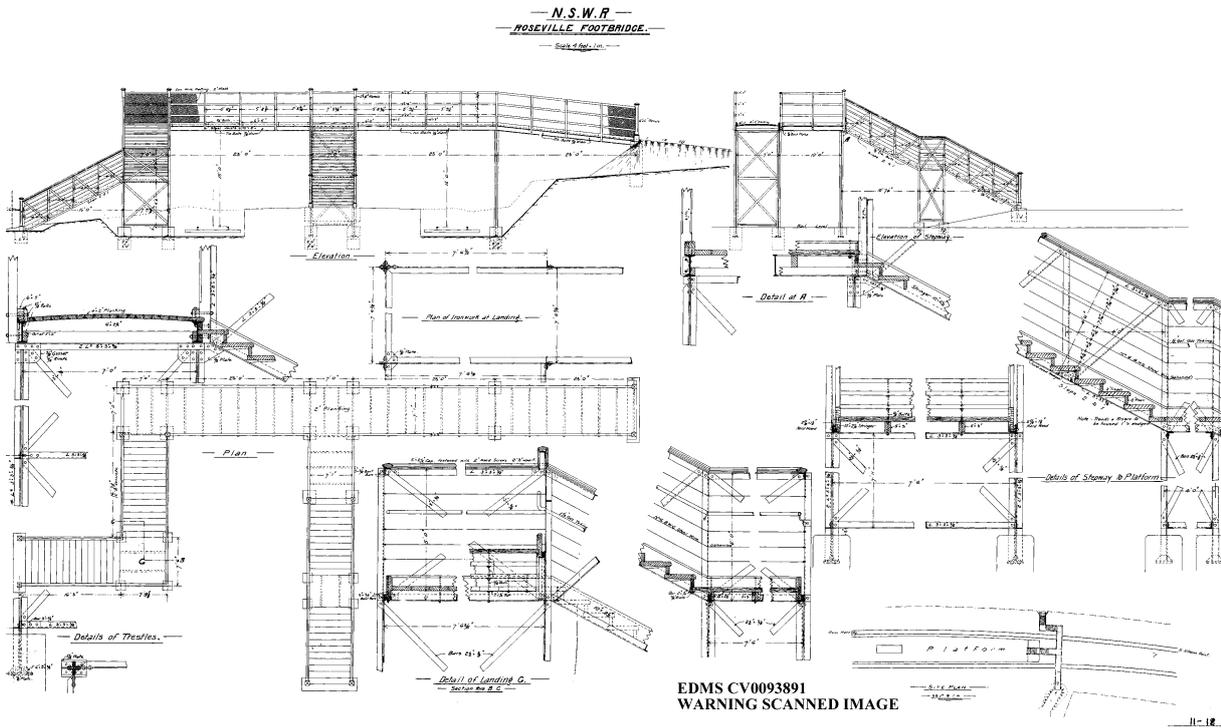


Figure 3.2 Plan of Roseville Station footbridge. (Source: Transport for NSW)



Figure 3.3 Postcard of Roseville Station c1908. Showing original station building roof form and chimneys and station master's residence on higher ground to the west (right of photo). (Source: National Museum of Australia, 1986.0117.4603)



Figure 3.4 Roseville Station, looking northwest, 1924. Showing windows of signal room at the end of the station building and the gardens on each side of the station and palm trees on the station platform. (Source: State Library of NSW)



Figure 3.5 Roseville Station, looking northwest from the footbridge. Showing ticket booth at bottom of stair. The gardens are visible along Hill Street (east) and trees and shrubs along the Pacific Highway side (west). (Source: Australian Rail History Society)



Figure 3.6 Historic aerial of the station in 1943. The footbridge and station master's residence are clearly visible at the southern end of the station. (Source: SIX Maps)

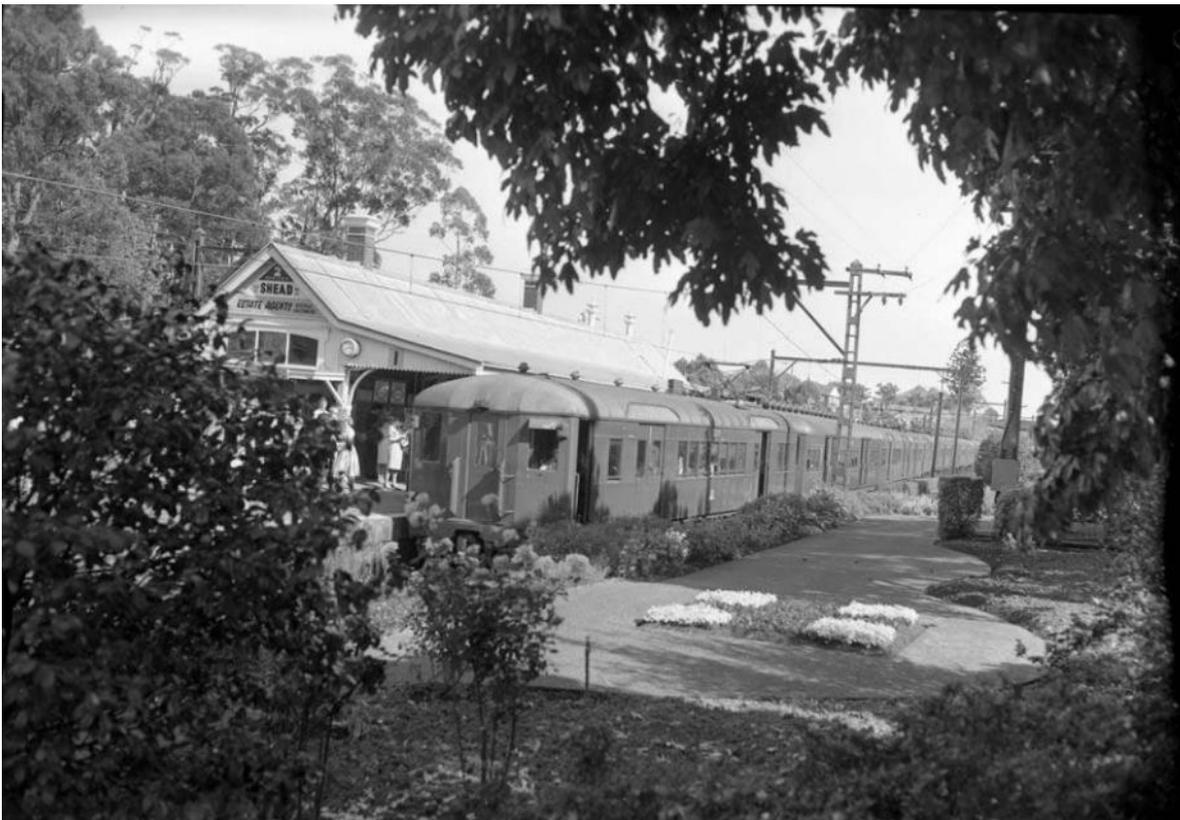


Figure 3.7 Roseville Station looking through the gardens towards the station building, undated. (Source: Australian Rail History Society)



Figure 3.8 Image of the station from the footbridge, looking northwest, c1980s. The station building roof has been rebuilt at a much lower pitch and the chimneys removed. A larger ticket office has been constructed at the foot of the stairs. (Source: Australian Rail History Society)



Figure 3.9 Aerial of Roseville Station after redevelopment works, 1994. Awnings link the stair to the station building. (Source: NSW Historic Imagery Viewer)

3.3 Proximate Heritage Items

Former Station Master's Residence

The following historical summary has been sourced from the Heritage Data Form provided by Ku-ring-gai Council for the Station Master's Residence (Item I110).

The Station Masters residence (also the Post Master at the time) was constructed around 1901 as part of the duplication of the station and associated upgrade of station buildings. The first Station Master at Roseville was William Maxwell, and took up residence in the recently constructed cottage "Eldon" in May 1902.

A review of railway structures undertaken c1980 by Stewart Sharp for the Australian Heritage Commission demonstrated that the subject building is a "Type 7" example of a Railway Residence. Residences were provided at all railway stations which were attended. The "Type 7" is characterised as:

A slightly larger version of the Type 6 and was used about the same time period (1890 – 1920). The hip roof was extended to the front of the house to form a covering for the veranda which extended for two thirds the width of the structure. The front bedroom was covered by a gable from the main roof. It was officially classified as a "J 3".

The survey notes that approximately 35 examples were planned throughout NSW and about 30 were extant at the time of the survey. Of these only two were within the Sydney metropolitan area and only 8 were constructed of brick with the others being timber. The subject building was not identified in the survey (it is possible other undocumented examples exist) but accords with the description and period of construction and the layout of the building matching the Public Transport Commission of NSW Station Building Diagrams plan type "J 3" (see plan in photo section).

The building was sold by the railways in 1991 and is believed to have been vacant for some time prior to the sale.

Former Commonwealth Bank Building

The following historical summary has been sourced from the Heritage Data Form provided by Ku-ring-gai Council for the Former Commonwealth Bank Building (Item I109).

The new banking building on the subject site was likely designed by an architect working internally for the Commonwealth Bank or Department of the Interior. No information has been located regarding architects working for the bank during that time. On the 21st March 1938, the Commonwealth Bank of Australia called for tenders for "the Erection of Bank Premises for the Commonwealth Bank of Australia at ROSEVILLE." Contractors were required to submit their names to the Commonwealth Works Director, Customs House, Sydney, no later than the 25th March. The notice is signed HJ Sheehan, Governor, Commonwealth Bank of Australia. On the 6th April 1938, it was advertised that Tenders received had been referred to Works Director. On the 27th April 1938, it was advertised that the tender of Messrs Hogden Bros had been accepted. By the 26th of October 1938, the construction would appear to have had progressed, as N Downing & Co, Electrical Contractors were carrying out works.

The new building is considered to have been designed in the classic Commonwealth Bank style of the time, and originally featured a ground floor banking chamber and an upstairs manager's residence, a typical provision of the time. CBA Archival material (City Plan Heritage, 2006) states that "Adjacent shop premises were included in the design to allow for future expansion." Whilst this may have originally been the case, the adjoining shops which currently stand were not constructed at the time, as clearly indicated by the differences between the 1943 and 2018 aerials. Instead, they were constructed in 1955 in a matching style.



Figure 3.10 Commonwealth Bank Building, 1959. (Source: Commonwealth Bank Document and Archives Centre)

Former Westpac Bank Building

The following historical summary has been summarised from the SHI Database Research provided by Ku-ring-gai Council for the Former Westpac Bank Building (Item I104).

In March 1936, the site was purchased by the Bank of New South Wales (later known as Westpac). From 1929, the Bank had run its Roseville agency in rented accommodation but sought permanent premises. In August 1936, part of the land was leased back to Frank Shepherd Brierly of Roseville, medical practitioner.

It is likely that an arrangement was made with Dr Brierly, where his previous residence was demolished, and a new bank building as well as a replacement residence/surgery for Brierley was commissioned. The architects SH Buchanan, Cowper and Morgan were commissioned to design both of the new buildings. The building application for the banking chambers was lodged on the 18th August 1936 by the Bank of New South Wales. In August 1936, they awarded the contract for the erection of bank to builder JG Pettigrew.

An article appeared in The Sydney Morning Herald of 24th November 1936, describing and illustrating the new design of the bank building as follows. "Premises for the Bank of New South Wales now being erected opposite the railway station, Roseville, will be an attractive architectural feature at one of the main business corners in that suburb. The front of the new building, facing the station, will be of mottled red texture bricks, with synthetic stone Doric columns. The roof will be covered with Marseilles mottled pattern tiles, blended to match the brickwork."

GML Heritage

Brierly's lease expired in 1941, and a new lease was taken up to Alexander William Wheatley Gray of Roseville, medical practitioner. In July 1946, the part of the land containing the doctor's premises was transferred to a new owner and the part containing the bank was retained by the Bank of New South Wales. A new certificate of title for the bank was issued in 1948. It contains no further transfers. It appears that it was still owned and occupied by Westpac Bank to at least 1989.

For some years, the former bank building has been occupied by private businesses. The building is currently home to Watkins Coffey Martin, a firm of chartered accountants.



Figure 3.11 Bank of NSW (Westpac), 1937. (Source: State Library of NSW, Home and Away–14936)

Roseville Cinema

The following historical summary has been summarised from the SHI Database Research provided by Ku-ring-gai Council for the Roseville Cinema (Item I111).

In July 1912, Nellie Davis purchased the land comprising 112–116 Pacific Highway with the intention to erect a hall on the land. On the 30th July 1912, architect EF Burchett called for tenders for the erection of a hall on Gordon Road, Roseville, as the road was then known.

One of its first uses and occupants appears to have been the Congregational Church, who rented the hall on Sundays from February 1913. After the outbreak of World War I, it appears that Roseville Hall functioned in the war effort. In 1918, the Roseville Hall was officially licensed by council as a hall. In 1919, the property was listed in the Sands directory as "Traynor's Picture Palace." In 1920–27, it was again listed as Roseville Hall.

The building was originally a single storeyed building with faux gable and two symmetrically placed windows with large awnings. A c1921 image later shows that these alterations and additions added a second floor to the building

with four equally spaced windows on the upper floor. A notice in the Daily Telegraph on the 14th November 1923 noted the new company "Roseville Picture Theatre Company Limited" had been registered. On the 21st February 1924, a building application was lodged for a Picture theatre in Lane Cove Road, Roseville, with the note: "Approved subject to reports and Sanitation arrangements." It is not clear if a new picture theatre built at this time, or the application was for a change of use. A notice in the Sydney Morning Herald of the 19th December 1924 note that the "Roseville Picture Theatre Co., Ltd" had decided to "wind up voluntarily." This perhaps indicates that the picture theatre in this earlier incarnation was a short-lived venture.

By 1936 Roseville Hall was still under the ownership of its original owner Nellie, but by that time she had married James Neil. On the 22nd January that year, a building application was lodged for "alterations picture theatre" by Mrs Neil. It was at this time that the picture theatre took on its current Art Deco style, with the alterations carried out by architect Eric Lindsay Thompson. Shortly thereafter on the 30th January 1936, the property was being leased to David Bourke O'Connor, theatre proprietor of Lindfield. In June 1936, an article noted "A picture theatre, of the small, modern familiar type, has been erected at Roseville, in which the seating accommodation will be about 600."

After Nellie's death, the property passed to her niece Kathleen Adele Mitchell. The Theatre proprietors lease continued to August 1969, when the property was sold to Alarm Facilities Pty Ltd. In 1974, the property was transferred to Hans Van Pinxteren. After his death in 1986, the theatre was inherited and maintained by his widow and it has remained in the family ever since.

3.4 Endnotes

- ¹ Bob McKillop, 2017, 'The North Shore Line', Dictionary of Sydney <https://dictionaryofsydney.org/entry/the_north_shore_line>.
- ² New South Wales State Heritage Inventory, 'Roseville Railway Station Group', viewed 27 March 2020 <<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801933>>.
- ³ 'Landscape Beauty', *Sydney Morning Herald*, Friday 16 February 1940, viewed 27 March 2020 <<http://nla.gov.au/nla.news-article17666733>>.
- ⁴ 'Garden With a Story,' *Sydney Morning Herald*, Friday 19 January 1951, page 2, viewed 27 March 2020 <<https://trove.nla.gov.au/newspaper/article/18195707>>.
- ⁵ Monument Australia, 'Padre Percy Baker', <<https://monumentaustralia.org.au/themes/people/community/display/22936-padre-percy-baker>>.

4.0 Site Analysis

4.1 Setting

Roseville Station is located on the North Shore Line within the suburb of Roseville and the Ku-ring-gai local government area (LGA). The station is located approximately 10 kilometres northwest of the Sydney CBD.

Roseville Station is located between the Pacific Highway to the west and Hill Street to the east. The Pacific Highway is a main arterial road and the streetscape around the station is characterised by predominantly two storey Federation and Inter-War commercial buildings. Within the vicinity of the site there are three heritage items on the Pacific Highway: Former Commonwealth Bank Building (I109), Former Station Master's Residence (I110) and the Roseville Cinema (I111). Access from the Pacific Highway to the station is via a public footpath located between the Former Commonwealth Bank Building and Former Station Master's Residence. This connects to the western footbridge.

Hill Street is also characterised by two-storey early twentieth-century commercial buildings in the area around the station. Within the vicinity there is one heritage item on Hill Street, the Former Westpac Bank Building (I104). Access to the station on Hill Street is via the eastern footbridge. The area to the east of Hill Street is predominantly residential and is characterised by free standing single storey Federation Queen Anne and Arts and Crafts style housing and Inter-War bungalows, which form part of two conservation areas: the Clanville Conservation Area (C32) and the Lord Street/Bancroft Avenue Conservation Area (C36).

The station itself is located within a formal landscaped setting with gardens either side of the platform. The gardens on the Hill Street side continue for approximately 250 metres along the railway line and are a key feature in the streetscape. The gardens have been designed in a rockery style with stone terraces and a wide variety of plantings including agapanthus, camphor laurel, roses and bottlebrush. The landscape on the western side of the station is less formal and comprises mature trees and shrubs. A commuter carpark and RailCorp access road to the rail corridor are located to the northern end of Hill Street.



Figure 4.1 View along the Pacific Highway from the front of the Former Commonwealth Bank Building, looking northwest. (Source: GML)



Figure 4.2 View across the Pacific Highway towards the Former Station Master's Residence. (Source: GML)



Figure 4.3 View across the Pacific Highway towards the Former Commonwealth Bank Building. (Source: GML)



Figure 4.4 View across the Pacific Highway to Roseville Cinema. (Source: GML)



Figure 4.5 View across the Pacific Highway towards the footpath leading to the station footbridge. (Source: GML)



Figure 4.6 View along the footpath looking towards Pacific Highway. Commonwealth Bank Building to left. (Source: GML)



Figure 4.7 View towards the eastern entrance to the footbridge on Hill Street and existing bus shelter. (Source: GML)



Figure 4.8 View of station gardens along Hill Street. (Source: GML)



Figure 4.9 View of the shops on Hill Street. (Source: GML)



Figure 4.10 View of the Former Westpac Bank Building on Hill Street. (Source: GML)

4.2 Roseville Station Group

The station consists of an early twentieth-century station building, island platform, footbridge, modern steel awnings and landscaped gardens to both sides of the station. The station building, footbridge and island platform were constructed c1900 when this section of the North Shore Line was duplicated.

Station Building

The Roseville Station building is a modified example of a standard (type A8–A10) railway station building dating from 1901. The building is of red face brick, tuckpointed, with rendered moulded stringcourse, architraves and sills. The southern end of the building has been extended and now contains an enclosed office clad in fibre cement sheeting. The roof has been extensively modified, the original much higher gable form being replaced with a roof of much lower pitch that is a continuation of the original awnings. The roofing material is a modern steel profile. Curved, cast iron, cantilevered brackets support the timber framed awning. The building retains original timber valances, but the chimneys have been removed. The original doorway to the male toilets at the northern end of the building has been infilled. The interior of the Roseville Station building has been extensively modified. There is no evidence of significant original fabric to the interior.

Footbridge

The original footbridge, c1900, was purported to be the oldest of its type when listed. It was significantly upgraded c1990. The trestles appear to be original and are of riveted construction. These have been partially covered at ground level due to raising of the platform surface. The supporting beams of the walkway and stringers to all stairs are of new construction. The footbridge now features a new steel framed awning and balustrades, concrete stair treads, decking and small central kiosk. The footbridge is accessed via the western footpath and entry ramp and a staircase on the east, the trestles of which also appear to be original.

Island Platform

The platform was constructed in 1900 as part of the duplication of the North Shore Line. It has brick faces and an asphalt platform surface.

There are two trees planted along the northern section of the platform.

Platform Awnings

Modern steel framed awnings form a link between the southern end of the station building and the footbridge. They include a large cross gable at the bottom of the stairs.

Landscaping

Roseville Station has two ornamental gardens on either side of the platform within the rail corridor. The landscaped area on the western side closest to the Pacific Highway is highly vegetated and planted with cabbage tree palms, date palms, camphor laurel and lantana. On the Hill Street side of the station the garden consists of a well-maintained rose garden with rockeries and a small lawn.

The gardens have been designed to be viewed from the platform and form part of the view out to the Hill Street shops to the east.



Figure 4.11 View from footbridge towards the station platform and building. (Source: GML)



Figure 4.12 View from platform to western side of the footbridge and ramp. (Source: GML)



Figure 4.13 Northern end of the station building with brick infill to the former entrance to the male toilets. (Source: GML)



Figure 4.14 View along the western elevation of the station building showing the awning brackets and the rendered detail of the 1901 station building. (Source: GML)



Figure 4.15 View of interior of station building. (Source: GML)



Figure 4.16 View of suspended ceiling in station building (note: the original ceiling has been removed). (Source: GML)



Figure 4.17 View of bathroom with contemporary partitions and suspended ceiling. (Source: GML)



Figure 4.18 View of bathroom with contemporary partitions and suspended ceiling. (Source: GML)



Figure 4.19 Southern end of the station building showing the later ticket office addition. (Source: GML)



Figure 4.20 Kiosk on footbridge. (Source: GML)



Figure 4.21 View from the footbridge looking west towards the ramp and Pacific Highway. (Source: GML)



Figure 4.22 View from the platform to the staircase providing access to Hill Street. (Source: GML)



Figure 4.23 View of trestles supporting the footbridge. (Source: GML)



Figure 4.24 Detail of the trestle partially covered by asphalt. (Source: GML)

GML Heritage



Figure 4.25 View to the gardens on the western side of the platform which includes mature trees and large palms. (Source: GML)



Figure 4.26 View to the well-maintained gardens on the eastern side of the platform. (Source: GML)

5.0 Assessment of Heritage Significance

5.1 Statement of Heritage Significance

Roseville Railway Station Group

The following statement of significance has been sourced from the NSW State Heritage Inventory sheet for the Roseville Railway Station Group (SHI #4801933).

Roseville Railway Station Group has heritage significance at a local level. It is a typical suburban station with associated ornamental gardens. It is one of a number of stations that demonstrate the significant impact of the railway in facilitating settlement in the northern suburbs of Sydney. Roseville station is considered to be rare at a local level as it possesses largely intact gardens on both sides of the platform. The civic pride which was once associated with the coming of the railways and the station as a major landscape and social element within the community is evident in the garden at Roseville station, one of very few on the Metropolitan network to remain. The station contributes to the character of the North Shore line as a whole, with its homogenous early twentieth century railway architecture and landscaped setting. The replacement of the original roof form of the station building with a poorly designed substitute structure detracts from the overall setting and significance

The Sydney Trains Railway Footbridges Conservation Strategy, 2016 identifies the Roseville footbridge as having moderate heritage significance due to:

"its status as the oldest steel RSJ beam bridge and the oldest angle trestle substructure in the Sydney network. Its level of significance is reduced by the upgrades undertaken in 1990 with the replacement of parts of the deck support, replacement of all original balustrades and stair surfaces and addition of visually heavy awnings."

The platform building has undergone modifications both internally and externally. The interior has been significantly altered and stripped of its original floors, ceilings, fit out, and layout. It is of low significance. Externally the roof has been extensively modified, the original much higher gable form being replaced with a roof of much lower pitch that is a continuation of the original awnings. The original doorway to the male toilets at the northern end of the building has also been infilled. The exterior does however retain several features including its curved, cast iron, cantilevered brackets, tuckpointed face brickwork, timber window frames, rendered moulded stringcourses and sills. The exterior is of moderate significance.

The 1900 Island Platform is of moderate significance for its association with the duplication of the North Shore Line and its aesthetic contribution to the landscape setting of the station.

The landscaping is key feature of the station group and has moderate significance for its aesthetic and social values.

Clanville Heritage Conservation Area

The following statement of significance has been sourced from the Ku-ring-gai Municipal Council Heritage Data Form for the Clanville Heritage Conservation Area (C32).

The Clanville HCA has high historic significance as the David Dering Mathew grant of 400 acres called "Clanville", whose boundaries are evident through the following streets; Archbold Road, Boundary Street Pacific Highway and Tryon Road. Successive subdivisions in the late nineteenth century were spurred by the development of the North Shore Railway Line in 1890–1893. This subdivision reflects improved transport connections due to the construction of the North Shore Railway line. Further subdivisions took place in the early twentieth century. The HCA has high

GML Heritage

aesthetic significance as a cohesive early twentieth century and Interwar development and for the high proportion of quality houses.

Lord Street/Bancroft Avenue Heritage Conservation Area

The following statement of significance has been sourced from the Ku-ring-gai Town Centres Heritage Conservation Area Inventory Sheet for the Lord Street/Bancroft Avenue Heritage Conservation Area (C36).

The Lord Street/Bancroft Avenue Heritage Conservation Area is of historical and aesthetic significance as an area of Federation Queen Anne style housing which represents an intact portion of the 1903 Clanville Estate subdivision.

Former Station Master's Residence

The following statement of significance has been sourced from the Heritage Data Form provided by Ku-ring-gai Council for the Station Master's Residence (Item I110).

The former Station Masters Residence, in association with Roseville Station, is historically significant for its ability to demonstrate the expansion of railway facilities and the development of infrastructure in the early twentieth century to service the growing residential population along the Upper North Shore. The cottage, constructed according to the standard railway "J 3" type plan, is a representative example of a class of residential railway buildings that were constructed throughout NSW between 1890 and 1920. The building is considered rare in Ku-ring-gai as it is the only surviving example of its type and rare in the wider regional context, being one of only three still standing railway residences in the Sydney metropolitan region.

Former Commonwealth Bank Building

The following statement of significance has been sourced from the Heritage Data Form provided by Ku-ring-gai Council for the Former Commonwealth Bank Building (Item I109).

The former Commonwealth Bank at 83 Pacific Highway, Roseville is a substantially intact and locally significant heritage item with aesthetic, historical and representative values.

The building survives as an excellent example of the Inter-war Art Deco Style, as well as of modern suburban bank branches constructed by the Commonwealth Bank during the 1930s. The building demonstrates key characteristics of the Art Deco style, including a strong vertical emphasis and symmetry in form and detailing, a streamlined presentation, and grand entryway with metal geometric detailing, flanked by pilasters with a folded-effect. The building also retains its original landmark status through its high visibility to the main thoroughfare of the Pacific Highway, making a positive and distinct contribution to the street.

Historically, the building is significant as it is an indicator of the growth of the suburb of Roseville in the interwar period, driving the Commonwealth Bank of Australia to construct a Full General Bank branch to meet the demands of the population of Roseville. The building originally had a dual commercial-residential use with a manager's quarters originally housed in the upper level. From its opening in January 1939 until 1998, the building operated as a functioning bank, with its continued historical use contributing to its high level of intactness.

Statements of heritage significance could not be sourced for the Former Westpac Bank Building (Item I104) or Roseville Cinema (Item I111).

6.0 The Proposal

6.1 Introduction

The proposal involves an accessibility upgrade of Roseville Station as part of TAP to improve accessibility and amenity for customers. The proposal includes the following key elements:

- Two new lifts connecting the existing footbridge to Hill Street station entrance and the station platforms.
- New canopy on Hill Street station entrance.
- New access entrance and ramp from the Pacific Highway station entrance to the existing footbridge.
- Regrading of pedestrian footpath along the Pacific Highway and Hill Street.
- Upgrade works to the existing footbridge and stairs including modifications such as anti-throw screens and hand rails.
- New platform canopy at the boarding assistance zone.
- Modification of station building to include one new family accessible toilet, one female ambulant toilet, one male ambulant toilet and modification of existing store room to SSER room.
- Intermodal upgrade including provision of 2 accessible parking spaces, accessible kiss and ride bay, bus shelter and eight bicycle racks (uncovered and undercover).

6.2 Need for Proposal

The NSW Government is committed to facilitating and encouraging the 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.

Roseville Station does not have access points and paths to facilitate equal access for people with reduced mobility, a disability, parents/carers with prams, or customers with luggage. In addition, there are no lift facilities or tactile ground surface indicators to stairs and platforms. Thus, the station does not currently meet key requirements of the DDA Act and associated requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

The proposal would provide safe and equitable access to the platforms and to the pedestrian network surrounding the station. Customer facilities and amenities would also be improved. The upgrades would provide an improved customer experience for existing and future users of the station.

6.3 Scope of Works

Station access:

- construction of a new lift connecting Hill Street entry to the existing footbridge
- construction of a new lift connecting the existing footbridge to the station platforms

GML Heritage

- modification to the existing footbridge including the following:
 - extensions to create lift landings
 - regraded ramp entrances to be accessible
 - provision of anti-throw screens to footbridge and existing stairs
- installation of a weather protection canopy from Hill Street station entrance connecting from the footpath to the lift entry and the existing footbridge and stairs
- installation of steps from existing heritage building and the accessible entry path and ramp from the Pacific Highway to existing footbridge
- additional works including provision of DSAPT compliant handrails, nosing and tactile surfaces on stairs and ramps.

Platform Works:

- the installation of a weather protection canopy along either side of the platforms near the new lifts, between stairs and existing station building and new canopy over the existing boarding assistant zone on the northern end of the platform
- line marking of the boarding assistant zones on each platform
- regrading and resurfacing of the platforms connecting the new lifts, boarding assistance zones and existing station building
- removal and replacement of the existing tactile ground surface indicators (TGSIs) throughout the station.

Station building works

- reconfiguration of the existing toilets to include a new family accessible toilet, one female ambulant toilet and one male ambulant toilet
- minor modification to the existing store room to become the SSER room and include relocation of communication racks and new electrical racks and equipment.

Intermodal work including:

- provision of two new accessible parking spaces and an accessible kiss and ride bay with waiting shelter along Hill Street
- relocation of the existing bus stop about 500 metres north along Hill Street including shelter and seats and upgrade to achieve DSAPT compliance
- provision of new sheltered seating along the south side of Hill Street near kiss and ride bay and taxi zone
- provision of new bus stop seating at the existing bus stop on the Pacific Highway station entrance

- regrading of the footpath along Hill Street to be accessible for the new entry point connecting to the proposed Hill Street lift, accessible parking spaces, accessible kiss and ride bay, bus stop and pedestrian crossing
- regrading of the footpath along Pacific Highway providing accessibility from the bus stop to the station entry ramp
- provision of five undercover bicycle rack spaces near the Hill Street entrance at the location of the existing the bus shelter and three bicycle hoops near the Pacific Highway entrance.

Ancillary works including:

- relocation and suitable reinstatement of existing infrastructure (e.g. seats, signage, fencing and rubbish bins) which may be required to be temporarily removed to construct the Proposal
- provision of anti-graffiti coating to all new and modified hard surfaces
- provision of upgraded lighting along new accessible areas including footpath, parking, kiss and ride bay, station entries and bus stop
- improvements to existing station systems (including installing new CCTV cameras as required, installing new LED lighting, installing new Public Address speakers as required)
- provision of new passenger information displays as required
- provision of, or relocating existing help points, water fountains, pay phones and Opal top up machines
- temporary site compounds for storage of material and equipment in the existing commuter car park
- temporary work (where required) during construction to maintain access to the station
- relocation or protection of any identified services, utilities and electrical works
- provision of new kerbs, guttering, drainage adjustments, footpath modifications, line-marking, signage and landscaping adjacent to Hill Street and the Pacific Highway.

The following plans prepared by DesignInc have been referenced in preparation of this report:

Table 6.1 Plans Referenced in this Report.

Drawing Number	Title	Date
DRG-02100	Cover Sheet Cover Sheet & Drawing List	09.04.2020
DRG-02101	Proposed Site Plan	09.04.2020
DRG-02103	Existing & Demolitions Plan	09.04.2020
DRG-02110	Platform Level Zone 1	09.04.2020
DRG-02111	Platform Level Zone 2	09.04.2020
DRG-02113	Street Level Pacific Hwy	09.04.2020
DRG-02114	Street Level Hill St	09.04.2020

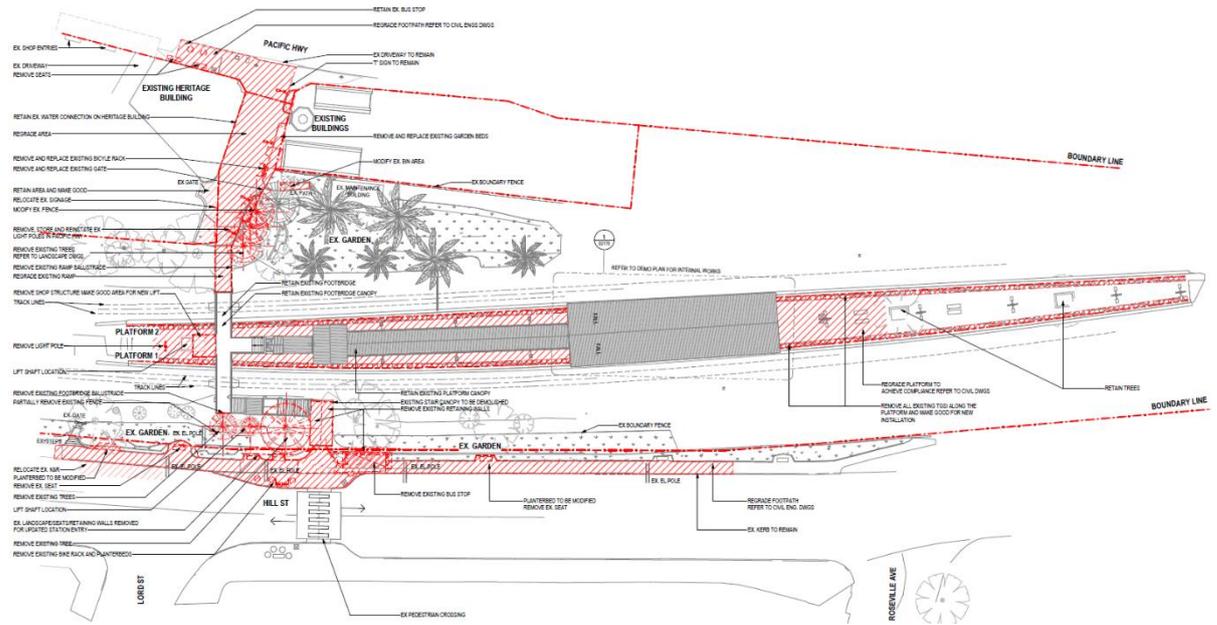


Figure 6.2 Excerpt of existing demo plan. (Source: DesignInc)

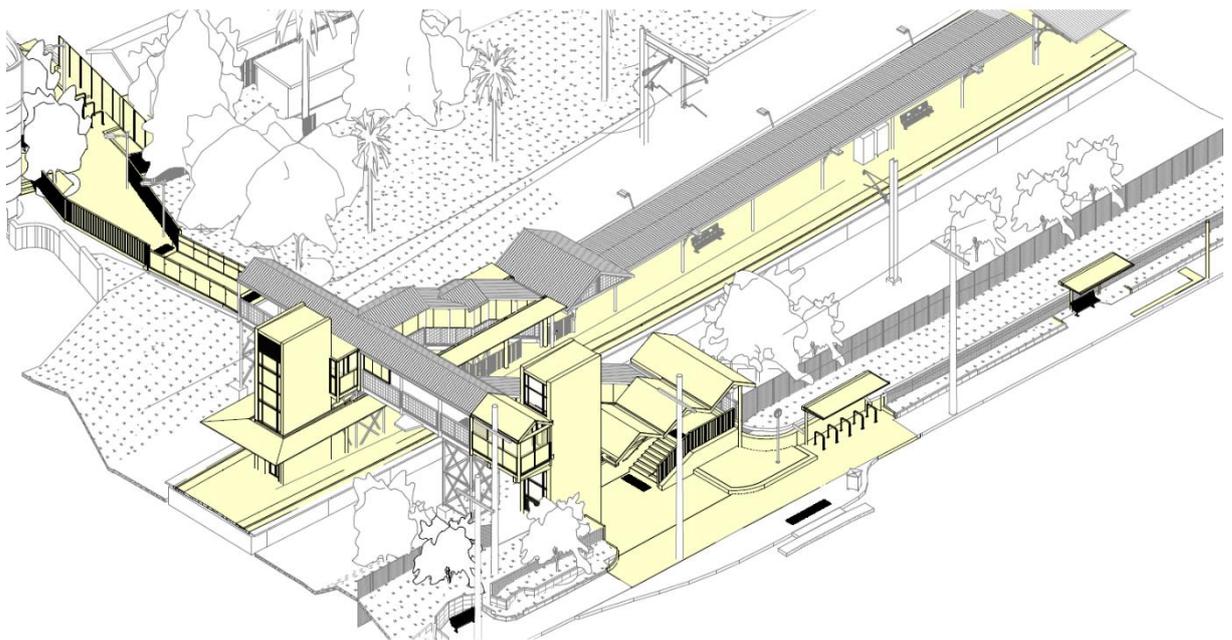


Figure 6.3 Excerpt of architectural perspective 01. (Source: DesignInc)

6.4 Preliminary Design Input

During the early design phase, GML provided the following preliminary recommendations for minimising or mitigating the heritage impacts of the Proposal.

Recommendation One: Lift Shaft and Canopies

The proposed lift shafts and canopies should adopt colour schemes and materials sympathetic to the station's visual environment and the surrounding area. The *Ku-ring-gai Local Centres Development Control Plan* (DCP) notes that alterations and additions are to respect the scale, form, height, location, materials and colours of adjacent heritage items. Transparent and lightweight materials would also be acceptable. The design should be sympathetic, minimalist and recessive, and not replicate historic features. Finishing of the super structure should be of a neutral recessive colour. The frames should be slim and lightweight.

Design Response

The proposed lifts generally satisfy this recommendation. The new lifts are proposed to be constructed with steel frames and concrete walls with glazing to the north and south facing elevations.

Recommendation Two: Footbridge

The trestles are part of the original c1900 footbridge and must be retained. The base of the trestles is partially covered by bitumen on the platform and shows signs of deterioration. Further investigation should be undertaken to identify the condition of the steel, the extent and cause of deterioration, repairs required and treatment to prevent further damage. The footbridge, however, has been highly modified and features a new steel framed awning and balustrades, concrete stair treads, decking and a small central kiosk. These do not form part of the significant fabric of the footbridge and may be modified or replaced.

Design Response

The footbridge is to be retained. The conservation treatment has not been discussed.

Recommendation Three: Boarding Assistance Zone Canopy

The boarding assistance zone and canopy should be positioned to avoid removal of the platform trees.

Design Response

The canopy over the boarding assistance zones on each platform has been located so as to avoid removal of the platform trees.

Recommendation Four: Landscaping

Works within the landscaped areas, including new pathways and ramps, should be avoided. The works should avoid removal of mature vegetation or historic garden beds and walling where possible. Any vegetation that is to be removed should be replaced with similar species.

Design Response

The proposal has been adapted to make use of the existing access paths and avoid the loss of considerable landscaping.

Recommendation Five: Unexpected Finds

If any unexpected archaeological deposits are encountered during construction, the Transport for NSW Unexpected Heritage Finds Guideline (2016) should be followed.

Design Response

This must be addressed during the construction phase.

7.0 Heritage Impact Assessment

7.1 Assessment of Heritage Impact of the Proposal

This section assesses the potential heritage impacts of the proposal, as summarised in the previous section.

Table 7.1 Heritage Impacts of Proposal and Recommendations for Mitigation.

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
Lifts and accessibility		
<p>Construction of two lifts, one connecting the Hill Street entry to the footbridge and a second connecting the footbridge to the platforms.</p>	<p>Two narrow lift towers are proposed—one on Hill Street and one on the platform. Their long side walls (facing the streets—east and west) are proposed as concrete and their short walls facing the new entry area on Hill Street, the footbridge and platforms (north and south) are proposed as glass.</p> <p>The proposed new lift on Hill Street would increase the scale of the existing footbridge structure, particularly when viewed from Hill Street as it extends above the footbridge canopy in height.</p> <p>However, the location of the lifts close to the existing footbridge, which is to be retained, helps to reduce their overall impact on the station and its setting. The lifts would have a moderate heritage impact on Roseville Station.</p> <p>It is proposed to remove the existing shop from the footbridge to provide access to the platform lift. It is also proposed to extend the footbridge to the east to provide access to the lift from Hill Street. The new section of footbridge would match the existing footbridge and canopy in form. New anti-throw screens will be installed to either side of the lift shafts, but not along the entire length of the bridge.</p> <p>The retention of the original footbridge structure would have a positive heritage impact. The modifications to the footbridge to provide access to the lifts would have a minor to moderate heritage impact.</p>	<p>The Ku-ring-gai DCP provides relevant design guidance on development in a local context. It states that alterations and additions are to respect the scale, form, height, location, materials and colours of adjacent Heritage Items. This guidance ensures design consistency to maintain the character of the area and should be respected. It is noted however that the Proposal does not legally need to comply with the DCP recommendations.</p> <p>Recommended Mitigation Measure:</p> <p>The lifts would increase the prominence and scale of the footbridge structure when viewed from the street and the platforms. The height of the lift shafts should be kept to a minimum to minimise their visual impact.</p> <p>The colours selected should respond to and be compatible with their setting. In this instance a grey lift shaft would be compatible with the grey footbridge.</p> <p>Lightweight or transparent materials are also considered to be appropriate and acceptable in this context.</p> <p>The design of the anti-throw screens should be transparent, and the detailed design provided for heritage assessment and review.</p>
<p>Regraded accessible pathway along Hill Street footpath including new entry connecting to new lift, accessible parking spaces, accessible Kiss and Ride, bus stop and pedestrian crossing.</p>	<p>It is proposed to move and reconfigure the entry area on Hill Street. The updated station entry would require the removal of landscape elements including a mature tree, planter beds, retaining walls and seating. It also involves reconfiguration of the stairs.</p> <p>The landscaping on Hill Street makes an important contribution to the character and setting of the station and forms part of the significance of the station. It also contributes to the landscape character of Hill Street.</p>	<p>No landscape plan has been provided to show what would replace the beds between the lower ramp and the neighbouring residential area.</p> <p>Recommended Mitigation Measure:</p> <p>New landscaping is required to offset that lost as a result of the Proposal. New gardens should be horticulturally and stylistically sympathetic to the period of the station gardens (i.e. early twentieth-century rockery garden). The use of similar materials such as stone and</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
	<p>As the garden area along the Hill Street boundary is long and the affected area small, the removal of the tree and planter beds for the proposed new station entry would have a minor adverse heritage impact to the landscape setting of the station. The reconfiguration of the Hill Street entry area to the station would also have a minor heritage impact on the station stair and the station entrance. See more detail below.</p>	<p>brick is encouraged, as is the use of a variety of plant species to avoid monocultural plantings along Hill Street.</p> <p>Heritage input should be provided into the landscape plan to ensure the recommendations are carried through. Appropriate treatment of the landscape will facilitate interpretation of the station gardens as a socially significant asset to the local community.</p>
<p>Modifications to the stair access from Hill Street</p>	<p>It is proposed to retain the existing stair down from the footbridge to its return landing, but to replace the stair stringers and treads. It is proposed to replace the lowest flight with a return flight connecting directly to the lift entry area on Hill Street. The original steel trestle structure supporting the stair is to be retained along with the existing canopy over the stair.</p> <p>The stair is part of the historic footbridge at Roseville Station. Therefore, the modifications to it must respect the surviving historic footbridge structure. The stair has been modified previously, including addition of the existing canopy and anti-throw screens. These elements are not significant.</p> <p>The retention of the steel structure would have a positive heritage impact. The replacement of the strings and treads would have a minor heritage impact as these appear to have been previously modified. The replacement of the bottom flight would change the original configuration of the stair and thus have a moderate heritage impact on the stair. Overall, the alterations would have a minor heritage impact on the station and its setting.</p>	<p>The changes to the bottom flight of stairs would have impacts on the stair and its landscape setting.</p> <p>Recommended Mitigation Measure:</p> <p>The original steel structure supporting the stair should be retained and the modified stair fitted to it.</p> <p>As part of the conservation and repair works to the footbridge, an appropriate methodology and detailed design must be provided for the treatment to the base of the steel footbridge and stair trestles. The design must prevent future deterioration and premature failure to the footbridge. Further encasement of the steel supports should be avoided, and opportunities to improve the current situation investigated.</p>
<p>Replacement of the retaining walls around the Hill Street stair and lift entry area</p>	<p>New retaining walls are proposed around the entry area and the base of the stair providing access from Hill Street. The material for these has not been shown on the drawings.</p> <p>The retaining walls will be of masonry construction and have a minor impact.</p>	<p>The colours selected should respond to and be compatible with their setting. The existing garden walling includes stone rockery edging, and coloured and rusticated concrete block retaining walls. The latter are not significant, but the rockery walls are.</p> <p>Recommended Mitigation Measures:</p> <p>Materials should be selected that complement the stone rockeries and early brick structures associated with the station and the streetscape.</p>
<p>Installation of a canopy from the Hill Street access point connecting the footpath to the lift entry and modified stair entry.</p>	<p>The canopy has a flat roof.</p> <p>It is not intrusive and would have a minor heritage impact.</p>	<p>Recommended Mitigation Measures:</p> <p>The canopy should be lightweight and freestanding. It should not be attached to the footbridge trestle.</p>
<p>Hill Street bus shelter to be replaced</p>	<p>The existing bus shelter is a later twentieth-century structure with no heritage significance.</p>	

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
	<p>The proposed new shelter is freestanding with a flat roof.</p> <p>It is not intrusive and would have no heritage impact.</p>	
<p>Regraded accessible pathway from bus stop on Pacific Highway to station entry ramp, steps from existing heritage building and accessible entry path and ramp from Pacific Highway to existing footbridge.</p>	<p>The proposed path occupies the same footprint as the existing path, but it is to be graded gently upwards from the Pacific Highway to the station footbridge.</p> <p>The former Commonwealth Bank Building (1109), which has a basement level, is located immediately adjacent to the path on its southern side. The change in ground level could impact the former bank building if appropriate damp proofing and drainage is not provided between the path and the bank. Rising damp in the wall of the bank would be a likely outcome.</p> <p>The changes to the path are shown to avoid the northeast corner stair to the former bank building. This would avoid the stairs being buried below the new path.</p> <p>The former station master's house is located to the north of the path but would not be impacted by it.</p> <p>The regrading of the path and ramp would have very little heritage impact on the station entrance, but and a potentially moderate to minor heritage impact on the former bank, depending on level against the wall of the bank.</p> <p>Maintaining the existing path footprint has avoided heritage impacts on the landscaping to the station.</p>	<p>Recommended Mitigation Measures:</p> <p>The regrading in this area must avoid covering any subfloor air vents, damp proof courses or architectural features such as the terrazzo stair and horizontal banding.</p> <p>It is recommended that a gap be maintained between the public path to the station and the former bank building wall. Where the regraded path is raised against the wall of the bank, a solid damp proof membrane must be installed against the wall of the bank for the full depth of the wall, to avoid future damp issues in the wall.</p>
<p>DSAPT compliant handrails, nosing and tactile surfaces.</p>	<p>The footbridge balustrade has been replaced previously. The installation of DSAPT compliant handrails, nosing and tactile surfaces should have no heritage impact.</p>	
Platform works		
<p>Installation of canopy over the platforms to connect the lift to the existing platform areas covered by awnings.</p>	<p>Detail of the fixings for the canopy connecting the path over the lift have not yet been provided. The canopies are shown to have flat roofs.</p> <p>The canopies are not intrusive and would have only a minor heritage impact on the station.</p>	<p>Recommended Mitigation Measures:</p> <p>The canopy should be freestanding and lightweight. It should be designed to be unobtrusive and not obscure the footbridge trestle.</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
Placement of boarding assistance zones and markings on each platform.	<p>The proposed boarding assistance zone shelter to the north of the station building has been located to avoid removal of the platform trees.</p> <p>It has been designed to be freestanding with a flat roof. It is not intrusive and would have only a minor heritage impact on the station.</p>	
Regrade and resurface of the platforms connecting from new lifts and boarding assistance zones.	<p>The regrading of the platform would have very little heritage impact on the station building and footbridge footings. The level of impact would be determined by the change in level which could potentially impact vents and footings.</p>	<p>Recommended Mitigation Measures:</p> <p>The regrading in this area must avoid covering any architectural features or vents of the station building or any additional fabric of the footbridge frame.</p> <p>Insufficient detail has been provided to determine the level of heritage impact of the platform regrading against the station building and footings.</p> <p>As part of the conservation and repair works to the footbridge, an appropriate methodology and detailed design must be provided for the treatment to the base of the steel footbridge and stair trestles. The design must prevent future deterioration and premature failure to the footbridge. Further encasement of the steel supports should be avoided, and opportunities to improve the current situation investigated.</p> <p>It is anticipated that the regrading would of little variation to the existing and have little heritage impact.</p>
Removal and replacement of existing tactile ground surface indicators (TGS).	No heritage impact.	
Station building works		
Modification of the existing footbridge across the rail corridor connecting the Pacific Highway to Hill Street—removal of kiosk.	<p>The kiosk dates from the 1990s and does not form part of the significant heritage fabric of the footbridge. It replaced a kiosk that previously existed on the platform.</p> <p>Removal of the kiosk would have no heritage impact on the footbridge. It would, however, remove a use that has been associated with the station for many years. It is noted that similar facilities are available in the local shopping areas around the station.</p>	
Modification of the existing footbridge across the rail corridor connecting the Pacific Highway to Hill Street—addition of anti-throw screens.	<p>New anti-throw screens are proposed to the centre of the footbridge at either side of the lift shaft.</p> <p>The screens would have a minor heritage impact on the historic open form and character of the bridge</p>	<p>The bridge has historically been open, but over more recent years the introduction of the canopy and increased safety measures have had cumulative impacts on the form and character of the bridge.</p> <p>Recommended Mitigation Measures:</p> <p>It is recommended that the line of the existing balustrade be continued through to define the original form of the bridge and the screens be placed above and below this with a small cap</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
		<p>between. The upper section should be lighter or more transparent than the lower section.</p> <p>The design of the anti-throw screens should be submitted for heritage review.</p>
<p>Reconfiguration of the existing toilets to include new family accessible toilet, two new unisex ambulant toilets.</p>	<p>The interior of the station building including the original layout has been highly modified. The reconfiguration of the existing toilets would have no heritage impact provided original openings are not modified.</p>	
<p>Minor modification of station staff office and any existing storage or other facilities.</p>	<p>The interior of the station building including the original layout has been highly modified. The modifications to the staff office would have no heritage impact provided original openings are not modified.</p>	
Intermodal work		
<p>Provision of 10 undercover bicycle rack spaces near Hill Street entrance at existing bus shelter.</p>	<p>A new bike rack and shelter is proposed adjacent to the new Hill Street entry to the station. The shelter is shown to be freestanding with a flat roof.</p> <p>The shelter is shown to be recessed into the garden and the wall behind the shelter is shown to match the existing garden retaining wall.</p> <p>The addition of the shelter would have a minor heritage impact on the setting of the station. Its design is acceptable.</p>	
<p>Provision of two new accessible parking spaces and formalised accessible Kiss and Ride with waiting shelter along Hill Street.</p>	<p>There are existing seats recessed into the landscaped area along the Hill Street side of the station. The drawings do not show a new shelter but do note that modifications are proposed to the seating area.</p> <p>The addition of the shelter would have a minor heritage impact to the setting of the station.</p>	<p>Recommended Mitigation Measures:</p> <p>The existing wall is not significant but is consistent with the walling that extends throughout the landscaped area. Consideration should be given to re-use of this walling if the area is to be reconfigured.</p> <p>If a shelter is proposed it should be freestanding and consistent in design with other shelters proposed along Hill Street. The shelters should be sympathetic to the setting of Hill Street.</p>
<p>Relocation of existing bus stop about 500m including shelter and seats northeast along Hill Street and upgrade as DSAPT compliant.</p>	<p>The relocation and upgrade of the bus shelter would have a minor heritage impact to the setting of the station.</p> <p>The new shelter is freestanding and consistent in design with other shelters proposed along Hill Street.</p>	
<p>Provision of new sheltered seating on Hill Street south of the Kiss and Ride and taxi zone.</p>	<p>The addition of the shelter would have a minor visual impact to the setting of the station.</p> <p>The new shelter is freestanding and consistent in design with other shelters proposed along Hill Street.</p>	<p>There is an early brick shelter with a tiled roof located south of the station on Hill Street. This may be repaired and re-used. It should not be removed.</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
Provision of new seating on Pacific Highway near existing bus stop.	No heritage impacts.	
Regrading of footpath along Pacific Highway as disabled access compliant.	<p>The former Commonwealth Bank Building (1109) is located adjacent to the Pacific Highway footpath.</p> <p>Regrading could potentially impact the building and its principal entrance on the corner of the pathway to the station.</p> <p>Changes in ground level could impact the former bank building if appropriate damp proofing and drainage is not provided between the path and the bank. Rising damp in the wall of the bank would be a likely outcome. Care must be taken to avoid such impacts.</p> <p>Regrading would potentially have a minor to no heritage impact, depending on the extent of change.</p>	<p>Recommended Mitigation Measures:</p> <p>The regrading in this area must avoid covering any subfloor air vents, damp proof courses or architectural features such as the terrazzo stair and horizontal banding.</p> <p>Great care must be taken to avoid such impacts.</p>
Ancillary works		
Relocation and suitable reinstatement of any existing infrastructure (e.g. seats, signage, fencing and rubbish bins).	No heritage impacts.	
Provision of anti-graffiti coating to all new and modified hard surfaces.	No heritage impacts.	
Upgraded lighting along new accessible areas including the footpath, parking Kiss and Ride, station entries, and bus stop.	No heritage impacts.	
Improvements to existing station systems (including installing new CCTV cameras, LED lighting, and public address speakers as required).	No heritage impacts.	<p>Recommendation</p> <p>All ancillary works (CCTV, PA, communications, air-conditioning etc) should be undertaken in accordance with the relevant Sydney Trains heritage guidelines. Alternative solutions must be explored where any impacts to significant fabric are identified. Works should adopt the principle of avoiding fixing new services to the exterior of buildings, and should instead be contained/concealed in new areas. A complete services plan is to be reviewed and assessed by a project heritage architect/advisor and submitted to the ADEIA for endorsement prior to works commencing.</p>
Temporary site compounds for storage of material and equipment.	<p>It is proposed to use the existing carpark as a construction compound.</p> <p>This would have no heritage impacts.</p>	

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
Temporary work (where required) during construction to maintain access to the station.	Extent unknown and impacts could not be assessed.	
Provision of suitable upgraded station systems (including electrical boards, CCTV, Electronic Ticketing System and passenger information displays).	No heritage impacts.	<p>Recommendation</p> <p>The location and fixings of station systems should avoid impact to original fabric and be located so as to minimise the visual impact on the exterior of the station building. Where possible new installations should be replaced in the existing locations.</p> <p>All ancillary works (CCTV, PA, communications, air-conditioning etc) should be undertaken in accordance with the relevant Sydney Trains heritage guidelines.</p> <p>A complete services plan is to be reviewed and assessed by a project heritage architect/advisor and submitted to the ADEIA for endorsement prior to works commencing.</p>
Upgrade and maintenance of existing or new conductive structures (e.g. fencing, light poles, mechanical services, structural steel work and signage) within or outside of the station.	No heritage impacts.	
Provision of new kerbs, guttering, drainage adjustments, footpath modifications, line-marking, signage and landscaping adjacent to Hill Street and Pacific Highway.	<p>The landscaping on Hill Street makes an important contribution to the character and setting of the station and forms part of the significance of the station.</p> <p>The removal of the tree and other vegetation in planter beds for the proposed new entry connecting to the new lift would have a minor to minor impact to the landscape setting of the station.</p>	<p>Recommended Mitigation Measure:</p> <p>New landscaping should be horticulturally and stylistically sympathetic to the period of the station gardens (ie early twentieth-century rockery garden). The use of similar materials such as stone, brick and coloured and textured concrete block is encouraged, as is the use of a variety of plant species to avoid monocultural plantings along Hill Street.</p>

7.2 Summary of heritage impacts

The heritage impacts of the Proposal on the heritage components of Roseville Station, heritage items in the vicinity of the station and on the adjoining conservation areas are summarised in Table 7.2.

Table 7.1 Summary of Heritage Impacts on Heritage Items and Elements.

Heritage Item/Element	Heritage Impact	Recommendation to Mitigate Heritage Impacts
Roseville Railway Station Group		
Station Building	<p>Although works are proposed to the interior of the main station building, no alterations are proposed to the exterior. The existing doors and windows are shown to be unaltered and all original architectural features would be retained.</p> <p>The interior of the station building including the original layout have been highly modified. The original fit outs, ceilings and flooring have all been removed.</p> <p>The proposed works will have no heritage impact on the interior of the station building provided that none of the original openings are impacted.</p>	Avoid any modifications to original window and door openings and fabric.
Footbridge	<p>The proposed addition of the lifts, canopies and screens, and modifications to the western ramp and eastern stairs providing access to the footbridge would have a moderate heritage impact on the station's footbridge. These impacts are discussed in detail in Table 7.1.</p> <p>Details of fixings/modifications to the footbridge have not been provided for assessment.</p>	<p>Recommended Mitigation Measures:</p> <p>Concrete finished in a recessive colour and lightweight or transparent materials are considered to be appropriate and acceptable in this context.</p> <p>The design of the anti-throw screens needs to be carefully considered to minimise their impacts. They should be transparent above balustrade height.</p> <p>Where possible, new works should avoid new fixings to the original components of the footbridge.</p> <p>As part of the conservation and repair works to the footbridge, an appropriate methodology and detailed design must be provided for the treatment to the base of the steel footbridge and stair trestles.</p> <p>The design must prevent future deterioration and premature failure to the footbridge. Further encasement of the steel supports should be avoided, and opportunities to improve the current situation investigated.</p>
Island Platform	<p>Only minor regrading of the platform surface is proposed around the lift and access shelter. The platform structure would not be impacted.</p> <p>Care would need to be taken around the base of the steel trestle structure supporting the footbridge.</p> <p>No heritage impact</p>	<p>Recommended Mitigation Measures:</p> <p>Avoid burying the steelwork deeper into the platform surface.</p>
Landscape	<p>The proposal involves removal of some landscape elements including a mature tree on the Hill Street side of the station, and some planter beds and retaining walls along Hill Street. The affected area, however, is small in comparison to the full scale of the garden. Therefore, the heritage impact on the landscape setting of the station would be low.</p>	<p>Recommended Mitigation Measures:</p> <p>The remaining trees must be protected during construction.</p> <p>New landscaping is required to offset that lost as a result of the Proposal. New gardens should be horticulturally and stylistically sympathetic to the period of the station gardens (ie early twentieth-</p>

Heritage Item/Element	Heritage Impact	Recommendation to Mitigate Heritage Impacts
Roseville Railway Station Group		
	<p>The impact on the landscape and streetscape character of Hill Street would also be minor.</p>	<p>century rockery garden). The use of similar materials such as stone, coloured and textured concrete blocks to match existing and brick is encouraged, as is the use of a variety of plant species to avoid monocultural plantings along Hill Street.</p> <p>Heritage input should be provided into the landscape plan to ensure the recommendations are carried through. Appropriate treatment of the landscape will facilitate interpretation of the station gardens as a socially significant asset to the local community.</p> <p>It is recommended that the proposed new fences and screens be made as unobtrusive as possible. This would involve making them transparent and ensuring that the colour and design merges into the surroundings.</p>
Former Commonwealth Bank Building (1109)	<p>The former Commonwealth Bank Building (1109) is located adjacent to the Pacific Highway footpath which is to be regraded.</p> <p>The raising of ground level against the wall of the building could cause damp issues and impact the entry stairs at each corner of the building.</p>	<p>Recommendation:</p> <p>Regrading in this area must avoid covering subfloor air vents, damp proof courses or architectural features such as the terrazzo stairs and horizontal banding of the building.</p>
Former Station Master's Residence (1110)	<p>The cottage has been significantly modified and its relationship with the station has been compromised by later additions, including large garden pergolas to the south of the building.</p> <p>Although the proposed development is very close to the boundary of the cottage, it would have a negligible impact on the cottage.</p>	<p>Recommended Mitigation Measures:</p> <p>The landscape adjacent to the cottage must be protected during construction.</p> <p>It is recommended that the proposed new fences and screens be made as unobtrusive as possible. This would involve making them transparent and ensuring that the colour and design merges into the surroundings. They should not be higher than a standard fence.</p>
Former Westpac Bank Building	No heritage impact.	
Roseville Cinema	No heritage impact.	
Clanville Heritage Conservation Area	No heritage impact.	
Lord Street/Bancroft Avenue Conservation Area	No heritage impact.	

8.0 Conclusion and Recommendations

8.1 Conclusions

The heritage impacts of the proposed access upgrade works to Roseville Station are summarised below.

- The proposed new station entry on Hill Street would have a minor heritage impact on the landscape setting of the station. It would result in an increase in hard surfaces and some loss of trees and landscaping.
- The proposed addition of lifts and other associated works to the footbridge would have a moderate heritage impact on the footbridge.
 - The location of the lifts close to the footbridge minimises their impact.
 - The reconfiguration and modifications to the stair would have an impact on the historic fabric and form of the footbridge.
 - The addition of tall anti-throw screens, although necessary, would have a minor impact on the historic open character of the bridge.
- Regrading of the footpath adjacent to the former Commonwealth Bank Building must be undertaken with care to avoid impacts to the historic building fabric.
- The proposed new shelters and waiting areas on Hill Street would have a minor heritage impact on the streetscape and landscape.

Overall, the Proposal has been assessed as having a minor to moderate impact on the heritage significance of the site and only a minor impact on the two adjacent heritage items: the Former Commonwealth Bank Building and Former Station Master's Residence. There is no impact on local heritage items or conservation areas in the vicinity.

Recommendations

New landscaping must complement the existing landscaping. New gardens should be horticulturally and stylistically sympathetic to the period of the station gardens (i.e. early twentieth-century rockery garden). The use of similar materials such as stone and brick is encouraged, as is the use of a variety of plant species to avoid monocultural plantings along Hill Street. Heritage input should be provided into the landscape plan to ensure the recommendations are carried through. Appropriate treatment of the landscape will facilitate interpretation of the station gardens as a socially significant asset to the local community.

The high anti-throw screens must be designed to provide a sense of openness to the bridge. New high fences would also have an impact on the visual amenity of the station and adjacent heritage items and should be made as unobtrusive as possible. They should also be made transparent to allow views through to and from the station and its landscape setting.

As part of the conservation and repair works to the footbridge, an appropriate methodology and detailed design must be provided for the treatment to the base of the steel footbridge and stair trestles. The design must prevent future deterioration and premature failure to the footbridge. Further

GML Heritage

encasement of the steel supports should be avoided, and opportunities to improve the current situation investigated.

All ancillary works (CCTV, PA, communications, air-conditioning etc) should be undertaken in accordance with the relevant Sydney Trains heritage guidelines. Alternative solutions must be explored where any impacts to significant fabric are identified. Works should adopt the principle of avoiding fixing new services to the exterior of buildings, and should instead be contained/concealed in new areas. A complete services plan is to be reviewed and assessed by a project heritage architect/advisor, and submitted to the ADEIA for endorsement prior to works commencing.