



Transport Access Program

Doonside Station Upgrade

Statement of Heritage Impacts



Artist's impression of the proposed Doonside Station Upgrade, subject to detailed design

November 2021



STATEMENT OF HERITAGE IMPACTS

Transport Access Program
Doonside Station Upgrade

FINAL

Prepared by
Umwelt (Australia) Pty Limited
on behalf of
Transport for NSW

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Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	The Proposal	1
1.3	Proposal Area Overview	2
1.4	Methodology	2
1.5	Limitations	2
1.6	Author Identification	2
2.0	Statutory Context	4
2.1	The Heritage Act 1977 (NSW)	4
2.2	Environmental Planning and Assessment Act 1979	4
2.3	State Environmental Planning Policy (Infrastructure) 2007	5
2.4	The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance, 2013	5
2.5	Relevant Heritage Listings	5
3.0	Historical Context	8
3.1	Early Settlement	8
3.2	Doonside Railway Station	8
3.3	Summary of Modifications	13
4.0	Description	18
4.1	Setting	18
4.2	Station Elements	20
4.2.1	Moveable Heritage Items	32
5.0	Heritage Significance	34
5.1	Assessment of Significance	34
5.2	Statement of Significance	35
5.3	Significance Gradings	35
5.4	Historical Archaeological Potential	37
6.0	The Proposal	38
6.1	Scope of Works	38
6.1.1	Station Access Upgrade	38
6.1.2	Station Building Modifications	38
6.1.3	Interchange Facilities	44
6.2	Ancillary Work	44

6.3	Design Option Analysis	45
7.0	Impact Assessment	47
7.1	Impacts to Doonside Railway Station Group	48
7.2	Items in the Vicinity	55
7.3	Statement of Heritage Impact	55
7.4	Railway Footbridges Heritage Conservation Strategy	56
7.5	Impacts to Historical Archaeology	58
8.0	Conclusion and Recommendations	59
8.1	Conclusions	59
8.2	Recommendations	59
9.0	References	62

Figures

Figure 1.1	Plan showing the locality of the Proposal Area	3
Figure 2.1	Aerial image showing the heritage context of the Proposal Area.	7
Figure 3.1	Doonside Railway Station in 1926, showing the original station building	9
Figure 3.2	Plan showing indicative layout of Doonside station in the early 1920s	9
Figure 3.3	1944 site plan showing proposed arrangement of Doonside Station	11
Figure 3.4	Plans dated 1944 showing the internal configuration of the three station buildings	11
Figure 3.5	1955 plan of Station Building C showing changes undertaken to the station building	12
Figure 3.6	Plan dated 1951 showing the layout of Doonside Station	13
Figure 3.7	Plan showing the general arrangement of the footbridge in 1958	14
Figure 3.8	1981 Plans showing the modifications to the footbridge	15
Figure 3.9	1956 aerial image showing the three station buildings at Doonside railway station.	16
Figure 3.10	1961 aerial image showing the Proposal Area.	17
Figure 6.1	Proposed Station Layout	40
Figure 6.2	Photomontage of proposed station layout (subject to detailed design)	41
Figure 6.3	Proposed layout for the communications room in Station Building A	42
Figure 6.4	Proposed changes to the existing publicly accessible toilet in Station Building C	43

Photos

Photo 4.1	Doonside Station, showing Station Building C and footbridge viewed from Cross Street	18
Photo 4.2	Proposal Area, including public domain and south entrance to Doonside Station	19
Photo 4.3	Views to the west along Platforms 1 and 2 taken from the footbridge	19
Photo 4.4	Views west from the Footbridge over the platforms to Station Building A	21
Photo 4.5	Views to Platforms 3 and 4 and Station Building A looking east from the Footbridge	21
Photo 4.6	Doonside Station looking west to the Footbridge from the east end of Platforms 3 and 4	22
Photo 4.7	Station Building C showing the south elevation as viewed from Platforms 3 and 4	23
Photo 4.8	Boot cleaning grill at the entrance to Station Building C	24
Photo 4.9	Station Building C, West Elevation	24
Photo 4.10	East side of the station office, Station Building C	25
Photo 4.11	Partition wall and internal bathroom within Station Building C, looking west	25
Photo 4.12	West end of Station Building C	26
Photo 4.13	West elevation of Station Building A	27
Photo 4.14	East elevation of Station Building A	28
Photo 4.15	Station Building A, showing the original timber sliding door to the storeroom	28
Photo 4.16	Station Building A, Storeroom	29
Photo 4.17	Station Building A, former waiting room in the central space	29
Photo 4.18	Former booking office, showing the early / original desk fit out on the east wall	30
Photo 4.19	Station Building A, with cables and air-condition fixed to the south wall	30
Photo 4.20	Footbridge and ramp configuration at the north side of the station	31
Photo 4.21	Footbridge, spanning over the platforms	32

Tables

Table 3.1	Summary of modifications to Doonside Railway Station Group	13
Table 5.1	TAHE Section 170 Heritage Significance Assessment	34
Table 5.2	Gradings of Significance definitions	35
Table 5.3	Grading of Contributory Elements	36
Table 7.1	Heritage Impact Gradings	47
Table 7.2	Assessment of Impacts to Doonside Railway Station Group	48
Table 7.3	Railway Footbridge Heritage Conservation Strategy Assessment	56

1.0 Introduction

1.1 Background

Transport for New South Wales (Transport for NSW) propose to undertake accessibility upgrades at Doonside Station (the 'Proposal'). This will form part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering modern, safe and accessible infrastructure.

Transport for NSW has engaged Umwelt to assess the potential heritage impacts of the proposal on the heritage significance of Doonside Station (herein referred to as the Proposal Area).

This Statement of Heritage Impacts (SoHI) has been prepared as part of the Review of Environmental Factors (REF) for the reference design for the Proposal. The reference design will form the basis for the development of detailed design and construction documentation following receipt of Determination Approval from the consent authority.

In addition to the impact assessment contained in this SoHI, a set of recommendations in **Section 8.0** have been provided to guide the ongoing development of the detailed design and construction methodology. These recommendations aim to minimise or mitigate (where possible) the potential impacts of the Proposal on Doonside Station.

1.2 The Proposal

The Proposal involves upgrades to Doonside Station as part of TAP, which will improve accessibility and amenities for customers. The Proposal includes the following key features:

- four new lifts connecting the platforms and station entries to the existing footbridge, with canopies for weather protection at the lift landings
- removal of existing stairs from the footbridge to Platforms 3 and 4 and replacement with new stairs facing the eastern end of the platform
- removal of the platform canopy on Platforms 3 and 4 between the existing stairs and platform building
- changes to the existing footbridge, stairs and ramps including replacement of stair treads and handrails where necessary and installation of a new roof
- continuous canopy coverage on both platforms from the new lifts to the boarding assistance zones
- two new accessible parking spaces on Cross Street
- one new accessible parking space on Doonside Road
- reconfiguration of the existing kiss and ride bay on Cross Street
- changes to of the existing station building layout on Platforms 1 and 2 for the provision of a new family accessible toilet
- changes to the existing station building layout on Platforms 3 and 4 for the provision of a new communications room

- footpath and platform regrading to provide accessible pathways where required throughout the station precinct
- new bicycle hoops near the Doonside Road ramp entrance
- new bicycle hoops near the Cross Street ramp entrance
- improvements to CCTV, lighting and wayfinding to improve safety and security
- electrical upgrades to accommodate the new infrastructure, including installation of a new padmount transformer.

A detailed description of the proposed scope of work is included in **Section 6.0**.

1.3 Proposal Area Overview

Doonside Station is located on the T1 North Shore and West Line. The station is located in the suburb of Doonside, within the Blacktown Local Government Area (LGA) approximately 38 km west of the Sydney CBD. The station sits between the southern end of Hill End Road and the northern end of Doonside Road. **Figure 1.1** shows the location of the Proposal Area.

1.4 Methodology

This SoHI has been prepared in accordance with *The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance (Burra Charter)* (2013) and the best practice standards set out by Heritage NSW.

Best practice guidelines that have been followed in the preparation of this report include *Assessing Significance* (Heritage Office (former), 2001) and *Statements of Heritage Impact* (Heritage Office and Department of Urban Affairs & Planning (former), 1996, revised 2002). Reference is also made to the Blacktown Local Environmental Plan (LEP) 2015, the Sydney Trains *Canopies and shelters: Design Guide for Heritage Stations* (2016) and the Sydney Trains *Railway Footbridges Heritage Conservation Strategy: Interim Review* (August 2021).

1.5 Limitations

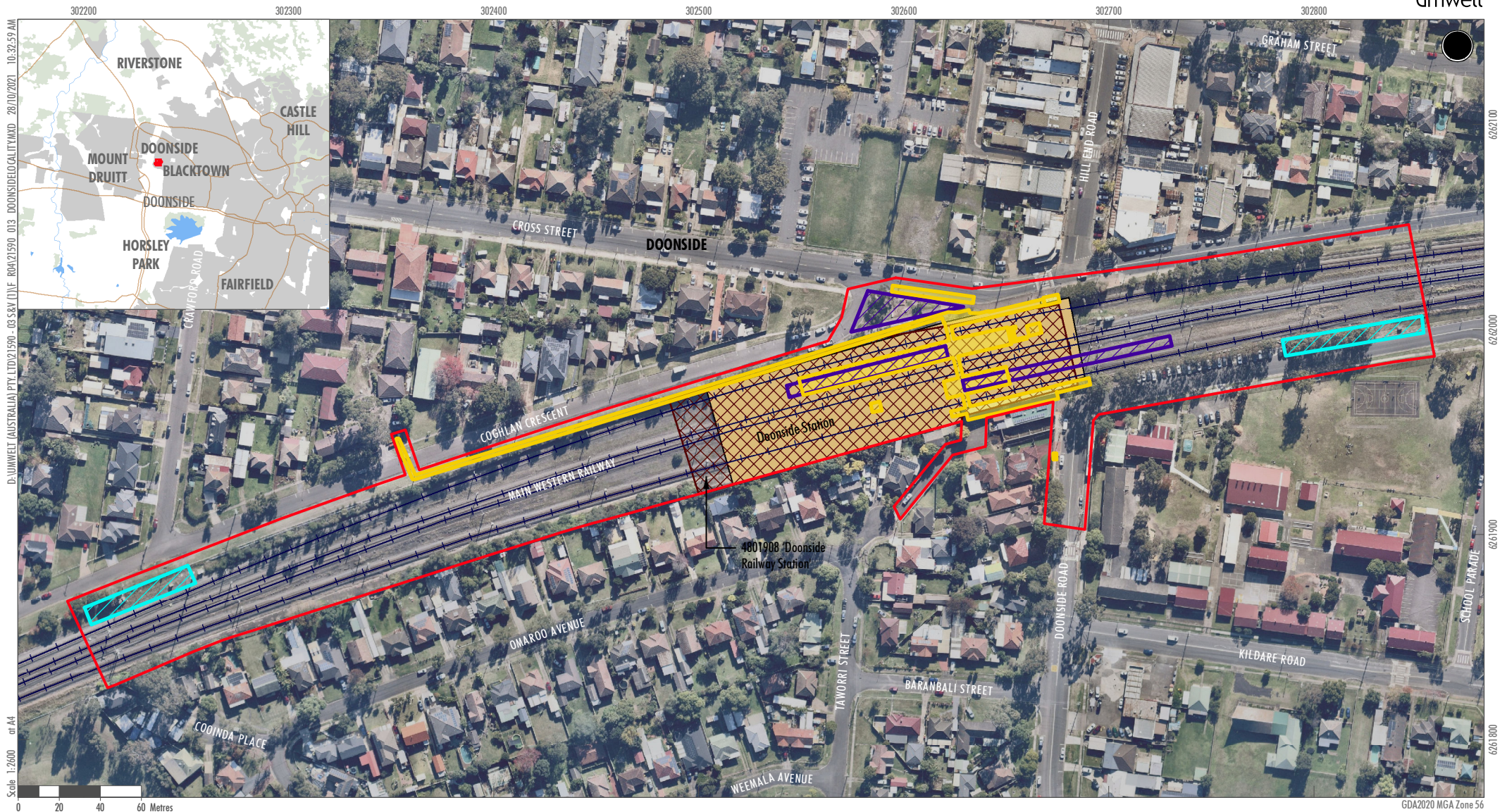
The following limitations have been encountered during the preparation of this report:

- Internal access to the existing publicly accessible toilet on Platforms 1 and 2 was not available during visual inspection of Doonside Station. Discussion of this space is based off the information contained within the Doonside Railway Station Schedule of Works prepared by OCP Architects in 2016.¹
- The description of the Proposal Area has been prepared based on information available within the NSW State Heritage Inventory (SHI) citation for the 'Doonside Railway Station Group', desktop review of the Proposal Area (including a review of available aerial and streetscape imagery) and information provided by Transport for NSW.

1.6 Author Identification

This SoHI has been prepared by Melissa Moritz (Senior Heritage Consultant). Review and input have been provided by Karyn Virgin (Principal Heritage Consultant).

¹ OCP Architects Doonside Railway Station Schedule of Works, Station Refresh Package 4: Heritage Conservation Works, prepared for Sydney Trains November 2016.



Legend

- Proposal Area
- Proposed Work Areas
- Laydown Area
- Construction Compound
- LEP Heritage Item - General
- TAHE S170 Curtilage
- +
 Railway Line

Image Source: Nearmap (Jun 2021) Data source: NSW DFSI (2020)

FIGURE 1.1
Locality

2.0 Statutory Context

The following section provides an overview of the legislative framework relating to the protection and management of historic heritage in NSW. The management and conservation of non-Aboriginal heritage items, relics, archaeological sites and places is subject to statutory provisions in the NSW government legislation. The relevant statutory and non-statutory heritage listings are discussed in this section. An overview of the relevant heritage listings applicable to the Proposal Area is provided in **Section 2.5**.

2.1 The Heritage Act 1977 (NSW)

The *Heritage Act 1977* (Heritage Act) affords automatic statutory protection to items of heritage significance which form part of the heritage record of NSW (except where these provisions are suspended by other prevailing legislation). The Heritage Act defines a heritage item as a place, building, work, 'relic', moveable object or precinct.

The Heritage Act describes a 'relic' as any deposit, object or material evidence that is:

related to the settlement of the area that comprises NSW, not being Aboriginal settlement of State or local heritage significance.

The Heritage Council of NSW (Heritage Council), appointed by the Minister, is responsible for heritage in NSW, as constituted under the Heritage Act. The Heritage Council is a cross-section of heritage experts with Heritage NSW being the operational arm of the Heritage Council.

Under Section 170 of the Heritage Act, all State government agencies must establish, keep and maintain a list of assets within their ownership and/or management that have been identified as having heritage significance—this can be local or State heritage significance.

The obligations for government agencies, including Transport for NSW, under Section 170 are outlined within:

- NSW Heritage Council, *State Agency Heritage Management Guidelines* (endorsed 1 December 2004)
- *State-Owned Heritage Management Principles* (approved 16 December 2004) under Section 170A of the NSW Heritage Act 1977.

2.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that consideration be given to environmental impacts – including heritage – as part of the land use planning process. The provisions of the EP&A Act allow for the implementation of Local Environmental Plans (LEPS) – the standard instrument within which local governments manage impacts to the environment, including heritage.

Part 5 Clause 5.10 of the Blacktown LEP 2015 provides the statutory framework for heritage conservation including the conservation of:

- the environmental heritage of Blacktown
- the heritage significance of heritage items and heritage conservation areas, including associated fabric, setting and views

- archaeological sites and
- aboriginal objects and Aboriginal places of heritage significance.

2.3 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policies (SEPPs) are environmental planning instruments designed to address planning issues within NSW. In particular, they aim to simplify the development and approvals process for projects of either a certain type or in a particular precinct or location. The SEPPs often make the planning minister (or their delegate) the consent authority for the types of development a SEPP relates too. The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007) applies to the Proposal. In relation to heritage, Part 2, Division 14 of the ISEPP 2007 applies to the Proposal. Division 14(2) of the ISEPP 2007 specifies that:

A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies unless the authority, or the person has—

- (a) Had an assessment of impact prepared, and*
- (b) Given written notice of the intention to carry out the development, with the copy of the assessment and a scope of works, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located in, and*
- (c) Takes into consideration any response to the notice that is received from the council within the 21 days after the notice is given*

2.4 The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance, 2013

The *Burra Charter* is a set of best practice principles and procedures for heritage conservation and investigation. The Charter was developed by the Australian group of the international professional organisation for conservation; the International Council for Monuments and Sites (ICOMOS). Although not a statutory document, the *Burra Charter* sets out the best practice standard for heritage management in NSW and Australia. The policies and legislative guidelines of the Heritage Council and Heritage NSW are consistent with and guided by the *Burra Charter*.

2.5 Relevant Heritage Listings

As part of the preparation of this SoHI, a review of relevant heritage databases was undertaken including:

- Blacktown LEP 2015
- NSW SHI (including the Section 170 registers)
- NSW State Heritage Register (SHR)
- Australian Heritage Database (including Commonwealth and National Heritage lists and the Register of the National Estate (RNE)).
- These searches identified that the Proposal Area is listed in the following statutory registers:
- Blacktown LEP 2015—ID: I22, ‘Doonside Railway Station’

- Transport Asset Holding Entity (TAHE) (formerly RailCorp) Section 170 Heritage and Conservation Register–ID: 4801908 ‘Doonside Railway Station Group’.

The above listings exclude the public domain within the vicinity of the Proposal Area, which are not included within any heritage listing.

With the exception of the heritage listing to Doonside Railway Station Group, the closest heritage item to the Proposal Area is ‘House’ (ID: I19, Blacktown LEP 2015). This item is located 250 metres north of the Proposal Area.

The Proposal Area does not fall within the curtilage of any State heritage item. It also does not fall within any local or State listed heritage conservation areas.

The location of the Proposal Area in relation to the heritage item in the vicinity as well as the listing curtilage of the ‘Doonside Railway Station Group’, is shown in **Figure 2.1**.



 Proposal Area
  Proposed Work Areas
  Laydown Area
  Construction Compound
  LEP Heritage Item - General
  TAHE S170 Curtilage
  Railway Line

FIGURE 2.1
Heritage Context

3.0 Historical Context

The following historical information has been summarised from the historical notes contained within the SHI citation for the 'Doonside Railway Station Group'², with supplementary information provided where relevant.

3.1 Early Settlement

After initial expeditions by European settlers into the Doonside area, Governor Philip Gidley King reserved a large proportion of land for a Government Stock Reserve in 1802. For the next twenty years the land was used as grazing land for cattle and sheep by convict herdsmen.

The area was named by early settler Robert Crawford after his hometown in Scotland, which was known as River Doon. Crawford was granted 1,000 acres by Governor Brisbane on the east side of Eastern Creek in 1823. Prior to 1916 the Crawford family controlled all development at Doonside. The Crawford homestead was on the south side of the railway line facing Doonside Road. The only road into Doonside at the time was Doonside Road, running from the Western Highway. After the war the Porter and Galbraith company bought property from Crawford and erected the PGH tile works in an area which is now the suburb of Woodcroft to the north of Doonside Station. A soldier's settlement of about twenty poultry farms was established between the railway line and Bungaribee Road to the south of Doonside.³

3.2 Doonside Railway Station

The railway line servicing Doonside was first extended to Blacktown in 1860. It was extended to Rooty Hill in 1861 and Richmond in 1864. The main western line was extended to Penrith in 1867 and into mountains to Wentworth Falls in 1868⁴.

A platform was opened very early as a siding to the Crawford Farm and was known as 'Crawford's Siding'. This was located in the vicinity of the end of Rosenthal Street (notionally as it would hit the railway) to the east (city side) of the existing Doonside Station, approximately 800m east of the Proposal Area.

The first platform at Doonside Station in its current location was opened in 1880. The station was renamed Wolkara on 1 February 1921 but was subsequently changed back to Doonside again on 12 February 1921⁵.

The station originally consisted of two platforms with the two tracks running between and ramped ends to both sides of the platforms. A level crossing was located at the Sydney end of the platforms and there were waiting sheds located on the platforms (**Figure 3.1** and **Figure 3.2**). A new booking office was also constructed sometime between 1880 and 1945 when there were modifications to the level crossing. A septic tank was installed to the original platform, at the Country end of the Up platform (Platform 1) in 1945, with plans showing three buildings in the station group.

The platforms were proposed for extension in 1944, with changes proposed to the platform coping to allow for the changes to the station as the quadruplication of the rail line was rolled out.

² NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

³ Umwelt Pty Ltd, Transport Access Program, Archaeological Risk Assessment, Draft Report prepared for Transport for NSW, 2016

⁴ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

⁵ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>



Figure 3.1 Doonside Railway Station in 1926, showing the original station building

Source: *Families of Doonside*, Carol Horne, 2018

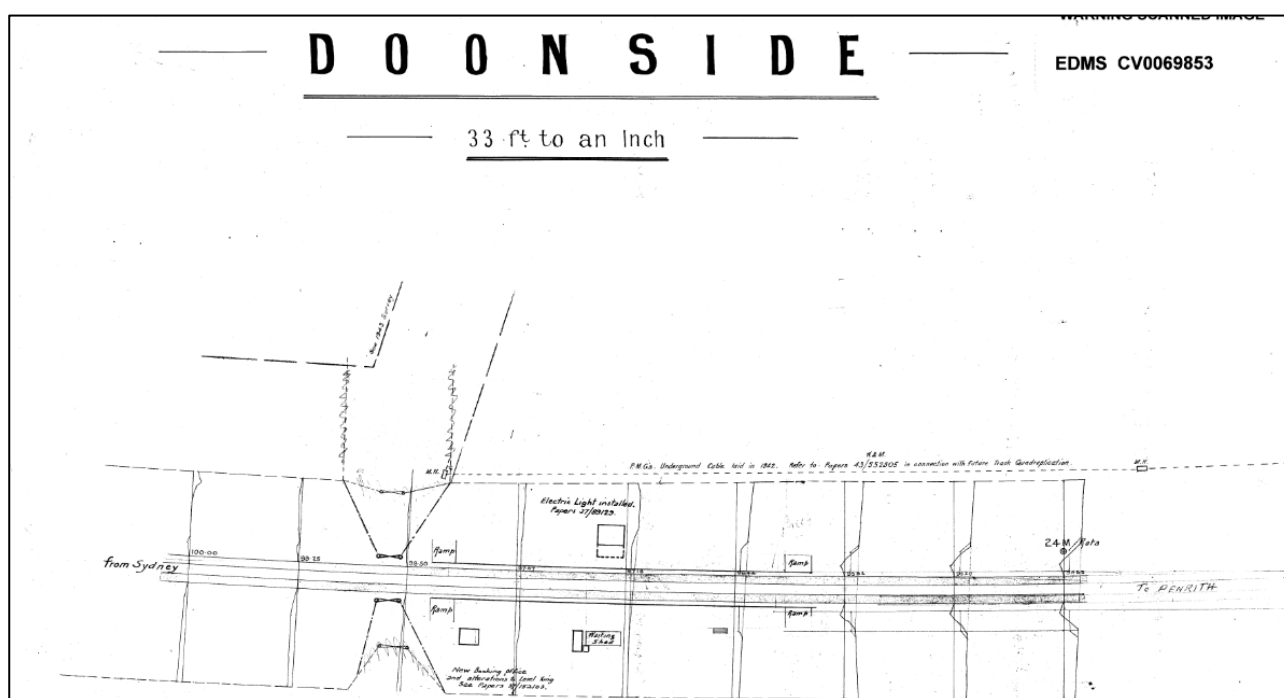


Figure 3.2 Plan showing indicative layout of Doonside station in the early 1920s

© Transport for NSW

The station as it is seen today was constructed by 1955 with proposed plans for the station being drawn up 10 years prior. The modifications are thought to coincide with the electrification of the train line and included the demolition of the previous building and construction of the existing buildings and platform.

Doonside Station, as seen from the 1956 aerials, shows the platforms had been lengthened and were in the process of reshaping to allow for the quadruplication of the line. There are also three buildings visible that were constructed in 1955, however the pedestrian ramps and footbridge are not yet present. In the plans for Doonside Station, it shows Station Building A located in the middle of Platforms 3 and 4. Station Building B (now demolished) is located in the middle of Platforms 1 and 2 and Station Building C sits at the end of Platforms 1 and 2 at the Sydney end of the station⁶.

The station upgrades at this time were one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Mary's during World War Two in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek⁷.

A signal box was incorporated into Station Building C but was closed in 1963 when automatic boom gates were provided at an adjacent level crossing which was itself removed in 1980. The signal box equipment has been removed.

The quadruplication was completed in 1981, 40 years after it began as notations to the plans for Doonside Station.

The pedestrian footbridge that provides access to the platforms was built in 1958. Its twin beam construction was a typical example of the 1940's footbridges on the Western line quadruplication. Since 1990, every component of the bridge, except the steel structure, has been replaced⁸.

The 1990s also saw a considerable set of works undertaken to the internal spaces of the station buildings. Station Building B was demolished before 1998, and Station Buildings A and C underwent alterations, with the fabric considerably altered. This included the closing in of some windows to Station Building C and the conversion of the parcel office desk area into the existing public toilets and also likely the closing in of the south opening to the waiting room in Station Building A.

Conservation works were planned for 2016 to repair minor issues and restore areas of the station, however the extent to which these were completed is unknown.

⁶ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

⁷ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

⁸ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

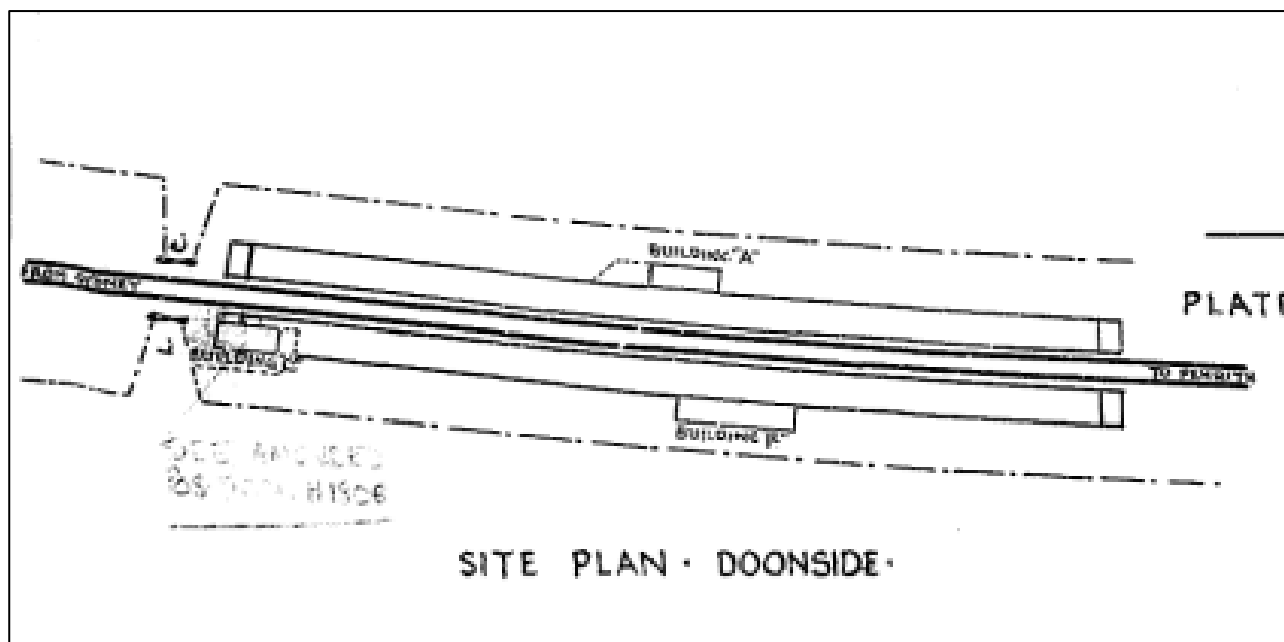


Figure 3.3 1944 site plan showing proposed arrangement of Doonside Station

© Transport for NSW

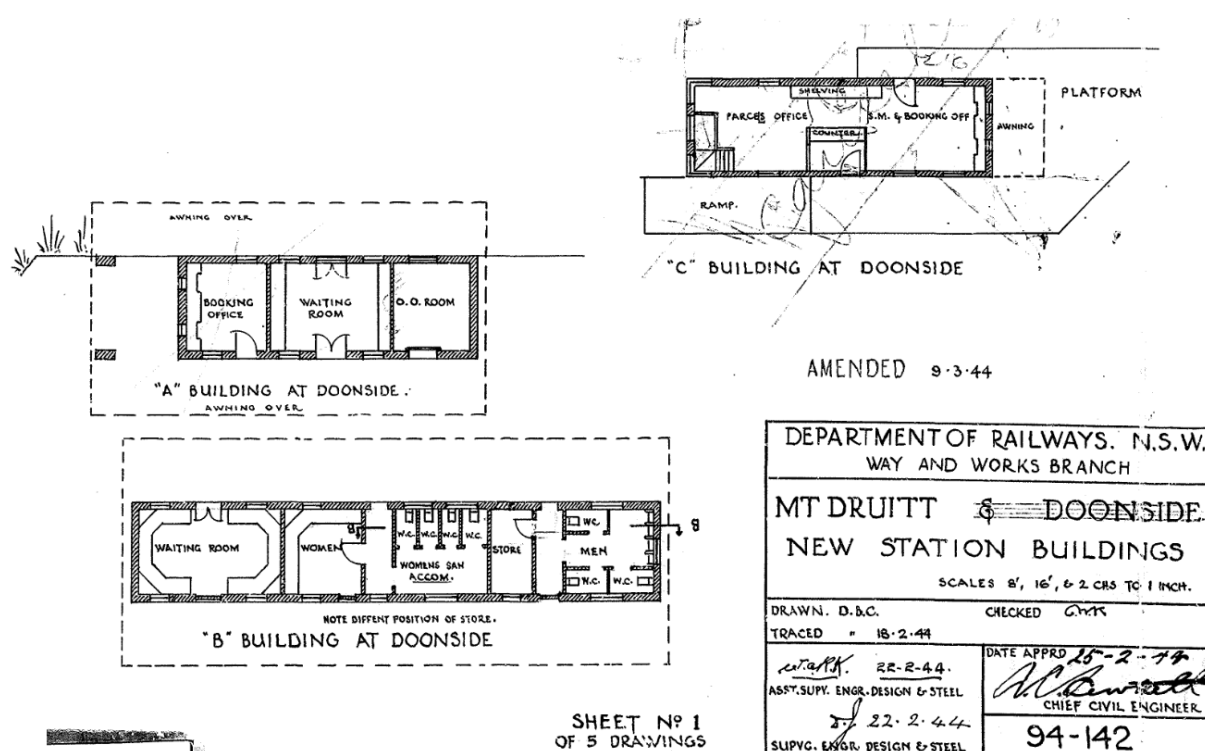


Figure 3.4 Plans dated 1944 showing the internal configuration of the three station buildings

Station Building B has been demolished.

Source: Transport for NSW

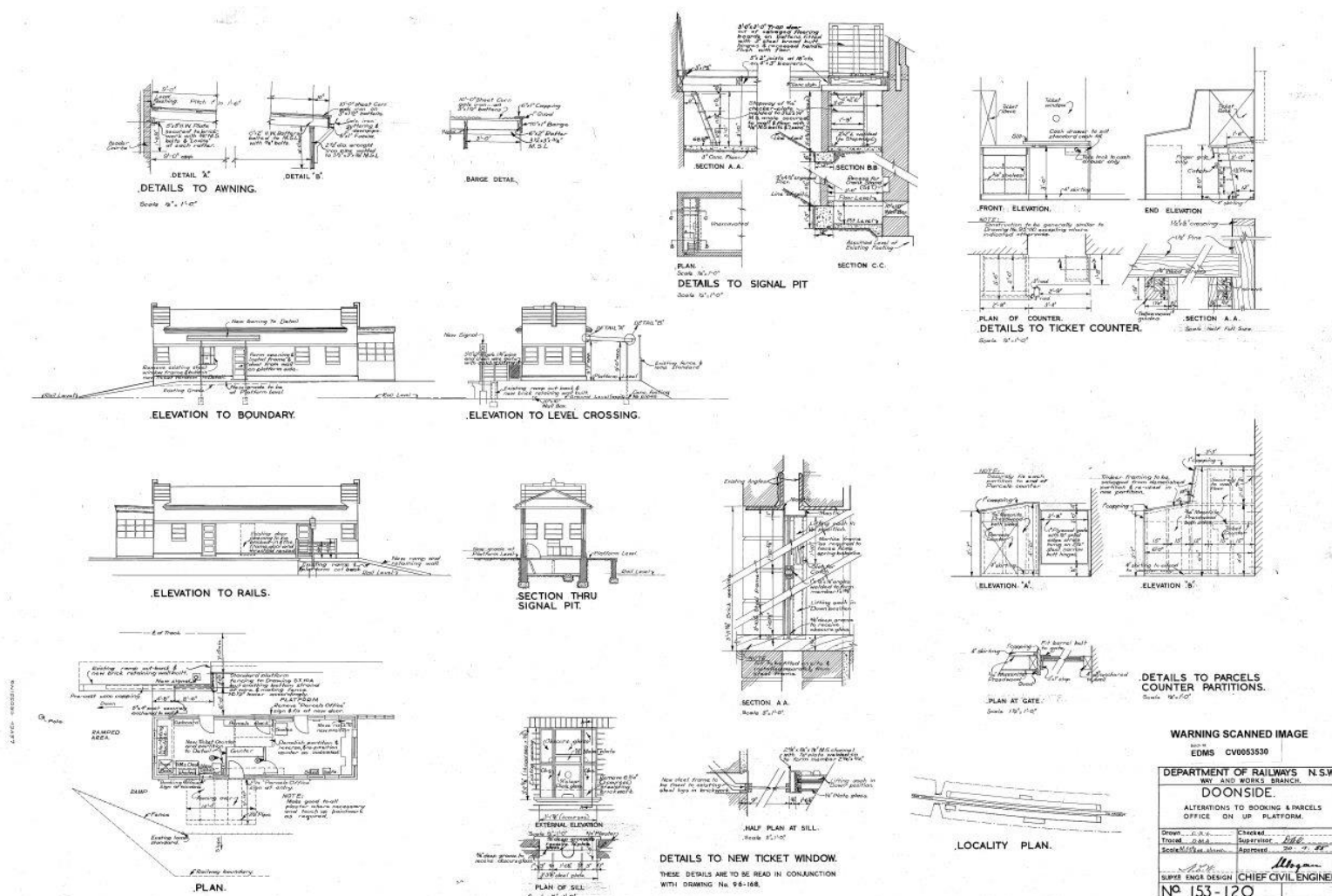


Figure 3.5 1955 plan of Station Building C showing changes undertaken to the station building

Source: Transport for NSW

The proposed future overbridge was never constructed.

Source: Transport for NSW

3.3 Summary of Modifications

Date	Modification
1860	Extension of main western line to Doonside and establishment of 'Crawford's Siding' (east of the Proposal Area)
1880	Construction of the first platform at Doonside
1880 1945	Construction of new booking office. Exact date unknown
1944	Planning commences for the quadruplication of the rail line
1945	Septic tank installed to original Platform 1. 3 station buildings shown on plans at this time
1955	Demolition of the original station building and construction of three new buildings (including two current station buildings)/ Modification to the platform to allow for the quadruplication of the line.
1958	Steel trestle footbridge and stairs constructed
1963	Reconfiguration of Building C for internal signal box.
1981	Completion of the line quadruplication Modification to the footbridge, including installation of canopy and replacement of handrails
1990s	Station modifications including demolition of Building B, alterations to building A and C including closing in of some openings.

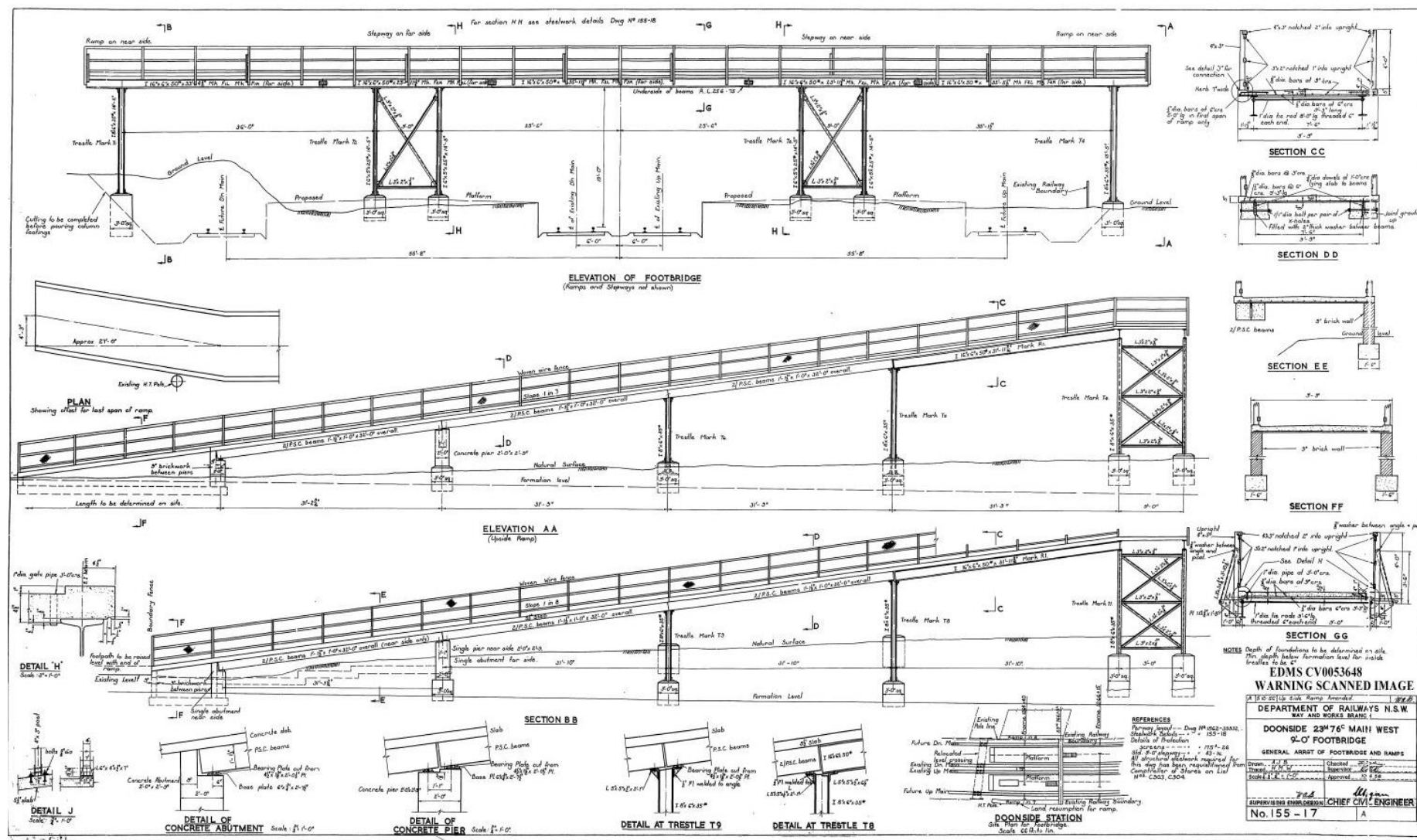


Figure 3.7 Plan showing the general arrangement of the footbridge in 1958

Source: Transport for NSW

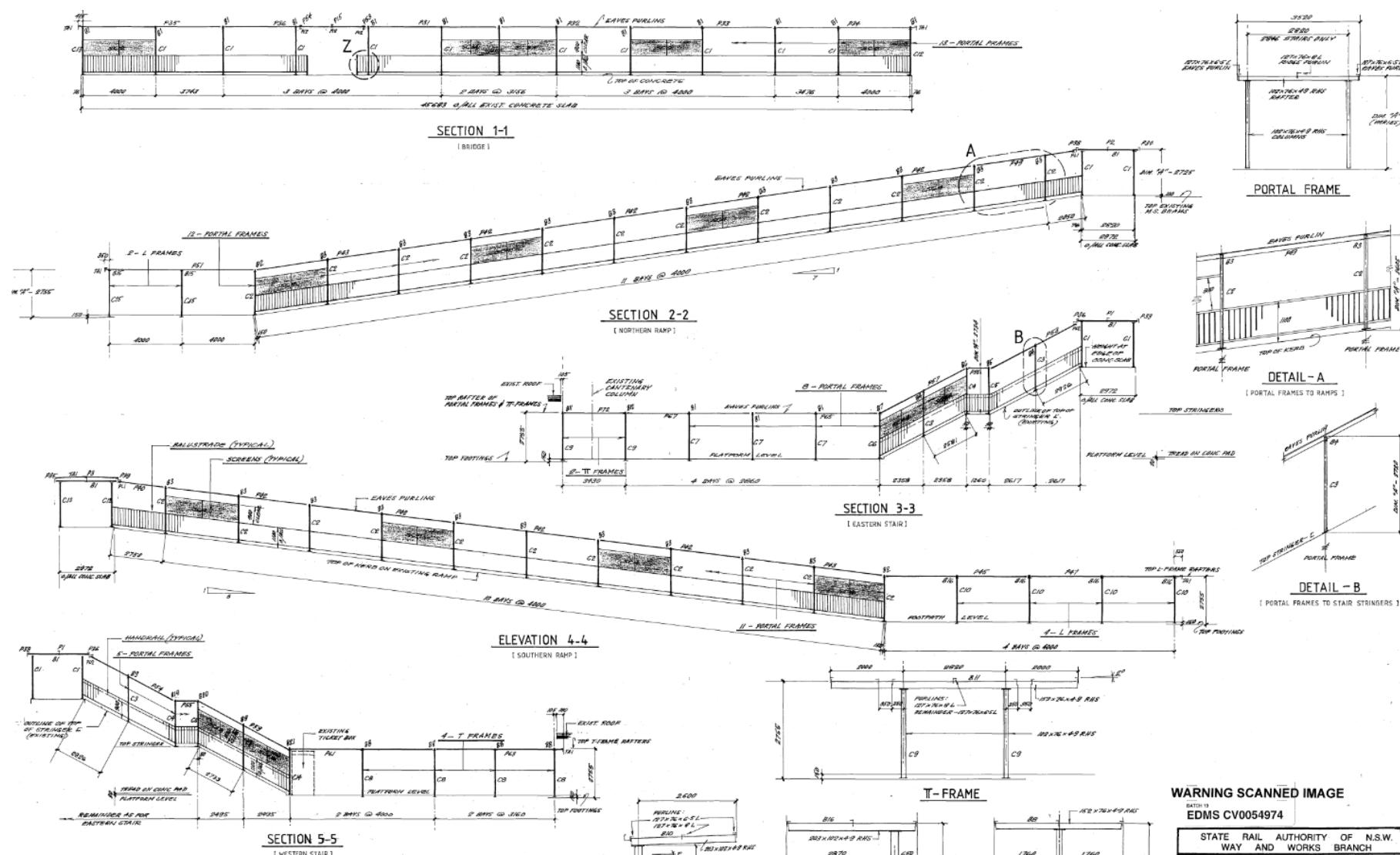


Figure 3.8 1981 Plans showing the modifications to the footbridge

Source: Transport for NSW



FIGURE 3.9
1956 Aerial

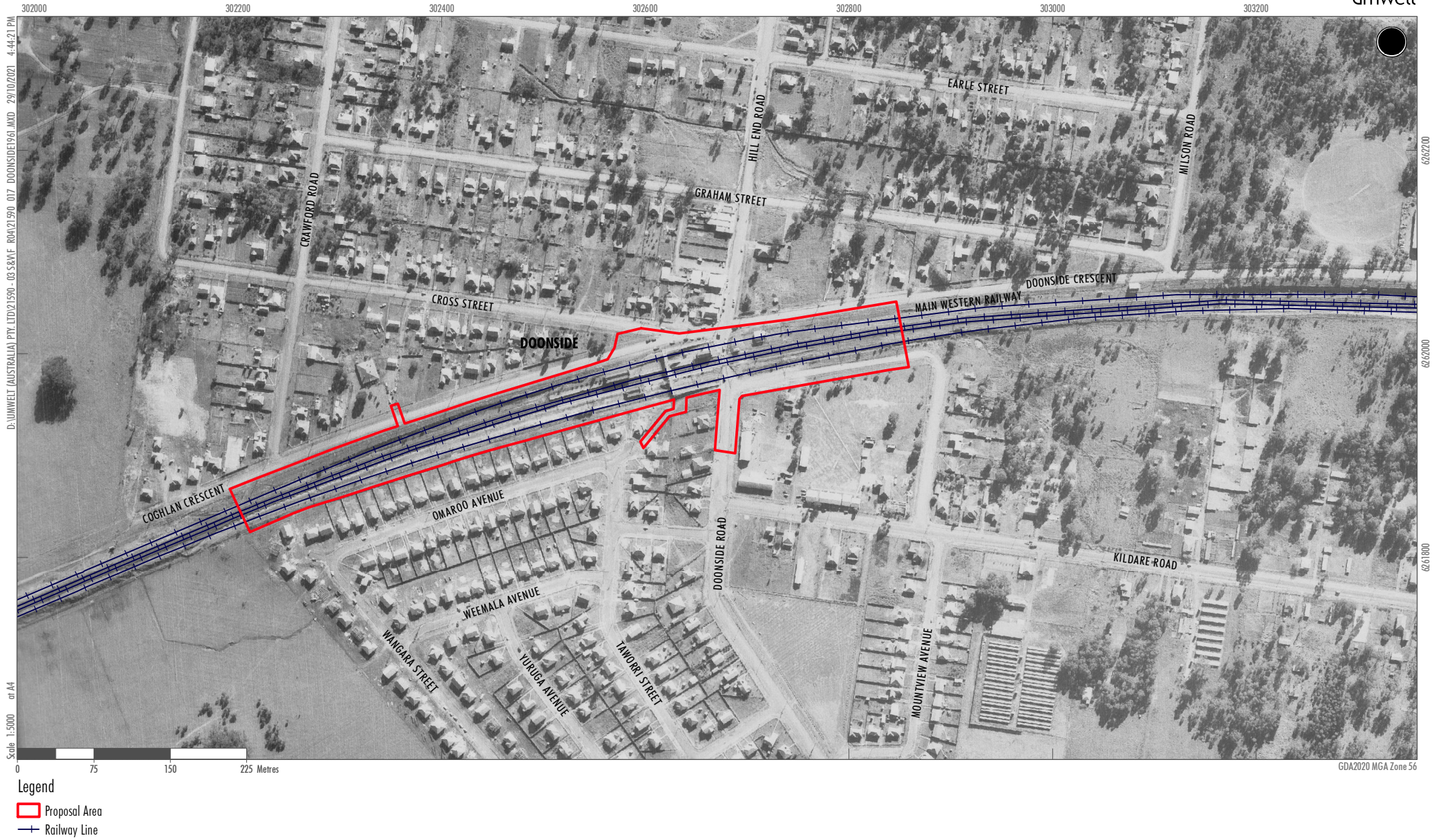


FIGURE 3.10
1961 Aerial

4.0 Description

4.1 Setting

The Proposal Area includes Doonside Station and the surrounding public domain to Doonside Road and School Parade to the south and Cross Street to the north. The town centre of Doonside is located to the north of the station, on Hill End Road and Cross Street. The area is generally flat with commercial and residential areas to the north and a residential area to the south with Doonside Public School located to the south opposite the Proposal Area.

The station is accessed by the footbridge from Doonside Road to the south and Cross Street to the north. There are fences running the length of the rail corridor boundary with rows of mature trees set between the fence and the footpath on both the north and south sides of the station.

The open nature of the surrounding public domain allows for views to the station buildings from:

- Cross Street
- Coghlan Crescent
- School Parade
- Doonside Road

However, the canopy to Platforms 3 and 4 somewhat limits views of Station Building A. The footbridge also provides sweeping views along the platforms in both directions, with the parapet and general form of the station buildings visible over the canopies to both platforms.



Photo 4.1 Doonside Station, showing Station Building C and footbridge viewed from Cross Street



Photo 4.2 **Proposal Area, including public domain and south entrance to Doonside Station**



Photo 4.3 **Views to the west along Platforms 1 and 2 taken from the footbridge**

4.2 Station Elements

The following description has been taken from the NSW SHI Inventory for Doonside Railway Station Group⁹, and supplemented by site photos and information gathered by Umwelt in the preparation of the historical context (**Section 3.0**). Text from the NSW SHI inventory is indicated by italics throughout the following sections.

The following elements are included in the Doonside Railway Station Group:

- 2 Island Platforms (c1955)
- Station Building A - Platform 3/4 (c.1955)
- Station Building C (c1955) and Signal Box (1955, closed 1963) - Platform 1/2
- Footbridge (1958, modified 1990)

Platforms (c. 1955)

Doonside Station consists of two island platforms both aligned on an east-west axis along the train line. They are both brick-faced with concrete decks and asphalt finish. Platforms 1 and 2 is the north platform and is approximately 169m long. It has a ramped end to the east end of the platform and modern aluminium palisade fence to both ends of the platform to prevent access to the rail corridor.

Platforms 3 and 4 is the south platform at the station and is approximately 158m long. It has an asphalt ramp to the east end. Modern aluminium palisade fence has also been installed to both ends of the platform to prevent access to the rail corridor.

Both platforms also have modern amenities such as seats, bins, and signage installed along their lengths. The light poles to the station building appear to be consistent with the standard design typically used from 1985 to 1991¹⁰. Modern canopies from the 1990s have been added linking the footbridge to the station building on both platforms. These canopies are very low-pitched gable form, made of corrugated sheet metal roof supported on square steel columns.

Original metal boot scrapers are set into the concrete by the doors to Station Building C.

⁹ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

¹⁰ Sydney Trains 'Doonside SoHI inhouse light pole repairs' undated.



Photo 4.4 Views west from the Footbridge over the platforms to Station Building A

Source: Transport for NSW 2019



Photo 4.5 Views to Platforms 3 and 4 and Station Building A looking east from the Footbridge



Photo 4.6 Doonside Station looking west to the Footbridge from the east end of Platforms 3 and 4

Station Building C (c1955) and Signal Box (1955, closed 1963) - Platform 1/2

Exterior:

Located at the east end of Platform 1/2 the building is constructed of face brick in the railway Stripped Functionalist style and was used as a combined former signal box and parcel office. The roof is low pitched and clad with Marseilles tiles. It has stepped parapeted gables with bullnosed capping, a centrally located Art Deco style corbelled vertical fin in contrasting brick colour to the east and west elevations. There are vertically proportioned steel framed windows on boundary and rail elevations with security mesh, and corner windows on the east side¹¹. The positioning of these windows on the elevation is reflective of the former use of this room as a signal box. The signal box was located within the east end of the station building and was closed in 1963. All equipment is believed to be removed.

A storeroom was located on the west side of the building (shown in the 1955 drawing) however it has largely been removed. One brick wall remains supporting the metal platform canopy and metal clad upper portion with a shallow roof resting above the canopy.

One of the door openings on the south elevation and one window opening on the north elevation of the building have been bricked up. A corrugated metal canopy supported on steel columns connects the building with the stairs and overhead footbridge.

Several cable routes, air conditioners and other electrical infrastructure has been added to the station walls, guttering and roofing, cluttering the otherwise simple and clean lines of the station design.

¹¹ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

Interior:

Internally, the building contains the station staff office and two bathrooms, one accessed from the north elevation, and one accessed from inside the office. The station office is accessed from a door on the south elevation and runs the length of the building. It is divided into two spaces by a timber-framed glass partition and timber hollow-core door. The ceiling is fibrous cement sheeting and timber batten, with timber batten cornices. A series of cable trays and conduits have been attached to the walls, along with air-conditioning units and communications equipment. The east end of the building contains storage, communications equipment and a small kitchenette, all of which are modern additions to the space. A small toilet is located near the centre of the office space. The west end of the office contains workstations and office fit out, with a small window ticket window added into the west elevation of the station building.

The two bathrooms in the building have a contemporary fit out, with modern tiles and fixtures. Access to the bathroom on the north elevation was unavailable at the time of site inspection, with details and photos provided by Transport for NSW.

Generally, the interiors of Station Building C retain little original fabric. Modern fit out and fixtures have been added throughout with the original elements retained limited to the ceiling, walls and windows to the north, south and east elevation.



Photo 4.7 Station Building C showing the south elevation as viewed from Platforms 3 and 4



Photo 4.8 **Boot cleaning grill at the entrance to Station Building C**



Photo 4.9 **Station Building C, West Elevation**

A window has been infilled with bricks on this elevation (behind ticketing machine) with the other window modified for the covered ticket window.



Photo 4.10 East side of the station office, Station Building C



Photo 4.11 Partition wall and internal bathroom within Station Building C, looking west



Photo 4.12 West end of Station Building C

The photo shows the ticket window added to the west elevation, cable route fixed to the wall and patches to the 1955 ceiling.

Station Building A - Platform 3/4 (1955)

Exterior:

Located near the centre of Platforms 3 and 4, the platform building is also constructed of face brick in the railway Stripped Functionalist style. *It has similar architectural elements to the Platform Building C including low pitched Marseilles tiled roof, stepped parapeted gables with bullnosed capping, centrally located Art Deco style corbelled vertical fin in a contrasting brick colour to the east and west elevations¹².*

There are also steel framed windows on both platform elevations with security grilles, and a wide corrugated metal awning providing protection along the platform elevations and ticket window elevation where it is supported on two brick columns. The building appears to be in its original configuration with only one ticket window being enclosed or blocked for the provision of a ticket machine. A corrugated metal canopy covers the remaining portion of the platform between the building and the stairs linking to the overhead footbridge. This is set below the building's awning and supported on steel columns. The entrance to the existing storeroom retains the original timber door and frame (Photo 4.15).

Similar to Station Building C, several cable routes, air conditioners and other electrical infrastructure has been added to the station walls, guttering and roofing, cluttering the otherwise simple and clean lines of the station design.

¹² NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

Interior:

Station Building A is divided into three spaces internally, each accessed from the north side of the building. A storeroom is located at the western end of the building, accessed through the original timber sliding door. This room has shelves fixed to two walls however is otherwise empty. The floors are the concrete slab for the building and the ceiling is plasterboard with moulded cornices. There is a manhole providing access into the roof space in one corner of the storeroom.

The central space of the building is the former waiting room. This space has a gate fixed to the entrance and metal bars to the four windows (two each on the north and south elevation). No window frames or glazing or doorframes remain, however it is unclear from the original station design if this was part of the original design, or they have been removed. The ceiling is timber batten and cement sheeting, with timber batten cornices. The walls are rendered, with tile flooring. The space is generally empty except for two timber seats (contemporary standard Sydney trains seating) and two timber rollover indicator boards.

The room at the east end of the building is a former ticketing office and is now used as a storeroom. It has a timber batten and cement sheet ceiling, with timber batten cornices and linoleum flooring. There is a timber desk along the eastern wall, likely dating from the 1955 construction of the building, with a ticket window above the desk on one side of the east elevation. The room has a range of shelves, empty display boards and communications / electrical equipment attached to the walls.

Generally, Station Building A retains the original ceiling in two of the three spaces, with the original internal configuration and walls retained. Some moveable heritage items are located in the former ticketing office and waiting rooms. Largely however the original fabric in this building has been removed.



Photo 4.13 **West elevation of Station Building A**

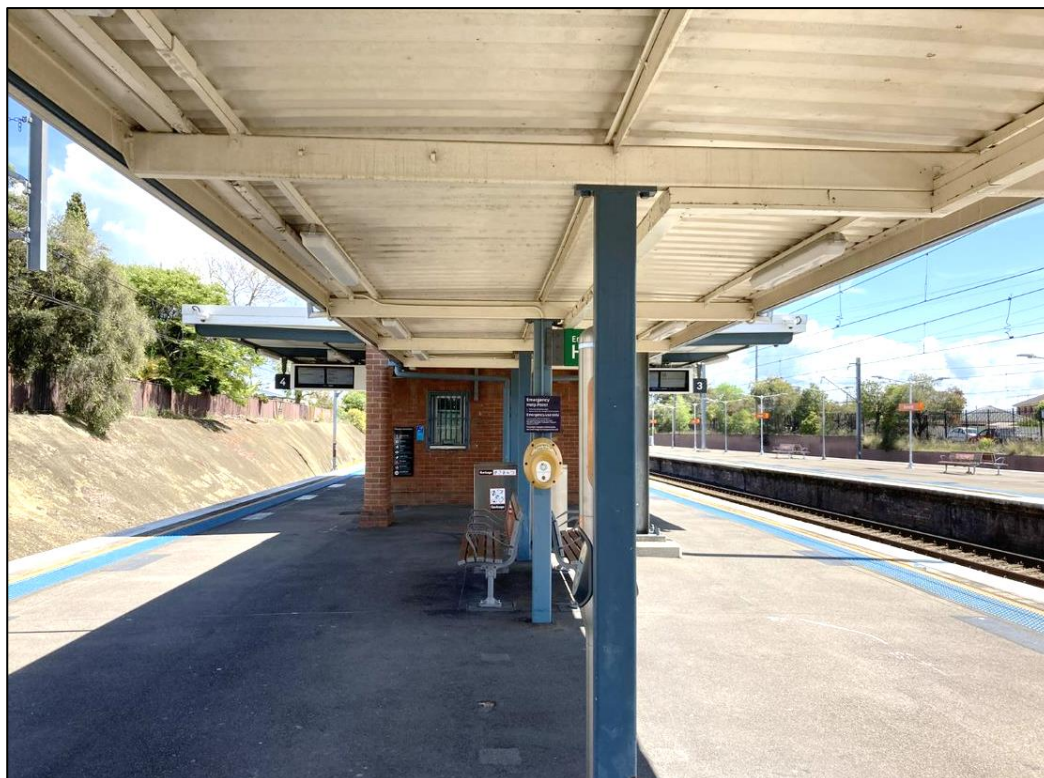


Photo 4.14 East elevation of Station Building A



Photo 4.15 Station Building A, showing the original timber sliding door to the storeroom



Photo 4.16 Station Building A, Storeroom



Photo 4.17 Station Building A, former waiting room in the central space

Fixed bars and gate have been used to prevent access to the space.

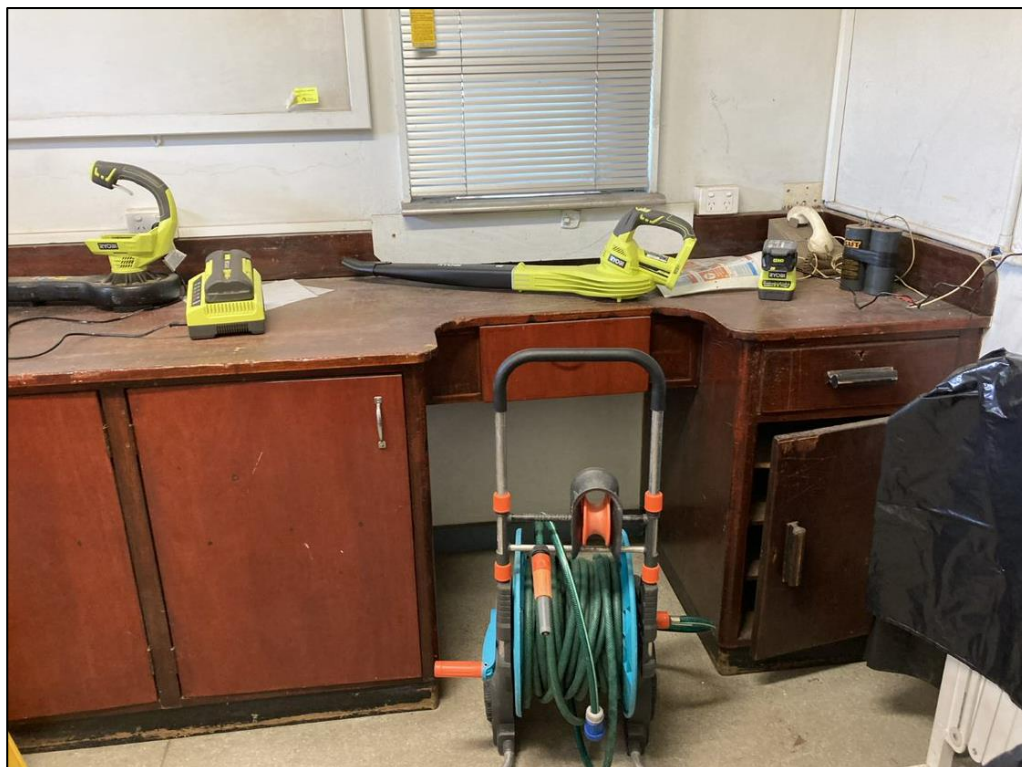


Photo 4.18 Former booking office, showing the early / original desk fit out on the east wall



Photo 4.19 Station Building A, with cables and air-condition fixed to the south wall

Footbridge (1958, modified 1990)

The footbridge at Doonside Station is a steel beam and column structure over the platforms and tracks with the ramps to the streets finished on concrete piers and brickwork between the piers at the lowest end¹³. There is a set of stairs on the east side of the footbridge leading to Platform 1/2, and stairs to the west side leading down to Platform 3/4. A metal sheet roof canopy has been added to the footbridge and the stairs.

It is a standard footbridge used from the 1940s on the Western line quadruplication. All elements other than the structural steel elements have been replaced with contemporary materials and detailing since the 1990s. Despite the modifications, the form and configuration of the footbridge has remained largely consistent since 1958.



Photo 4.20 Footbridge and ramp configuration at the north side of the station

¹³ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 August 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>



Photo 4.21 Footbridge, spanning over the platforms

Photo looking west from near the east end of Platform 3/4.

4.2.1 Moveable Heritage Items

The following moveable heritage items were identified in the NSW SHI citation for the Doonside Railway Station Group¹⁴ however some have since been removed or relocated. The condition or location of stored items or those within the station building office could not be confirmed.

Platform:

- *Two single timber rollover indicator board believed to be stored in building A on platform 3/4. They displayed services from Platform 1 into the city and include clock faces and foot pedals*
- *Cast iron and concrete door thresholds and boot scrapers to the station building on platform 1/2*
- *“Penrith” indicator board metal covers previously attached to exterior wall of station building. Note: Review of current site condition indicates these have been removed.*

In storage:

- *Steel and canvas ambulance stretcher with painted lettering “Doonside Station”,*
- *large, fitted timber ticket bench with drawers and cupboards,*
- *early telephone,*

¹⁴ NSW State Heritage Inventory ‘Doonside Railway Station Group’ accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

- *RailCorp sign “Important notice – About train Running”,*
- *early wall-mounted telephone communication box,*
- *wall-mounted timber noticeboard / poster case*

In staff offices:

- *Small white Ajax cast iron safe,*
- *small timber stationery organiser,*
- *red and white “Emergency Response” cabinet,*
- *several wall-mounted timber shelves,*
- *wall-mounted timber key safe,*
- *early wall-mounted telephone communication box,*
- *small timber cupboard containing electrical switch gear, canvas despatch bags*

5.0 Heritage Significance

As identified in **Section 2.5**, the Proposal Area includes the Doonside Railway Station Group, and the public domain adjacent to the station. The public domain is not included in the listing for the station group. The public domain does not form part of an individually listed heritage item and is not located within a heritage conservation area. As such, the public domain area that falls within the Proposal Area is not considered to have heritage significance and is not considered further in this section of the report.

The following section outlines the significance of listed heritage items located within the Proposal Area, being the Doonside Railway Station Group.

5.1 Assessment of Significance

The Doonside Railway Station Group is listed on the TAHE S170 Heritage Register and the Blacktown LEP for its historical, aesthetic and representative heritage values. **Table 5.1** contains the significance assessment prepared as part of the TAHE s170 register entry for Doonside Railway Station group on the NSW SHI.¹⁵ Text italicised in the table below indicates where information has been cited directly from the SHI citation.

Table 5.1 TAHE Section 170 Heritage Significance Assessment

Criteria	Application of Criteria
Criterion A Historical Significance	<i>Doonside Railway Station is of historical significance as evidence of one of the stations built during the duplication of the line between St Marys to Lidcombe during the Post War period in response to increased development in the area.</i>
Criterion B Associative Significance	No associative significance was identified in the TAHE heritage listing, nor the Blacktown LEP listing citation. .
Criterion C Aesthetic or Technical Significance	Doonside Railway Station has aesthetic significance as an example of a small albeit modified railway Stripped Functionalist station in an urban setting. The buildings are very simply detailed with limited ornamentation representing economic policies of the time. The buildings and the setting on the station platform has been modified with the installation of new services and canopies, which have obscured some of the key elements of the Stripped Functionalist style previously evident.
Criterion D Social Significance	<i>The place has the potential to contribute to the local community's sense of place and can provide connection to the local community's past.</i>
Criterion E Research Potential	<i>Doonside Railway Station has research significance as it demonstrates design and construction techniques of the mid-20th century railway structures and the use of Functionalist elements in a railway setting. However, the information gained can be found in better examples of this style on the network.</i>
Criterion F Rarity	This station was not assessed as rare in the TAHE heritage listing.
Criterion G Representativeness	<i>Doonside Railway Station is a modified example of a small, mid-20th century railway station in an urban context featuring railway Stripped Functionalist style elements. Where original features remain, or have not been obscured by modern additions, it provides a simpler example of the architectural style, with better examples of this represented elsewhere such as Pendle Hill, Wentworthville, Toongabbie and Seven Hills railway stations.</i>

¹⁵ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

5.2 Statement of Significance

Doonside Railway Station is of heritage significance for its historical, aesthetic, and representative values. The following passage has been amended from the statement of significance provided in the NSW SHI inventory citation for Doonside Railway Station Group.¹⁶

Doonside Railway Station is of local significance as evidence of one of the stations built during the quadruplication of the line between St Marys to Lidcombe during the Post War period in response to increased suburban development in the area.

Although reasonably modified, it provides a fair representative example of a small, mid-20th century railway station in an urban context, retaining some visible railway Stripped Functionalist style elements similar to other stations along this section of the Western Line, representing the economic policies of the time between and after the World Wars.

5.3 Significance Gradings

Different components of a place can contribute to its heritage value in different ways. This includes not just the fabric of the item, but its setting, views and its alignment within a larger setting. Elements can be graded on how they individually contribute to the overall heritage values of a place. The gradings of significance developed by the Heritage Council of NSW have been adapted for use in this report (**Table 5.2**).

Table 5.2 Gradings of Significance definitions

Grading	Significance
Exceptional (E)	Elements of exceptional significance are rare or outstanding elements that directly contribute to the place's overall heritage significance. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved in-situ. Any change should be minimal and retain significant values or fabric.
High (H)	Elements of high significance have a high degree of original fabric. They demonstrate a key aspect of the place's overall heritage significance and should be retained and conserved. Retention should be considered in-situ. Minor change is allowed so long as significant values and fabric are retained and conserved.
Moderate (M)	Elements of moderate significance have been altered or modified or do not demonstrate a key aspect of the significance of the place. They contribute to the place's overall heritage significance; however, change is allowed so long as it does not adversely affect values and fabric of exceptional or high significance.
Little (L)	Elements of little significance do not substantially add to the significance of the place in a positive way, though neither do they detract from its overall significance. Elements of little significance may also reflect fabric that may have been substantially altered or modified or may reflect non-significant phases of development. Changes are allowed so long as it does not adversely affect values and fabric of exceptional or high significance.
Neutral (N)	Elements identified as neutral do not contribute or detract from significance. The attribution of 'neutral' typically applies to introduced new or utilitarian fabric that does not relate to a significant historical period or use. Changes are allowed so long as they do not impact on associated fabric of higher significance.
Intrusive (I)	Intrusive elements are damaging to the place's overall heritage significance; they should be considered for removal or alteration.

¹⁶ NSW State Heritage Inventory 'Doonside Railway Station Group' accessed 20 September 2021<
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

An examination of the elements of Doonside Railway Station and a review of the significance assessment contained in **Table 5.1** have provided the background to providing a grading of contributory elements within the station. **Table 5.3** below provides the grading of contributory elements present at Doonside Station which has been informed by a review of the historical development of the site, results of the site inspection and the significance gradings for elements included in the 2016 Heritage Conservation Schedule of Works¹⁷.

Table 5.3 Grading of Contributory Elements

Element	Grading	Discussion
Platforms, form, alignment, brick face and coping (excluding asphalt surface)	High	The island platforms at Doonside railway station are of high contributory significance as part of the 1955 station modifications. It provides evidence for the modifications to the station undertaken for the quadruplication of the rail line and is associated with the development of Doonside in the Post War suburban expansion in the area.
Station Building C (Platform 1/2)	High	Station Building C is of high contributory as an original albeit modified element of the 1955 development of the station. Internally, the station building retains its original ceilings, skirting boards and windows. Although some modifications have occurred, such as the infill of doorways and installation of modern fit out and cable routes, the station building still provides evidence of Post War Stripped Functionalist details of the station, contributing to the aesthetic significance of the station.
Station Building A (Platform 3/4)	Moderate	Station Building A, although an original element of the 1955 station development, has lost some of its integrity through modifications since 1955. The building's overall form has been maintained with partial obstruction of the architectural details in some areas, particularly with the placement of the canopy at the east end of the building. Original internal fabric in this building includes the ceiling in the former booking office and waiting room, with some original fit out and movable heritage items are also located in the former booking office. Station Building A provides a moderate contribution to the overall significance of the Doonside Railway Station Group (DRSG).
Footbridge	Moderate	The footbridge has been identified as being moderate to little significance within the Sydney Trains 2021 <i>Railway Footbridges Heritage Conservation Strategy: Interim Review</i> . It retains the form and original trestle structure and despite the modification to the other components of the structure provides a demonstrative example of the footbridges used on the western line from 1940 onwards. The form of the footbridge provides evidence of the late 1950s modifications to the station during the electrification of the railway line, and forms part of the historical and aesthetic significance of the station group. Although heavily modified it provides a moderate contribution to the overall significance of the DRSG.
Platform surface, furniture, lights and bins	Neutral	The asphalt platform surface is a replacement of the original concrete deck which has been installed and likely replaced during one of the phases of upgrades to the station. This does not detract from any of the significant station elements, nor does it contribute to the overall heritage significance of the DRSG. The existing station platform furniture, including timber seats and rubbish bins are recent additions to the station curtilage. They do not detract from or obscure any significant elements of the station group, nor do they provide any contribution to the overall significance of the DRSG.

¹⁷ OCP Architects Doonside Railway Station Schedule of Works, Station Refresh Package 4: Heritage Conservation Works, prepared for Sydney Trains November 2016.

5.4 Historical Archaeological Potential

Historical archaeology in Australia generally relates to the study of the past using physical evidence in conjunction with historical sources. Historical archaeology is generally defined as comprising the period since European arrival in Australia in 1788. An archaeological resource is the physical evidence of the past and may comprise sub-surface evidence including building foundations, occupation deposits, features and artefacts. Archaeological resources are irreplaceable and have the potential to contribute to our knowledge and understanding of early history using information that is unavailable from other sources (DUAP 1996:2). As outlined in **Section 2.1**, archaeological remains or ‘relics’ are defined as:

deposit, object or material evidence that is:

related to the settlement of the area that comprises NSW, not being Aboriginal settlement of State or local heritage significance.

As identified in **Section 3.1**, Doonside was included in the Government Stock Reserve in 1802, set aside by Governor Philip Gidley King. This was largely used for grazing cattle and sheep by convict herdsmen. The first land grant in the area was given to Robert Crawford. Following this, the land was gradually cleared for farming and orchards. The Crawford homestead was on the south side of the railway line facing Doonside Road, outside of the Proposal Area. Little information about the land use of the proposal area is available prior to the construction of the railway line.

The operation of farms would generally have included construction of fence lines and sheds or other ancillary structures as necessary within the landscape. Historical archaeological remains of these structures would not be substantial structures or foundations; rather if surviving it would consist of post holes or shallow foundations. No substantial dwellings or domestic structures are recorded as being built in the Proposal Area during this phase of historical development.

Construction of the railway line first occurred in 1860, which would have resulted in the widespread clearing, leveling of the terrain and demolition of any former structures such as fence lines or sheds used for farming. This would have occurred along the length of the rail alignment, including in the Proposal Area and resulted in the complete removal of any historical archaeological remains associated with the early land use within the Proposal Area. Further modifications to the rail line through the quadruplication of the line would have further removed any historical archaeological remains.

The construction and subsequent upgrades at Doonside Station also included the installation of necessary subsurface infrastructure, such as stormwater management, electrical and sewerage systems. As these have been upgraded or replaced, redundant services or subsurface infrastructure may have been left in situ, below the existing ground surface. Remains of subsurface infrastructure at Doonside Station does not constitute archaeological remains, or ‘relics’ as defined by the Heritage Act.

The first platform in the area was known as ‘Crawford’s Siding’. This was located approximately 800m east, outside of the Proposal Area, in the vicinity of the end of Rosenthal Street (notionally as it would hit the railway).

6.0 The Proposal

6.1 Scope of Works

The following scope of work, and subsequent assessment of impacts in **Section 7.0**, have been prepared in reference to the following design documentation:

- TAP150446-LOR-DSD-AT-RPT-000001 – TAP 3 Doonside Station Upgrade Architectural Design Report, System Definition Review Draft Submission, Prepared by Group GSA, Revision B, Dated 11/6/2021
- 150466-DSD-AT-DRG-06500 – TAP 3 Doonside Station Upgrade, Station Elevations – Proposed, System Definition Review, drawn by David Ng (SMEC), Revision A, dated 29/7/25021
- 150466-DSD-AT-DRG-11000 – TAP 3 Doonside Station Upgrade, Materials Schedule and Finished – Proposed, System Definition Review, drawn by David Ng (SMEC), Revision A, dated 29/7/25021
- 150446-DSD-AT-RPT-00002 – – TAP 3 Doonside Station Upgrade, Doonside Station Visual Impact Assessment, System Definition Review, Prepared by Group GSW, Revision A, dated 9/6/2021.

6.1.1 Station Access Upgrade

Details of the proposed work to take place at the station to improve accessibility and customer experience include:

- construction and installation of four new passenger lifts and lift landings to provide access to the existing footbridge and island platforms. This would include:
 - installation of a lift from Cross Street to the existing footbridge (Lift 1)
 - installation of a lift from the existing footbridge to Platforms 1 and 2 (Lift 2)
 - installation of a lift from the existing footbridge to Platforms 3 and 4 (Lift 3)
 - installation of a lift from Eastwood Lane to the existing footbridge (Lift 4)
- new roofing to existing ramps, footbridge and stairs to Platforms 1 and 2
- new canopies to all platforms:
 - the new canopy on Platforms 1 and 2 would extend to provide canopy coverage from the existing building to the boarding assistance zones
 - removal of existing stairs and canopy to Platforms 3 and 4 and the provision of new stairs and a new canopy. The new canopy on Platforms 3 and 4 would extend to provide canopy coverage to the boarding assistance zones
- installation of new handrails and anti-throw screens along the existing ramps, footbridge and stairs.

6.1.2 Station Building Modifications

Modifications to the existing station buildings include:

- refurbishment of existing toilet within the Station Building C on Platforms 1 and 2 to create a new family accessible toilet. These works would include:
 - demolition of existing internal partitions and fittings

- installation of bathroom fixtures including toilet, sink and a changing table
- internal fit-out including walls and tiles
- plumbing
- establishment of a communications room within the existing storage room at the western end of Station Building A on Platforms 3 and 4 including:
 - installation of new cable trays above the existing ceiling
 - installation of a new fire rated ceiling to the new communications room
 - demolition and make good of the existing cable duct to the existing booking office / communications room
 - installation of a new security system.

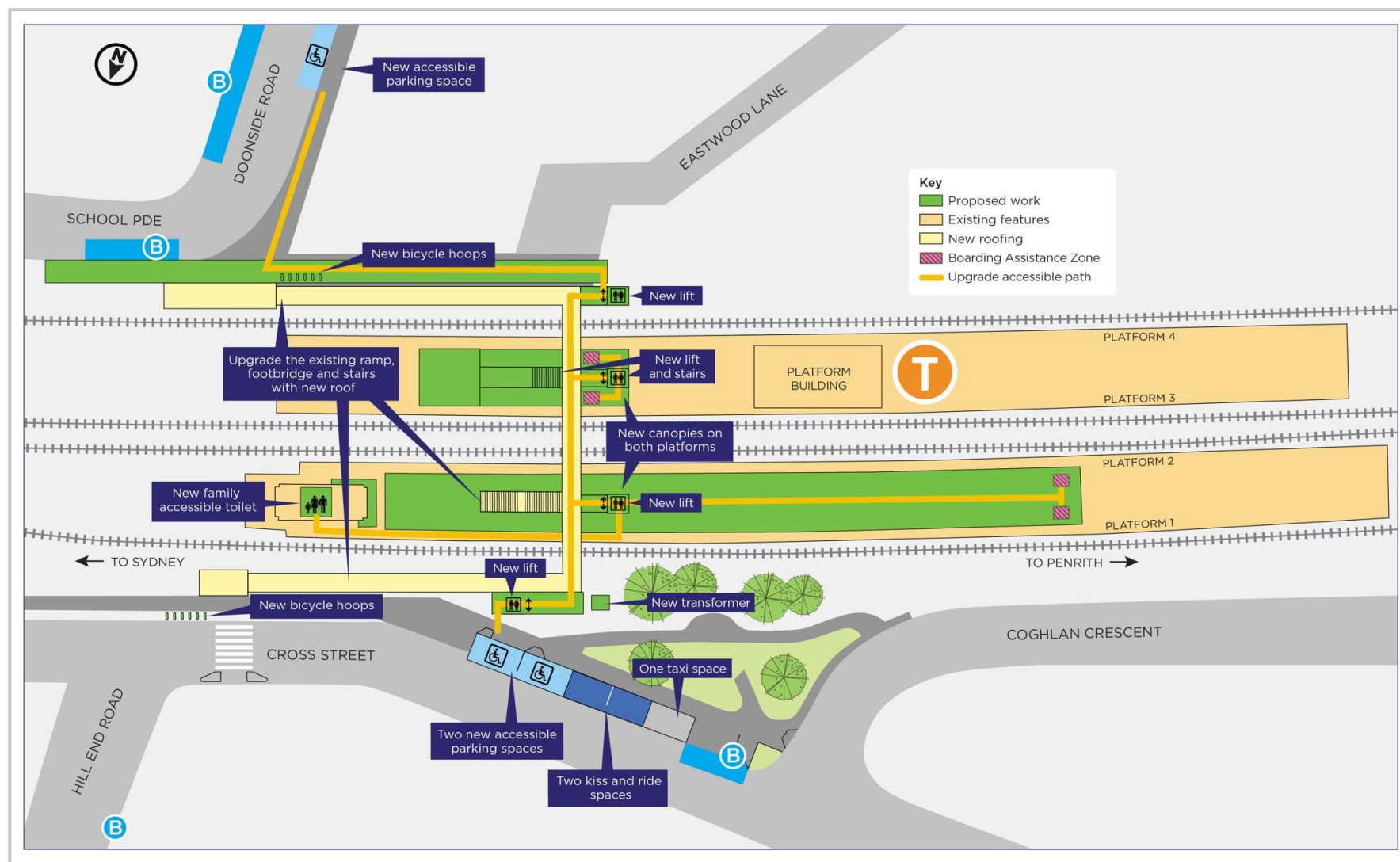


Figure 6.1 Proposed Station Layout

Source: Transport for NSW



Figure 6.2 Photomontage of proposed station layout (subject to detailed design)

Source: Cambium Group, October 2021

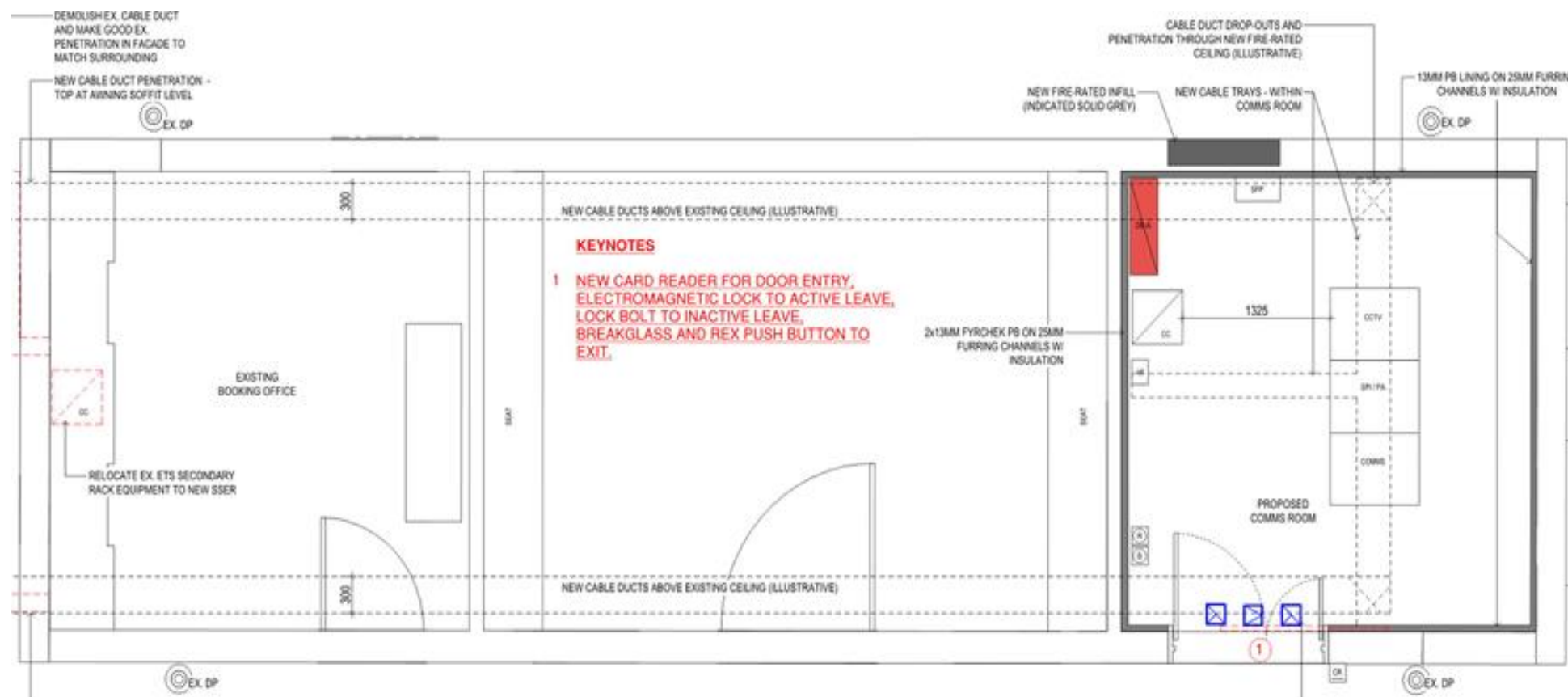
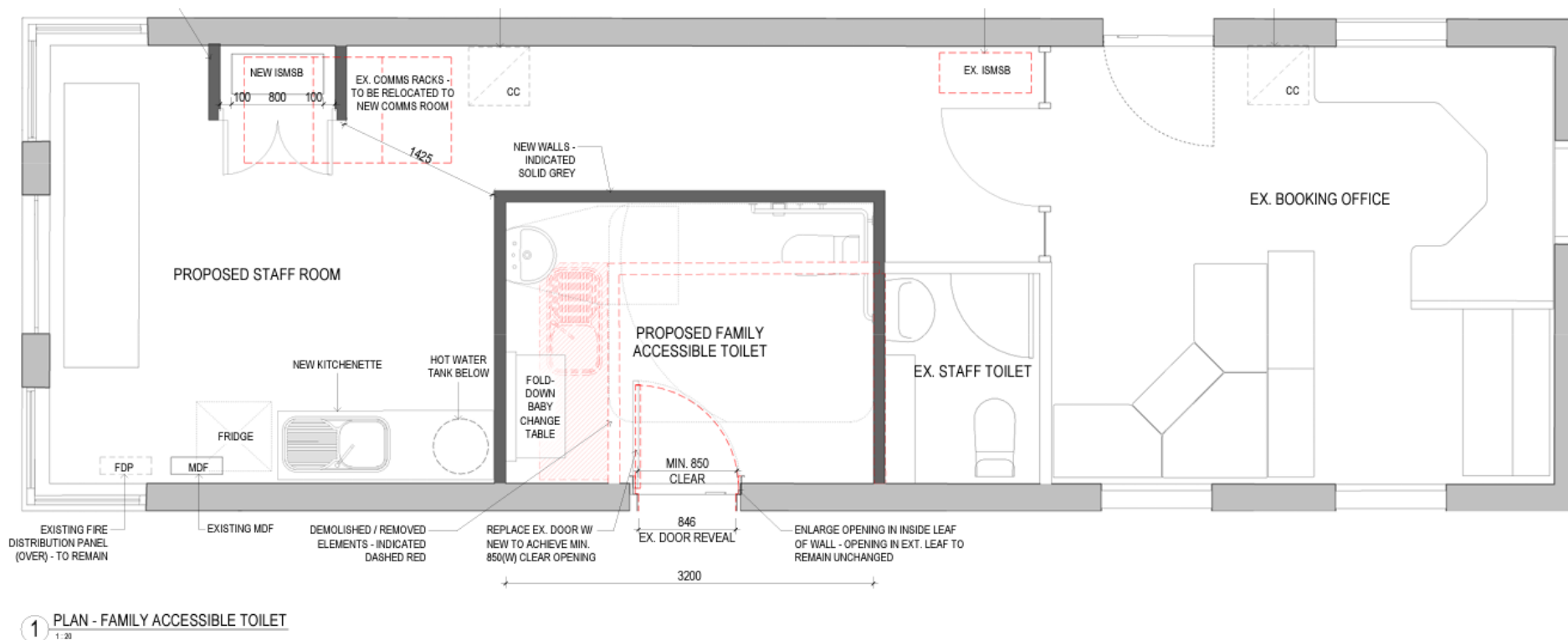


Figure 6.3 Proposed layout for the communications room in Station Building A

Source: SMEC, July 2021



NOTE
ALL DIMENSIONS APPROXIMATE AND
MUST BE VERIFIED BY SURVEY

Figure 6.4 **Proposed changes to the existing publicly accessible toilet in Station Building C**

Source: Lang O'Rourke July 2021

6.1.3 Interchange Facilities

Interchange facilities proposed around the station to improve accessibility and customer experience include:

- four accessible parking spaces including:
- two parking spaces on the northern side of School Parade at the location of the existing bus zone
- two parking spaces on the southern side of Cross Street within 10m of lift one.
- relocation of the existing bus stop on Cross Street eastwards, closer to the station entrance
- relocation of the existing bus stop on School Parade further south along Doonside Road to be directly across from the existing bus zone on the eastern side of Doonside Road
- a kiss and ride bay with capacity for two cars on the southern side of Cross Street, adjacent to the new accessible parking spaces
- construction of a new pedestrian crossing where School Parade joins Doonside Road providing access between the station entrance area and Doonside Public School
- repaving of the pedestrian walkway from Eastwood Lane to the start of the pedestrian ramp to provide a level surface for access to lift 4
- installation of new bicycle hoops near the Doonside Road ramp entrance.

6.2 Ancillary Work

Ancillary work required to take place at and around the station to facilitate accessibility upgrades include:

- regrading and resurfacing of the station platforms to provide compliant paths of travel between the lifts, boarding assistance zones, family accessible toilet and other facilities on the platforms
- resurfacing of other areas within the construction footprint, where impacted by construction activities, including services trenching work
- new stormwater drainage connections from new canopies to the existing stormwater system
- upgrade to the station power supply to cater for the four new lifts, which would include the installation of an underground low voltage (LV) service main to a new electricity pillar that would be installed on the northern side of Doonside Station from the existing padmount transformer 11778
- improvements to lighting, station security and communication systems, including CCTV modifications, public address system upgrades, modification to station passenger information systems, new hearing induction loops within the station platforms
- new wayfinding signage in relation to the new lifts and parking spaces
- new Tactile Ground Surface Indicators (TGSIs) where required
- relocation and protection of existing underground services including sewer, telecommunications, water, power and gas

- temporary site compounds for storage of materials and equipment
- temporary work (where required) during construction in order to maintain existing pedestrian 'level of service'.

6.3 Design Option Analysis

During the development of the reference design, Transport for NSW reviewed three options against a multi-criteria analysis (MCA) to determine the most appropriate approach to achieve project requirements. This included a review of the design options by OCP Architects, the heritage consultant to the design team. The options were assessed against seven criteria including:

- infrastructure
- facility operations and maintenance
- deliverability
- customer experience
- transport integration
- urban design and precinct planning
- environment, sustainability and heritage

The following options (note each option included other upgrades to address DSAPT and DDA non-compliances including station canopies, a family accessible toilet, platform regrading, wayfinding upgrades and interchange upgrades) were considered as part of the SDR design stage:

Option 1: retain the existing footbridge, retain the existing stairs from the footbridge to the platforms, demolish and remove existing ramps to the footbridge, construct new stairs to replace the ramps and construct four new lifts from street/platform level to the existing footbridge. Minimal heritage impacts identified however replacement of footbridge ramps would be a modification to the bridge, which was identified as being of 'moderate significance'

Option 2: construct a new footbridge toward the city (eastern) side of the existing footbridge, demolish and remove existing ramps to the footbridge, construct new stairs to replace the ramps and construct four new lifts from street/platform level to the new footbridge. This option provided the worst heritage outcome. The significant footbridge would be removed, and a new lift would be introduced immediately adjacent to Station Building C on Platforms 1 and 2.

Option 3: construct a new footbridge toward the country (western) side of the existing footbridge, demolish and remove existing ramps to the footbridge, construct new stairs to replace the ramps and construct four new lifts from street/platform level to the new footbridge. This option would have a negative heritage outcome with the removal of the footbridge, however the impact of the lifts in Option 2 was reduced with greater distance achieved between the new structures and the station buildings.

Preferred option: retain the existing footbridge, retain the existing stairs from the footbridge to Platforms 1 and 2, retain the existing ramps to the footbridge, demolish and remove the existing stairs to Platforms 3 and 4, construct new stairs to Platforms 3 and 4 and construct four new lifts from street/platform level to the existing footbridge. This option was developed after the MCA assessment and is based on Option 1. This option minimises the impacts of the proposed works by retaining the ramps to the footbridge.

The design option analysis also considered the potential finishes to the new elements within the station group. Although the finishes for the proposed works are still to be finalised, two distinct approaches were considered for the four new lift shafts. Option 1 being a textured concrete to the lift shafts, and Option 2 being an embedded brick finish.

Option 1, with the use of textured concrete was the preferred option by both OCP Architects and Group GSA, the lead architect on the project. This option was chosen because:

Limiting the material palette for the new build to painted metal and concrete will reduce the visual clutter; it will achieve a more cohesive scheme; it will delineate new work from the original 1950s brick buildings; and will not compete with their brick finish.¹⁸

¹⁸ OCP Architects Doonside Railway Station Transport Access Program, Statement of Heritage Impact Report, Revision, prepared for Sydney Trains, dated 9 July 2021

7.0 Impact Assessment

The purpose of this section to is assess the potential for the Proposal to impact on the heritage values of the Doonside Railway Station Group and any heritage items in the vicinity.

This impact assessment has been undertaken using the heritage impact gradings included in **Table 7.1**.

Table 7.1 Heritage Impact Gradings

Grading	Definition
Major Adverse	An action which will have a severe, long term and possibly irreversible impact on the heritage item. Major adverse impacts include the partial or complete demolition of a heritage item or addition of new structures in its vicinity that would destroy the visual setting of the items. The action will have a substantial impact on the fabric and or values of the heritage item. Actions of a major adverse impact cannot be fully mitigated.
Moderate Adverse	An action that will have an adverse impact on a heritage item. Moderate adverse impacts include the modification of a heritage item, including partial removal of significant fabric or elements, altering the setting of a heritage item or landscape and construction of new structures which alter the visual setting of the heritage item. Actions of a moderate adverse impact may be able to be reduced through appropriate mitigation measures
Minor Adverse	An action that will a minor adverse impact on a heritage item. This may include an action affecting only a small element of the heritage item, or a small or partial impact on the setting of a heritage place. The action may be temporary or reversible. Actions of a minor adverse impact are able to be minimised or reduced through use of appropriate mitigation measures.
Negligible Impact	Actions which do not affect the heritage values of a place, or do not affect significant elements, fabric, views or the setting of a heritage item.
Minor Positive	An action which will bring a minor benefit to a heritage item, such as improving an item's visual setting.
Moderate Positive	An action which will bring a moderate benefit to a heritage item, such as the removal of an intrusive element or fabric, or a substantial improvement to the heritage items setting or reinstatement of obscured views.
Major Positive	Major positive impacts include actions which include a major benefit to the heritage item and add to or increase the heritage values of the item. This includes actions such as the reconstruction of significant elements, removal or substantial intrusive elements or structures in the curtilage or reinstatement of a heritage items visual curtilage or setting. This can also include the reintroduction of former uses of an item which are key to demonstrating its heritage significance.

7.1 Impacts to Doonside Railway Station Group

Table 7.2 below provides an assessment of the potential impacts of the Proposal in relation to the heritage significance of the Doonside Railway Station Group.

Table 7.2 Assessment of Impacts to Doonside Railway Station Group

Scope of Works	Assessment of Impacts
Station Upgrades	
Construction and installation of four new passenger lifts and lift landings to give access between the station entrances, the existing footbridge and the island platforms.	The Proposal includes the construction of four new lifts and their associated landings and canopies at Doonside Station – one to each platform and one each to the north and south end of the footbridge. The new lift structures would generally be aligned on a north south axis to either side of the footbridge, introducing solid vertical structures, that join onto the existing footbridge. The lifts would require excavation through the existing platform surface, which has been replaced with asphalt during general upgrades at the station. These surfaces and fill are not significant elements of the station group. Although the overall form and presentation of the platforms is significant, localised disturbance to facilitate construction of the lifts would not obscure or discernibly impact the overall form or presentation of the platforms. The visual and physical impact associated with this component of the works is therefore assessed as minor. The lifts are new structures of a relatively large scale in comparison to the other structures in the station group. The scale and bulk of the new lifts along the north-south axis of the station would form part of the focal point in views to the station, particularly of the footbridge, and would be a noticeable departure from the 1950s design of the station. However, they are generally distanced from the station buildings and located near elements of a similar height. This helps to create a sense of visual and physical separation between the new lifts and the most significant elements of the station, being the station buildings. This would allow for a small mitigation of the visual impact of the new lifts on the station buildings and their existing presentation. Views would be partially impacted along the platforms however the lifts are not located within direct lines of sight to the station buildings from the public domain nor would they obscure the views available across the platforms. While the station setting has been modified several times since its construction in order to improve the amenity, the previous modifications have generally been of a lesser scale than the original station elements. However, installation of canopies between the station buildings and stairs which have already obscured the station buildings from certain vantage points, including in areas of the proposed new lift shafts. Overall, resulting visual impacts are assessed as moderate, however they will form part of the ongoing pattern of upgrades and modifications to the station occurring since its construction. .

Scope of Works	Assessment of Impacts
Modifications to the existing footbridge, stairs and ramps including: • Relocation of stairs to Platforms 3 and 4 • Replacement of stair treads and handrails where necessary • Installation of new roofing • Installation of anti-throw screens	The existing footbridge was constructed in 1958 shortly after the construction of the existing station buildings and platform in 1954. Modifications to the structure have occurred overtime as needed, such as the installation of the roof and widespread replacement of fabric in the 1980s and 1990s, however the steel supports and the general layout of the footbridge are intact. Replacement of the roof, stair treads and handrails (where necessary) would be an acceptable alteration as it is generally limited to later or already modified fabric (such as the 1980s canopy and replacement works) and would allow for the continued use of the structure to a contemporary standard. With the exception of the demolition of the Platforms 3 and 4 stairs, changes proposed to the footbridge are minor and would not greatly alter the overall appearance of the structure. The demolition of the stairs to Platforms 3 and 4 and construction of the new stairs on the opposite side would require the removal of an area of original fabric. This would be a small deviation from the original layout of the footbridge and would have a minor physical impact and a minor visual impact. However, the overall original form and remnant elements of the existing structure would remain legible within the station group. Addition of the anti-throw screens would include installation of mesh panels where the footbridge is currently open. Views are currently available from the footbridge over the platforms to the station buildings and along the rail corridor in both directions. The introduction of the screens would partially restrict these views; however, as the screens are mesh, they would be somewhat visually permeable, allowing these views to remain albeit in an altered state. This would result in a minor visual impact on existing views. Overall, the Proposal would likely result in a minor adverse impact on the Doonside Railway Station Group.
Construction of new canopies to the platform including: • 345m canopy to Platforms 1 and 2 • 20m canopy to Platforms 3 and 4	A new canopy is proposed to each platform. The canopy to Platforms 1 and 2 would extend for the majority of the platform length linking the station building and the lift landing to the east side of the platform to the BAZ at the west side of the platform. Although there is currently a canopy on this platform (linking the stairs to the station building) it is limited to the east side of the footbridge. The length of the proposed new platform canopy would extend well beyond this, substantially changing the open nature of the station platforms. It would also partially obscure some views to Station Building A from Coghlan Crescent. This would have a moderate degree of visual impact on the overall presentation of the station and on existing views to and from components of the station. Whilst the visual impacts of this new canopy are acknowledged, it is noted that the intent of the canopy is to improve the user experience of the station and provide a greater level of weather protection than currently exists. The canopy is a relatively visually permeable structure and would not obscure close views to and from the station buildings at ground level. The proposed canopy to Platforms 3 and 4 is substantially smaller in scale and would extend the existing canopy from the west side of the footbridge to the east. Although this would alter the setting of part of the station, this canopy would not be sited immediately in viewlines to the station buildings. The views to Station Building C from Doonside Crescent would be maintained. The visually permeable design would allow for the other views across the station to be largely maintained. It would have a minor to negligible visual impact.

Scope of Works	Assessment of Impacts
	The proposed canopies on Platforms 3 and 4 would not be fixed to the station buildings. However, the canopy to Platforms 1 and 2 would be fixed to Building C, to ensure that there is continuous coverage between the access points and the family accessible toilet. This would require localised new penetrations into the north elevation of Building C. This would be limited to the upper section of the building, in line with the new canopy and would have a minor adverse physical impact. Installation of the footings for the new canopies would interact with both of the platforms, but this interaction would be localised and would not alter or impact the overall form or presentation of the platforms. The proposed canopies would therefore result in minor physical impacts. The installation of the two new canopies and resulting changes to the presentation and setting of the station is therefore assessed to have a moderate adverse impact on the Doonside Railway Station Group.
Station Building Modifications	
Refurbishment of existing toilet within Station Building C on Platforms 1 and 2 to create a new Family Accessible Toilet. This includes • Demolition of existing internal partitions and fittings • Installation of plumbing, bathroom fixtures including toilet, sink and a changing table • Internal fit-out including walls and tiles • New door and frame for a compliant width to the Family Accessible Toilet entrance • Lower floor slab to provide compliant access	The existing toilet is located in Station Building C, which originally held the station's parcel office and incorporated the signal box into the end of the building. A toilet was added sometime after construction of the building, with upgrades to the building undertaken in 1990 during the series of upgrade works to the station. This is believed to have altered the layout of the building and removed large areas of original fabric. Access was not available during the visual inspection of the station however based on other modifications to the Station Building C, it is likely that alterations to the toilet would have removed any original fixtures, with the exception of the ceiling. Works within this space are likely to result in a negligible degree of physical impact to significant fabric, with impacts to an original ceiling being minor physical impacts. The extent of original fabric remaining in this space would need to be confirmed prior to completion of detailed designs however it is acknowledged that the extent of original fabric remaining is likely to be limited. The doorway to the toilet shows signs of previous modification to the brickwork however it is unknown if this frame was repaired or replaced during previous works. Modification to the doorframe to provide a compliant width may require minor removal of early or original fabric, limited to the opening for the existing toilet. This would be a minor to negligible physical impact and negligible visual impact, noting that the modification would not be readily discernible within existing views to, from or within the station. The lowering of the floor slab would likely remove the original floor slab in a section of the building. The construction of the existing toilet may have previously impacted this slab, including partial removal for the installation of required plumbing. Although part of the original station building, the floor slab of the building does not contribute to the significance of the building compared to other decorative or visible elements of the building. Further modifications to the floor slab would have a minor to negligible physical impact. Due to the internal nature of the works, they would not impact the presentation of the station group, nor result in changes to key views or settings. This would constitute a negligible visual impact. Overall, the proposed refurbishment of the existing toilet for the Family Accessible Toilet would have a negligible visual impact on the overall significance of the Doonside Railway Station Group however the potential for physical impacts would need to be confirmed once the extent of original fabric remaining is known.

Scope of Works	Assessment of Impacts
Relocation of existing communications equipment to new communications room within the existing storeroom in Station Building A on Platforms 3 and 4. This includes: • installation of new cable trays above the existing ceiling • installation of new fire rated ceiling to new communications room • removal and make good of existing cable duct to existing booking office/communications room • installation of new security system	The proposed relocation of the existing equipment and fit out to the existing storeroom in Station Building A will require works to all three rooms within the building. Although modifications to Station Building A were undertaken in the 1990s, original ceilings remain in the former booking office and waiting area. The ceilings to the storeroom have been modified, with an existing manhole located in a corner of the ceiling. A new fire-rated ceiling within the communications room would require the replacement of existing ceiling fabric to the storeroom. The ceiling in the storeroom has previously been modified, and no longer contains the original timber batten and cement sheet ceiling evident in other internal spaces at the station. The new cable trays and conduit routes would be located above the existing ceiling, running the length of the building to connect into the relocated equipment in the storeroom. Installation of these would require removal or partial opening up of the existing ceiling, including the original ceiling in the former booking office and former waiting room, as well as the non-original ceiling in the storeroom. Removal of parts of the original ceiling in Station Building A would have a minor adverse impact. Installation of a new security system to the proposed communication room is likely to require the replacement of the existing door (Photo 4.14) and installation of a new card reader system to the wall. This would require removal of an early timber door, and penetrations to the brick wall of the building both internally and externally, resulting in minor adverse physical impacts. The alterations to the door would be a deviation from the original opening and would introduce new elements onto the elevation of the station building. These would have a minor visual impact however this would be limited to Station Building A and not the station group overall. During removal and make good works to the existing bookings office, the removal of the cable duct would remove a somewhat intrusive cable route fixed to the outside of the station building. This would have a positive impact on the presentation of this building. The removal of cable ducts within the booking office would remove some of the intrusive additions within the internal space. Making good works internally would generally not require further intervention to original fabric remaining within the booking office, the works would have a negligible impact on Station Building A. The booking office currently holds several moveable heritage items associated with the Doonside Railway Station Group. Construction activities associated with the proposed relocation of communications equipment within this space (such as installation of new conduits and relocation of equipment) have the potential to result in accidental removal or damage to these moveable heritage items. Any damage to or loss of moveable heritage items would likely have a minor adverse impact. The proposed communication room works would impact on both non-original and original fabric of Station Building A, generally limited to the original ceiling in the booking office and waiting room. This would be a minor adverse physical impact and a negligible visual impact.

Scope of Works	Assessment of Impacts
Interchange Facilities	
Modification to parking spaces and bus stops including: - Two parking spaces on the northern side of School Parade at the location of the existing bus zone. - Two parking spaces on the southern side of Cross Street within 10 m of lift one - Relocation of the existing bus stops on: - Cross Street eastwards, closer to the station entrance - On school parade further south along Doonside Road to be directly across from the existing bus zone on the eastern side of Doonside Road	The proposed modifications to parking spaces and bus zones are located within the public domain adjacent to the Doonside Railway Station Group. These modifications would be at-grade and will therefore not form part of any significant views to or from the station. The proposed works would not result in changes to the setting of the station and would not impact or interact with any original fabric associated with the station. The proposed Interchange Facility works would therefore not result in any physical or visual impacts.
Addition of a 'kiss and ride' bay with capacity for two cars on the southern side of Cross Street, adjacent to the new accessible parking spaces	The proposed works for the 'kiss and ride bay' would be located outside of the Doonside Railway Station Group in the adjacent public domain and located away from the station entrance. The works required would not require changes to the setting or any original fabric associated with the station group, nor would they impact on views to the station. The proposed Interchange Facility works would not result in any physical or visual impacts.
Construction of a new pedestrian crossing where School Parade joins Doonside Road providing access between the station entrance area and Doonside Public School	The proposed new pedestrian crossing would be located adjacent to the south entrance to the station. It would be located within the public domain (outside the curtilage of the station) and require minor alterations to the kerb, footpath and line markings adjacent to the station entrance. By their nature, these works would result in a very minor change to the presentation of the station entrance but would not impact on the overall setting of or views to and from the station. The works would also not require interaction with any significant elements of the station group. The proposed works would not result in adverse impacts to the Doonside Railway Station Group.

Scope of Works	Assessment of Impacts
Ancillary Works	
Regrading and resurfacing of the station platforms and installation of New Tactile Ground Surface Indicators (TGSIs) where required	Regrading of the existing platform surface would remove the current surface and replace with new asphalt to match existing. The platform surface has been extensively altered since the construction of the station and is not considered a significant part of the platform or the station group more broadly. This would not have an adverse physical impact. The platform surface would be reinstated to match existing upon completion of the works, with the platform TGSIs also installed to match the existing where they are required. This would not have an adverse visual impact. Overall, the proposed regrading to the platform would not result in an adverse heritage impact on the Doonside Railway Station Group.
Resurfacing of other areas within the construction footprint, where impacted by construction activities, including services trenching work	Resurfacing areas impacted by construction activities, or 'making good' works would require intervention with the existing asphalt or other ground surfaces, such as ballast, concrete paths or grass, within and adjacent to the station group. This would not require impacts to the significant fabric of the station group. This is unlikely to result in physical impacts. The works would restore the ground surfacing in the station and generally match the existing and surrounding surfaces. This would not have a visual impact. The resurfacing works would not result in an adverse impact to the Doonside Railway Station group.
New stormwater drainage connections from new canopies to the existing stormwater system	Installation of the new stormwater system would include trenching to connect to existing underground stormwater systems. The trenches would require removal of the modern asphalt platform surface and fill, which are not significant elements of the platform. This would also not require intervention with the station buildings or the original fabric of the platforms. This would be unlikely to result in adverse physical impacts. Following completion of the works, the drainage system would not be visible to customers or other users of the station, with the area of trenching made good as identified above. These works would not result in an adverse visual impact. Installation of new drainage connections would not have an adverse impact on the Doonside Railway Station Group.
Upgrade to the station power supply to cater for the four new lifts, including the installation of an underground low voltage (LV) service main to a new electricity pillar that would be installed on the northern side of Doonside Station from the existing padmount transformer n 11778	The proposed power supply upgrades would include installation of underground cable routes and a new electricity pillar within the station. The underground cable routes would run through the rail corridor as well as below the existing platform surfaces. This may require new penetrations through the platform face at ground (rail) level where under boring of the platform is not achievable. Should this be required, this would result in localised small penetrations to the original brick facing of the platform. This would have a minor adverse physical impact. The installation of the new padmount transformer would introduce an isolated new element within the station setting. This would form part of the evolving infrastructure added to the station as it has been upgraded over the years and will not obscure views to the station buildings. This would have a minor to negligible visual impact. The proposed power supply upgrades are likely to have a negligible adverse impact on the Doonside Railway Station Group.

Scope of Works	Assessment of Impacts
Improvements to lighting, station security and communication systems	Improvements to the stations lighting, security and communications system have the potential to have localised impacts to significant fabric of the station group. This would be in areas where new penetrations to the station building are required, or visible cable routes are introduced into the curtilage of the station. Where services are located within existing cable routes and would not require removal of significant fabric or require penetrations or fixings to significant fabric, this would not have an adverse heritage impact. Where new penetrations to the station building or platform face are required, this would have a minor to moderate adverse physical impact, depending on the extent of works require to significant fabric. Introduction of new cable routes to the exterior walls of the station building platform face may result in a minor adverse visual impact and should be avoided. Detailed design should confirm the extent to which services are required for relocation to determine the level of impact to the Doonside Railway Station Group.
New wayfinding signage	The new wayfinding signs would match the existing signage present within the Proposal Area. New signage would be free standing or attached to non-significant elements within the Doonside Railway Station Group. New signage would therefore not result in any adverse visual or physical impacts.
Relocation and protection of existing underground services including sewer, telecommunications, water, power and gas	The relocation of services using non-destructive search methods would not result in any adverse physical or visual impacts as no physical works are required. Protection works would occur to the services, only if required. Any services exposed for this work would be re-buried (or similar) with associated surfaces made good, to match existing surrounding surfaces. This would not result in any visual impacts and would result in a negligible degree of physical impact. This would not result in adverse impact on the Doonside Railway Station Group.
Temporary construction compounds and laydown areas for storage of materials and equipment	Construction compounds and laydown areas for storage would be temporary. Any visual impacts associated with this would be temporary, with the works being fully reversible. The proposed construction compounds and laydown areas would be located unobtrusively to minimise temporary visual impacts. The construction compounds and laydown areas would result in negligible temporary impacts, which would be reversible upon completion of the Proposal
Temporary work (where required) during construction in order to maintain existing pedestrian 'level of service'	Temporary works, such as the installation of temporary stairs or other minor works to ensure pedestrian accessibility during construction would likely be limited to the vicinity of the footbridge and existing stairs and ramps and would therefore interact with non-significant fabric. All temporary works are non-permanent and entirely reversible and would therefore result in a negligible degree of impact on the Doonside Railway Station Group.

7.2 Items in the Vicinity

The Proposal Area is not located within a heritage conservation area, or in the vicinity of listed heritage items. The nearest heritage item is located 250 metres north of the Proposal Area and separated visually by the surrounding residential and commercial buildings. The Proposal would not require any physical impacts to the heritage item in the vicinity, and as the surrounding built form provides a visual barrier, the Proposal would not result in an adverse visual impact. There would be **no adverse heritage impacts** to the heritage item in the vicinity as a result of the Proposal.

7.3 Statement of Heritage Impact

Overall, the Proposal would have a **moderate adverse impact** on the Doonside Railway Station Group.

The impacts stem from the proposed introduction of new elements within the station group, such as the four lifts and canopies. These new elements are a relatively large number of new structures of large scale within the station group, which historically has maintained an open setting along the long platforms. The existing topography of the station and context, with the station being elevated above street level extenuates the perceived scale. The proposed new elements would alter views within the station as well as impede some views of the station building both within the station and from the public domain. However, attempts have been made to mitigate these impacts, with the new structures generally set back from the significant station buildings. Additionally, the station setting has been modified several times since its construction in order to improve the amenity of the station, these changes to the setting of the station will form part of a pattern of upgrades to the station. The resulting visual impacts of the proposal would therefore be moderate in nature.

As identified throughout this assessment, the original fabric remains within the station buildings, however, there has been large areas of modification, particularly to Station Building C. The original ceilings were observed in all but two spaces, with original joinery to doors and windows also identified. The proposed works within the station buildings, where requiring interaction or removal with the original ceilings and localised penetrations to the wall of Building C for the new canopy connection, would have a minor adverse physical impact.

As outlined in **Table 7.1**, the heritage impacts of the proposal are variable across the station group, relevant to the different elements of the Proposal and the associated impact to the significant views and fabric of the Doonside Railway Station Group. Cumulatively the impacts of the Proposal would pose a minor overall adverse impact on the Doonside Railway Station Group.

Although the Proposal would likely result in moderate adverse impacts on the significance of the station, the Proposal forms part of a suite of accessibility upgrades currently being undertaken or completed across the wider railway network. These upgrades would allow for greater access and use of the station by passengers, ensuring the continued viability of the station for its intended use – a transportation hub for the community and wider region. Therefore, the moderate adverse impacts could be considered acceptable as they allow for the ongoing operation and maintenance of the station, as well as forming part of the story of modification and upgrades which can be seen at Doonside Railway Station Group.

7.4 Railway Footbridges Heritage Conservation Strategy

The Sydney Trains Railway Footbridge Heritage Conservation Strategy (the Strategy) has been developed to provide a strategic framework for the management and conservation of heritage listed footbridges within the TAHE Section 170 register. This includes the footbridge at Doonside Station, which is identified within the Strategy as being of a moderate comparative significance. The following strategies outlined in **Table 7.3** are relevant to the proposed works at the Doonside Railway Station Group.

Table 7.3 Railway Footbridge Heritage Conservation Strategy Assessment

Strategy	Assessment of the Proposal
Strategy 2 Use the final Railway Footbridges Heritage Conservation Strategy as a tool in prioritising conservation works and managing change in railway station precincts of heritage significance	The Proposal has been developed with consideration of the significance grading within the strategy. The identification of the existing footbridge at Doonside as a moderate' significance has shaped the design to retain this structure and minimise the impacts to or removal of elements of the footbridge as much as practicable to achieve the necessary outcomes of the TAP works.
Strategy 9 Retain footbridges of Moderate significance as a first preference • Railway station footbridges of Moderate heritage significance which also contribute to heritage railway precincts should be prioritised for conservation • A range of good examples of railway station footbridges of Moderate heritage significance should be earmarked for careful conservation. They should be chosen because of their ability to represent different periods and construction techniques	The footbridge at Doonside Station will be retained as part of the Proposal. Noting that the stairs to Platforms 3 and 4 will be demolished.
Strategy 11 Important heritage relationships between heritage footbridges and other heritage elements in a railway station precinct should be maintained, particularly where the elements, such as Overhead Booking Offices are physically connected	Generally, the Proposal will retain the relationship between the footbridge and the other significant heritage elements of the station. However, views to Station Building A will be somewhat obscured by the new lift proposed to be constructed on the east side of the footbridge.
Strategy 13 Ensure all conservation works, maintenance programs and new works: • Are undertaken in accordance with the principles and objects of the Burra Charter: The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance. • Are undertaken in accordance with the policies in the strategy • Use an understanding of all aspects of the cultural significance of the asset as a key factor for future planning and implementation.	The design for the proposed TAP works at Doonside Station has been developed with heritage consultants (OCP Architects) and generally in accordance with the principles and objectives of the Burra Charter. The heritage value of the footbridge has been a key consideration in the design for the proposed works and is a factor in its retention during the accessibility upgrades to the station. The Transport for NSW project team, including the environmental managers and heritage specialists are familiar with the principles of the Burra Charter, and best practice heritage conservation. They are familiar with the relevant heritage approvals process and as determining authority for the project would be responsible for ensuring the statutory

Strategy	Assessment of the Proposal
• Are aimed at ensuring the retention and enhancement of the cultural significance of the footbridge. • Seek to minimise adverse heritage impacts • Are coordinated by a project manager familiar with the philosophy, methodology and practice of heritage conservation • Following the required statutory approvals or notification process.	approvals and notification process are followed during the planning and construction of the Proposal.
Strategy 14 Ensure that changes to the footbridge are accompanied by: • Documentation of the reasoning behind major decisions • Records of any testing or additional research undertaken and • Appropriate archiving of this documentation.	As outlined in Section 6.3 Transport for NSW have prepared multi-criteria analysis (MCA) which outlines the decision-making process for the proposed changes to the footbridge, including other considered options to meet the project accessibility requirements. This, along with the Statement of Heritage Impacts prepared as part of the approvals process include discussion of the design development and decision-making process for the Proposal. Transport for NSW should ensure appropriate archiving of this documentation as the determination authority of the Proposal
Strategy 16 Ensure any change that reduces cultural significance is reversible and reversed when circumstances permit. Reversible changes should be considered temporary. Non-reversible changes should only be used as a last resort and should not prevent future conservation actions.	The proposed changes to the footbridge include the replacement of the non-original balustrade and canopy, removal of the stairs to Platforms 3 and 4 and the construction of the four lift landings and new stairs. The works generally are not reversible however have been considered as the most appropriate approach to meet the required accessibility upgrades without demolition of the footbridge structure.
Strategy 17 The asset owner (formally Sydney Trains) will obtain the required statutory heritage and planning approvals or exemptions prior to undertaking any changes to its heritage listed footbridges. Works will be carried out in accordance with any conditions placed on these approvals and provide a report on completion certifying compliance.	Transport for NSW as proponent and determination authority would be responsible for obtaining the relevant statutory heritage and planning approvals (or exemptions) are required for the Proposal.
Strategy 18 Seek advice from relevant heritage specialists when planning or implementing conservation works, repairs and maintenance or when proposing major changes to the footbridges identified in the Strategy	Heritage advice has been provided by OCP architects to the design team during the development of the Proposal to date. Continued advice from suitably qualified heritage consultants would be sought during the continued development of the design for the TAP works at Doonside Station
Strategy 21 Informally assess potential heritage impacts during the design process to ensure that avoidance of adverse heritage impacts is considered early in every project	As outlined in Section 6.3, an informal review of potential heritage impacts was undertaken by Transport for NSW during the preparation of a design option analysis. This informed the development of the preferred option, including the retention of the existing footbridge to avoid major adverse impacts of the Proposal on the Doonside Railway Station Group.

Strategy	Assessment of the Proposal
Strategy 22 Prepare a Heritage Impact Statement for all works requiring an Exemption notification or application for approval under the NSW Heritage Act, or when required to accompany a Development Application	This SoHI report fulfills the requirement for a Heritage Impact Statement under this strategy.
Strategy 23 Make an archival record of existing fabric, operation and uses for railway station footbridges before changes are made which impact on heritage value.	An archival recording has not yet been undertaken for the proposed changes to the footbridge, however this is included in the recommendations outlined in Section 8.2 of this report.
Strategy 24 New elements added to heritage footbridges should be designed to be 'recessive; in terms of impact on a heritage station precinct and, where possible, reversible, consider a range of options to arrive at a sympathetic solution	Ongoing design development includes the review of architectural detailing and finishes to mitigate the impacts of the proposal on the Doonside Railway Station Group. This includes the elements of the proposal that would be added elements to the footbridge.
Strategy 26 Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for access upgrades to railway station heritage footbridges. Performance based solutions to meet Australian Standards, the BCA and the DDA should be pursued when appropriate to arrive at a more favourable heritage outcome.	As discussed above, heritage advice has been provided by OCP architects to the design team during the development of the Proposal to date. Continued advice from suitably qualified heritage consultants would be sought during the continued development of the design for the TAP works at Doonside Station. As the design development process continues, Transport for NSW should identify where performance-based solutions are appropriate for the proposed works to Doonside Station.

7.5 Impacts to Historical Archaeology

As identified in **Section 5.3**, the Proposal Area does not have the potential to retain historical archaeological remains associated with the earlier phases of land use. The ground disturbing works included in the Proposal therefore are unlikely to impact on historical archaeological remains or 'relics.

8.0 Conclusion and Recommendations

8.1 Conclusions

The Proposal has been assessed as having a moderate adverse impact to the Doonside Station Group. This is associated with the moderate visual impacts from the installation of new lifts and canopies as well as the potential removal of or impact to localised areas of significant fabric from the demolition of the stairs to Platforms 3 and 4. Minor adverse impacts to internal spaces of the station buildings are limited to the removal or modification of original ceilings that remain in most spaces of the station buildings however this removal of original fabric in some areas is considered acceptable to allow for the upgrades of necessary electrical and communications equipment and reducing the number of cables attached to the walls of the station buildings.

8.2 Recommendations

The following recommendations should be implemented to mitigate or potentially minimise the impacts of the Proposal on the Doonside Railway Station Group.

The following should be implemented during the development of the detailed design:

General

- A schedule of significant original fabric should be prepared for the station building, particularly internal spaces where the Proposal would remove, alter or require penetrations to existing walls or fixtures and fittings to inform detailed design and ensure avoidance of significant fabric wherever possible.
- An appropriate materials and colour palette should be selected for the new elements included in the Proposal. This should be done with consideration of the Sydney Trains standard colour schemes for heritage railway stations, noting the applicable colours that Doonside Railway Station would receive when repainted.
- The Stripped Functionalist architectural style of the station is noted to be simple and austere in its execution. The proposed new work should be sympathetic to the original building design, and seek to emphasise key details, not overwhelm or detract from this architectural style.
- The impacts of the proposed new platform canopy should be reduced through refinement of the structural design. This should explore opportunities to reduce the bulk of structural support systems, ensuring all footings are embedded in the platform, as well as selection of lightweight materials which minimise visual impacts of the new canopy. This design development process should be undertaken with design input from a heritage consultant as well as consultation with the Transport for NSW heritage team. Endorsement on the design for the canopies should be sought from the Transport for NSW heritage team at the Critical Design Review (CDR) stage and prior to the development of construction documentation.
- Opportunities should be explored to reinstate removed original fabric where possible. This includes the use of sympathetic new elements or replicate the details such as doors and windows as specified in the original designs.
- Opportunities should be considered to provide better visibility of the moveable heritage items currently in place at the Station. This should be done with consideration of security requirements as well as customer use of the station.

- Upgrades to any services should seek to use existing cable routes or penetrations through significant elements of the station group. This should be undertaken in accordance with the *Sydney Trains Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites*.
- Details of the temporary enabling works should be confirmed and reviewed to ensure no additional impacts may result from the required works. This should include reviewed visual and physical impacts.
- Preparation of a heritage interpretation plan in accordance with *Sydney Trains Interpretation Guideline*. This should be implemented as part of the detailed design and construction documentation for the proposal.

Construction

- A photographic archival recording should be prepared for Doonside Railway Station Group prior to the commencement of works, including any temporary works or site investigations. This should capture the areas of the station affected by the Proposal
- Review of moveable heritage collection at the station should be undertaken prior to works to confirm their current location. Any identified items should be tagged and protected during the works. Protection methods for the moveable heritage collection should be endorsed by the Transport for NSW heritage team prior to the commencement of any works on site. No items should be moved without prior agreement from Transport for NSW heritage team to ensure accurate records of the collection can be maintained.
- An audit of the movable heritage collection should be undertaken following completion of works to ensure no damage or loss of objects has occurred.
- All project team members, including contractors, should be provided with a heritage induction as part of the general site induction package. This should identify why the Doonside Station Group is significant, their obligations under the Heritage Act 1977 and environmental management process relating to unexpected finds, design revisions identified during construction and protection methods to be used during construction to prevent accidental damage during construction works.
- Significant elements of the station group should be adequately protected during the works. This could include physical barriers, exclusion zones or other methods as appropriate to ensure accidental damage does not occur during the works.
- Regrading of the platform should be completed so that no significant or original features along the platform are impacted. This is particularly relevant to the boot scrapers outside of the station building entrances, which are contributory elements to the station group.
- The regrading should also ensure adequate drainage and ventilation to the station building is maintained. This includes ensuring any vents to the lower section of walls are free from debris at the end of the regrading works, and that asphalt or other materials are not built up directly against the station building.

Heritage Approvals Requirements

Section 170 Heritage Act

Section 170 of the Heritage Act and the State Agency Heritage Management Guidelines require a state agency to notify Heritage NSW of the demolition of a heritage asset, or substation portion of that asset.

The proposal includes the partial demolition of a significant original element, being the removal of the stairs to Platforms 3 and 4. Therefore, Heritage NSW should be notified of the proposed works to Doonside Railway Station Group.

Infrastructure SEPP 2007

As identified in **Section 2.3**, Part 2, Division 14 of the ISEPP 2007 applies to the Proposal. Although the Proposal has been assessed as having a minor adverse impact, the works to Doonside Railway Station are not inconsequential.

As the Proposal includes works to a heritage item listed Schedule 5 of the Blacktown LEP, Blacktown Council should be notified of the intent to carry out works at Doonside Station.

Following written notification to Council, Transport for NSW should consider any response to the notice within 21 days.

9.0 References

Flynn, M 1995 Place of Eels: Aboriginal Parramatta in Australian History Royal Australian Historical Society

Frances Pollen, 1990 The Book of Sydney Suburbs, Angus & Robertson Publishers, 1990, Published in Australia

NSW State Heritage Inventory 'Bungarribee Homestead Complex – Archaeological Item' viewed 3 August 2021 <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5051257>

NSW State Heritage Inventory 'Doonside Railway Station Group' viewed 3 August 2021 <<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801908>>

NSW State Heritage Inventory 'Doonside Railway Station – Platform and Station Building' viewed 3 August 2021 <<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1140279>>

Transport Sydney Trains Railway Footbridges Heritage Conservation Strategy: Interim Review, August 2021

Western Sydney Parklands Trust 'Aboriginal History' viewed 3 August 2021 <<https://www.westernsyneyparklands.com.au/about-us/our-story/aboriginal-heritage/>>

