

# Wollstonecraft Station Upgrade

## Statement of Heritage Impact

Report prepared for Transport for NSW

May 2020



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## Report Register

The following report register documents the development and issue of the report entitled Wollstonecraft 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	23 January 2020
19-0491	2	Second Draft Report	5 March 2020
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19-0491	5	Final Report	8 May 2020

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

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## Executive Summary

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GML Heritage Pty Ltd (GML) has been engaged by WSP Australia Pty Limited (WSP) on behalf of Transport for NSW to prepare a Statement of Heritage Impact (SOHI) for the proposed Wollstonecraft Station upgrades as part of the Transport Access Program (TAP) (the proposal). This 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).

Wollstonecraft Station is located on the North Shore Line within the suburb of Wollstonecraft and the North Sydney Council Local Government Area (LGA). The station is located approximately four kilometres north of the Sydney central business district.

The station sign at Wollstonecraft Station is listed on the Sydney Trains Section 170 register (SHI #4800121). The station is also adjacent to the Wollstonecraft Conservation Area (CA25) which is listed on the *North Sydney Local Environmental Plan 2013*.

The proposal includes the following key elements:

- construction of 2 new lifts connecting to Platform 1 and 2
- reconfiguration of station building to accommodate one unisex family accessible toilet, two unisex ambulant toilets, maintaining cleaners' room and construction of new Main Switch Room
- modification of waiting area on both platforms for accessible entry and level access
- construction of new canopy at boarding assistance zones on Platform 1 and 2
- raising, stabilisation and regrading of station platforms for compliance
- modification of the Shirley Road Overbridge by widening and regrading the northern footpath along with new compliant handrails and accessible entry points
- one new kiss and ride bay and one DSAPT compliant car parking space on Shirley Road.

## Summary of Heritage Impacts and Recommendations

The heritage impacts of the proposed access upgrade works to Wollstonecraft Station have been assessed and are summarised below. Recommended measures to mitigate the heritage impacts are also included in this summary.

### Proposed New Lifts

- The proposed new lifts would have a minor impact on the heritage fabric and values of the station.
- The lifts have been located as unobtrusively as possible within the station cutting.
- They have been designed as lightweight structures with transparent upper sections to minimise their visual impact on the landscape setting of the station where they project above the sides of the rock cutting. Their bases are to be concrete, which is compatible with the station structures and the station's rocky setting.

### **New Access Ramps**

- The new access ramps respond to the steep topography of the site. However, they would have a minor heritage impact on the landscape setting of the station.
- The paths and ramps cover a larger area than the existing paths and would intrude on the landscaped area of the station. Their construction would also result in the loss of trees. Thus, they would impact the station's landscape setting and that of the neighbouring Wollstonecraft Conservation Area.
- New trees and landscaping are required as a mitigation measure to replace the trees and landscaping that would be lost through the construction of the new ramps, stairs and paths.
- The natural rock surfaces of the cutting should remain exposed.
- Brick and sandstone are recommended materials for landscape edges and retaining walls where required.

### **Fences and screens**

- The metal fences and anti-throw screens will be visually intrusive to the setting of the station and the local Wollstonecraft Conservation Area.
- The fences and screens should be made as unobtrusive as possible and in a colour that enables them to blend into their surroundings, particularly the surrounding landscape. They should be transparent to allow views through to and from the station.

### **Regrading of the Platforms**

- Surface regrading would have minor heritage impacts.
- Regrading of Platform 2 could result in damage to the historic three brick drain that runs along the rear of the platform.
- This drain takes the water from the grassed area behind the southern portion of Platform 2. The rear of the platform should be graded/cambered to fall towards it.
- The three brick dish drain should be documented and conserved in situ.
- Only where absolutely necessary, the drain may be covered by the new surface as proposed. However, it would be preferable that it be left exposed.

### **Boarding Assistance Zone Canopies**

- The canopies, and any associated infrastructure, should be located so as to avoid obscuring the historic station signs.

### **Historic Station Signs**

- The signs would remain untouched and have no impacts from the Proposal. If the signs are impacted by the works, the recommendation is to consult with Sydney Trains to repair and conserve the signs including cleaning, replacement of missing letters and painting.

- If the signs are found to be asbestos and that this material cannot be safely encapsulated, the sign boards may require replacement with a similar non-toxic material. If this is necessary, the concrete stands must be conserved and re-used and the signs and lettering accurately replicated, including the screw fixing of the letters.
- Consideration should be given to lighting the historic signs/area where the signs are located.

### **Internal Modifications to Station Buildings**

- The existing station buildings, although typical of the 1980s station development, have been assessed as having little heritage value architecturally. The proposed reconfiguration of the station building to accommodate one unisex family accessible toilet, one female ambulant toilet, one male ambulant toilet and modification of existing store room to SSER room is considered acceptable and would have little heritage impact.

### **Landscaping**

- The landscape areas should be strengthened and new trees introduced to replace those lost through the station upgrade works.

## **Conclusion**

The proposed access upgrade works to Wollstonecraft Station would have minor heritage impacts, but most of these can be mitigated through landscaping and selection of appropriate materials. Trees lost through the proposed works should be replaced within the remaining landscaped areas of the site. In general, landscaping should be strengthened to mitigate the cumulative impact of the proposed works. The anti-throw screens would also have an impact on the visual amenity of the station and the local conservation area 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.

The historic station signs would remain untouched and therefore no impacts are anticipated from this Proposal. The proposed new structures have been located to avoid them and to not obscure them from view. If the signs are to be impacted by the proposed works, the recommendation is to consult with Sydney Trains to repair and conserve the signs including cleaning, replacement of missing letters and painting.



## 1.0 Introduction

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### 1.1 Background

GML Heritage Pty Ltd (GML) has been engaged by WSP Australia Pty Limited (WSP) on behalf of Transport for NSW to prepare a Statement of Heritage Impact (SOHI) for the proposed Wollstonecraft Station upgrades as part of the Transport Access Program (TAP).

The station sign at Wollstonecraft Station is listed on the Sydney Trains Section 170 register (SHI #4800121). The station is also adjacent to the Wollstonecraft Conservation Area (CA25) which is listed on the *North Sydney Local Environmental Plan 2013*.

This 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).

### 1.2 Site Location

Wollstonecraft Station is located on the North Shore Line within the suburb of Wollstonecraft and the North Sydney Council Local Government Area (LGA). The station is located approximately four kilometres north of the Sydney central business district.

The proposal is located within the boundaries of the existing station as well as the Shirley Road overbridge located to the south of the station.

### 1.3 Proposal Summary

TAP is a NSW Government initiative to provide a better experience for public transport customers by providing accessible, modern, secure and integrated transport infrastructure.

Wollstonecraft 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-compliant access points and paths to Wollstonecraft 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 (TGSIs) 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.

### 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 Burra Charter.<sup>1</sup>

A site inspection was undertaken by Kate Long on 12 December 2019, to assess aspects of the identified heritage items with respect to the proposed works.

## GML Heritage

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).

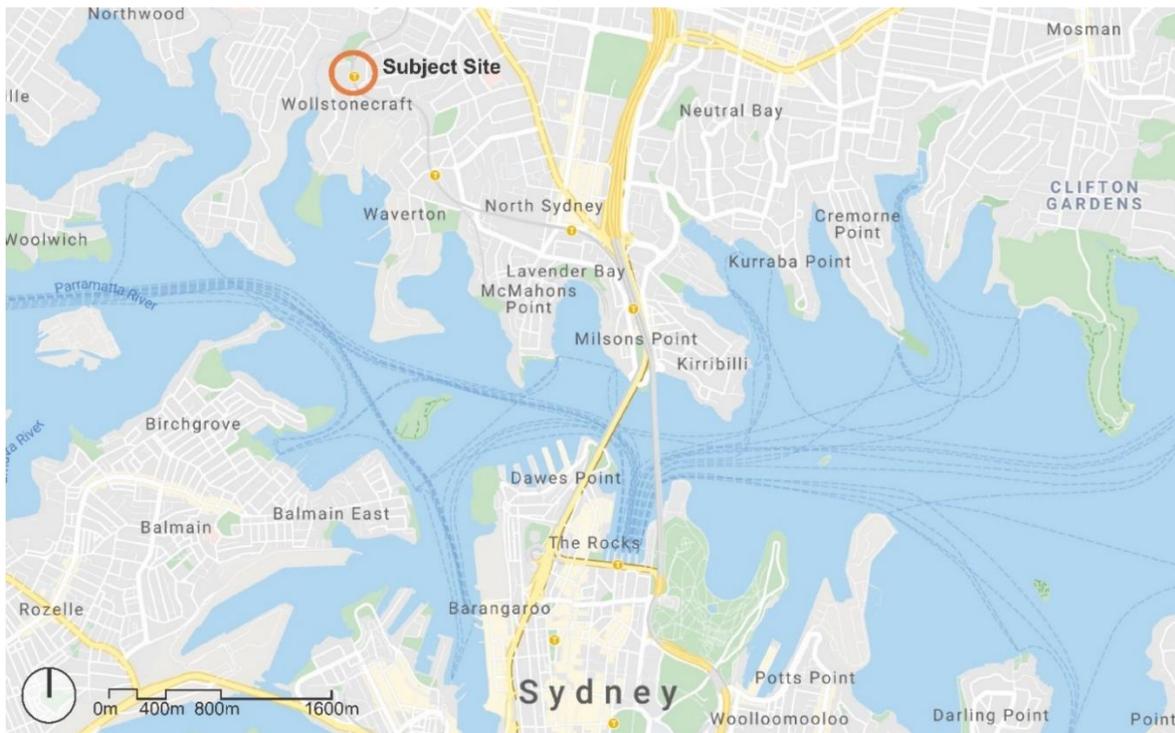


Figure 1.1 Location of Wollstonecraft Station. (Source: Google Maps with GML overlay)



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

## 1.6 Endnotes

- <sup>1</sup> 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

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### 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, 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 S.170 Register. A S.170 Register is a record of the heritage assets owned or managed by a NSW government agency.

The government agency responsible for Wollstonecraft Station is Sydney Trains (RailCorp). The station signs at Wollstonecraft Station are listed on the Sydney Trains Section 170 register (although noted as a single sign on the listing).

#### 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.

### North Sydney Local Environmental Plan 2013

The *North Sydney Local Environmental Plan 2013* (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 Wollstonecraft Conservation Area (CA25).

The objectives of Clause 5.10 are as follows:

- (a) to conserve the environmental heritage of North Sydney,
- (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

The station signs at Wollstonecraft Station are listed on the Sydney Trains Section 170 register (SHI #4800121). The station is also adjacent to the Wollstonecraft Conservation Area (CA25) which is listed on the North Sydney LEP. Several other items of local significance are located within the vicinity of the subject site.

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

Item Address	Item Name	Item Number	Significance	Distance from Site
Wollstonecraft Station, Shirley Road, Wollstonecraft	Wollstonecraft Railway Station Sign	SHI 4800121	S170	Within site boundary
Milner Crescent, Wollstonecraft	North Sydney Bus Shelter	I0407	Local	60m east
3 Telopea Street, Wollstonecraft	The Briars	I1118	Local	35m west
46 Shirley Road, Wollstonecraft	House	I1111	Local	75m southwest
2 Telopea Street, Wollstonecraft	House	I1117	Local	90m southwest
4A Telopea Street, Wollstonecraft	House	I1119	Local	100m southwest
11 Telopea Street, Wollstonecraft	Tullamore	I11120	Local	100m west
Wollstonecraft	Wollstonecraft Conservation Area	CA25	Local	Directly west and south
Russell Street, Wollstonecraft	Wollstonecraft (Russell Street) Underbridge	SHI 4801061	S170	Directly north of site boundary



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

## 3.0 Historical Background

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### 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 structures 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.

From 1964, double-deck trailer carriages were introduced and on 6 January 1969, what was claimed to be the world's first double-deck eight-car electric train, with four Tulloch-built power cars and four trailers, was placed in service.<sup>1</sup>

### 3.2 Wollstonecraft Station

Wollstonecraft Station opened on 1 May 1893 when the North Shore line was extended as a double track from St Leonards to Milsons Point. The station was originally named Edwards Road, and was renamed Wollstonecraft in 1900. The Russell Street Underbridge to the north of the station was also constructed in c1893.<sup>2</sup>

## GML Heritage

The station was originally accessed by a set of stairs to each of the platforms from a footbridge adjacent to Shirley Road (Figure 3.1). The main station building constructed c1910, was located on Platform 1 with a smaller waiting room and bathroom on Platform 2 (Figure 3.2). The dwelling, located at 1 Telopea Street, constructed c1911 was the former station master's residence and is the last remaining original structure from Wollstonecraft Station and one of the earliest buildings in the vicinity (Figure 3.3). The dwelling however is no longer under the ownership of RailCorp. The brick underpass to the north of the station was also constructed around 1910 (Figure 3.2).

Historic images and plans of the station and platform indicate that the original footbridge and stairs were replaced around 1911. The 1910 plan of Subway and Approaches to Platform, notes that the stairs are to be demolished. The stairs are no longer extant in the 1920s (Figure 3.4).

Around 1927, it is likely that several elements of the station including the Overbridge on Shirley Road, the platform and cutting were adapted or constructed to accommodate the electrification of the North Shore Line and associated new overhead wiring. Figure 3.4, taken in the 1920s appears to show the overbridge in the distance having been raised and a higher platform. Whilst it is not clear in the image if the cutting had been made wider, it can be seen in the 1943 aerial (Figure 3.6). The wide grassed area behind the platform is clearly visible in this photograph.



**Figure 3.1** Photograph of Wollstonecraft Station looking from Platform 2 towards Shirley Road overbridge and the former approaches and stairs to the platforms, undated. Note platform is of brick construction. (Source: Australian Rail History Society)

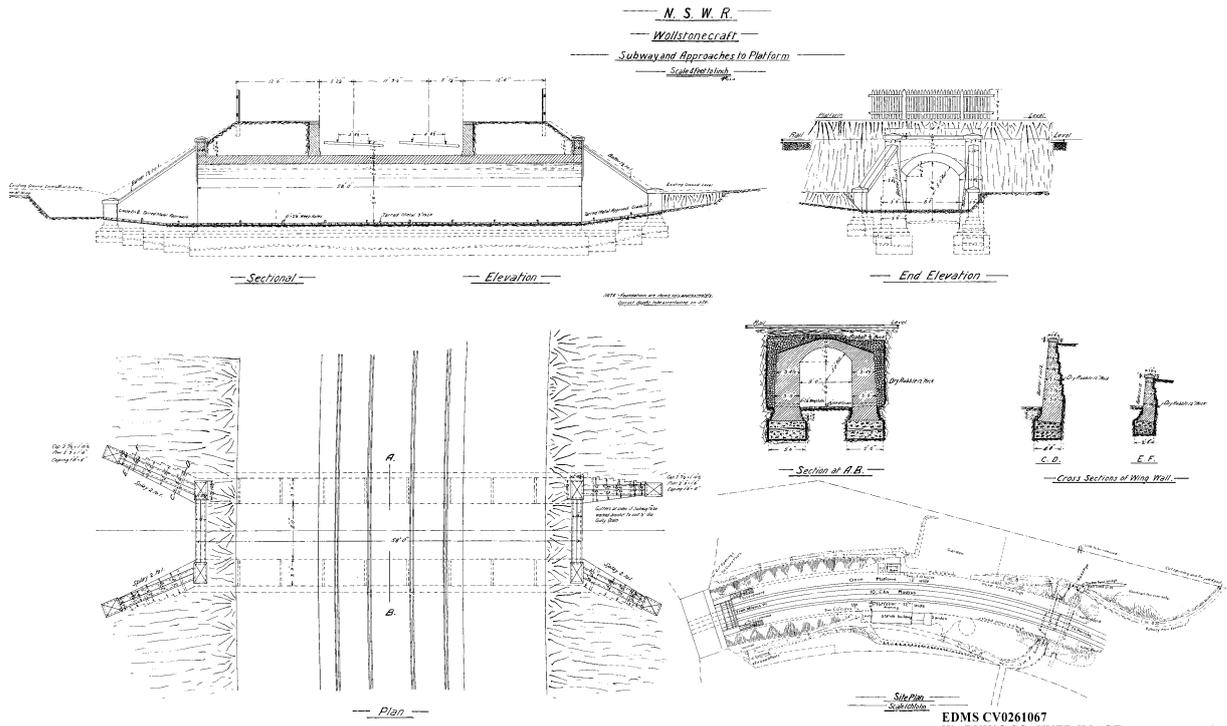


Figure 3.2 Plan of Subway and Approaches to Platform, 1910. (Source: Transport for NSW)

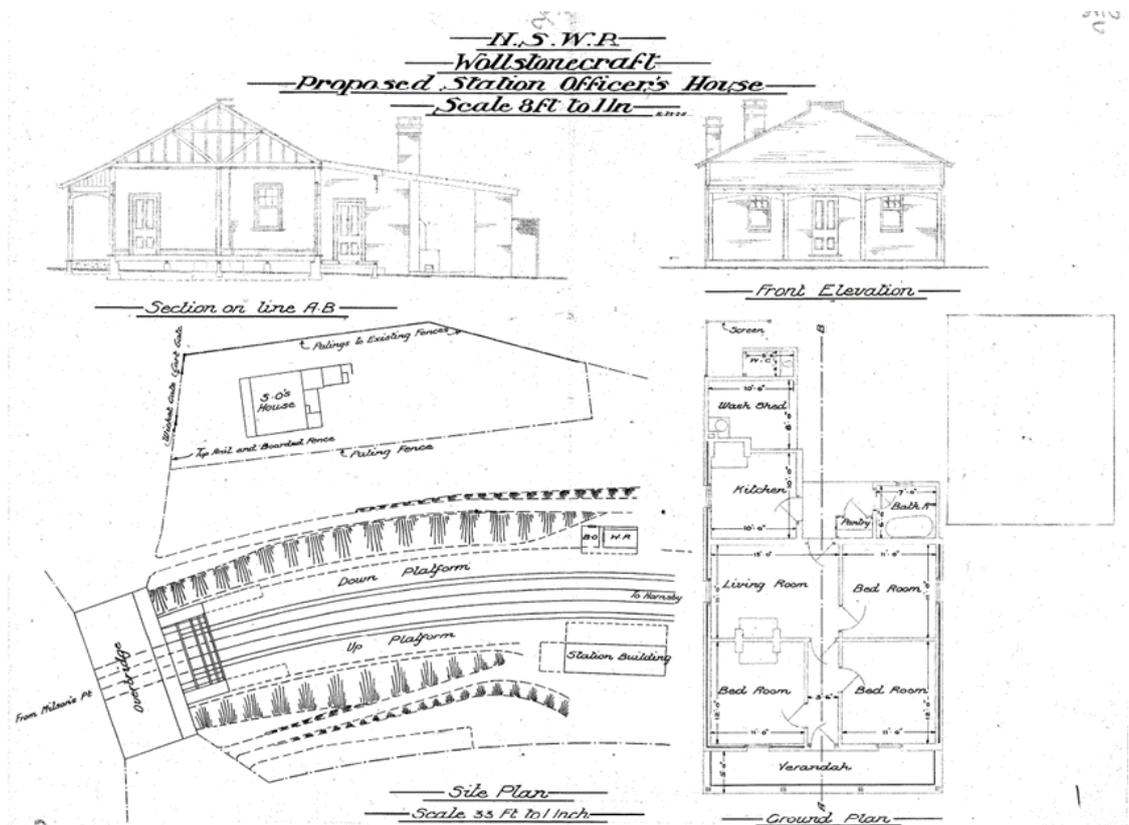


Figure 3.3 Plan of Station Officers House, c1911. (Source: Australian Rail History Society)



**Figure 3.4** Photograph of Wollstonecraft Station looking from Platform 2 towards station buildings and platform 1, c1920s. Note platform is of brick construction and appears higher with a thickened brick edge. (Source: Australian Rail History Society)



**Figure 3.5** Photograph of Wollstonecraft Station looking from Platform 1 towards station buildings on platform 2, undated. (Source: Australian Rail History Society)

Although the SHI listing for Wollstonecraft Station notes the surviving station sign as being from the 1930s–1940s, drawings and a newspaper article show that the signs date from 1946 (Figure 3.7). The original plans provide specifications including the use of asbestos cement for both the name boards and letters. Copies of the original drawings are provided as Appendix A and B. A newspaper article published in the *Sydney Morning Herald* on 8 March 1946 announced that a new railway name plate was installed at Wollstonecraft Station. The article stated that ‘the concrete posts, which have been used as a prevention against white ant and borers, support the heavy fibrolite name-plate.’<sup>3</sup>

Shirley Road overbridge was likely raised in the 1960s to accommodate new double-deck train carriages.

In the 1980s, the station was redeveloped and the original station buildings were demolished and replaced with the present brick station buildings on Platform 1 and 2. The new station buildings can be seen on the 1986 historic aerial (Figure 3.14). The three shops behind Platform 2 first appear on a 1971 aerial (Figure 3.8).



**Figure 3.6** Aerial photograph of Wollstonecraft Station, 1943. (Source: SIX Maps)

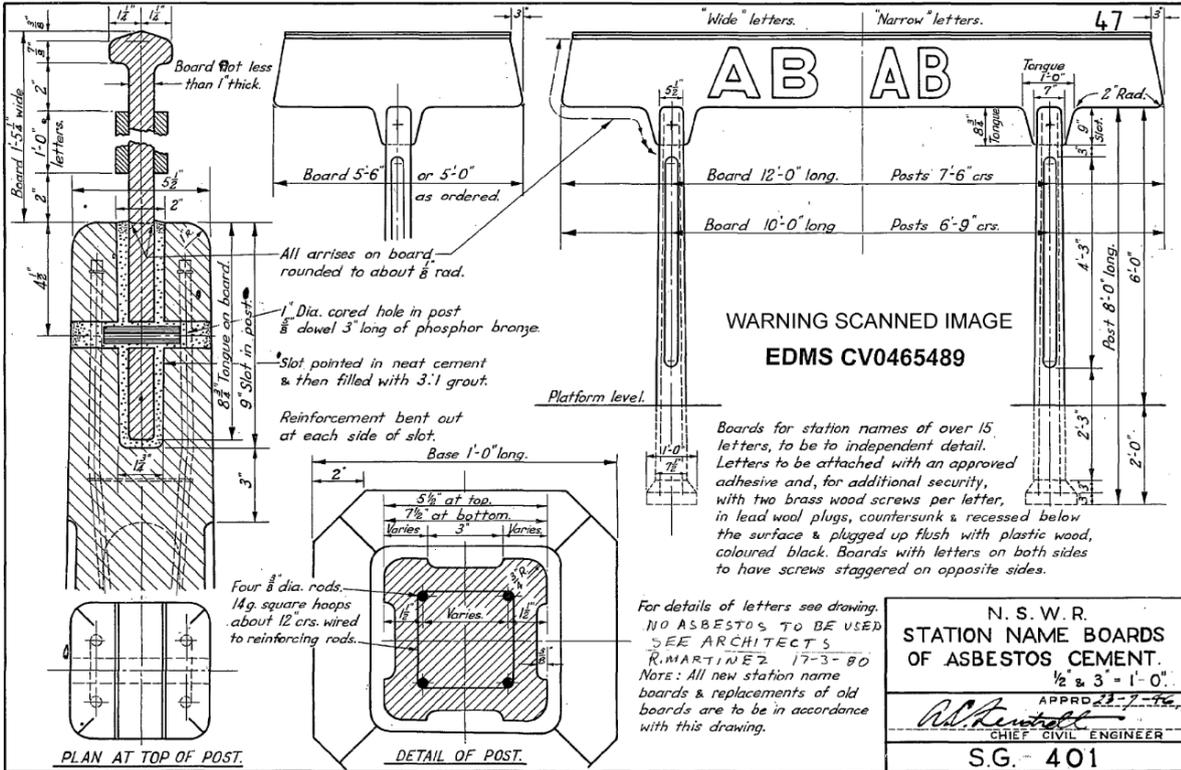
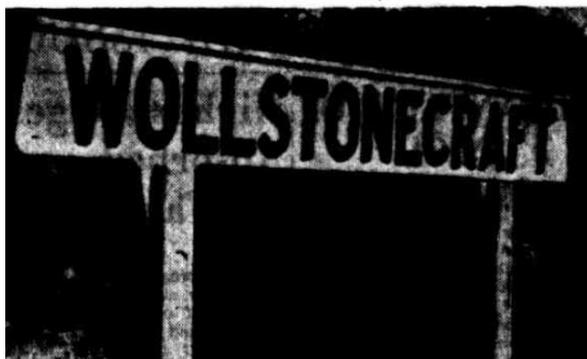


Figure 3.7 Station Name Boards of Asbestos Cement, 1946. (Source: Transport for NSW)



Figure 3.8 Historic aerial of station, showing station shops and original station building, 1971. (Source: NSW Historical Imagery Viewer (HAPE))

### NEW RAILWAY NAME-PLATE



**Figure 3.9** Excerpt from newspaper clipping announcing new railway nameplate, 1946. (Source: Sydney Morning Herald, 8 March 1946, page 5)



**Figure 3.10** Wollstonecraft Station former station buildings (Platform 1), 1979. (Source: North Sydney Council, Stanton Library LH REF CPF40/3)



**Figure 3.11** Photograph of Wollstonecraft Station looking from Platform 2 towards original station buildings and Platform 1, 1978. Note Platform 1 has been altered and no longer has steps inwards away from the top of the platform. (Source: Australian Rail History Society)



**Figure 3.12** Photograph of Wollstonecraft Station looking from Platform 2 towards station buildings and Platform 1, 1978. Note Platform 1 has been altered and no longer has a thickened brick edge to the top of the platform. (Source: Australian Rail History Society)



**Figure 3.13** Photograph of Wollstonecraft Station looking north from Platform 2 towards station buildings and Platform 1, c1970s. Note, Platform 1 has been altered and no longer has a thickened brick edge to the top of the platform. (Source: Australian Rail History Society)



**Figure 3.14** Historic aerial showing new station buildings, 1986. (Source: NSW Historical Imagery Viewer (HAPE))

### 3.3 Endnotes

<sup>1</sup> Bob McKillop, 2017, The North Shore Line, Dictionary of Sydney, [https://dictionaryofsydney.org/entry/the\\_north\\_shore\\_line](https://dictionaryofsydney.org/entry/the_north_shore_line).

<sup>2</sup> NSW State Heritage Inventory, Wollstonecraft (Russell St) Underbridge, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801061>

<sup>3</sup> 'New Railway Name-Plate', *Sydney Morning Herald*, 8 March 1946, p 5, accessed via Trove, National Library of Australia, viewed 13 January 2020, <http://nla.gov.au/nla.news-article27918507>.

## 4.0 Site Analysis

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### 4.1 Setting

Wollstonecraft Station is located on the North Shore Line within the suburb of Wollstonecraft and the North Sydney Council LGA. The station is located approximately four kilometres north of the Sydney central business district.

Wollstonecraft is primarily a residential area with bush reserves to the south of the station and higher density residential developments to the north and east of the station. The neighbourhood is characterised by large lots, with generous setbacks, landscaping, street trees and a strong connection with the topography and the surrounding foreshore and reserves.

The southern side of the station adjoins the Wollstonecraft Conservation Area (CA24), which is characterised by detached residential development on large lots with a mix of Federation, Federation Queen Anne, Arts and Crafts, Olde English and Californian bungalow styles, interspersed with some interwar Art Deco residential flat buildings. The houses are typically large and set well back from the street in established gardens. Several gardens along Shirley Road and in the vicinity of the station are listed as local heritage landscape items (I1118, I1117 and I1119).

Wollstonecraft Station is located in a cutting through the area. The entrance to the station is via pathways from Shirley Road, Telopea Street, Milray Avenue and Milner Crescent. The platforms are linked via pathways over the Shirley Road overbridge to the south and a pedestrian underpass to the north.

The station itself is also located within a landscaped setting, with Wollstonecraft Station Park located to the west and rockery style landscaping to the east of the station.

Adjacent heritage items include I1111 at 46 Shirley Road and I1118 at 3 Telopea Street. The dwelling at 46 Shirley Road is a large two storey Federation Arts and Crafts house set on a corner site. The house is set back from the street and is separated by a landscaped garden with mature trees, to the northeast corner of the site. The house at 3 Telopea Street, is also a two storey Federation Arts and Crafts House set within large landscaped grounds.



**Figure 4.1** View to 46 Shirley Road. (Source: Google Maps, 2019)



**Figure 4.2** View to 3 Telopea Street. (Source: Google Maps, 2019)

## 4.2 Wollstonecraft Station Group

The station buildings on Platforms 1 and 2 are modest single storey buildings of blonde brick with flat metal roofs and cantilevered awnings. The buildings date from the early 1980s when the station was redeveloped. The station buildings are a good example of the late 20<sup>th</sup> century style of NSW railway station architecture with detailed finishes and fitted joinery, including seating. Three timber buildings containing small shops are located along the western path leading up from Platform 2 to the Shirley Road overbridge. The platforms are fenced by a pool type metal fence.

On Platform 1 the station building contains a small newsagency with dry cleaning services, male and female amenities, a waiting room, staff office and storeroom. In addition to the station buildings there are three small weatherboard shops located between Platform 2 and the footpath from Telopea Street. The buildings are orientated west towards the footpath. Two of the buildings have flat metal roofs whilst one is of concrete tiles. The buildings were likely constructed in the late 1960s.

In addition to the two historic station signs, other early station elements include:

- the three brick drains running along the outer edges of the platforms (early twentieth century) (Figure 4.11);
- station lamp stands (early twentieth century);
- brick underpass (c1910);
- brick piers supporting the Shirley Road overbridge (c1893, with c1960s additions). (Figure 4.13 to Figure 4.15);
- Shirley Road bridge deck appears to have been raised and replaced when double decker trains were introduced in the late 1960s (Figure 4.16)
- sandstone cutting (1893, but substantially widened behind Platform 2 in 1927) (Figure 4.17);
- platform structures (replaced c1960s?);
- billboards at southern end of platform 2 (c1940s, possibly replaced?)
- log retaining walls at the upper end of the path (late 20<sup>th</sup> century) (Figure 4.18).

Adjacent to the station, but no longer within the railway corridor, is the former station master's cottage. This is located at 1 Telopea Street, adjacent to the Telopea Street access path to Platform 2. It is not identified as a heritage item but is located within the Wollstonecraft Conservation Area.



Figure 4.3 View from Platform 2 facing north, looking across to Platform 1 and the station building. (Source: GML)



Figure 4.4 View from Platform 2 facing south, looking towards the Shirley Road overbridge. (Source: GML)



**Figure 4.5** View from Platform 1 northwest, shops and station buildings on Platform 2. (Source: GML)



**Figure 4.6** View from Platform 1 facing southwest, looking towards the Platform 2 station building and Wollstonecraft Station Park. (Source: GML)



**Figure 4.7** View from station shops, looking north towards Wollstonecraft Station Park. (Source: GML)



**Figure 4.8** View north, looking towards Wollstonecraft Station Park. (Source: GML)



**Figure 4.9** View from Platform 2 facing northwest, looking towards the rear of station shops. (Source: GML)



**Figure 4.10** View north, looking along the path from Telopea Street to the south side of station. (Source: GML)



Figure 4.11 View from brick drains on Platform 2. (Source: GML)



Figure 4.12 View northwest, looking towards eastern entrance of underpass. (Source: GML)



Figure 4.13 View west, showing brick abutments of underpass. (Source: GML)



Figure 4.14 View west, looking through brick underpass. (Source: GML)



Figure 4.15 View southeast, looking towards western entrance to underpass. (Source: GML)



Figure 4.16 View south, showing raised deck of Shirley Road overbridge. (Source: GML)



**Figure 4.17** View south, showing early sandstone wall. (Source: GML)



**Figure 4.18** Log retaining walls. (Source: GML)

### 4.3 Wollstonecraft Station Signs

The historic stations signs comprise two square tapered precast concrete posts holding what appears to be asbestos cement sign boards. The boards have sloping ends and a capping at the top. The raised letters, which also appear to be asbestos, are approximately 30 centimetres high. The text is fully capitalised, with condensed sans serif lettering. The concrete supporting posts are inset from the ends. The signs have been painted with a three-tone colour scheme comprising of white background, black lettering, and green posts and capping.

Original drawings of the signs are included in Appendix A and Appendix B.

The sign on Platform 1 contains precast lettering which is fixed using countersunk screws, with the holes filled. The two 'O's have been replaced with painted letters. The sign on Platform 2 only contains 1 precast letter, 'F', which appears to be glued or cemented to the backboard. The sign on Platform 2 does not show evidence of screw fixings.



**Figure 4.19** Station sign located on Platform 1. (Source: GML)



Figure 4.20 Detail of lettering on Platform 1 sign. (Source: GML)



Figure 4.21 Detail of Platform 1 signpost where paint has chipped. (Source: GML)



Figure 4.22 Station sign located on Platform 2. (Source: GML)

## 5.0 Assessment of Heritage Significance

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### 5.1 Wollstonecraft Station Signs

#### Statement of Heritage Significance

The following statement of significance has been sourced from the NSW State Heritage Inventory sheet for the Wollstonecraft Railway Station Signs (#4800121).

*The station sign at Wollstonecraft [sic] is significant as a historical reminder of the previous station prior to the 1980s upgrade works to the station. It is demonstrative of the materials, style and workmanship of railway signage of the 1930s-1940s era. It is a representative example of the precast concrete signage used by the railways.*

#### Significance Assessment of the Two Signs

The S170 listing curtilage shows station sign located on Platform 2. However, it is noted that the sign on Platform 1 also matches the drawings from 1946. The sign material appears to be asbestos sheet as indicated on the drawings.

GML is of the opinion that both signs are significant and therefore both have been included in this assessment.

### 5.2 Significance Assessment of Other Station Infrastructure

The underpass dates from c1910 and forms part of the early historic fabric of the site. The platform lamp posts also appear to date from this period. These elements are of high significance.

The overbridge piers appear to be original (c1893) but increased in height to accommodate electrification of the line in 1927 and double decker trains in the late 1960s. The brick overbridge piers are also of high significance as evidence of the development and of the North Shore Rail Line over time.

The platform structures appear to date from the late 1960s, coinciding with the introduction of double decker trains. They have moderate significance. The brick drain at the back of the platform is much earlier, possibly dating with the raising of the platforms in 1927. The drains also have moderate significance.

The station buildings date from the 1980s and are representative of the utilitarian style station buildings that were constructed around that time. Similar examples are located at Warwick Farm. The buildings are of blond face brick with flat metal roofs and retain their original detailing. The buildings are of similar bulk and scale to the earlier timber buildings they replaced, but of little architectural merit.

### 5.3 Significance Assessment of the Landscape Setting

The sandstone cutting, sandstone walling and landscaping surrounding the station contribute to the station's landscape setting. The rough sandstone walls of the cutting and the curve of the railway line and station platforms are an ever-present reminder of the rugged topography that the North Shore Line had to be cut through when it was built.

The landscaping around Wollstonecraft station responds to the landscape setting of the surrounding residential area, which is characterised by mature gardens. The trees, open grassed areas and sandstone walls and edges incorporated in the station's landscaping are characteristic of the area and help to integrate the station into the local area. The upper area of landscaping along the western side of the station, from the entrance to the Shirley Road overbridge down to the shops, sits immediately adjacent to the Wollstonecraft Conservation Area and heritage item I1111 both of which are listed in part for their landscape. The gardens on each side of the station extend the landscape setting around the station.

### 5.4 Wollstonecraft Conservation Area

#### Statement of Heritage Significance

The following statement of significance for the Wollstonecraft Conservation Area has been sourced from the *North Sydney Development Control Plan 2013* (North Sydney DCP), Part C Area Character Statements.

*The Wollstonecraft Conservation Area is significant:*

***(a) As a substantially intact residential subdivision from the early 20th century that retains much of its urban detail and fabric in gardens, street fencing and use of sandstone.***

*(b) As a consistent and largely intact early 20th century residential area with a mix of high quality buildings and particularly the Federation and Inter-War housing on large lots.*

*(c) For its unity that is derived from its subdivision history and which is evident in the development and built form.*

It is noted that this subdivision followed and was facilitated by the construction of the railway. Thus the railway station and the local area have developed together and have many similar attributes, including their landscape setting and rugged rocky terrain.

## 6.0 The Proposal

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### 6.1 Introduction

The Proposal involves an accessibility upgrade of Wollstonecraft Station as part of the Transport Access Program which would improve accessibility and amenity for customers. The Proposal would include the following key elements:

- Construction of 2 new lifts connecting to Platform 1 and 2
- Reconfiguration of station building to accommodate one unisex family accessible toilet, two unisex ambulant toilets, maintaining cleaners' room and construction of new Main Switch Room
- Modification of waiting area on both platforms for accessible entry and level access
- Construction of new canopy at boarding assistance zones on Platform 1 and 2
- Raising, stabilisation and regrading of station platforms for compliance
- Modification of the Shirley Road Overbridge by widening and regrading the northern footpath along with new compliant handrails and accessible entry points
- One new kiss and ride bay and one DSAPT compliant car parking space on Shirley Road.

### 6.2 Need for the Proposal

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars.

Wollstonecraft 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 (TGSIs) 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

Details of the proposed works to take place at the station to improve accessibility are provided below:

#### **Lifts and accessibility:**

- construction of a new lift on Platform 1 connecting the Shirley Road entry
- accessible return ramp from Shirley Road and the Shirley Road Overbridge to Platform 1 lift
- construction of a new lift on Platform 2 connecting Telopea Road and the Shirley Road Overbridge

## **GML Heritage**

- accessible footbridge ramp from Shirley Road Overbridge to Platform 2 lift accessible path.

### **Platform Works:**

- upgrading of the Boarding Assistance Zone on Platform 1 and 2 including new sheltered and wheelchair waiting areas
- stabilising and grading Platform 1 and 2 including new TGSIs and yellow line marking.

### **Station building works:**

- reconfiguration of Platform 1 existing store room and toilets to accommodate one unisex family accessible toilet, two unisex ambulant toilets and maintaining the cleaners storeroom on Platform 1
- construction of a new Mains Switch Room at the southern end of the Platform 1 station building
- minor modification to upgrade the ventilation for the existing communications equipment room
- modifications to the Platform 1 waiting area to provide level access entry to the station
- floor levelling of the existing waiting room on Platform 2 to provide accessible entry.

### **Shirley Road and Overbridge works:**

- widening and regrading of the footpath on the Shirley Road Overbridge into the carriageway
- reconfiguration and reduction in size of the existing overbridge traffic lanes and medians
- installation of new compliant handrails to the roadside of the footpath
- modifications to eastern and western access points on Shirley Road Overbridge approaches with ramps.

### **Intermodal upgrades:**

- provision of one new compliant accessible car parking space and one kiss and ride bay on Shirley Road
- relocation of existing mail zone further east two car spaces from current location
- provision of new direct accessible path from the new kiss and ride bay and DDA car parking space to the proposed lifts
- relocation of the existing bike racks on the Platform 1 side of the station to accommodate a new Mains Switch Board and enclosure.

### **Ancillary works including:**

- provision of new TGSIs, safety zone markings, line marking and handrails
- provision of accessible seating on the eastern station entrance

- installation of additional CCTV cameras, hearing loops and upgrading of Public Address system to accommodate the new works
- new wayfinding signage, Opal card readers, public telephones and rubbish bins
- provision of electrical upgrade to support the operation of the new lifts and station operations with installation of AusGrid transformer (about 3600 square metres) near Shirley Road entrance of Platform 1.

The following plans prepared by Jacobs have been referenced in the preparation of this report.

Drawing Number	Title	Date
150315-WLS-AR-DRG-00501	Site Plan	09.04.2020
150315-WLS-AR-DRG-01051	Demolition Plan – Part 1	09.04.2020
150315-WLS-AR-DRG-01052	Demolition Plan – Part 2	09.04.2020
150315-WLS-AR-DRG-01053	Demolition Plan – Part 3	09.04.2020
150315-WLS-AR-DRG-01101	General Arrangement Plan – Part 1	09.04.2020
150315-WLS-AR-DRG-01102	General Arrangement Plan – Part 2	09.04.2020
150315-WLS-AR-DRG-01113	General Arrangement Plan – Part 3	09.04.2020
150315-WLS-AR-DRG-01501	Details – Platform 1 – Station Building	09.04.2020
150315-WLS-AR-DRG-01502	Details – Platform 2 – Station Building	09.04.2020
150315-WLS-AR-DRG-01503	Enlarge Demolition Plan – Platform 1 Building	09.04.2020
150315-WLS-AR-DRG-01511	Detailed Plans and Sections – Lift 1	09.04.2020
150315-WLS-AR-DRG-01513	Detailed Plans and Sections – Lift 2	09.04.2020
150315-WLS-AR-DRG-01514	Detailed Elevations – Lift 2	09.04.2020
150315-WLS-AR-DRG-01521	Details – Canopy 1	09.04.2020
150315-WLS-AR-DRG-01522	Details – Canopy 1 – Section and Elevation	09.04.2020
150315-WLS-AR-DRG-06021	Details – Screens	09.04.2020

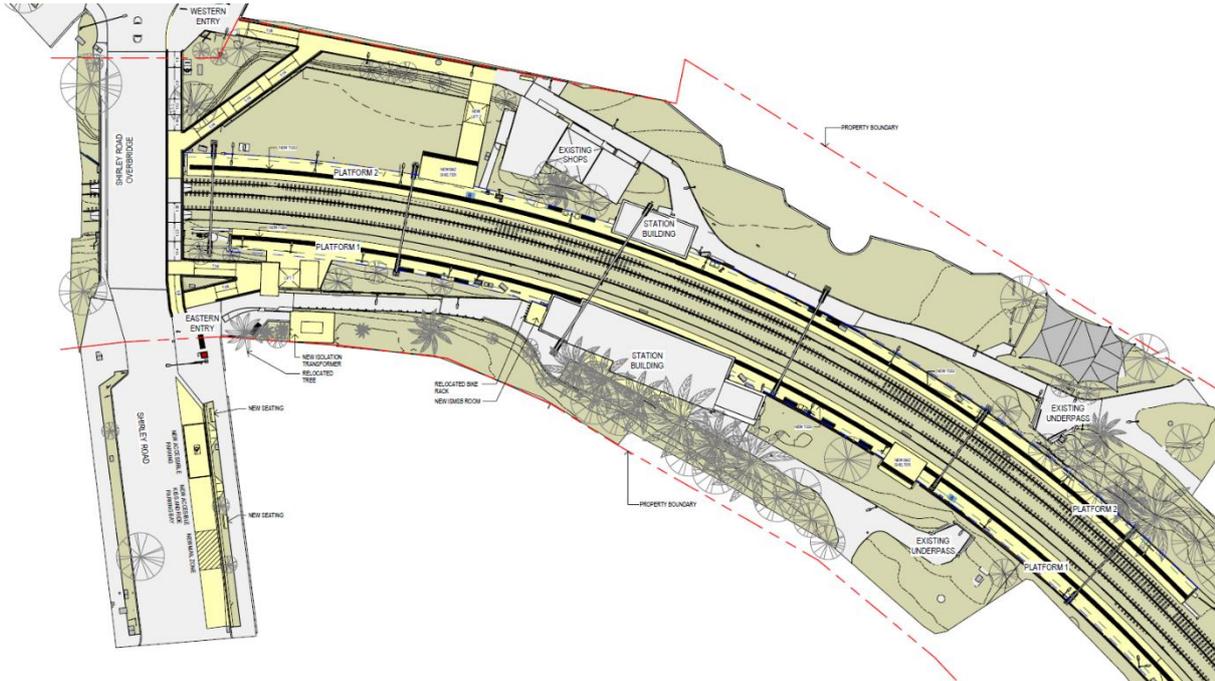


Figure 6.1 Architectural site plan—proposed works. (Source: Jacobs for Transport for NSW)

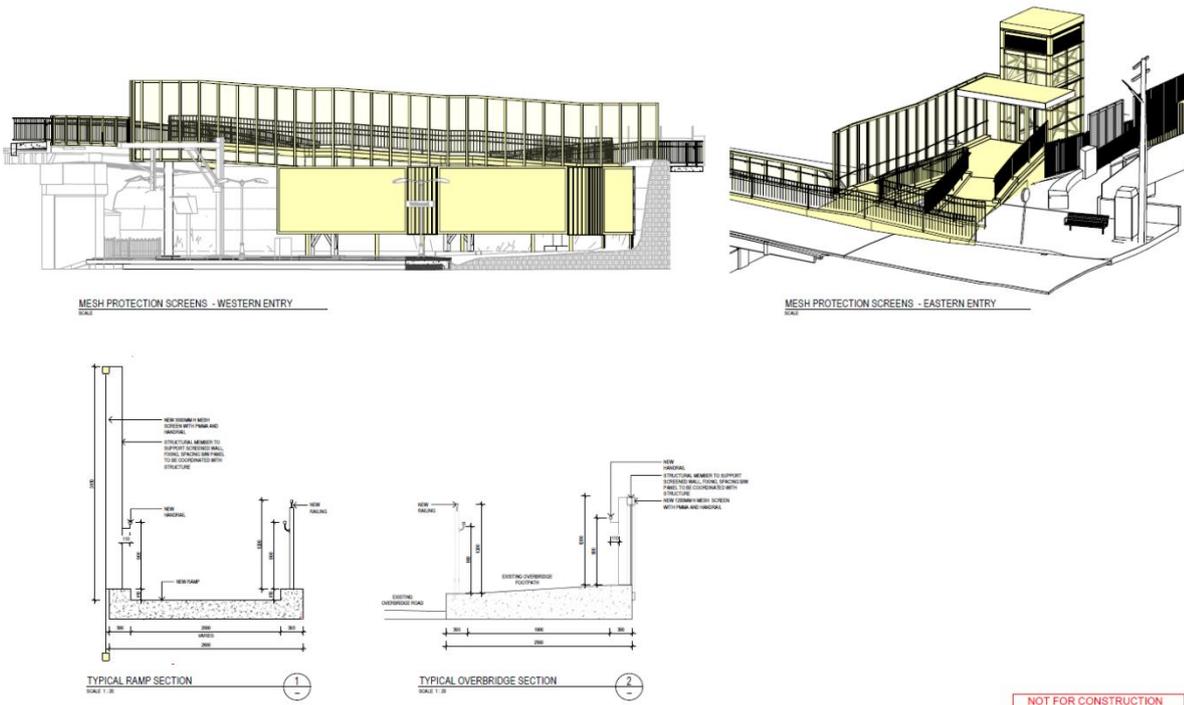


Figure 6.2 Plan of the proposed new anti-throw screens at Wollstonecraft Station. (Source: Jacobs for Transport for NSW)



Figure 6.3 3D model showing the proposed new accessible pathway to Platform 2. (Source: Jacobs for Transport for NSW)



Figure 6.4 3D model showing the proposed new accessible pathway and lifts to Platform 1. (Source: Jacobs for Transport for NSW)

## 6.4 Design Development

During the early design phase, GML provided the following preliminary recommendations for minimising or mitigating the heritage impacts of the proposed station upgrade works:

### **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 Wollstonecraft Conservation Area. The North Sydney DCP notes that sandstone and brick are appropriate external materials. However, transparent and lightweight materials would be acceptable. The proposed use of masonry for the base of each of the lift shafts and steel framed glass for the upper sections is 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. The lowest sections located at platform level are proposed to be clad in a concrete finish. The upper sections are proposed to be glazed and transparent.

### **Recommendation Two: Wollstonecraft Heritage Signs**

Based on the original documentation and physical inspection of the original name boards, it is likely that the historic signs on both Platforms 1 and 2 contain asbestos and they should be tested to confirm this. Both signs are located in the public domain and are shedding their paint. At minimum the signs should be carefully prepared and repainted to encapsulate the asbestos.

Additional opportunities to improve the condition of the 'Wollstonecraft' signs, such as reinstating missing letters, should also be undertaken.

#### *Design Response*

The signs are to be retained. Their conservation treatment has not been discussed.

### **Recommendation Three: Boarding Assistance Zone Canopy**

The signs should be retained in situ and should remain fully visible from the train. They should not be obscured by the new shelters.

The boarding assistance zone and canopy on Platform 2 should be positioned further to the south to avoid obscuring the historic station sign.

#### *Design Response*

The signs are to be retained in their current locations and would remain fully visible.

The canopy over the boarding assistance zones on each platform has been located so as to avoid obstructing the historic signs. The canopy on Platform 2 has been positioned to the south of the historic station sign. This is acceptable as it would not obscure the sign. If for any reason the sign must be relocated, it should be placed on the same platform as close to its current location as possible.

#### **Recommendation Four: Landscaping**

The works should avoid the removal of mature vegetation where possible. Any vegetation that is to be removed should be replaced with similar species.

##### *Design Response*

At least 10 trees are identified for removal to enable construction of the new access paths and lifts. A landscape plan that includes replacement trees has not been provided to date.

#### **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 Impacts

This section considers the potential heritage impacts associated with the proposed works summarised in Section 5. Proposed and recommended measures to mitigate the heritage impacts are also included (column three).

**Table 7.1** Heritage impacts and mitigation measures for proposed works.

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
<b>Lifts and accessibility</b>		
<p>Construction of a new lift connecting Shirley Road entry to Platform 1.</p>	<p>The lift shaft would cut through the rock cutting and existing landscaped area at the southern end of the station. This would have a <b>minor impact</b> on the setting of the station.</p> <p>The lift shaft would project above the surrounding paths, landscape and overbridge. This would have a <b>minor impact</b> on the setting of the station, the overbridge and neighbouring residential area.</p> <p>A steel framed glass lift is proposed. Concrete precast panels are proposed for cladding the base of the shaft at platform level. A horizontal awning would extend out from the lift shaft over the upper entrance path and a second awning would project out over the lift entrance at platform level.</p> <p>Generally, the materials and colour scheme have been selected to be sympathetic to the surrounding station environment.</p>	<p>The North Sydney DCP notes that sandstone and brick are appropriate external materials for the adjacent conservation area. Lightweight or transparent materials are also considered to be acceptable in this context.</p> <p>The lightness and transparency of the lift shaft as it projects above the surrounding landscape and overbridge would minimise its visual impact.</p> <p><b>Recommendation:</b></p> <p>It is recommended that the colour and texture of the concrete base of the lift be selected to complement the immediate natural (adjacent rockface) and built (station buildings and bridge piers) surroundings.</p>
<p>Accessible return ramp from Shirley Road and the Shirley Road Overbridge to Platform 1 lift.</p>	<p>Several trees are proposed for removal to enable construction of the access ramps and lift, including a large palm tree on the Shirley Road footpath.</p> <p>Mature vegetation makes an important contribution to the character of the adjacent conservation area and the setting of the station.</p> <p>The removal of trees and other vegetation for the proposed new ramp and lift would <b>impact the landscape setting of the station.</b></p>	<p>The proposed new ramps occupy a much larger footprint than the existing ramp.</p> <p>A small area is shown for landscaping at the centre of the new ramp, but no replacement trees are shown.</p> <p>It is understood that a landscape plan will be developed during the detailed design phase.</p> <p><b>Recommended Mitigation Measure:</b></p> <p>New landscaping is required to offset that lost in the proposed development and should incorporate small trees and shrubs.</p> <p>The North Sydney DCP notes that sandstone and brick are appropriate external materials for the adjacent conservation area. It is recommended that the natural rock faces remain exposed. Sandstone or brick walling to match that used in gardens to the north of the station buildings is recommended for new edging or retaining walls to the landscape areas.</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
<p>Construction of a new lift connecting Telopea Road and the Shirley Road Overbridge to Platform 2.</p>	<p>The lift shaft is located to the south of the existing buildings and back against the wall of the sandstone cutting. The location of the lift is relatively unobtrusive and thus would have only a <b>minor heritage impact</b>.</p> <p>The lift shaft would project above the surrounding landscape and neighbouring building. This would have a <b>minor impact</b> on the setting of the station and the neighbouring residential conservation area.</p> <p>A steel framed glass lift is proposed with concrete precast panels used to clad the base at platform level. A horizontal awning would extend out from the lift shaft over the upper entrance path and a second awning would project out over the lift entrance at platform level.</p> <p>Generally, the materials and colour scheme have been selected to be sympathetic to the surrounding station environment.</p>	<p>The North Sydney DCP notes that sandstone and brick are appropriate external materials for the conservation area. Lightweight or transparent materials are also considered to be acceptable in this context.</p> <p>The lightness and transparency of the lift shaft as it projects above the sandstone cutting and neighbouring building would minimise its visual impact on its surroundings. They should be light to mid tone rather than dark.</p> <p><b>Recommendation:</b></p> <p>It is recommended that the colour and texture of the concrete base of the lift be selected to complement the immediate natural (adjacent rockface) and built (station buildings and bridge piers) surroundings.</p>
<p>Accessible ramp from Shirley Road Overbridge to Platform 2 lift.</p> <p>It is proposed to remove several trees adjacent to the overbridge and along the top edge of the sandstone cutting in the vicinity of the Shirley Road Overbridge and in the vicinity of the new lift.</p>	<p>As noted above vegetation makes an important contribution to the character of the adjacent conservation area and the setting of the station.</p> <p>The removal of trees and other vegetation for the proposed new ramp and lift would <b>impact the landscape setting of the station</b>.</p> <p>The existing landscape area adjacent to Shirley Road is shown to be retained, but no new trees are shown to replace those to be removed. It is understood that a landscape plan will be developed during the detailed design phase.</p> <p>The natural rockface of the cutting is a strong visual element and contributes to understanding of the station's physical setting.</p> <p>The proposed new ramp would be cantilevered over the edge of the sandstone cutting at the south end of Platform 2. The supporting structure for the ramp is not shown, so it is difficult to assess its full impact.</p>	<p><b>Recommended Mitigation Measures:</b></p> <p>The remaining trees must be protected during construction.</p> <p>New landscaping should incorporate small trees and shrubs to offset those lost.</p> <p>The North Sydney DCP notes that sandstone and brick are appropriate external materials for the conservation area. Where needed, sandstone walling should continue to be used along the side of the path to retain the landscaping.</p> <p>The structure supporting the new path overhanging the edge of the rock cutting should, as far as possible, avoid obscuring the natural rockface from view.</p>
<p>Anti-throw perforated screens would line the station side of the high level access paths</p>	<p>Three metre high perforated steel screens are shown along the high level path edges leading to the lifts. These high barriers are required for safety reasons. However, they are much higher than traditional fences in the local residential area and would be highly prominent.</p> <p>Due to their length, the screens would have a <b>moderate visual impact</b> on the station setting as they would obscure views to and from the station and its landscaped setting.</p>	<p>The dark colour, when seen against the sky, would be very prominent.</p> <p><b>Recommendation:</b></p> <p>It is recommended that the perforations in the screens provide a high degree of transparency and that they be patterned to reflect the landscape setting of the station.</p> <p>A lighter mid tone colour for the screens may be less prominent visually.</p>

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
	<p>The screens are shown to be very dark in colour. The dark colour, when seen against the sky (when looking up from the platforms), would be very prominent.</p>	<p>Alternatively replace the perforated screens with open steel fences as shown elsewhere to allow high visual connection between the station and its surroundings and to allow views of the station from above.</p>
<p>Anti-throw steel fences along path edges</p>	<p>Three metre high fences are also shown along the upper level path edges facing the landscaped and residential areas around the station, and paths at lower levels. These are more open than the screens but are still very high in relation to fences in the local area.</p> <p>The fences are shown to be very dark in colour (black). The fences would have a <b>visual impact</b> on the station setting, due to their height and length.</p>	<p>The fences would be visually prominent due to their height, length and colour.</p> <p><b>Recommendation:</b> A dark grey colour for the fences may be less prominent visually than black and blend better with the surrounding landscape setting.</p>
<p>The billboards below the new cantilevered access ramp are to be removed.</p>	<p>The large advertising billboards, although having a long association with the station, obscure the rock face of the cutting at the southern end of Platform 2. Only those immediately below the new pedestrian access ramp would be removed. Those along the western side of the grassed area are to be retained.</p> <p>Their removal would have a <b>positive heritage impact</b>.</p>	
<b>Platform works</b>		
<p>The existing historic signs are to be retained in situ.</p> <p>The existing historic lamp bases are to be retained in situ.</p>	<p><b>Positive Heritage Impact</b></p>	
<p>Stabilising and grading of Platforms 1 and 2 including new Tactile Ground Surface Indicators.</p>	<p>The regrading of the platforms would have almost <b>no heritage impact</b> on the existing platform structures, which are to be retained. Regrading may impact the surviving early three brick dish drain at the rear of platform 2. This is a component of the 1927 platform construction. It also drains the grassed area behind the platform. Therefore, resurfacing of the platform would potentially have a <b>minor heritage impact</b>.</p>	<p><b>Recommendation:</b> With the regrading and resurfacing of the platforms, the three brick dish drain at the rear of Platform 2 should be retained in situ. The new surface should be graded so that it falls towards the drain.</p>
<p>Upgrading of the Boarding Assistance Zone on Platform 1 and 2 including new sheltered and wheelchair waiting areas</p>	<p>The proposed boarding assistance zone shelters on Platforms 1 and 2 have been located to avoid obscuring or forcing the relocation of the historic station signs.</p> <p><b>Minor heritage impact.</b></p>	<p><b>Recommendation:</b> Ensure that the shelters and any associated structures or elements do not obscure the historic station signs.</p>
<b>Station building works</b>		
<p>Reconfiguration of Platform 1 existing store room and toilets to accommodate one unisex family accessible toilet, two unisex ambulant toilets and maintaining</p>	<p>The station buildings are of little architectural or heritage significance. Therefore, internal alterations are considered acceptable.</p> <p>No heritage impact.</p>	

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
the cleaners storeroom on Platform 1.		
Minor modification to upgrade the ventilation of the existing communications equipment room	No heritage impact.	
Modifications to the Platform 1 waiting area to provide level access entry to the station.	No heritage impact.	
Floor levelling of the existing shelter on Platform 2 to provide accessible entry.	No heritage impact.	
Construction of a new Mains Switch Room on the southern end of the Platform 1 station building.	This would have a <b>minor impact the landscaping</b> associated with the station.	<b>Recommended Mitigation Measure:</b> Landscaping around the station should be strengthened in association with the new work.
<b>Shirley Road and Overbridge works</b>		
Widening and regrading of the footpath on Shirley Road Overbridge into the carriageway.	No heritage impact.	
Reconfiguration and reduction in size of the existing overbridge traffic lanes and medians	No heritage impact.	
Installation of new compliant handrails to the roadside of the footpath.	No heritage impact.	
Modifications to eastern and western access points on Shirley Road Overbridge approaches with ramps .	Modifications to the approaches to the overbridge involve removal of existing trees and landscaping. This would have <b>moderate impact on the landscape setting of the bridge.</b>	<b>Recommended Mitigation Measure:</b> Path modifications should, where possible, follow the alignment of the existing walls. New landscaping should be provided to offset loss of landscape elements, including trees.
<b>Intermodal Upgrades</b>		
Provision of one new compliant accessible car parking space and one kiss and ride bay on Shirley Road.	No heritage impact.	
Relocation of existing mail zone further east two car spaces from current location	No heritage impact.	
Provision of new direct accessible path from the new kiss and ride bay and DDA car parking space to the proposed lifts	No heritage impact.	
Relocation of the existing bike racks on the Platform 1 side of the station to accommodate a new Mains Switch Board and enclosure.	No heritage impact.	

Proposed Work	Heritage Impacts	Recommendations to Mitigate Heritage Impacts
<b>Ancillary works</b>		
Provision of new TGSIs, safety zone markings, line marking and handrails.	No heritage impact.	
Provision of accessible seating on the eastern station entrance.	No heritage impact.	
Installation of additional CCTV cameras, hearing loops and upgrading of Public Address system to accommodate the new works	No heritage impact.	
New wayfinding signage, Opal card readers, public telephones and rubbish bins	No heritage impact.	
Provision of electrical upgrade to support the operation of the new lifts and station operations with installation of AusGrid transformer (about 3600 square metres) near Shirley Road entrance of Platform 1.	The proposed transformer is to be located on an existing garden terrace adjacent to the access path from Shirley Road to Platform 1. Some planting and a seat are to be removed to make space for it. The transformer would be fenced.  <b>Minor heritage impact</b> on the landscape setting.	The installation of the AusGrid transformer would require the removal of landscaping and the creation of a hard stand area.  <b>Recommended Mitigation Measure:</b> New landscaping should be provided to offset the loss of landscape elements. Where possible landscaping should be used to screen the new transformer.

The Impacts of the proposed works on the listed and non-listed heritage items and the adjoining conservation area are as follows:

**Table 7.2** Heritage impacts on heritage items and elements.

Heritage Item/Element	Heritage Impact	Recommendation to Mitigate Heritage Impacts
Wollstonecraft Railway Station Sign (SHI 4800121)	No heritage impact	
The Briars (I1118)	No heritage impact	
House (I1111)	No heritage impact	
Wollstonecraft (Russell Street) Underbridge (SHI 4801061)	No heritage impact	
Wollstonecraft Conservation Area (CA25)	Several trees are proposed for removal from the station grounds. This would impact how the station fits into the local landscape context and specifically its relationship to the adjoining Wollstonecraft Conservation Area.  The development would have a <b>minor heritage impact</b> on the conservation area due to the loss of vegetation.  The proposed lifts and high fences would also have a <b>minor heritage impact</b> .	<b>Recommended Mitigation Measures:</b> The remaining trees must be protected during construction.  New station landscaping should incorporate small trees and shrubs to offset those lost.  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.

Heritage Item/Element	Heritage Impact	Recommendation to Mitigate Heritage Impacts
Underpass (c1910)	No heritage impact	
Station lamps	No heritage impact	
Platform including brick drain	The regrading of Platform 2 may impact the surviving early three brick dish drain at the rear of the asphalt covered platform. This is a component of the 1927 platform construction. It also drains the grassed area behind the platform. Therefore, the resurfacing may have a <b>minor heritage impact</b> .	<b>Recommendation:</b> With the regrading and resurfacing of the platform, the three brick dish drain at the rear of Platform 2 should be retained in situ. The new surface should be graded so that it falls towards the drain.
Shirley Road Overbridge piers (c1927)	No heritage impact	
Former Station Master's Cottage	Although the proposed development is very close to the boundary of the cottage, it would not have a significant impact on the cottage other than its landscape setting.	<b>Recommended Mitigation Measures:</b> The remaining trees must be protected during construction. New station landscaping should incorporate small trees and shrubs to offset those lost. 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.

## 7.2 Summary of Heritage Impacts

The heritage impacts of the proposed access upgrade works to Wollstonecraft Station are summarised below:

- The proposed new lifts would have a minor impact on the heritage fabric and values of the station.
- The new access ramps would have a minor heritage impact on the landscape setting of the station, particularly as they result in an increase in hard surfaces and a net loss of trees.
- This would also impact the adjoining Wollstonecraft Conservation Area.
- The proposed new anti-throw fences and screens would have a visual impact on the landscape setting of the station and the local conservation area.
- Regrading and resurfacing of the platforms would have only minor heritage impacts as the platform structures are to be retained.
- Regrading and resurfacing of Platform 2 could result in damage to the historic three brick drain that runs along the rear of the platform.
- The boarding assistance zone canopies and any associated infrastructure have been located to avoid impacting the heritage signs or obscuring them from view.

## **GML Heritage**

Overall the proposed works are assessed as having a minor to moderate impact on the heritage significance of the site and only a minor impact on the local conservation area, with no impact on local heritage items in the vicinity.

It is noted that the historic station signs are in urgent need of maintenance and conservation work. It is recommended that additional opportunities to improve the condition of the 'Wollstonecraft' signs, such as reinstating missing letters and painting, should also be undertaken as a mitigation measure.

## 8.0 Conclusion and Recommendations

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Wollstonecraft Station is located on the North Shore Line, approximately four kilometres north of the Sydney central business district.

The station signs at Wollstonecraft Station are listed on the Sydney Trains Section 170 register (SHI #4800121) and the station is located adjacent to the Wollstonecraft Conservation Area (CA25), listed on the North Sydney LEP.

It is proposed to upgrade access to the station as part of the Transport for NSW TAP.

The proposal includes the following key elements:

- Construction of 2 new lifts connecting to Platform 1 and 2
- Reconfiguration of station building to accommodate one unisex family accessible toilet, two unisex ambulant toilets, maintaining cleaners' room and construction of new Main Switch Room
- Modification of waiting area on both platforms for accessible entry and level access
- Construction of new canopy at boarding assistance zones on Platform 1 and 2
- Raising, stabilisation and regrading of station platforms for compliance
- Modification of the Shirley Road Overbridge by widening and regrading the northern footpath along with new compliant handrails and accessible entry points
- One new kiss and ride bay and one DSAPT compliant car parking space on Shirley Road.

### 8.1 Summary of Heritage Impacts and Recommendations

The heritage impacts of the proposed access upgrade works to Wollstonecraft Station have been assessed and are summarised below. Recommended measures to mitigate the heritage impacts are also included in this summary.

#### **Proposed New Lifts**

- The proposed new lifts would have a minor impact on the heritage fabric and values of the station.
- The lifts have been located as unobtrusively as possible within the station cutting.
- They have been designed as lightweight structures with transparent upper sections to minimise their visual impact on the landscape setting of the station where they project above the sides of the rock cutting. Their bases are to be concrete, which is compatible with the station structures and the station's rocky setting.

#### **New Access Ramps**

- The new access ramps respond to the steep topography of the site. However, they would have a minor heritage impact on the landscape setting of the station.

## **GML Heritage**

- The paths and ramps cover a larger area than the existing paths and would intrude on the landscaped area of the station. Their construction would also result in the loss of trees. Thus, they would impact the station's landscape setting and that of the neighbouring Wollstonecraft Conservation Area.
- New trees and landscaping are required to replace the trees and landscaping that would be lost through the construction of the new ramps, stairs and paths.
- The natural rock surfaces of the cutting should remain exposed.
- Brick and sandstone are recommended materials for landscape edges and retaining walls where required.

### **Fences and screens**

- The anti-throw metal fences and screens will be visually intrusive to the setting of the station and the local Wollstonecraft Conservation Area.
- The fences and screens should be made as unobtrusive as possible and in a colour that enables them to blend into their surroundings, particularly the surrounding landscape. They should be transparent to allow views through to and from the station.

### **Regrading of the Platforms**

- Surface regrading would have minor heritage impacts.
- Regrading of Platform 2 could result in damage to the historic three brick drain that runs along the rear of the platform.
- This drain takes the water from the grassed area behind the southern portion of Platform 2. The rear of the platform should be graded/cambered to fall towards it.
- The three brick dish drain should be documented and conserved in situ.
- Only where absolutely necessary, the drain may be covered by the new surface as proposed. However, it would be preferable that it be left exposed.

### **Boarding Assistance Zone Canopies**

- The canopies, and any associated infrastructure, should be located so as to avoid obscuring the historic station signs.

### **Historic Station Signs**

- The signs should be repaired and conserved, including cleaning, replacement of missing letters and painting.
- If the signs are found to be asbestos and that this material cannot be safely encapsulated, the sign boards may require replacement with a similar non-toxic material. If this is necessary, the concrete stands must be conserved and re-used and the signs and lettering accurately replicated, including the screw fixing of the letters.

- Consideration should be given to lighting the historic signs/area where the signs are located.

### **Internal Modifications to Station Buildings**

- The existing station buildings are of little heritage significance or architectural merit. The proposed internal modifications are therefore considered acceptable and to have no heritage impact.

### **Landscaping**

- Landscape areas should be strengthened and new trees introduced to replace those lost through the station upgrade works.

## **8.2 Conclusion**

The proposed access upgrade works to Wollstonecraft Station would have minor to moderate heritage impacts, but most of these can be mitigated through landscaping and selection of appropriate materials. Trees lost through the proposed works should be replaced within the remaining landscaped areas of the site. In general, landscaping should be strengthened to mitigate the cumulative impact of the proposed works. The anti-throw fences would also have an impact on the visual amenity of the station and the local conservation area 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.

The signs would remain untouched under this proposal and therefore will not be directly impacted. The proposed new structures have been located to avoid them and to not obscure them from view. If the signs are to be impacted by the works, the recommendation is to consult with Sydney Trains to repair and conserve the signs including cleaning, replacement of missing letters and painting.



## 9.0 Appendices

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### **Appendix A**

Department of Railways NSW Way and Works Branch, Wollstonecraft Station Name Board of Asbestos Cement (1945) (Source: Transport for NSW)

### **Appendix B**

NSW Rail, Station Name Boards of Asbestos Cement (1946) (Source: Transport for NSW)

### **Appendix C**

New South Wales Rail, Approaches to Platforms at Edwards Road (Source: Transport for NSW)



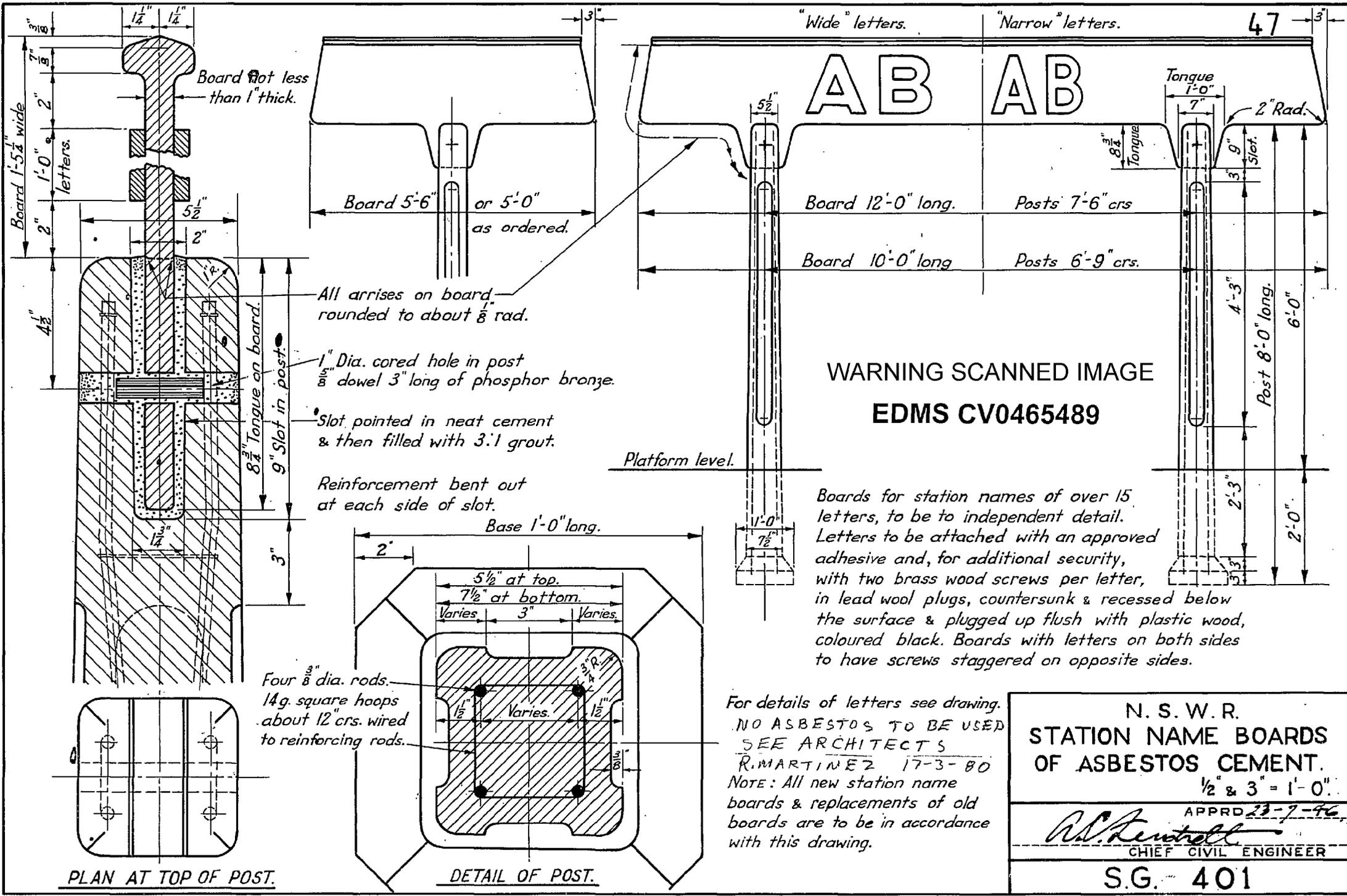
## **Appendix A**

Department of Railways NSW Way and Works Branch, Wollstonecraft Station Name Board of Asbestos Cement (1945) (Source: Transport for NSW)



**Appendix B**

NSW Rail, Station Name Boards of Asbestos Cement (1946) (Source: Transport for NSW)



"Wide" letters. "Narrow" letters. 47

AB AB

Board 12'-0" long. Posts 7'-6" crs.  
Board 10'-0" long. Posts 6'-9" crs.

WARNING SCANNED IMAGE  
EDMS CV0465489

Boards for station names of over 15 letters, to be to independent detail. Letters to be attached with an approved adhesive and, for additional security, with two brass wood screws per letter, in lead wool plugs, countersunk & recessed below the surface & plugged up flush with plastic wood, coloured black. Boards with letters on both sides to have screws staggered on opposite sides.

For details of letters see drawing.  
NO ASBESTOS TO BE USED  
SEE ARCHITECTS  
R. MARTINEZ 17-3-80  
NOTE: All new station name boards & replacements of old boards are to be in accordance with this drawing.

N. S. W. R.  
STATION NAME BOARDS  
OF ASBESTOS CEMENT.  
1/2" & 3" = 1'-0".  
APPROD 23-7-96  
*R. A. Kentroll*  
CHIEF CIVIL ENGINEER  
S.G. 401

Board 1'-5 1/4" wide  
1'-0" letters  
Board not less than 1" thick.

Board 5'-6" or 5'-0" as ordered.

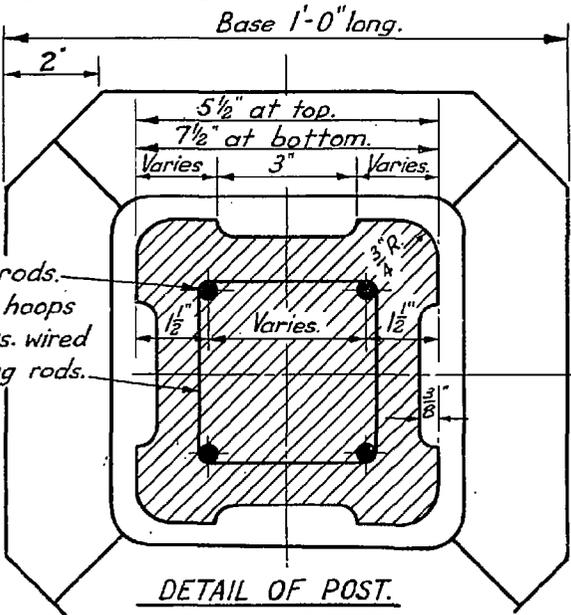
All arrises on board rounded to about 8 rad.

1" Dia. cored hole in post  
5/8" dowel 3" long of phosphor bronze.

Slot pointed in neat cement & then filled with 3:1 grout.

Reinforcement bent out at each side of slot.

Platform level.



Four 3/8" dia. rods.  
14g. square hoops about 12" crs. wired to reinforcing rods.

PLAN AT TOP OF POST.

DETAIL OF POST.

## **Appendix C**

New South Wales Rail, Approaches to Platforms at Edwards Road (Source: Transport for NSW)

