Transport for NSW

Erskineville Station Upgrade

Supporting Studies

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

March 2021

ERSKINEVILLE STATION UPGRADE

Statement of Heritage Impact

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Prepared by:

RPS

Luke Gliganic
Heritage Consultant

Level 13, 255 Pitt Street
Sydney NSW 2000

T +61 2 8099 3200
E luke.gliganic@rpsgroup.com.au

Prepared for:

Transport for NSW

7 Harvest Street
Macquarie Park NSW 2113

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EXECUTIVE SUMMARY

Project overview

Transport for NSW (TfNSW) commissioned RPS to prepare a Statement of Heritage Impact (SOHI) for the Erskineville Station Upgrade as part of the Transport Access Program (TAP) and More Trains, More Services (MTMS) Program . TAP is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The More Trains, More Services program would transform the rail network and provide customers with more reliable, high capacity turn up and go services.

The Proposal would improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public transport 2020* (DSAPT). The Proposal would also ensure that customers at the station receive a continuing level of amenity, safety and comfort whilst improving timetable reliability.

MTMS is a program of staged investments that would progressively transform the rail network into a modern and reliable mass transit system using world class digital technology. The program is already delivering better customer outcomes through timetable enhancements and integration of Sydney Metro Northwest with the heavy rail network. The current stage of the More Trains, More Services Program would focus on delivering greater capacity, reliability and connectivity for customers on the T4 Eastern Suburbs & Illawarra Line, South Coast Line and T8 Airport and South Line.

The platforms at Erskineville Railway Station currently do not currently have sufficient canopy cover for customer amenity. The Proposal involves canopy upgrades to platforms at these stations to ensure that customers receive a continuing level of amenity, safety and comfort and spread evenly along the platform.

The purpose of the SOHI is to assess the impact of the Proposal on the heritage significance of Erskineville Railway Station.

Proposal overview

The key features of the Proposal are summarised as follows:

- a new southern station entrance off Bridge Street including a new footbridge with three new lifts and stairs connecting to all platforms
- extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1 (whilst retaining the existing overhead booking office, footbridge and stairs)
- one new kiss and ride area and one accessible parking space at the northern terminus of Bridge Street providing an accessible path of travel to the existing (northern) station entrance
- a new kiss and ride area with capacity for two cars and a new pedestrian crossing on Bridge Street opposite the new southern station entrance new canopies on the platforms to provide weather protection
- a new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building
- modifications to the family accessible toilet on Platform 1 for improved accessibility
- upgrade work along the footpaths approaching the northern and southern station entrances
- kerb modifications and line marking at the southern station entrance to provide access to the new kiss and ride areas
- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops
- localised platform regrading and the installation of new tactiles along the platforms
- improvements to station lighting and CCTV to improve safety and security
- landscaping work, tree removal and adjustments to wayfinding
- electrical upgrades for the new infrastructure and service relocations.

Heritage significance

Erskineville Railway Station is included on the RailCorp Section 170 Heritage and Conservation Register (SHI No. 4801158) and the *Sydney Local Environmental Plan* (LEP) 2012 (I625).

Three heritage conservation areas and four items of heritage significance are located within the immediate vicinity of the Proposal area:

- *Eveleigh Railway Workshops* (SHR 01140)
- *House including interior* (I612)
- *Erskineville Public School* (I626)
- *Terrace Group* (I604)
- *Toogood & White's Estate – conservation area* (C26)
- *Malcolm Estate – conservation area* (C24)
- *Burren Estate – conservation area* (C21)

Summary of key heritage impacts and conclusions

Overall, the Proposal demonstrates compliance with the existing controls and objectives regarding heritage conservation and would have an acceptable heritage impact subject to the recommendations of this SOHI.

The Proposal would have a moderate adverse impact on the *Erskineville Railway Station*. While the addition of a southern entrance, southern footbridge and lifts, Platform 1 lift, and canopies would add new built form to the station precinct, this has been mitigated to some degree through the use of thoughtful design and sympathetic materials and placement distant enough from elements of highest significance to the station, namely the overhead booking office and original footbridge. The construction of the new family accessible toilet and female ambulant toilet in the Platform 2/3 building would result in moderate adverse impacts on building, including impacts to significant fabric. The remaining elements of the Proposal respect the continued use of the station and are primarily undertaken in a reversable manner.

The Proposal would have no direct impact and a minor adverse visual impact on the significance of the other heritage listed items in the vicinity of Erskineville Station.

Recommendation 1: Detailed design

The detailed design should be developed in consultation with a heritage architect and should aim to further minimise the impact of the Proposal. While the impact of the Proposal is mitigated to a degree through the considered siting, it should be further minimised through the use of appropriate form, proportion and materials. Bulk of the proposed footbridge and canopies should be minimised, and additions should be clearly separate from existing fabric, as proposed with the transparent canopies separating the proposed canopies from the station buildings. Where appropriate, the detailed design should also respond to existing and significant architectural detail, such as the architectural detailing of the station building, or the footbridge. Canopies should be designed in accordance with the Sydney Trains *Canopies and Shelters Design Guide for Heritage Stations* (2016).

In particular, the detailed design should take into consideration the following:

- Every effort should be made to reduce the bulk of the proposed southern footbridge, stairways, and new lifts, so as to minimise their impact on views and the context of significant elements of the station. The use of transparent or mesh anti-throw screens would reduce the visual bulk of the footbridge and stairways. These new elements should be constructed of materials that are sympathetic to the heritage values of the station – the use of steel frames for the footbridge and lifts responds to the character of the station and reflects the typical design of railway footbridges. This principle should be used for all proposed elements to the station.
- The colour scheme of the proposed southern footbridge, stairways, and lifts should reflect, as closely as possible, that of the northern footbridge and stairways, so as to be more sympathetic to the character of the station.

- The bulk of, and the roof form of the northern Platform 1 lift (abutting the northern footbridge) should be designed to be sympathetic and subordinate to the visual character of the footbridge and overhead booking office.
- Avoid fixing elements to the significant northern footbridge or the heritage platform buildings. New canopies and structures should be independently supported to minimise direct and potential indirect impacts to these elements. Interface of new structures with old, including joints and columns, should attempt to reduce physical impact to heritage fabric as well as be structurally sympathetic and unobtrusive.
- Avoid any impacts to the overhead booking office structure or the significant northern footbridge to maintain as much historic fabric as possible.
- Where appropriate, the detailed design should also respond to existing and significant architectural detail, such as the architectural detailing of the station buildings and the northern footbridge.
- Ensure canopy and canopy structural members are minimal in the size and are of a sympathetic design and materiality to the significant northern footbridge and platform buildings.
- New canopies should follow the rake of early/original awnings where in proximity to the platform building.
- Canopies should be designed in accordance with the Sydney Trains *Canopies and Shelters Design Guide for Heritage Stations* (2016).
- Canopy column placement to be rationalised in front of heritage structures to reduce visual impact. In particular, columns nearby the platform buildings should be placed in front of solid walls and avoid obscuring architectural features such as windows and doors.
- Aim to impact the original fabric of the Platform 2/3 building as little as possible during the construction of the new family accessible toilet and refurbished female toilets. Aim to ensure that all changes made to the layout of the platform building are reversible in nature, and impact on the original fabric of the building and furnishings as little as possible. Ensure the interior of the new family accessible toilet and the refurbished female toilets are sympathetic to the historical character of the building. This can be accomplished by tiling the rooms to match the existing heritage tile scheme and retaining the historical ceiling and wall vents intact.
- All signage and additions to existing infrastructure of heritage significance (such as platform buildings and on the platforms) should reflect the colour scheme of the nearby elements of heritage significance (e.g., customer information signage, any new station furniture including rubbish bins, fencing, stormwater drainage connections between canopies and stormwater system, etc.) or camouflage into the elements (e.g., CCTV cameras, loudspeakers, wiring, etc.)
- The design of seating and other amenities should be in line with heritage kit of parts at heritage listed sites, where relevant.

Recommendation 2: Heritage awareness training and engagement of suitably qualified tradespersons

a. Works should be undertaken by suitably experiences tradespersons with experience in undertaking works on heritage items.

b. Works within the proposal area are being undertaken in an area of heritage significance. Prior to works commencing, contractors shall be briefed as to the sensitive nature of the project area and informed of any recommended mitigation measures or controls required.

c. Non-Aboriginal heritage awareness training should be provided for all contractors and personnel prior to commencement of construction to outline the identification of potential heritage items and associated procedures to be implemented in the event of the discovery of non-Aboriginal heritage materials, features or deposits (that is, unexpected finds), or the discovery of human remains.

Recommendation 3: Protecting significant built fabric

To avoid impact to significant fabric during the construction of the Proposal, it is recommended that:

a. fabric demolished for the lift landings and footbridge pylons such as from the historic platforms, should be retained and reused where appropriate and practicable

b. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the historic footbridge, platforms, and station buildings from accidental impact during construction including the installation of the historic footbridge extension, installation of the proposed footbridge and lifts, and canopies

c. measures, as determined in consultation with a suitably qualified heritage architect, must be put in place to protect significant fabric of the station building during the proposed internal fit outs of the new toilets, door replacements, and the addition of any utilities (electricity, CCTV, loudspeakers, etc.). Where required, care should be taken when fixing required infrastructure to the exterior of the station building or awning

d. measures, as determined in consultation with a suitably qualified heritage architect, must be put in place to protect significant fabric on the platform during the proposed regrading and resurfacing. The platform surface should be reinstated on completion.

Recommendation 4: Installation of services

New services should be installed in accordance with the Sydney Trains *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017). The exact location of services is not yet confirmed. Installation of services should be planned in consultation with an appropriate specialist such as a heritage architect or archaeologist and aim to minimise impact to significant fabric. Where practicable, services should be installed within the existing conduit to minimise the cumulative impact to significant fabric.

Recommendation 5: Archival record

It is recommended that a photographic archival record of the station is prepared prior to, and at the completion of, construction in accordance with the NSW Heritage Office (former) publication *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. Copies of the archival record should be provided to Heritage NSW, Sydney Trains Heritage and the local library.

Recommendation 6: Interpretation

It is recommended that a heritage interpretation plan be prepared for *Erskineville Railway Station* in accordance with NSW Heritage Office (former) publication *Interpreting Heritage Places and Items* and the Sydney Trains *Heritage Interpretation Guideline*. This could be incorporated into the station entrance off of Swanson Street.

Recommendation 7: Management of archaeological potential

In the event that unexpected archaeological resources are identified in the course of the proposal, all work in the affected area should cease, the area cordoned off, and Heritage NSW notified, in accordance with Section 146 of the *Heritage Act 1977*.

Recommendation 8: The addition of station components

The addition of components such as seating, lighting and signage must be consistent with the Sydney Trains and NSW TrainLink *Station Component Guide* (2017) and to the existing seating, lighting and signage at the station.

Recommendation 9: Further assessment required for any design modification

If the proposed works, or Proposal area, are modified to those discussed in this report, additional heritage advice may be required to appropriately manage and mitigate any potential impacts caused by these changes.

Recommendation 10: Referral of works to the Heritage Council

If the proposal involves the alteration, disposal or demolition of heritage assets of State heritage significance (not listed on the State Heritage Register), those proposed works should be referred to the Heritage Council for comment in accordance with article 4.14 of the *State Agency Heritage Guide - Management of Heritage Assets by NSW Government Agencies.* As the works impact areas previously identified as potentially being of state significance, TfNSW should consider whether referral to the Heritage Council is required.

1 INTRODUCTION

Transport for NSW (TfNSW) commissioned RPS to prepare a Statement of Heritage Impact (SOHI) for the Erskineville Station Upgrade (the Proposal). The purpose of the SOHI is to assess the impact of the Proposal on the significance of Erskineville Station, which is identified on the RailCorp Section 170 Heritage and Conservation Register (s170 Register) as an item of local significance, with elements that are of potential state significance. It also recommends measures to avoid or minimise impact, and in relation to any approvals that may be required under the NSW *Heritage Act 1977*.

1.1 Proposal Area

The Proposal is an upgrade of Erskineville Railway Station. Erskineville Railway Station is located on the Illawarra, T3, and T4 Lines and is located between Bridge Street (to the east of the station) and George Street (to the west of the station), with the station accessed from Swanson Street (to the north of the station). The station is located on the southern side of the Swanson Street overbridge, with the overhead booking office accessed from the footpath on the overbridge on the southern side of Swanson Street. The station has a central island platform and two side platforms . The platforms are numbered 1-4 from west to east. There is a high brick retaining wall on the east side behind Platform 4.

The area assessed in this SOHI is referred to as the Proposal Area. It encompasses the entirety of Erskineville Railway Station curtilage. The Proposal Area is shown in Figure 1.1.

1.2 Purpose of the Report and approach

The purpose of the SOHI is to assess the impact of the Proposal on the heritage significance of *Erskineville Railway Station*. This report has been prepared in accordance with the NSW *Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979*, with reference to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (2013) and associated Practice Notes and Heritage, Department of Premier and Cabinet best practice including *Assessing heritage significance* (Heritage Office 2001) and *Statements of Heritage Impact* (Heritage Office and Department of Urban Affairs and Planning (former) 2002).

This report also draws on relevant Sydney Trains and TfNSW guidelines including:

- *Railway Overhead Booking Offices Heritage Conservation Strategy 2014*
- *Railway Footbridges Heritage Conservation Strategy 2016*
- *Heritage Platforms Conservation Management Strategy 2015*
- *Canopies and Shelters Design Guide for Heritage Stations 2016*
- *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites 2017*
- *Station Component Guide 2017*

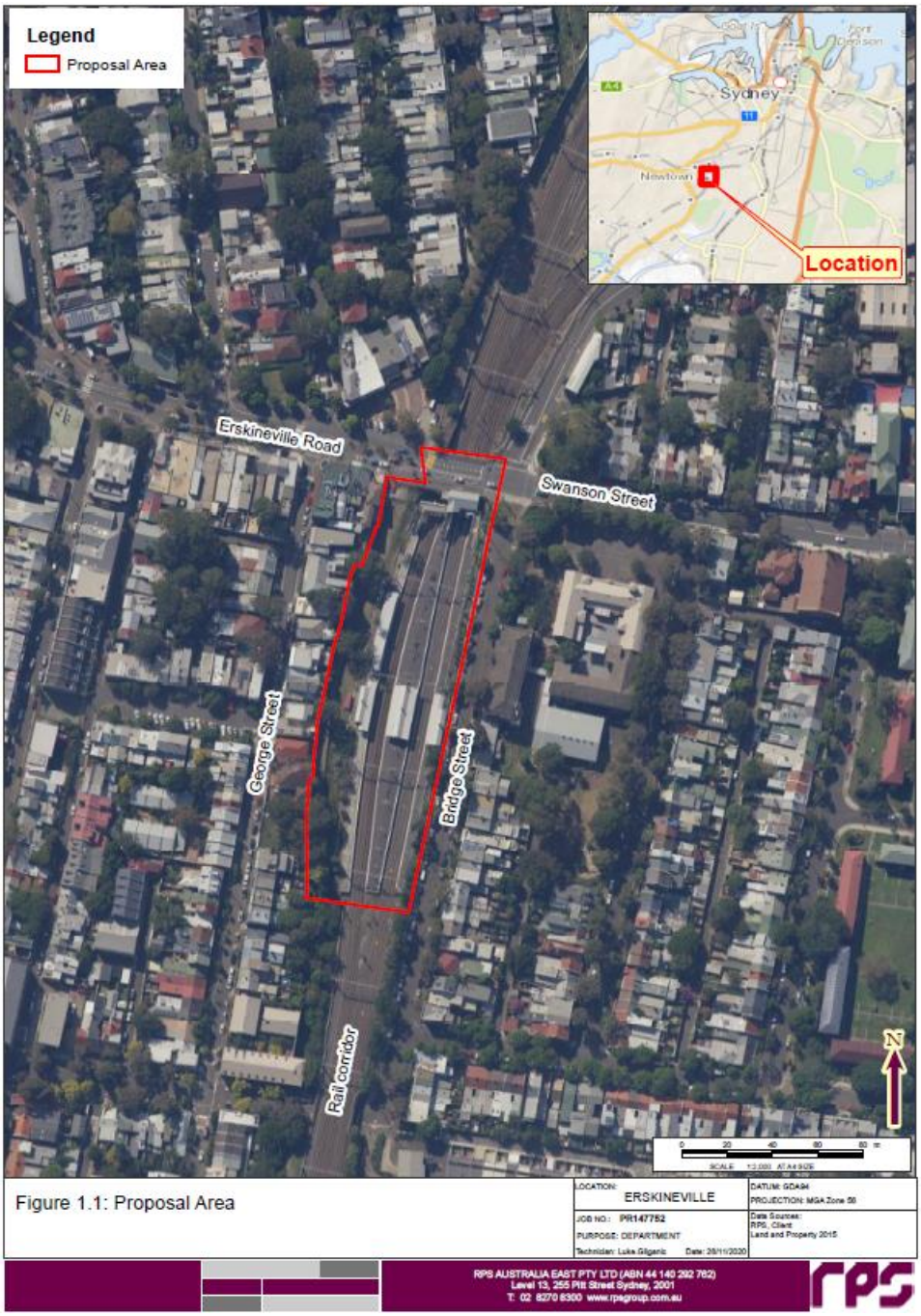
1.3 Limitations

- This SOHI is limited to an assessment of non-Aboriginal heritage. It excludes an assessment of Aboriginal cultural heritage for the purposes of a due diligence assessment under the *National Parks & Wildlife Act 1973.*
- The design of the Proposal has not been finalised. The SOHI is limited to an assessment of the Proposal as detailed in *Erskineville Station Upgrade Transport Access Program 3 Architectural Drawings* dated 20 November 2020.
- The archaeological assessment contained in this SOHI is limited to an assessment of the Proposal area only.
- Photographs of the female toilets could not be taken at the site inspection as access was not available to Luke Gliganic. Descriptions have been provided by reviewing information readily available from the documentation for the site.

1.4 Authorship

This report has been prepared by Luke Gliganic (Heritage Consultant) with assistance from Georgia Wright (Senior Heritage Consultant). Photographs were taken by RPS unless otherwise specified. Susan Kennedy (Heritage Manager – Sydney) has reviewed this report and endorsed its content.

Figure 1-1 The location of the Proposal



2 STATUTORY CONTEXT

In NSW, environmental heritage is protected and managed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the NSW *Heritage Act 1977* and *the Environmental Planning and Assessment Act 1979* (EP&A Act).

2.1 *Environment Protection and Biodiversity Conservation Act 1999*

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) is the principal environmental Act at a Commonwealth level. It provides for the protection and management of matters of national environmental significance as defined in the Act. Matters of national environmental significance include but are not limited to flora, fauna, ecological communities and heritage places of national and international importance.

In addition, the EPBC Act applies to actions with a significant impact on the environment where the actions affect, or are taken on, Commonwealth land, or are carried out by a Commonwealth agency (even if that significant impact is not on one of the nine matters of 'national environmental significance').

The EPBC Act requires approval from the Minister for actions with a significant impact on places included on the World Heritage List or Commonwealth Heritage List.

2.1.1 National Heritage List

The National Heritage List was established under the EPBC Act to protect places of outstanding significance to Australia.

There are no places on the National Heritage List within or near the Proposal Area.

2.1.2 Commonwealth Heritage List

The Commonwealth Heritage List was established under the EPBC Act to protect places owned and managed by Commonwealth agencies.

There are no places on the Commonwealth Heritage List within or near the Proposal.

2.2 *Heritage Act* (NSW) *1977*

The NSW *Heritage Act 1977* ("the Heritage Act") provides for the identification and registration of items of State or Local Heritage significance. The Heritage Act establishes the State Heritage Register (SHR) and provides for the issue of Heritage Orders by the Minister or the Heritage Council to control potential development that may harm the heritage value of the item. Heritage Item may mean place, building, work, relic, moveable object or precinct. It also requires government agencies to maintain a Heritage and Conservation Register.

2.2.1 State Heritage Register

The State Heritage Register (SHR) identifies places and objects of importance to the whole of NSW.

There are no SHR items within the Proposal. There is one SHR listed item adjacent to the Proposal; the Eveleigh Railway Workshops is located directly north of, and adjacent to, the Proposal.

Table 2.1 Stage Heritage Register

Name	Listing number	Distance to the Proposal
Eveleigh Railway Workshops	01140	In vicinity, Adjacent

2.2.2 Section 170 Heritage and Conservation Register

Section 170 of the *Heritage Act 1977* requires government agencies to establish a Heritage and Conservation Register that identifies all assets of environmental heritage that it owns or occupies. Government agencies are required to provide the NSW Heritage Council notice of any intention to remove an asset from a Section 170 Heritage and Conservation Register (s170 Register), transfer ownership of an asset included on a s170 Register, cease to occupy an asset on a s170 Register or demolish an item included on a s170 Register and assets must be maintained with due diligence in accordance with the *State-Owned Heritage Management Principles* and NSW Heritage Council asset management document.

According to article 4.14 of the *State Agency Heritage Guide - Management of Heritage Assets by NSW Government Agencies,* proposals involving the alteration, disposal or demolition of heritage assets of State heritage significance (not listed on the State Heritage Register) should be referred to the Heritage Council for comment. The Heritage Council would provide comment to the State Agency within 40 days of receipt of the proposal.

Erskineville Railway Station is included on the Sydney Trains s170 Register (Table 2.2; Figure 2-1).

Table 2.2 Sydney Trains Section 170 Heritage and Conservation Register

Name	Listing number	Distance to the Proposal
Erskineville Railway Station Group	SHI No. 4801158	Within

2.2.3 Relics provisions

The Heritage Act includes provisions for archaeological relics. Section 4(1) of the Act (as amended 2009) defines a relic as:

> *…any deposit, artefact, object or material evidence that*
>
> *(a) related to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
>
> *(b) is of State or local significance*.

Section 139 of the Act prevents the excavation or disturbance of land known or with the potential to contain archaeological relics, except in accordance with a permit issued by the NSW Heritage Council (or in accordance with an Exception to Section 139 of the Act). The relics provision applies to all archaeological relics not included on the SHR or subject to an Interim Heritage Order.

2.3 Environmental Planning and Assessment Act (NSW) *1979*

The EP&A Act regulates land-use planning and assessment for NSW. The EP&A Act requires an assessment of the impact of a proposal on the environment (including the impact of a proposal on heritage).

The Proposal is being assessed under Part 5 of the EP&A Act. Under Part 5 of the EP&A Act, TfNSW is required to assess the environmental impact of the Proposal. The SOHI is to inform the Review of Environmental Factors (REF) for the Proposal.

2.3.1 Sydney Local Environmental Plan 2012

The EP&A Act requires Councils to prepare a Local Environmental Plan (LEP) as a legal instrument to implement the strategic land use and planning priorities. The LEP applies to the whole or part of a local government area.

The heritage item *Erskineville Railway Station including buildings and their interiors* is included in the *Sydney LEP 2012* (Figure 2-1, Table 2.3). Schedule 5 of the LEP identifies items important to the Sydney local government area. Erskineville Railway Station including buildings and their interiors is included on the schedule.

Table 2.3 Sydney Local Environmental Plan 2012

Name	Listing number	Distance to Proposal
Erskineville Railway Station including buildings and their interiors	I625	Within
Toogood & White's Estate – conservation area	C26	In vicinity, Adjacent
Malcolm Estate – conservation area	C24	In vicinity, Adjacent
House including interior	I612	In vicinity, Adjacent
Erskineville Public School	I626	In vicinity, Adjacent
Terrace Group	I604	In vicinity, Adjacent
Burren Estate – conservation area	C21	In vicinity

2.3.2 City of Sydney Heritage Development Control Plan (2006)

Part 2 of the City of Sydney Heritage Development Control Plan (DCP) provides objectives and provisions for the development of buildings with heritage significance, either individually or as part of their street or area in the City of Sydney LGA. Its primary aims are to (i) establish the framework for detailed heritage and conservation planning, and (ii) ensure that development applications for heritage items and works within heritage conservation areas and heritage streetscapes are assessed on the basis of heritage significance and desired heritage outcomes

The Proposal is located in the vicinity of items included on Schedule 5 of the Sydney LEP 2012. The DCP defines "in the vicinity of" as "surroundings, context, environment or setting of a heritage item" (DCP pg. 65), and states that "The determination of the setting of a heritage item should consider the historical property boundaries, significant vegetation and landscaping, archaeological features, and significant views to and from the property" (DCP pg. 10).

The DCP states the following with regards to work in the vicinity of heritage items:

> (1) Alterations and additions to buildings and structures, and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:
>
> (a) building envelope;
>
> (b) proportions;
>
> (c) materials, colours and finishes; and
>
> (d) building and street alignment.
>
> (2) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:
>
> (a) providing an adequate area around the building to allow interpretation of the heritage item;
>
> (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);
>
> (c) protecting (where possible) and allowing the interpretation of archaeological features; and
>
> (d) retaining and respecting significant views to and from the heritage item.

2.4 Summary of Statutory heritage listings

Erskineville Railway Station is included on the Sydney Trains s170 Register as an item of local significance. Erskineville Railway Station including buildings and their interiors is included on the Sydney LEP 2012.

Additionally, there are several other items and conservation areas located adjacent to and nearby the station (Figure 2-1, Table 2.4).

Table 2.4 Summary of statutory listings in the vicinity of Erskineville Railway Station

Item Name	Item No.	Instrument	Significance	Location
Erskineville Railway Station Group	SHI No. 4801158	Sydney Trains Section 170 Heritage and Conservation Register	Local	Within the boundaries of the Proposal
Erskineville Railway Station including buildings and their interiors	I625	Sydney LEP 2012	Local	Within the boundaries of the Proposal
Eveleigh Railway Workshops	SHR 01140	SHR	State	Adjacent to Erskineville Railway Station
Toogood & White's Estate – conservation area	C26	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Malcolm Estate – conservation area	C24	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
House including interior	I612	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Burren Estate	C21	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Erskineville Public School	I626	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station
Terrace Group	I604	Sydney LEP 2012	Local	Adjacent to Erskineville Railway Station

2.5 Non-statutory heritage listings

2.5.1 National Trust Register

The National Trust of Australia (NSW) maintains a register of landscapes, townscapes, buildings and other items or places which the Trust determines have cultural significance.

Erskineville Station is not listed on the Register.

Figure 2-1 Statutory heritage items near the Proposal Area

3 HISTORICAL CONTEXT

The following history relates to the development of the Proposal area post-1788. A detailed analysis of Aboriginal cultural heritage is beyond the scope of this report.

3.1 Timeline

An overview of key dates and events relating to Erskineville Station is summarised in Table 3.1.

Table 3.1 Timeline

Date	Event
1794-1799	• Nicholas Devine granted land on which Erskineville Station stands
1830s	• George Erskine purchases subdivision of Devine's land grant, builds 'Erskine Villa', giving the future suburb of Erskineville its name
1870s-1880s	• Erskineville / Macdonaldtown population growth. Neighbourhood subdivided into today's layout, Hotel established on present-day location of Rose of Australia (1878), Erskineville Public School established (1882)
1884	• Illawarra Line opened between Illawarra Junction and Hurstville as double tracks
1885	• First Erskineville Station opened to the north of Swanson Street
1890	• Second Erskineville Station opened on same site as first station
1913	• Quadruplication of Illawarra line around Erskineville Station – necessitates relocation and reconstruction of Erskineville Station to allow more tracks • Third (present) Erskineville Station opened to the south of Swanson Street • Removal of earlier platforms and replacement with additional tracks
1926	• Electrification of Illawarra Line
1960s	• Newsagency built adjacent to the overhead booking office on the overhead bridge fronting Swanson Street
2004	• Platform 1 rebuilt using a precast concrete unit platform wall and a poured concrete deck
2011	• 40-metre long metal canopy installed on the northern end of platform 1
2015	• Station repainted
2018/2019	• Station 'refresh' including brick repointing, painting, bathroom upgrades and general maintenance

3.2 The development of Erskineville

The land that comprises present-day Erskineville was granted in 1794 and 1799 to Nicholas Devine, who built a house called Burren Farm (Figure 3-1). Upon Devine's death in 1830, his estate was inherited by Bernard Rochford, a convict who had been assigned to Devine. Rochford subdivided the Devine land grant into villa estates. One of these estates was purchased by George Erskine, a Wesleyan Minister who built a house named 'Erskine Villa' in 1832. This house would serve as the source for the name of the suburb, which was officially determined by the 1893 Borough of Erskineville Naming Act.

During the 1880s, with the expansion of the railways (see below), the area experienced rapid growth. Between 1876 and 1888 the street layout that is predominant today was aligned (Plate 3-1). The Erskineville Public School was established in 1882 to serve the educational needs of a developing suburb. A hotel has been licensed on the site of the present-day Rose of Australia Hotel since 1878, though the present-day hotel was constructed in 1934.

3.3 The Illawarra Line

The Illawarra line route was approved by the New South Wales Government in 1880. This route originated at Illawarra Junction, near the inner-city locality of Macdonaldtown (present-day Erskineville) and was scheduled to extend 109 kilometres to Kiama. In August 1881, Governor Augustus Loftus approved

£1,020,000 for the construction of the Illawarra line, proposing that the section of track from Illawarra Junction to Waterfall be completed by September 1884 (Forsyth, 1988). Following a series of disputes between the Government and the contractors, the line was completed to Hurstville by October 1884, and to Waterfall by 1886 (Singleton, 1984). The line was constructed as a double track from Illawarra Junction to Hurstville, beyond which the line was a single track. By 1890, the line's popularity quickly necessitated duplication of the line from Hurstville to Waterfall, with the exception of the Como Bridge over the Georges River, the narrow width of which prohibited duplication (Singleton, 1984; Forsyth, 1988). Later, in 1913, the line between Illawarra Junction and Sydenham was expanded from two to four tracks.

In 1926, the Illawarra Line between Central Station and Oatley was the first railway to be electrified in New South Wales (Forsyth, 1988).

3.4 Erskineville Station

3.4.1 First Erskineville Station (1885-1890)

The first iteration of Erskineville Station opened on 3 August 1885 (*Evening News* 3 August 1885, 5) to the north of Erskineville Road/Swanson Street on the double track line built from Illawarra Junction to Hurstville (Figure 3-2). The station comprised two side platforms with small, timber waiting rooms that were accessed from Burren Street and Railway Parade. A ticket office was located on the Sydney-bound platform.

3.4.2 Second Erskineville Station (1890-1913)

In December 1889, Macdonaldtown Municipal Council requested a new station (*Sydney Morning Herald*, 24 December 1889, 4), and in February 1890, the Railway Commissioners completed plans for the new Erskineville Station (*Sydney Morning Herald*, 7 February 1890, 3). The tenders for the "erection of a passenger station and bridge at Erskineville on the South Coast Railway" closed on 31 March 1890 (*New South Wales Government Gazette,* Issue No. 178, 28 March 1890, 2746) and the job was eventually won by Gatty and Flook, a Sydney-based general contracting company (*Australian Town and Country Journal*, 12 April 1890, 43). The plans included the first overhead booking and parcels office in NSW and construction of the road bridge over the rail line. In addition to the overhead booking office, shelters were erected along both platforms, though it was reported that they restricted passenger movement and created "dangerous" conditions on the platforms (*Sydney Morning Herald*, 2 September 1890, 6).

The road bridge and booking office were completed quickly, and by June 1890 locals were protesting that the bridge was too narrow (*Evening News*, 2 July 1890, 2). Over the next years, Macdonaldtown Council made requests to the Railway Commissioners for several upgrades to the station including that the bridge be widened, for improved lighting, better access to the station, and a connection of the station to the local sewerage system (*Evening News,* 15 June 1892, 5; 5 June 1893, 3; 20 June 1893, 3; 14 July 1893, 2). Eventually the road was widened and the sewerage was connected. By 1912, however, the station had fallen into disrepair, to the point where it was described as the following:

> "*the present Erskineville railway station is more fitted for a back-country village than for a populous district. It has a woebegone, forgotten appearance, as though it subsisted on one train a day, to witness the arrival of which all the inhabitants mustered on the platform smoking reflective (sic) cigarettes*" (*Sun*, 21 March 1912, 2)

3.4.3 Third Erskineville Station (1913-present)

The decision was made to convert the line between Illawarra Junction and Sydenham from two tracks to four, necessitating that the 1890 Erskineville Station be relocated to the southern side of Swanson Street. The four tracks were officially operational on 15 June 1913 (Traffic Branch Circular No. 146, 10 June 1913).

In 1911, plans were prepared for the third iteration of Erskineville Station, which included three platforms servicing four tracks (Plate 3-2), overbridge with stepways to the station (Plate 3-3, Plate 3-4), an overhead booking office (Plate 3-5), and side platform buildings (Plate 3-6, Plate 3-7). The two side platforms and their buildings were completed by January 1912, which allowed the demolition of the 1890 Erskineville Station (*Sydney Morning Herald*, 4 January 1912, 8). In July 1912, the plan for the building of the island platform (Plate 3-8) was issued, and work was soon completed (Plate 3-9). The station was completed and operational in 1913.

In 1926, the Illawarra Line between Central Station and Oatley Station (including Erskineville Station) was electrified. Around this time, a relaying hut below the stepway leading to the island platform was constructed. In 1949, the Station Master's office was relocated from the island platform station building to the western side platform building, replacing the general waiting room on Platform 1. The former Station Master's office was converted into a Porters Room. In the late 1940s, in preparation for proposed but later abandoned, sextuplication of tracks through Erskineville Station, land to the west of Platform 1 was resumed (announced in numerous Government Gazettes of NSW between 1948 and 1949) and the platform walls of the additional two proposed tracks were built, though the additional two tracks were not constructed. In the 1960s, a newsagency made from large concrete blocks was built adjacent to the overhead booking office on the overhead bridge between Swanson Street and the station footbridge. In 1993, the station footbridge was upgraded, including replacement of stair railings and posts to Platform 1 and 2/3 stairs, new concrete steps. In 2004, Platform 1 was rebuilt using a precast concrete unit platform wall and a poured concrete deck. In 2011, a 40-metre long metal canopy was installed on the northern end of platform 1, and in 2015 the platform buildings were repainted (Sharp, 2017; RailCorp s170 listing, Erskineville Railway Station Group).

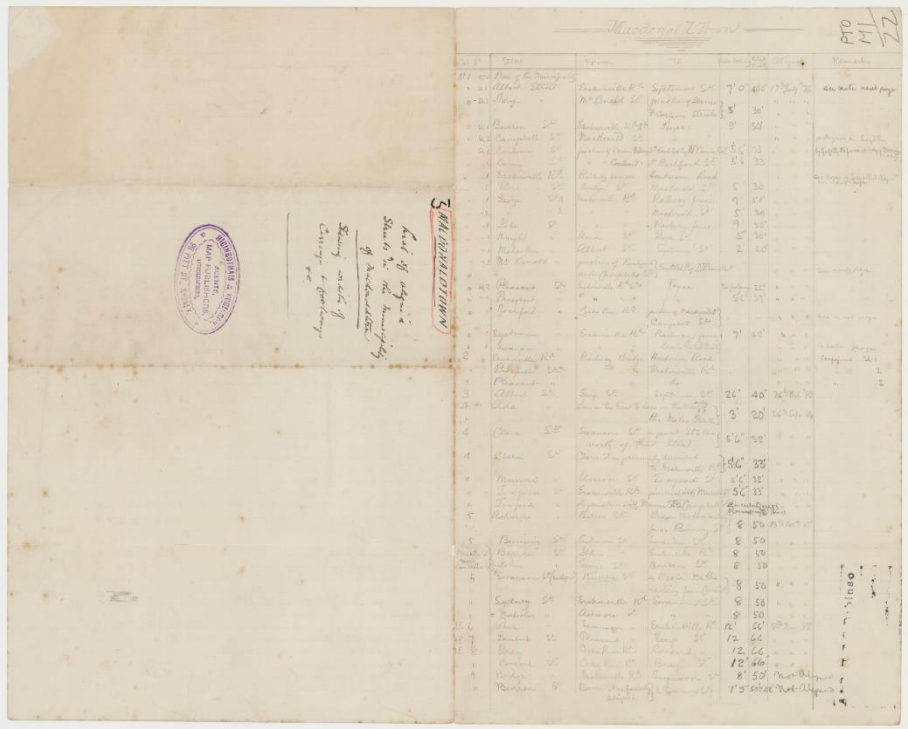


Plate 3-1 List of aligned streets in Macdonaldtown (1876 to 1888)

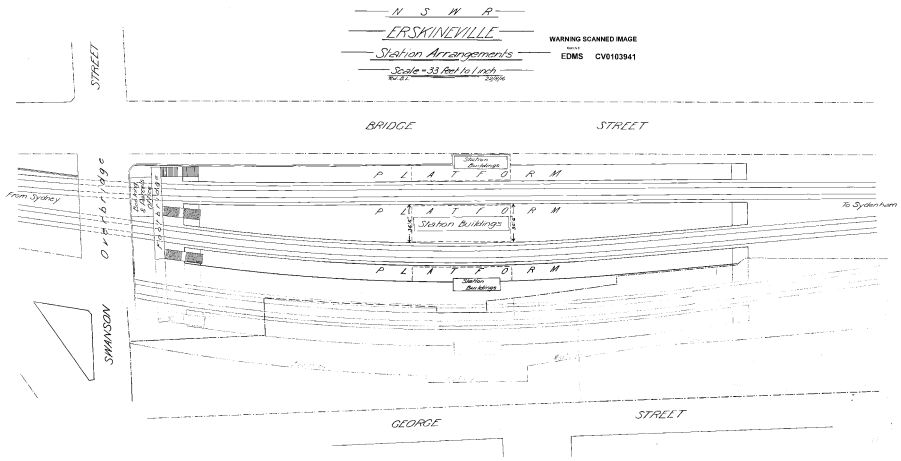


Plate 3-2 Station arrangement overview showing 1911 design (plan dated 1916)

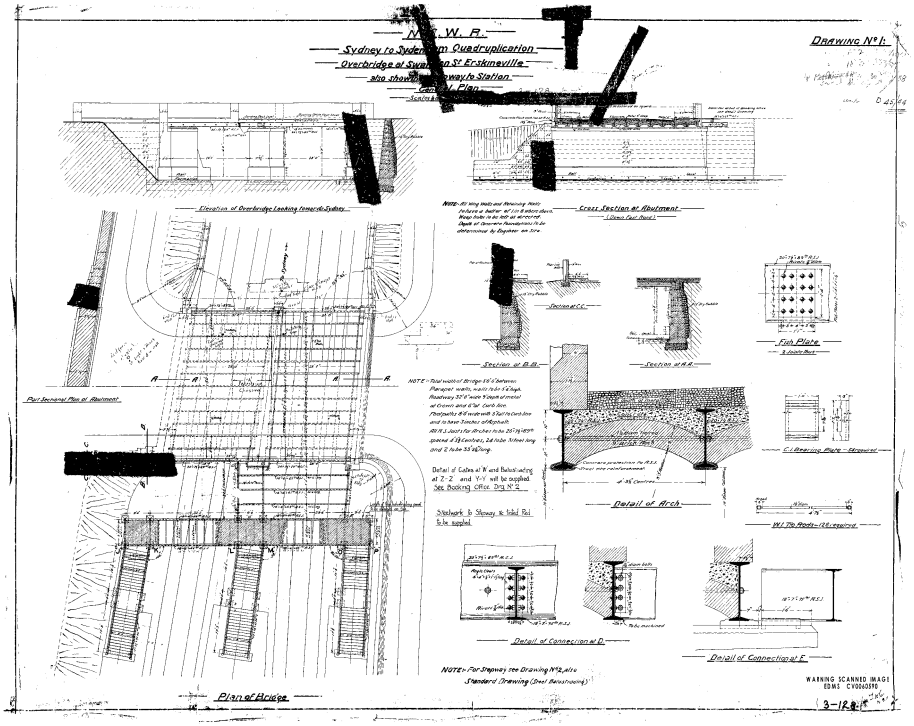


Plate 3-3 1911 plans for Erskineville Station overbridge at Swanson Street showing stepway to station

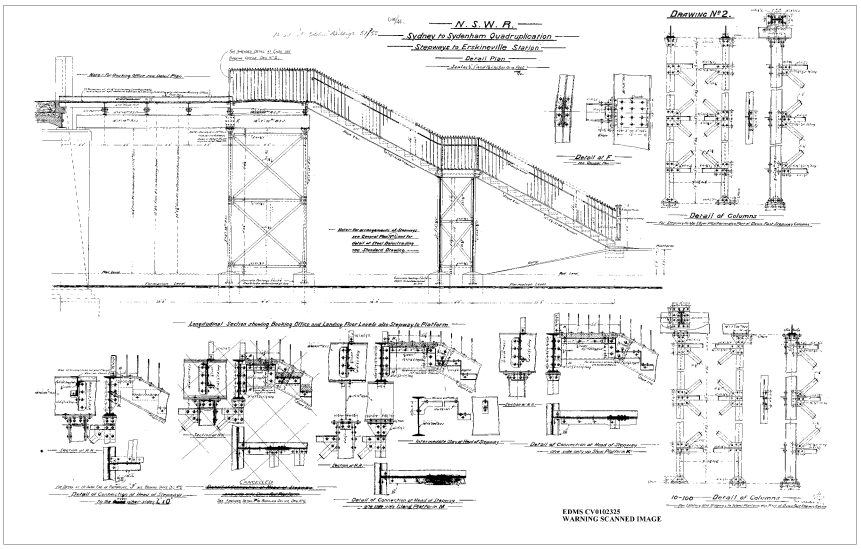


Plate 3-4 1911 plans for Erskineville Station stepway from overbridge to station

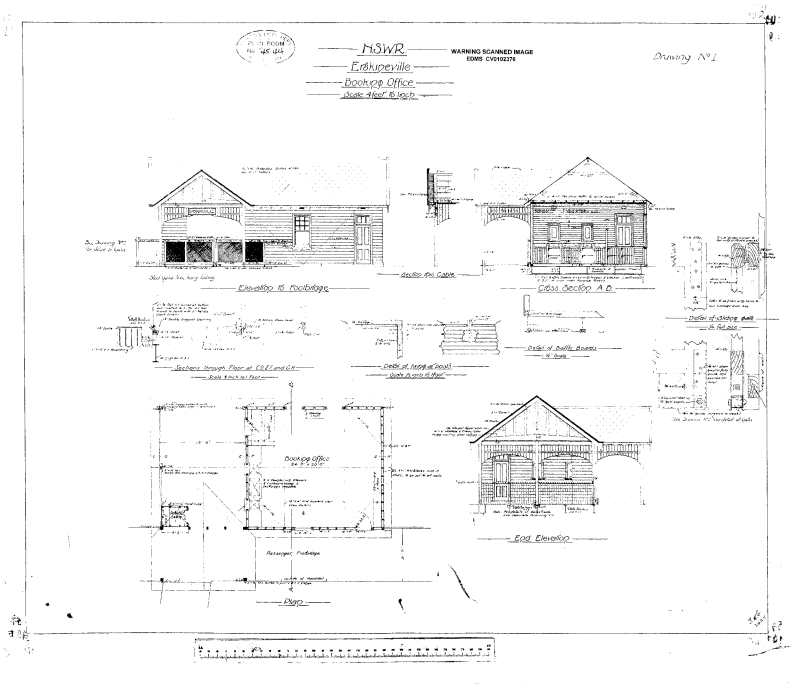


Plate 3-5 1911 plans for Erskineville Station overhead booking office

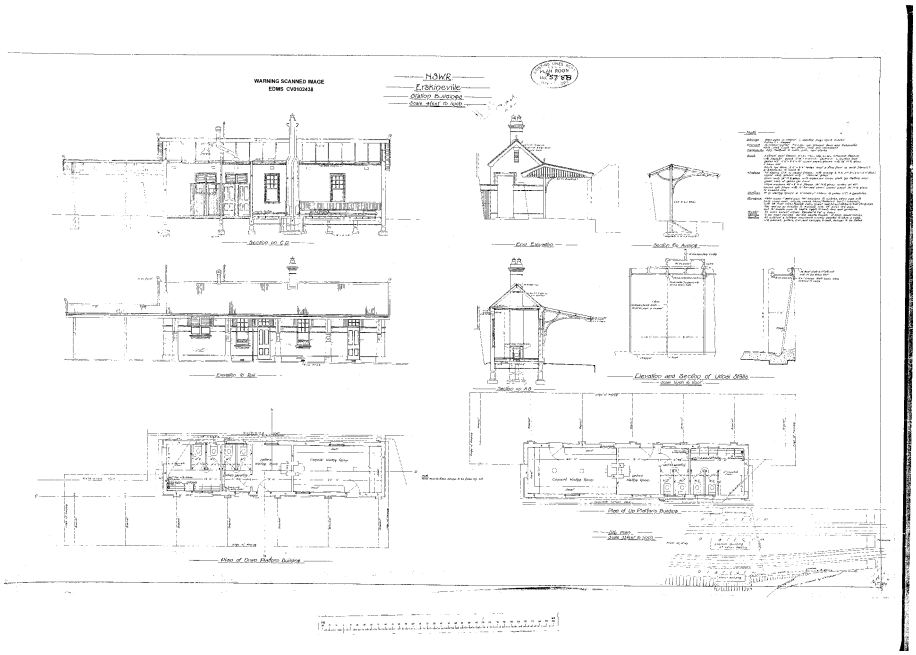


Plate 3-6 1911 plans for Erskineville Station side platform buildings

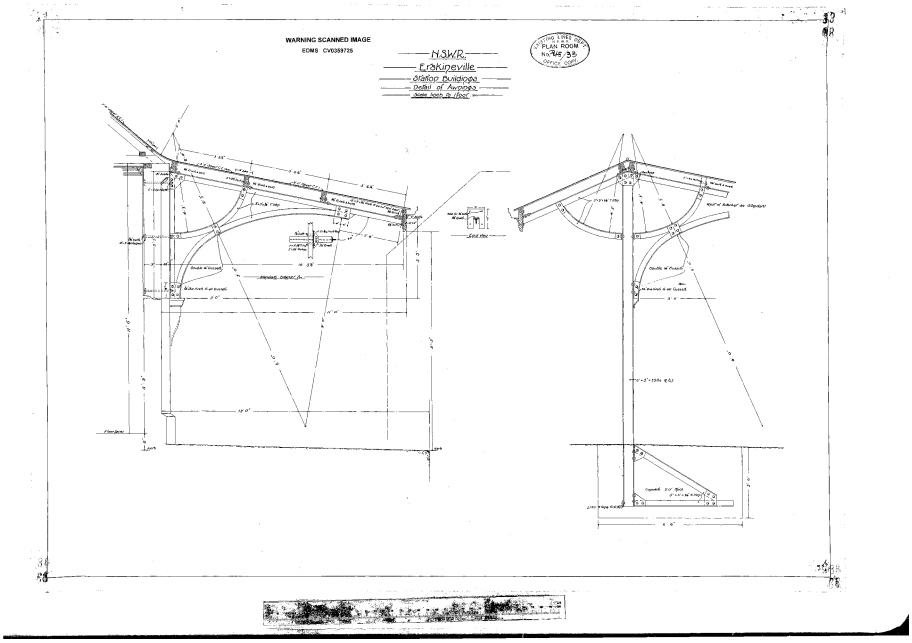


Plate 3-7 1911 plans for Erskineville Station platform awnings

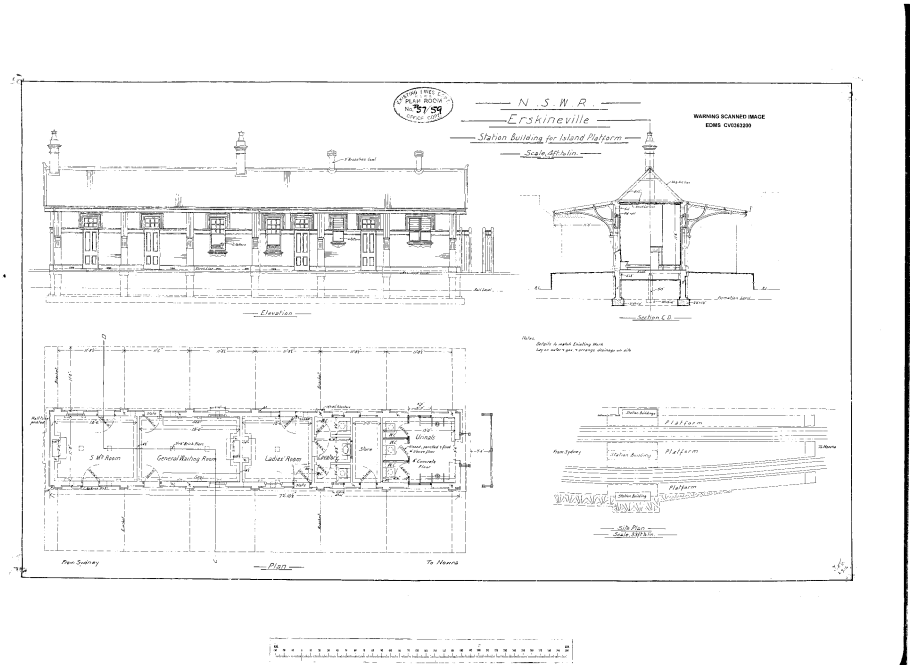


Plate 3-8 1912 plans for Erskineville Station island platform building

The New Railway Platform at Erskineville.
The train entering the station is on the existing double track. When the work is finished this track will be duplicated.

Plate 3-9 Photo of station construction in 1912 (The Sun, 21 March 1912, p.2)

Figure 3-1 Parish map of Parish of Petersham showing land grants (undated) (HLRV)

Figure 3-2 Map of the municipality of Erskineville (ca. 1888) (State Library of NSW)

3.5 Themes

The themes identified on the Sydney Trains S170 Register for Erskineville Station are identified in Table 3.2.

Table 3.2 Themes

Australian theme	NSW theme	Local theme
Economy **Developing local, regional and national economies**	**Transport** *Activities associated with the moving of people and goods from one place to another, and systems for the provisions of such movements*	**Building the railway network**
Culture **Developing cultural institutions and ways of life**	**Creative endeavour** *Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities*	**Evolution of design in railway engineering and architecture**

4 PHYSICAL ANALYSIS

RPS inspected the station on 21 October 2020 with TfNSW. The inspection included the platforms, exterior and interior of the station buildings, footbridge and stepways, The inspection also included the *Toogood and White's Estate Conservation Area* to the west of the station, the *Malcolm Estate Conservation Area* to the east of the station, and the exterior of 134 George Street, Erskineville (Heritage Item No. I612) to the east of the station.

4.1 Erskineville Station

Erskineville Station is located on the Illawarra, T3, and T4 Lines and is located between Bridge Street (to the east of the station) and George Street (to the west of the station), with the station accessed from Swanson Street (to the north of the station). The station is located on the southern side of the Swanson Street overbridge, with the overhead booking office accessed from the footpath on the overbridge on the southern side of Swanson Street (Plate 4-1). The overhead booking office is suspended between the Swanson Street road bridge and the Erskineville Station footbridge, which has three stepways leading to the platforms (Plate 4-2). The station has a central island platform and two side platforms (Plate 4-3). The platforms are numbered 1-4 from west to east. There is a high brick retaining wall on the east side behind Platform 4 on which the Erskineville Public School has painted a mural. There are three platform buildings, one on the eastern platform (platform 4), one on the island platform), and one on the western platform (platform 1) (Plate 4-4).

Plate 4-1 Overhead booking office from Swanson Street (RPS 2020)

Plate 4-2 Footbridge, stairs, and overhead booking office as viewed from Platform 1 (RPS 2020)

Plate 4-3 Platforms as viewed from the footbridge looking south. Platforms are numbered 1 (west platform in right of photo), 2, 3 (island platform), and 4 (east platform in left of photo) (RPS 2020)

Plate 4-4 Platform buildings as viewed from the south of the island platform (Platform 2/3) (RPS 2020)

4.1.1 Station buildings

4.1.1.1 Overhead booking office

Erskineville station is entered via a concourse through the weatherboard overhead booking office, which has a complex gabled corrugated steel roof. The building has roughcast stuccoed and imitation half-timbered gable ends to the east, west and south, and has timber tongue and grooved eaves and exposed rafter ends. Some original windows are still in place. The original windows have nine-paned top sashes with multicoloured glazing. The top sashes are slightly arched. Operational infrastructure such as signalling infrastructure, lighting, air conditioning, and CCTV are attached to the exterior of the station building and awning. (Plate 4-1, Plate 4-2, Plate 4-5 to Plate 4-7).

In the station entry concourse, there is an original timber tongue and grooved ceiling with two metal ceiling roses (Plate 4-8, Plate 4-9). A timber framed ticket window is still extant, though it is currently hidden behind a noticeboard and ticket machine in the booking hall (left in Plate 4-8). The interior of the overhead booking office has been modernised and is in use as the operational hub of the station (Plate 4-10).

To the west of the concourse on the overbridge is a newsagency shop. The shop is located within a modern (1960s) painted concrete block addition with a skillion roof (Plate 4-6). The entrance to the shop from the concourse features a timber valance (right in Plate 4-8).

Plate 4-5 Overhead booking office as viewed from the northeast on Swanson Street (RPS 2020)

Plate 4-6 Overhead booking office as viewed from the west on the footbridge (RPS 2020)

Plate 4-7 Southern side of the overhead booking office as viewed from the footbridge showing window and modern infrastructure (RPS 2020)

Plate 4-8 View into station concourse from Swanson Street looking south (RPS 2020)

Plate 4-9 Close up of concourse ceiling showing one of two metal ceiling roses (RPS 2020)

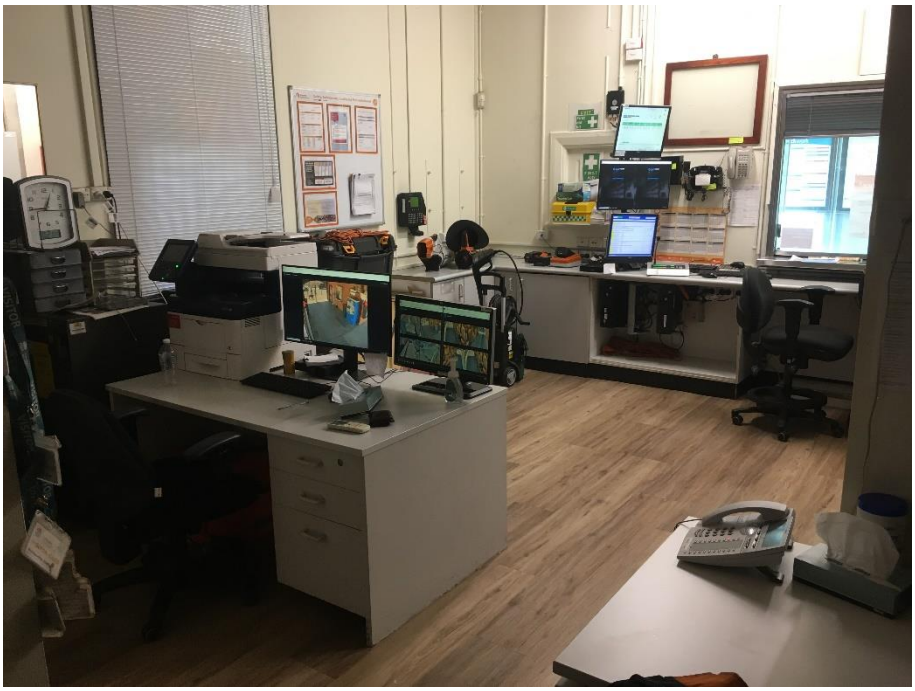


Plate 4-10 Interior of overhead booking office (RPS 2020)

4.1.1.2 Platform 1 building

The station building on Platform 1 is approximately 70 metres south from the bottom of the stairs and is in line with the other two platform buildings. It is a face brick building with a gabled corrugated steel roof with one chimney. The walls feature stucco mouldings at approximately 2/3rds of the wall height, around the window heads and window sills, and around the fanlights. Windows are timber framed and double hung, with nine-paned top sashes and covered over bottom sashes. There are six-paned, multi-coloured fanlights over the doors, which are four panelled timber doors. The cantilevered awning is upheld by steel brackets mounted on decorative stucco wall brackets. There are timber valences to each end of the awning (Plate 4-11to Plate 4-13). The door to the family accessible toilet waiting room is non-original, modified fabric made to look like the historic doors, being four panelled timber (Plate 4-14). The interior of the family accessible toilet waiting room is tiled using a colour scheme sympathetic to the heritage elements of the Platform 1 building. The ceiling is ripple iron and the wall vents include a plaster Waratah motif. The room contains a bench (not on the 1911 plan - Plate 3-6) and fireplace (Plate 4-15 and Plate 4-16). The interior has been renovated in the past – the current family accessible toilet waiting room and family accessible toilet were the ladies waiting room and ladies toilet, respectively, in the 1911 plan (Plate 3-6).

Plate 4-11 Platform 1 building as viewed from the northeast on Platform 2 (RPS 2020)

Plate 4-12 Platform 1 building showing stucco moulding and door (RPS 2020)

Plate 4-13 Platform 1 building viewed from the north showing cantilevered awning (RPS 2020)

Plate 4-14 Door to the family accessible toilet waiting room in Platform 1 building (RPS 2020)

Plate 4-15 Interior of the family accessible toilet waiting room in Platform 1 building (RPS 2020)

Plate 4-16 Interior of the family accessible toilet waiting room in Platform 1 building (RPS 2020)

4.1.1.3 Platform 2/3 building

The station building on the island platform (platform 2/3) is approximately 70 metres south from the bottom of the stairway. It is made from face bricks and has two chimneys. The roof is corrugated steel and the building has skillion roofed awnings on both sides. The walls feature stucco mouldings at approximately 2/3rds of the wall height around the entire building. Stucco moulding is also featured around the windows and fanlights. The windows are timber framed, double hung, with nine-paned top sashes and plain fanlights. There is a rectangular timber louvred vent to the south gable end and no vent to the north gable end. There is evidence of removal of a previous brick screen to the south end of building (Plate 4-17 to Plate 4-19).

Inside the Platform 2/3 building are two waiting areas, a small storage room, a men's toilet and a women's toilet. The female waiting room is operational and has been restored. The Station Masters room and storage room are used for storage. The ceilings of the female waiting room is ripple iron with metal ceiling roses. The wall vents include a plaster Waratah motif. The floors and chimney breasts are made from timber. The female waiting room includes a bench (which does not appear to be original, as it is not included in the 1911 plans - Plate 3-8) and an internal door leading to the women's toilets. The female waiting room has been very well preserved and are in excellent condition (Plate 4-20 to Plate 4-24). The male toilets are tiles and painted using sympathetic colour schemes to those of the building (Plate 4-25)

Plate 4-17 Platform 2/3 building from north (RPS 2020)

Plate 4-18 Platform 2/3 building from south (RPS 2020)

Plate 4-19 Platform 2 side of Platform 2/3 building showing moulding, doors, and awning support (RPS 2020)

Plate 4-20 Bench and floor in female waiting room in Platform 2/3 building (RPS 2020)

Plate 4-21 Ceiling and light in the female waiting room in Platform 2/3 building (RPS 2020)

Plate 4-22 Bench, fireplace, and floor in female waiting room in Platform 2/3 building (RPS 2020)

Plate 4-23 Door leading to female toilets in the female waiting room in Platform 2/3 building. Open door (right of photo) leads to Platform 2. (RPS 2020)

Plate 4-24 Door leading to Platform 3 in the female waiting room in Platform 2/3 building. (RPS 2020)

Plate 4-25 Toilets in male toilet in Platform 2/3 building. The right stall (abutting window) would be impacted by the proposal. (RPS 2020)

4.1.1.4 Platform 4 building

The station building on Platform 4 is in line with the other platform buildings, being approximately 70 metres south from the base of the stairway. The building is made from face bricks and has one chimney with stucco mouldings and two terracotta chimney pots. The roof is gabled corrugated steel with rectangular timber louvred vents to the gable ends. The doors are timber four panelled. A stucco label mould runs the length of the building at approximately 2/3rds wall height. The window heads, window wills, and fanlights also feature stucco mouldings. The windows are double hung, with timber frames. They have nine-paned top sashes and covered over bottom sashes. The fanlights are six-paned with multicoloured glazing. The awning is cantilevered on steel brackets mounted on decorative stucco wall brackets and there is a timber valance to both ends of the awning (Plate 4-26).

Plate 4-26 Platform 4 building as viewed from the southwest on Platform 3 (RPS 2020

4.1.2 Platforms

Erskineville Station has three working platforms – one island platform (Platform 2/3) and two side platforms (Platform 1 and Platform 4) (Plate 4-27). Platforms 2/3 and Platform 4 have brick edges, while Platform 1 has a concrete edge. All platforms have asphalt surfaces. Two additional platforms that were built but never used can be seen to the west of Platform 1 (Plate 4-28).

A modern open steel awning is located on Platform 1 (Plate 4-29). Platforms 2, 3, and 4 have had the walls anchored.

Plate 4-27 Platforms as viewed from the footbridge looking south (RPS 2020)

Plate 4-28 Abandoned platforms as viewed from the north (RPS 2020)

Plate 4-29 Platform 1 showing Platform 1 building and modern canopy (RPS 2020)

4.1.3 Footbridge and stairs

The platforms are accessed by three stair structures that descend from a footbridge located at the northern end of the platforms (Plate 4-30). The footbridge and stairs have a Dorman Long & Co steel structure. The footbridge has a concrete deck and modern balustrading (Plate 4-31) that are not significant fabric, and all stairs are concrete. The stairway to Platform 1 and Platform 2/3 have modern railings. The Platform 4 stairs retain the original steel railings and star pattern newel posts (Plate 4-32).

Plate 4-30 Footbridge, stairs, and overhead booking office as viewed from Platform 1 (RPS 2020)

Plate 4-31 View of footbridge deck showing modern balustrading and light post on eastern end (foreground) and western end (background) (RPS 2020)

Plate 4-32 Stairs to Platform 4 as viewed from Platform 2 (RPS 2020)

4.1.4 Moveable heritage

Three moveable heritage objects at Erskineville Station noted on the station's Moveable Heritage Register, which is part of the s170 listing. These include a cast iron safe located in the overhead booking office (Plate 4-33), three hurricane lamps located in the overhead booking office (Plate 4-34), and a rollover timber indicator board located within the concourse of the overhead booking office (Table 4.1). Of these, the cast iron safe and two hurricane lamps were observed during the site visit. The third hurricane lamp and the timber indicator board were not observed at the station.

Additionally, many moveable heritage items were identified by Sydney Trains and labelled with 'Heritage Item' stickers. These items are listed on the Sydney Trains Heritage moveable heritage list (Table 4.2), which fall under the RailCorp s170 Registered *Movable Heritage Collection (Sydney Trains)* (SHI 5063282).

Table 4.1 Moveable heritage listed on the s170 listing.

Item	Location
Rollover timber indicator boards within concourse of overhead booking office	Could not be located
Cast iron safe	Overhead booking office
Three hurricane lamps	Two lamps in overhead booking office, third could not be located

Table 4.2 Sydney Trains Heritage moveable heritage list. Note that not all rows are complete.

Registration Number	Object	Storage Location	Other Information
1	Table	Platform 1 Storeroom	
2			
3	Platform 1 Sign	Platform 2 Heritage Storeroom	
4	Toilet room furniture	Platform 1 Toilet	
5	Toilet room sign	Platform 1 Toilet Waiting room	
6	Cupboard	Platform 2 Heritage Storeroom	
7			
8	Circuit Board	Platform 1 Storeroom	
9	Booking Office Supplies	Platform 2 Heritage Storeroom	
10	Ladder	Platform 2 Heritage Storeroom	
11	Station Master's Chair	Platform 2 Heritage Storeroom	
12	Broom	Platform 2 Heritage Storeroom	
13	Broom	Platform 2 Heritage Storeroom	
14	Shovel	Platform 2 Heritage Storeroom	
15	Flags	Platform 2 Heritage Storeroom	
16			
17	Toilet room furniture	Platform 2 Storeroom - Female Toilet	
18			
19			
20	Phone Board	Platform 2 Storeroom	
21	Power Board	Platform 2 Storeroom	
22	Woodframe	Booking Office	

Registration Number	Object	Storage Location	Other Information
23	Comms/Power Board	Booking Office	
24	Phone	Booking Office	
25			
26	BOM Ticket Slider	Booking Office	
27	Mirror	Booking Office	
28	Mirror	Booking Office	
29	Safe - Cream	Booking Office - Cupboard	
30	Safe - Pink	Booking Office	
31			
32			
33	Money til	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
34	Work forms	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
35	Blank Paper tickets	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
36	Ticket cover	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
37	Steel Coin til	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
38	Coin containers	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
39	Stamp	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
40	Countrylink Reservation Sheet	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
41	Laminated signs	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
42	Railcorp Safe Value Envelopes	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
43	Stone Safe	Booking Office - Cupboard	
44			
45	Orange Hand Lamp	Booking Office Emergency Cabinet	
46			
47	Ticket Cancel Puncher	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
48	Railcorp Working Timetables	Platform 2 Heritage Storeroom	No tag - Inside Item Erskineville-ERS-009
49			

Plate 4-33 Heritage listed safes located in the overhead booking office (RPS 2020)

Plate 4-34 Two lamps located in the overhead booking office (RPS 2020)

4.2 Malcolm Estate Conservation Area

The *Malcolm Estate Conservation Area* borders and is located to the east of Erskineville Railway Station. Bridge Street, which borders on Erskineville Railway Station, was inspected.

Bridge Street is characterised by the railway to the west. To the east are two storey, largely intact Victorian terraces (Plate 4-35, Plate 4-36). Some of the terraces (for example, heritage items at 1-5 and 7-10 Bridge St) are very grand. Substantial street tree planting including London Plane trees.

The road has modern bitumen surfacing, and the west side is currently a bicycle lane. A footpath next to the bicycle lane is immediately adjacent to the railway station curtilage.

Plate 4-35 Bridge Street in Malcolm Estate Conservation Area, looking south. Note railway station in right of photo. (RPS 2020)

Plate 4-36 Bridge Street in Malcolm Estate Conservation Area, looking north. Note railway station in left of photos. (RPS 2020)

4.3 Toogood and White's Estate Conservation Area

Toogood and White's Estate Conservation Area borders and is located to the west of Erskineville Railway Station. The station curtilage borders on (1) a park and the rear lot boundaries of residences that front onto George Street (Plate 4-37).

George Street is characterised by Victorian and Federation terraces with a number of modern residential infill developments. The heritage item at 134 George Street (I612) is a large Federation Queen Anne style mansion and is atypical of the area. The lot to the south of 134 George Street is a small park (Plate 4-37 and Plate 4-38). It receives street rating of B.

Plate 4-37 George Street in Toogood and White's Estate Conservation Area towards the southern end of Erskineville Railway Station (not visible, behind park and houses in right of photo). Photo is looking north. (RPS 2020)

Plate 4-38 George Street in Toogood and White's Estate Conservation Area towards the middle of Erskineville Railway Station (not visible, behind houses in right of photo). Photo is looking north (RPS 2020)

4.4 House (I612)

The LEP listed house (I612) is located at 134 George Street. Its rear lot boundary borders on the curtilage of Erskineville Railway Station. The lot to the south of 134 George Street is a small park, which also backs on to the station. The LEP listed house lies to the east of the station within the Toogood and White's Estate Conservation Area.

Item 612 is a two storey Federation Queen Anne style mansion with hipped and gabled unglazed terracotta tiled roof. It has a veranda and balcony with timber posts and decorative timber brackets, timber picket balustrading to 1st floor balcony and decorative bargeboard to front gable. The veranda floor has tessellated tiles and marble threshold to front door. It retains brick fence posts with rendered pyramidal caps and a section of brick front fence with rendered moulding to top. The garden setting of the house remains generous (Plate 4-39 and Plate 4-40).

Plate 4-39 134 George Street (I612) viewed from George Street (RPS 2020)

Plate 4-40 Memorial stone mounted at 134 George Street (I612) (RPS 2020)

5 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

The assessment of archaeological potential assesses the potential for archaeological resources associated with earlier phases of occupation, activity or development at Erskineville Station. It is based on an understanding of the history of Erskineville Station, an analysis of documentary resources and an analysis of the Proposal area, including an analysis of the level of the ground disturbance and the associated impact on archaeological potential.

The assessment of archaeological potential is an assessment of the Proposal area only. The archaeological potential of the Proposal area is assessed and graded according to the definitions in Table 5.1.

Table 5.1 Levels of archaeological potential

Level	Definition
High	The history indicates that archaeological resources are likely to be identified. Ground disturbance is limited, and archaeological resources are likely to be intact.
Moderate	The history or the level of ground disturbance indicates that archaeological resources may be identified. If identified, archaeological resources may be affected or truncated due to ground disturbance.
Low	The history or the level of ground disturbance indicates that it is unlikely that archaeological resources would be identified. If identified, any archaeological resources are unlikely to be intact.

5.1 Analysis of documentary resources and the Proposal Area

The first iteration of Erskineville Station opened to the north of Swanson Street in August 1885. The station is shown on the ca. 1888 Erskineville map (Figure 3-2). The 1885 station comprised two side platforms with small, timber waiting rooms that were accessed from Burren Street and Railway Parade. A ticket office was located on the Sydney-bound platform. The station was located within Nicholas Devine's land grant (Figure 3-1).

In 1890, Macdonaldtown Municipal Council requested a new station and the Railway Commissioners obliged. A new station including an overhead booking and parcels office, road bridge over the rail line, and shelters along both platforms was subsequently built on the location of the 1885 station.

In the 1910s, a third and fourth set of tracks was planned for the Illawarra Line between Illawarra Junction and Sydenham, necessitating that Erskineville Station be relocated from north of Swanson Street to its present location south of Swanson Street. Between 1911 and 1913 the new station was planned and constructed. It included three platforms (two side platforms and one island platform) servicing four tracks (Platforms 1 to 4), an overbridge with stepways to the station, an overhead booking office, side platform buildings, and the island platform building. The station was completed and operational in 1913, and the four tracks were officially operational on 15 June 1913.

Since construction, Erskineville Station has been upgraded on several occasions, but still retains its historical character. In 1926, the Illawarra Line between Central Station and Oatley Station (including Erskineville Station) was electrified, necessitating the installation of cabling over the tracks. Around this time, a relaying hut below the stepway leading to the island platform was constructed. In 1949, the Station Master's office was relocated from the island platform station building to the western side platform building, replacing the general waiting room on Platform 1. The former Station Master's office was converted into a Porters Room. In the 1950s, in preparation for proposed sextuplication of tracks through Erskineville Station, the platform walls of the additional two proposed tracks were built, though the additional two tracks were not constructed. In the 1960s, a newsagency made from large concrete blocks was built adjacent to the overhead booking office on the overhead bridge between Swanson Street and the station footbridge. In 1993, the station footbridge was upgraded, including replacement of stair railings and posts to Platform 1 and 2/3 stairs, new concrete steps. In 2004, Platform 1 was rebuilt using a precast concrete unit platform wall and a poured concrete deck. In 2011, a 40-metre long metal canopy was installed on the northern end of platform 1, and in 2015 the platform buildings were repainted.

No other building or other infrastructure associated with the development of the Proposal area prior to the railway, or associated with the development of the railway, is identified on any documentary resources.

5.2 Known archaeological resources

There are no known archaeological resources in the Proposal area.

5.3 Assessment of archaeological potential

The ca. 1888 Erskineville map (Figure 3-2) shows that the 1885 station is not within the Proposal area. Since the 1890 station was on the same location as the 1885 station, it too is not within the Proposal area. Consequently, the Proposal area contains no potential of any archaeological resources associated with the early iterations of Erskineville Station.

The ca. 1888 Erskineville map also shows that the land to the south of Swanson Street on which the present-day station is built was mostly rail corridor, with no development of note within the modern station curtilage. The 1943 aerial photograph of the area (Figure 5-1) shows that the westernmost part of the Proposal Area where the unused platforms are used to be the backyards of the residences fronting George Street. These were resumed in the late 1940s and had been demolished for platform construction by 1951 (Figure 5-2). Given that the platform and rail corridor are lower in elevation than those properties fronting George Street, as seen by the large retaining wall marking the western boundary of the station curtilage, any archaeological resources associated with the George Street yards would have been obliterated by ground disturbance associated with platform construction in 1950/1951.

In summary, the archaeological potential of the Proposal Area is low. Based on an analysis of the documentary resources and the level of ground disturbance associated with the development of the station, it is unlikely that any archaeological relics would be identified.

Figure 5-1 1943 aerial photograph (Sixmaps)

Figure 5-2 1951 aerial photograph (NSW Historical Imagery Viewer)

6 ASSESSMENT OF SIGNIFICANCE

In NSW, significance is assessed against the NSW Heritage Council criteria for assessing cultural and/or natural significance:

- criterion (a): An item is important in the course, or pattern, of NSW's cultural or natural history (of the cultural or natural history of the local area)
- criterion (b): An item has strong or special association with the life or work of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)
- criterion (c): An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)
- criterion (d): An item has strong or special association with a community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons
- criterion (e): An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)
- criterion (f): An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)
- criterion (g): An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or a class of the local area's cultural or natural places or cultural or natural environments).

Section 4A of the Heritage Act defines items of local and State significance:

- items of local significance demonstrate historical, cultural, social, archaeological, architectural, natural or aesthetic value of significance to an area
- items of State significance are of significance to the State in relation to the historical, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

6.1 Established assessment of significance

6.1.1 NSW heritage significance assessment criteria

The significance of Erskineville Station is established in the Sydney Trains s170 Register listing. The assessment of significance against the NSW criteria is reproduced from the Sydney Trains s170 Register for Erskineville Station below.

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

> *Erskineville Railway Station is of historical significance for its role as a transport hub for the Erskineville area, evolving from the original 1884 Erskineville railway station north of the Swanson Street overbridge to the present station site south of the bridge constructed in 1911. The station is significant as a group of structures dating from the establishment of the station at this location in 1911-12, is highly intact, and significant for its association with the rail quadruplification works to Sydenham in the early 1900s that resulted in the station's relocation to its present site.*

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

> *The Erskineville Railway Station does not appear to meet this criterion.*

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

> *Erskineville Railway Station is of aesthetic significance as a cohesive group of standard Federation period railway structures, the overhead booking office being particularly remarkable for its level of intactness.*

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

The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.

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

The Erskineville Railway Station does not appear to meet this criterion.

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

The 1911 overhead booking office is very rare as an intact Federation period weatherboard overhead booking office.

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

The overhead booking office, platform buildings, platforms, footbridge and stair structure, are representative railway station structures from the Federation period, built to standard NSW Railways designs.

The footbridge was identified as an item of high heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge deck support and substructures are intact, as are the stair railings and newel posts to Platform 4. It is a good representative example of a standard RSJ footbridge design that contributes to Erskineville Station precinct. It is unusual that the footbridge is contemporary with the other station buildings and structures, as often footbridges were constructed sometime after the original station construction period.

The Overhead Booking Office at Erskineville was identified as the best example of a Federation Queen Anne style OHBO in the 2014 'Railway OHBO Heritage Conservation Strategy' and of potential state significance. The overhead booking office has aesthetic significance as part of a cohesive group of standard Federation period railway station structures, representative of urban station design in the early twentieth century. The overhead booking office is particularly rare for its level of intactness.

6.1.2 Established statement of significance

The statement of significance for Erskineville Station is reproduced from the Sydney Trains s170 Register:

Erskineville Railway Station is of local heritage significance. The station is of historical significance for its role as a transport hub for the Erskineville area, evolving from the original 1884 Erskineville railway station north of the Swanson St overbridge to the present station site south of the bridge, constructed in 1911. The station is significant as a group of structures dating from the establishment of the station at this location in 1911-12, is highly intact, and significant for its association with the rail quadruplification works to Sydenham in the early 1900s that resulted in the station's relocation to its present site.

Erskineville Railway Station is of aesthetic significance as a cohesive group of standard Federation period railway station structures, the overhead booking office being particularly rare for its level of intactness.

The footbridge was identified as an item of high heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge deck support and substructures are intact, as are the stair railings and newel posts to Platform 4. It is a good representative example of a standard RSJ footbridge design that contributes to Erskineville Station precinct. It is unusual that the footbridge is contemporary with the other station buildings and structures, as often footbridges were constructed sometime after the original station construction period.

The Overhead Booking Office at Erskineville was identified as the best example of a Federation Queen Anne style OHBO in the 2014 'Railway OHBO Heritage Conservation Strategy' and of potential state significance. The overhead booking office has aesthetic significance as part of a

cohesive group of standard Federation period railway station structures, representative of urban station design in the early twentieth century. The overhead booking office is particularly rare for its level of intactness.

6.2 Updated assessment of the significance of potential archaeological resources

The established s170 criterion for archaeological potential does not indicate that Erskineville Station contains any significance. Assessments in this SOHI has identified no additional archaeological potential and supports the s170 assessment that the Proposal Area does not contain significance archaeological potential.

6.3 Gradings of significance

The significance of each component is graded according to the definitions identified in *Assessing heritage significance* (NSW Heritage Office [former] 2001), reproduced in Table 6.1. The relative contribution of each component of the station is assessed in Table 6.2. The purpose of the assessment is to understand the relative contribution of each component to the overall significance of the station.

The significance of each component is also shown in Figure 6-1.

Table 6.1 Gradings of significance

Assessed level of significance	Definition
Exceptional	Rare or outstanding element directly contributing to an item's State or local significance
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.
Moderate	Altered or modified elements. Elements with little value but which contribute to the overall significance of the item
Little	Alterations detract from significance. Difficult to interpret.
Intrusive	Damaging to the item's significance.

Table 6.2 Assessment of the relative contribution of components

Components	Grading	Discussion
Overhead booking office	Exceptional	The overhead booking office is of exceptional significance. It is the only extant early twentieth century example of the Federation Queen Anne style to have overall good integrity and representative value, retaining substantial evidence of its original use, setting, architectural form, character, and detailing.
Footbridge	High	The footbridge is a component of high significance. It is identified as an item of high significance in the 2016 *Railway Footbridges Heritage Conservation Strategy:* *Erskineville Railway Footbridge has High heritage significance. The footbridge deck support and substructures are intact, as are the stair railings and newel posts to Platform 4. It is a good representative example of a standard RSJ footbridge design that contributes to Erskineville Station precinct. It is unusual that the footbridge is contemporary with the other station buildings and structures, as often footbridges were constructed sometime after the original station construction period*.

Components	Grading	Discussion
Platform 1 building	High	The Platform 1 building is of high significance to the station overall. The exterior of the building retains its original architectural details, such as a gabled corrugated steel roof with one chimney, stucco mouldings, 4 panelled timber doors with 6-paned multicoloured fanlights, timber framed, double hung windows with 9-paned top sashes, a cantilevered awning with decorative brackets, and timber valences to each end of the awning. While the doors retain their original architectural detail, the fabric of the doors is not original. The interior also retains original architectural details in good condition, including ripple iron ceilings with metal ceiling roses, plaster Waratah motif wall vents, and chimney breasts.
Platform 2/3 building	High	The Platform 2/3 building is of high significance to the station overall. The exterior of the building retains its original architectural details, such as a gabled corrugated steel roof with two chimneys, skillion roof awnings, stucco mouldings, 4 panelled timber doors with 6-paned multicoloured fanlights, timber framed, double hung windows with 9-paned top sashes, a cantilevered awning with decorative brackets, and timber valences to each end of the awning. The interior also retains original architectural details in good condition, including ripple iron ceilings with metal ceiling roses, plaster Waratah motif wall vents, and chimney breasts. The female waiting room/toilet comprises a waiting room with a seating bench and a separated toilet section, which consists of two stalls and a sink. The female waiting room has timber floors and a fireplace, while the female toilet has modern looking tiles. The male toilet consists of a urinal, sink, and three stalls. The layout of the Platform 2/3 building is intact and has not been altered since its construction in 1911, and this layout contributies to its significance. Likewise, the retention of significant historical elements (such as ripple iron ceilings, plater Waratah motif wall vents, fireplaces, doors, windows, chimneys, etc.) through episodes of refurbishment, maintenance, and upkeep contribute to the building's significance. The refurbished timber floors and the bench in the female waiting room are complimentary in material and form to the building, thus not detracting from its significance.
Platform 4 building	High	The Platform 4 building is of high significance to the station overall. The exterior of the building retains its original architectural details, such as a gabled corrugated steel roof with one chimney with two terracotta chimney pots, stucco mouldings, 4 panelled timber doors with 6-paned multicoloured fanlights, timber framed, double hung windows with 9-paned top sashes, a cantilevered awning with decorative brackets, and timber valences to each end of the awning. The interior also retains original architectural details in good condition, including ripple iron ceilings with metal ceiling roses, plaster Waratah motif wall vents, and chimney breasts.
Platforms 2/3 and 4	Moderate	The platforms are a component of moderate significance. Two of the platforms (2/3 and 4) are original, dating to the 1912 station construction. The two unused platforms to the west of the station were built in 1950/51 and have laid unused.

Components	Grading	Discussion
Platform 1	Little	Platform 1 was completely reconstructed in 2004 with a precast concrete unit platform wall and a concrete deck.
Platform 1 awning	Little	The Platform 1 awning was built in 2011. While it does not contribute to the significance of Erskineville Station, it is set back and does not significantly impact views of the Platform 1 building from publicly accessible areas.

6.4 Integrity

Integrity is a measure of the intactness of an item and its attributes. It is the degree to which an item retains the components required to interpret its significance.

The integrity of Erskineville Station has been assessed in the Sydney Trains s170 Register listing. The assessment of integrity/intactness from the Sydney Trains s170 Register for Erskineville Station is shown below.

> *The overhead booking office is remarkably intact including timber ceiling with metal ceiling rose to concourse and gable end detail, original windows, and having only one small, easily removable addition (shop to west elevation). The platform buildings are intact externally. The overbridge has been altered, and has a low level of integrity. The footbridge and stair structure is intact, as are the stair railings and newel posts to Platform 4. The station as a whole is a cohesive group from the same period with little later alteration, and as a precinct is very intact.*

The integrity of the various components of Erskineville Station have been assessed in Table 6.3.

In summary, Erskineville Station is remarkably intact. The station includes all of the key components which contribute to its significance, including the overhead booking office, station building, and footbridge. Most of those components have been minimally altered and have been well maintained. Overall, the station retains the attributes that contribute to and that are required to interpret its significance.

Table 6.3 Assessment of the integrity of components

Components	Integrity	Discussion
Overhead booking office	High	The overhead booking office is particularly rare for its level of intactness.
Footbridge	High	The footbridge was graded as having high integrity in the 2016 *Railway Footbridges Heritage Conservation Strategy:* *The footbridge deck support and substructures are intact, as are the stair railings and newel posts to Platform 4.* In ca.1993 the station footbridge was upgraded, involving replacement of stair railings and posts to Platform 1 and 2/3 stairs, new concrete steps. Steel Tubular Loop Top infil to parts of balustrade.
Platform 1 building	High	The Platform 1 building has high integrity. It retains most of its architectural details on the exterior and interior and has been well maintained. The arrangement of rooms has not been changed.
Platform 2/3 building	High	The Platform 2/3 building has high integrity. It retains most of its architectural details on the exterior and interior and has been well maintained. The arrangement of the rooms has not been changed.
Platform 4 building	High	The Platform 4 building has high integrity. It retains most of its architectural details on the exterior and interior and has been well maintained. The arrangement of rooms has not been changed.

Components	Integrity	Discussion
Platform	Moderate	Two of the platforms (2/3 and 4) are original, dating to the 1912 station construction, while platform 1 was completely reconstructed in 2004 with a precast concrete unit platform wall and a concrete deck. The two unused platforms to the west of the station were built in 1950/51 and have laid unused.

Figure 6-1 Significance of elements of Erskineville Station

7 Proposal description

Chapter 7 describes the Proposal and summarises key design parameters, construction method, and associated infrastructure and activities. The description of the Proposal is based on the concept design and is subject to detailed design.

7.1 Proposal background

The NSW Government is committed to facilitating and encouraging the use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as buses, bicycles and cars. The NSW Government is also committed to building a modern and up-to-date rail system that would play its part in making Sydney a more productive and liveable city.

7.1.1 The need for the Proposal

The Erskineville Station Upgrade forms part of the Transport Access and More Trains More Services programs.

The Transport Access Program is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The More Trains, More Services program would transform the rail network and provide customers with more reliable, high capacity turn up and go services.

The More Trains, More Services Program, which is a program of staged investments that would progressively transform the rail network into a modern and reliable mass transit system using world class digital technology. The program is already delivering better customer outcomes through timetable enhancements and integration of Sydney Metro Northwest with the heavy rail network. The current stage of the More Trains, More Services Program would focus on delivering greater capacity, reliability and connectivity for customers on the T4 Eastern Suburbs & Illawarra Line, South Coast Line and T8 Airport and South Line.

The platforms at Erskineville Railway Station currently do not currently have sufficient canopy cover for customer amenity. The Proposal involves canopy upgrades to platforms at these stations to ensure that customers receive a continuing level of amenity, safety and comfort and spread evenly along the platform.

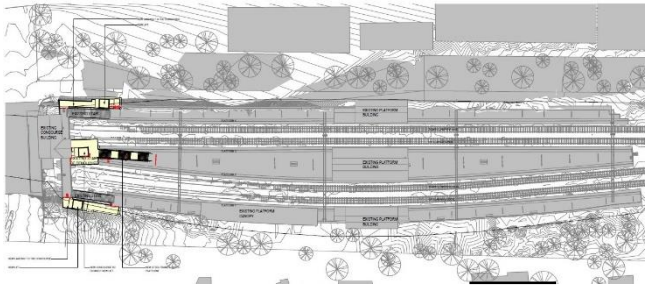
The Proposal would also improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public transport 2020* (DSAPT).

7.1.2 Options analysis

As part of the Design Development for SDR stage, DesignInc and the wider design team reviewed the general arrangement of the overall concept design and then developed options to refine some components where applicable. This process was carried out through coordination meetings and workshops with the team to achieve the best possible design outcomes.

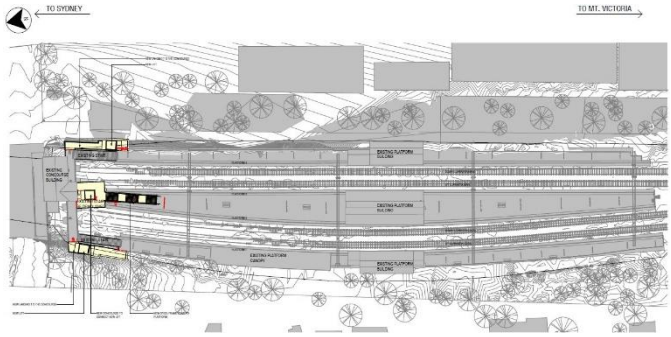
The full options analysis is located in the Architectural Design Report (Appendix A). The following design and construction options were reviewed during the development of the design:

Option 1



- Retain existing footbridge – good condition
- 3 x new lifts and extended walkway to lift landing at concourse level
- Existing stair to be retained
- No impact to existing station entry
- Upgrading new works to provide better accessibility. Lifts are constructed with a brick base up to concourse level and light weight steel structure with glass above. Lifts on Platforms 1 and 4 would have an elevated landing extended to the existing concourse and footbridge. New or modified retaining walls would need to be provided adjacent to Platforms 1 and 4 as the site is steep and the lifts would be located in the cutting.
- On Platform 2/3, an elevated walkway on either side of the existing stairs would be provided to the landing of the new lift. A narrow lift would be used as the platform width is narrow. This option would allow the original stairs to be retained. All lifts would be through lifts.

Option 2

- 

- Retain existing footbridge – good condition
- 3 new lifts and a new stair down to platform 2 & 3.
- Existing stair to platform1 & 4 to be retained
- No impact to existing station entry
- Upgrading new works to provide better accessibility. Lifts are constructed with a brick base up to concourse level and light weight steel structure with glass above.

UD/LSCP Approach

Linear Park / Landscape to south with much potential currently outside of scope

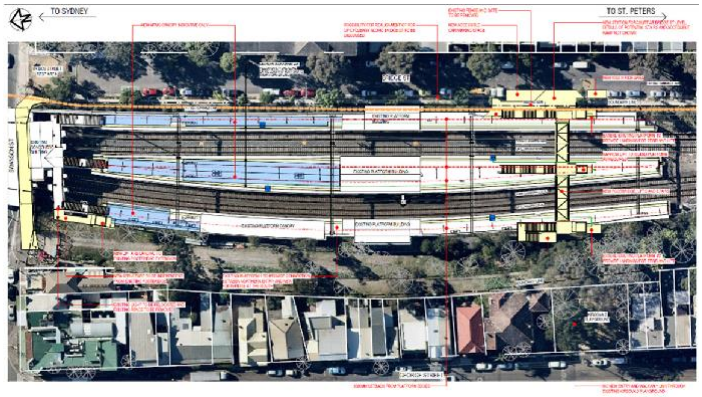
No proposed interface with existing cycle path in one option

Potential for upgrades to the Concourse building off bridge Swanson Street

Option 3 is a better outcome for the PD and enables greater community tie in:

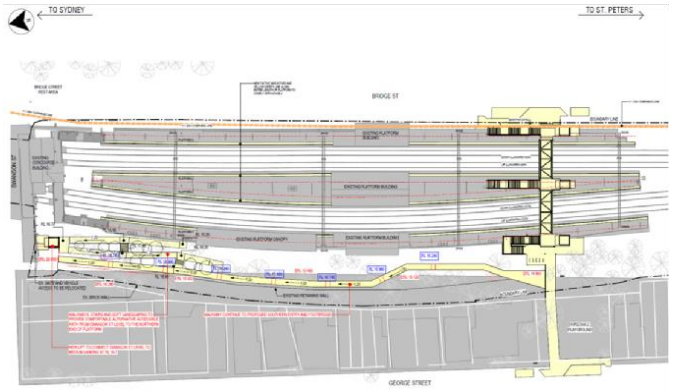
- Greater legibility through materials, wayfinding
- Greater activation, lighting and safety to Kirsova playground
- George street and Bridge Street arrival statements with more room for end of trip facilities
- Issues with integration of cycleway and forecourt at Bridge street
- Greater impact on existing vegetation with trees impacted to both Bridge and George Street
- Impact on parking arrangement at Bridge Street

Option 3

- 

- Retain existing footbridge, stairs and station entry
- New southern footbridge with 3 sets of new lifts and stairs down to all platforms.
- An additional entrance for commuters
- No impact to existing station heritage entry
- Upgrading new works to provide better accessibility.
- Access from George Street through existing Park

Option 3b

- 

- Retain existing footbridge, stairs and station entry
- New southern footbridge with 3 sets of new lifts and stairs down to all platforms.
- An additional entrance for commuters

- No impact to existing station heritage entry
- Upgrading new works to provide better accessibility.
- Access from George Street through existing Park

Preferred option

The preferred option is Option 3. Options 1 and 2 would both involve adding significant bulk to the northern station entrance, thereby impacting the view and context of the significant northern footbridge and overhead booking office. The UD/LSCP Approach Option, Option 3, and Option 3b include the construction of a southern station entrance on Bridge Street with a new southern footbridge and lifts to each platform, as well as a new lift to Platform 1 from the northern footbridge. The UD/LSCP Approach Option and Option 3b include a larger southern footbridge, with an extension from the end of the southern footbridge on Platform 1 to George Street. While this would create an entrance to George Street for more convenient community access to the station, it would have negative heritage impacts. The extension would increase the bulk of new materials in the southern area of the station, thereby enlarging the bulk and visual/contextual impact of the southern footbridge and lifts. Additionally, the extension would impact on a community park on George Street (Kirsova 2 Playground) and the LEP listed *House including interior* (I612) and *Toogood and White's Estate Conservation Area* (*C26*).

Option 3 is the preferred option because it enables safe and inclusive access to all platforms via the new station entrance on Bridge Street and the southern footbridge and lifts and Platform 1 lift adjoining the northern footbridge. The southern footbridge and new lifts cause less heritage impacts on the context of, and the significant fabric associated with the northern footbridge and overhead booking office, the two most significant pieces of Erskineville Station. Likewise, by rejecting the southern footbridge extension to George Street, the bulk of the southern footbridge is minimised (thereby minimising contextual and visual heritage impacts) and the impacts on the LEP listed *House including interior* (I612) and *Toogood and White's Estate Conservation Area* (*C26*).

7.2 The Proposal

As described in Section **Error! Reference source not found.**, the Proposal involves an upgrade of Erskineville Station as part of the Transport Access Program which would improve accessibility and amenities for customers. The description of the Proposal below is based on a concept design and is subject to detailed design.

The key features of the Proposal are summarised as follows:

- a new southern station entrance off Bridge Street including a new footbridge with three new lifts and stairs connecting to all platforms
- extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1 (whilst retaining the existing overhead booking office, footbridge and stairs)
- one new kiss and ride area and one accessible parking space at the northern terminus of Bridge Street providing an accessible path of travel to the existing (northern) station entrance
- a new kiss and ride area with capacity for two cars and a new pedestrian crossing on Bridge Street opposite the new southern station entrance new canopies on the platforms to provide weather protection
- new canopies on the platforms to provide weather protection
- a new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building
- modifications to the family accessible toilet on Platform 1 for improved accessibility
- upgrade work along the footpaths approaching the northern and southern station entrances
- kerb modifications and line marking at the southern station entrance to provide access to the new kiss and ride areas
- improvements to customer information and communication systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops

- localised platform regrading and the installation of new tactiles along the platforms
- improvements to station lighting and CCTV to improve safety and security
- landscaping work, tree removal and adjustments to wayfinding
- electrical upgrades for the new infrastructure and service relocations.

DesignInc (2020) prepared the scoping design for the Proposal and the drawings referenced in this SOHI are identified in Table 7.1. The Proposal is subject to detailed design.

Table 7.1 Scoping design drawings

ARCHITECTURAL DRAWING LIST			
EDMS	SHEET NO	SHEET NAME	SHEET TYPE
100 - GENERAL			
	P20-069-STP-AR-DRG-120	PLATFORM LEVEL	GENERAL ARRANGEMENT PLAN
			COVER SHEET & DRAWING LIST
	P20-069-STP-AR-DRG-121	FOOTBRIDGE LEVEL	GENERAL ARRANGEMENT PLAN
	P20-069-STP-AR-DRG-122	ROOF LEVEL	GENERAL ARRRANGEMENT
	PLAN		
200 - PLANS			
	P20-069-ERS-AR-DRG-200	PLATFORM LEVEL - NORTH & SOUTH ENTRANCE	GENERAL ARRANGEMENT PLAN
	P20-069-ERS-AR-DRG-201	PLATFORM LEVEL - PLATFORM BUILDINGS	GENERAL ARRANGEMENT PLAN
	P20-069-STP-AR-DRG-210	FOOTBRIDGE LEVEL - NORTH & SOUTH ENTRANCE	GENERAL ARRANGEMENT PLAN
	P20-069-STP-AR-DRG-220	ROOF LEVEL - NORTH AND SOUTH ENTRANCE	GENERAL ARRANGEMENT PLAN
300 - ELEVATIONS			
	P20-069-ERS-AR-DRG-300	SHEET 01	ELEVATIONS
	P20-069-STP-AR-DRG-301	SHEET 02	ELEVATIONS
400 - SECTIONS			
	P20-069-ERS-AR-DRG-400	SHEET 01	SECTIONS
	P20-069-ERS-AR-DRG-401	SHEET 02	SECTIONS
900 - 3D & PERSPECTIVES			
	P20-069-ERS-AR-DRG-902	PERSPECTIVE	GENERAL ARRANGEMENT PERSPECTIVE
	P20-069-ERS-AR-DRG-903	PERSPECTIVE	GENERAL ARRANGEMENT PERSPECTIVE
	P20-069-ERS-AR-DRG-904	PERSPECTIVE	GENERAL ARRANGEMENT PERSPECTIVE
	P20-069-ERS-AR-DRG-901	AXONOMETRIC	GENERAL ARRANGEMENT AXONOMETRIC

Figure 7-1 shows the general layout of key elements for the Proposal.

Figure 7-1 The Proposal

(Indicative only, subject to detailed design)

7.3 Scope of work

7.3.1 Station upgrade

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

- construction and installation of a new accessible southern station entrance which would include:
  - a new footbridge with anti-throw screens connecting Bridge Street to all platforms
  - installation of a lift from the new station entrance at Bridge Street (Platform 4) to the new footbridge
  - installation of a narrow through lift from the new footbridge to Platform 2/3
  - installation of a lift from the new footbridge to the western edge of Platform 1 requiring a new landing and walkway to the platform
  - lift landings with canopies for weather protection at the waiting areas on the platforms
  - stairs from the new footbridge to each platform.
- extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1, requiring a new lift landing and canopy at platform level
- retention of the existing footbridge, concourse and stairs with minor modifications which would include minor regrading, upgrades to the handrails, tactiles and stair nosings
- new canopies along the platforms and at the boarding assistance zones for weather protection
- improvements to customer information and communication systems, including public address (PA) system modifications, new hearing induction loops within the station platforms, and new Opal card readers at the southern entrance
- upgrade work, including localised regrading along the platform, replacement of tactiles, and the installation of new directional TGSIs
- landscaping work at the southern station entrance and the Bridge Street reserve, and adjustments to wayfinding signage.

7.3.2 Station building modifications

Modifications to the station buildings would include:

- a new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building
- modifications to the existing family accessible toilet on Platform 1 including changes to the door and internal fixtures for improved accessibility
- installation of a new glass canopy extending from the existing Platform 2/3 building to the new canopies

7.3.3 Interchange facilities

Modifications to the interchange facilities would include:

- One new kiss and ride area and one accessible parking space at the northern terminus of Bridge Street providing an accessible path of travel to the northern Station entrance, which requires modifications to the Bridge Street reserve kerb
- a new kiss and ride area with capacity for two vehicles and a new pedestrian crossing on Bridge Street at the new southern station entrance. Work may include kerb / footpath adjustments, new signage and line marking modifications

- the provision of four bicycle hoops for bicycle parking located within the new southern station entrance
- localised regrading of footpaths from the accessible parking spaces and the kiss and ride to the station entrances.

7.3.4 Ancillary work

The following ancillary work required as part of the upgrade work would include:

- regrading and resurfacing of the platform to provide compliant paths of travel between the lift, boarding assistance zones, family accessible toilet and other facilities on the platforms
- regrading and resurfacing of localised areas on the platforms to provide accessible paths of travel between the lifts, boarding assistance zones, family accessible toilets, ambulant toilets and other facilities on the platforms
- resurfacing of other areas of the platform where impacted by construction activities
- new stormwater drainage connections from new canopies to the existing stormwater system
- services and utilities protection, adjustments and/or relocations to accommodate the new work including lighting and communications systems (e.g. CCTV), stormwater drainage, overhead wiring etc.
- upgrades to the station power supply to cater for the new lifts including:
  - adjustment to existing power supply connection points
  - new cable routes
  - new main switchboard and distribution boards
  - earthing and bonding of electrical equipment and new or modified structures.
- adjustments to the station furniture including rubbish bins
- new / upgraded wayfinding signage and other station signage
- adjustments to rail corridor boundary and fencing.

7.3.5 Materials and finishes

Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, and to be aesthetically pleasing.

Availability and constructability are also important criteria to ensure that materials are readily available and the structure can be built with ease and efficiently. Materials are also selected for their application based on their suitability for meeting design requirements.

Each of the upgraded or new facilities would be constructed from a range of different materials, with a different palette for each of the architectural elements. Subject to detailed design, the Proposal would include the following:

- lower lift shafts – concrete
- upper lift shafts – steel frame with glass infill panels
- lift canopies – metal roof
- platform building canopy connection – steel frame with glazed canopy
- footbridge – steel truss footbridge with concrete slab flooring with and mesh anti-throw screens
- new stairs – concrete stair on steel frame with mesh anti-throw screens
- canopies – steel frame with metal sheet roofing
- handrails – stainless steel.

The design would be submitted to Transport for NSW's Design Review Panel for comment before being accepted by Transport for NSW. An Urban Design Plan (UDP) including a Public Domain Plan (PDP) would also be prepared by the Contractor, prior to finalisation of detailed design for endorsement by Transport for NSW.

7.4 Design development

7.4.1 Engineering constraints

There are a number of constraints which have influenced the design development of the Proposal:

Existing structures: the placement and integrity of existing structures including those with heritage significance needed to be considered during the development of the design – these structures included the existing footbridge, concourse (with heritage booking office), stairs and the platform buildings.

Sydney Trains' requirements: modifications for existing structures and new structures within the rail corridor must be designed and constructed with consideration of train impact loads, structural clearances to the track, and safe working provisions.

Heritage: Erskineville Station is currently listed on the RailCorp (Sydney Trains) Section 170 Heritage and Conservation Register (4801158), the heritage schedule of the *Sydney Local Environmental Plan 2012* (I625). In addition, the site has been identified as having State heritage values. Under the NSW State Agency Heritage Guide additional consideration, assessment and consultation is triggered. The station borders a number of Heritage Conservation Areas also identified and protected under the *Sydney Local Environmental Plan 2012* and relevant Development Control Plans.

Of specific note is the intact overhead booking office built in 1910 which is the best example of a Federation Queen Anne style overhead booking office and is representative of urban station design of the early twentieth century. Additionally, features of the 1911 footbridge including the footbridge and stair structure, and railings and newel posts to Platform 4 remain intact. The footbridge is a good example of a standard RSJ footbridge design. The platform buildings built between 1910-1913 remain in a physically good condition with the externals of the buildings intact.

Numerous terrace houses (including their front fences) on Bridge Street are listed on the heritage schedule of the *Sydney Local Environmental Plan 2012,* and local heritage conservation areas line the Station on each site. Consideration of the design of new elements would consider its heritage context including the surrounding heritage buildings and conservation areas.

Vegetation: Erskineville Station is located within an urban environment with streetscapes adjacent to the Station characterised by a diversity of plant species. Landscaping is also evident in the rail corridor, which is heavily planted with species not locally endemic to the wider natural environment. More information on how biodiversity has been considered as part of the design development is included in Section **Error! Reference source not found.** of the REF.

Utilities: a Dial Before You Dig (DBYD) search has identified a number of utilities in the vicinity of the proposed work including:

- Ausgrid underground HV cable along Bridge Street
- Jemena gas mains
- NBN Co cable
- Sydney Water sewer and water mains
- HV feeders along Platform 4 and the Swanson Street bridge.

Construction access: construction access would require traffic control in the adjacent streets and use of a large mobile crane would be required to lift construction materials and equipment to the Station from these roadways.

Public access: maintaining pedestrian access to the station during normal hours of operation.

Future patronage: the proposal has been designed to accommodate the forecast Sydney Trains patronage growth (an increase of 15 per cent to 2036) and changing travel patterns.

More Trains, More Services: the proposal has been designed to complement operational changes to the Station that would occur under the Transport for NSW More Trains, More services program. The More Trains, More Services program would roll out technology to improve the rail network and provide customers with more reliable, high capacity turn up and go services. Infrastructure improvements are being made across the network as part of this program such as modifications to track, signalling, stabling facilities and station platforms. The Proposal includes additional canopy cover on all platforms to meet the objectives of the More Trains, More Services program.

7.4.2 Design standards

The Proposal would be designed having regard to the following:

- *Disability Standards for Accessible Public Transport 2002* (issued under the *Commonwealth Disability Discrimination Act 1992*)
- National Construction Code
- relevant Australian Standards
- Asset Standards Authority standards
- Sydney Trains standards
- Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Scheme (V1.2)
- Transport for NSW Urban Design Guidelines
- *Guidelines for the Development of Public Transport Interchange Facilities* (Ministry of Transport, 2008)
- Crime Prevention Through Environmental Design (CPTED) principles
- other Transport for NSW policies and guidelines
- relevant council standards.

7.4.3 Sustainability in design

Transport for NSW is committed to minimising the impact on the natural environment and supports ISCA and the Infrastructure Sustainability (IS) rating tool. The IS rating tool was developed and is administered by ISCA. It is an independently verified and nationally recognised rating system for evaluating sustainability across design, construction and operation of infrastructure.

The Erskineville Station Upgrade is one of a number of projects within the Transport Access Program that is using version 1.2 of the IS rating tool and targeting an ‘Excellent’ rating. The rating scheme provides an independent and consistent methodology for the application and evaluation of sustainability outcomes in infrastructure projects.

The development of the concept design for the Proposal has been undertaken in accordance with the project targets identified in the program wide TAP 3 Sustainability Strategy.

The Sustainability Strategy sets targets across the following key issues:

- climate change adaptation and resilience
- renewable energy
- waste
- materials

- supply chain management
- community connection
- social procurement and workforce

Key design elements and strategies developed during concept design would be used to further develop the design and construction.

7.5 Construction activities

7.5.1 Work methodology

Subject to approval, construction is expected to commence in 2021 and take around 24 months to complete. The construction methodology would be further developed during the detailed design of the Proposal by the nominated Contractor in consultation with Transport for NSW.

The proposed construction activities for the Proposal are identified in Table 7.2. This staging is indicative and is based on the current concept design and may change once the detailed design methodology is finalised. The staging is also dependent on the Contractor's preferred methodology, program and sequencing of work.

Table 7.2 Indicative construction staging for key activities

Stage	Activities
Site establishment and enabling work	• establish site compound (erect fencing, site offices, amenities and plant/material storage areas etc.) • remove required vegetation to allow for construction access, site compound and laydown area • relocate or upgrade services / utilities where required • install safety barriers and hoarding around the nominated work zones on the platform.
New southern footbridge	• install piles within each platform • excavate and install concrete bases • install footbridge columns • install footbridge concourse over tracks and Bridge Street • install insitu concrete deck for the footbridge to reduce lifting loads • install staircases • install fire rated cables and cable route from new distribution board to footbridge lifts.
Lifts	• construct lift foundations • install lift shafts and upper lift landing • install protection screens and external finishes • install lift shaft services, lift cars and fit out lift cars • install lighting / CCTV / PA services to lift landings.
Station entrance and interchange work	• remove existing pavement at entrances to be regraded • regrade pavements in localised areas • construct kiss and ride zone and accessible parking • install new signage for kiss and ride • install new signage and road markings for accessible parking spaces • install new wayfinding signage • install new lighting as required.
Platform work	• re-grade / resurface platform in localised areas • platform finishing work (line markings, tactile indicators etc.) • install new Opal card readers • install cable routes to Opal card readers.

Stage	Activities
Building work	• install new main switchboard • install new cabling and containment to support LV and station system modifications • building work and services / fit out for new family accessible toilet and ambulant toilets.
Site demobilisation	• cutover / commission digital PA / hearing induction loops / TGSI • test and commission CCTV cameras / station systems installation • test and commission new lifts • finishing work including fencing • site demobilisation.

7.5.2 Plant and equipment

The plant and equipment likely to be used during construction includes:

- jack hammer
- bobcat
- concrete pump and truck
- water cart
- grinders and bar benders
- road rail excavator
- torque wrenches and impact wrenches
- hand tools
- skip trucks
- hammer drills
- piling rig
- elevated work platform
- excavator
- hi-rail plant including elevated work platform, flatbed and hiab
- lighting tower
- suction truck
- forklift
- cranes
- demolition saw
- coring machine
- vibrating roller /compaction plate.

7.5.3 Earthworks

Excavations and earthworks would generally be required for the following:

- piles for the new footbridge foundations
- construction of crane platform within the rail corridor adjacent to Platform 1

- construction of lift shafts
- construction of kiss and ride and accessible parking areas
- localised platform regrading / resurfacing work
- footpath upgrades
- other minor civil work including footings and foundations for structures, drainage / stormwater work, and trenching activities for service adjustments and relocations and drainage upgrade work.

Excavated material would be reused onsite where possible or disposed of in accordance with relevant legislative requirements.

7.5.4 Ancillary facilities

A temporary construction compound would be required to accommodate a site office, amenities, laydown and storage area for materials. An area for a construction compound has been proposed in the rail corridor near Platform 1 (refer to Figure 7). The area nominated for the compound is on land owned by Sydney Trains. Impacts associated with utilising this area have been considered in the environmental impact assessment including requirements for rehabilitation.

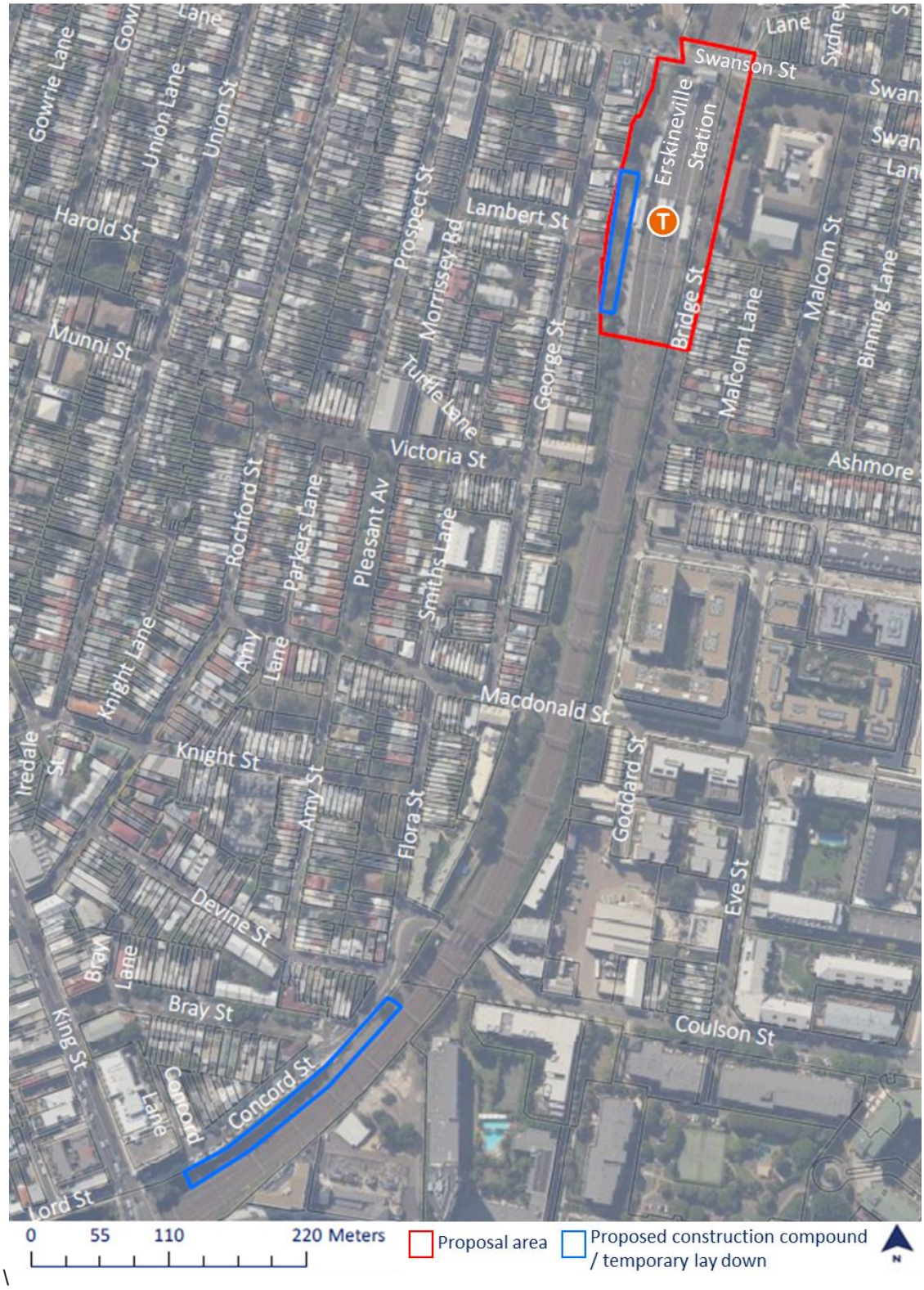
A cleared area within the rail corridor approximately 500 metres south of the station would be utilised for construction laydown, with gated access off Concord Street (refer to

Figure 7-2).

7.5.5 Public utility adjustments

The Proposal has been designed to avoid relocation of services where feasible, however further investigation may be required. It is likely some services such as water, sewer, communications and gas may require relocation, such relocation is unlikely to occur outside of the footprint of the work assessed in this REF. In the event that work would be required outside of this footprint, further assessment would be undertaken. The appropriate utility providers would be consulted during the detailed design phase.

Figure 7-2 Location of proposed temporary compound and laydown areas



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8 HERITAGE IMPACT ASSESSMENT

Chapter 8 assesses the impact of the Proposal on the significance of Erskineville Station. The degree of impact is assessed according to the definitions in Table 8.1.

Table 8.1 Defining the degree of impact

Impact	Definition
Total loss of significance	Major adverse impact to the extent that the item would no longer be significant at a State or local level.
Adverse impact	
Major adverse impact	The Proposal would have a severe, long term and irreversible impact on the item. This includes partial or complete demolition or an addition that would have a major adverse impact on the setting of the item.
Moderate adverse impact	The Proposal would have an adverse impact on the item. This includes removal of an important aspect of the setting, removal of significance components or fabric. This impact could be reduced through appropriate mitigation.
Minor adverse impact	The Proposal would have a minor adverse impact on the item. This may be the result of the proposal affecting only a minor component of the item or setting. This impact may be temporary or reversible.
Little to no impact	The Proposal is minor in nature. The impact of the Proposal to the significance of the item is negligible.
Positive impact	The Proposal enhances the ability to demonstrate the significance of the item.

8.1 Heritage Impact assessment

As noted in the Design Report prepared by DesignInc, heritage architects (GML) has been engaged throughout the design process to provide heritage input during design development. This involvement seeks to ensure that the upgrade of Erskineville station responds to its heritage character and fabric and minimises heritage impacts. As part of this process, GML has made several recommendations to improve the design in relation to heritage that have been incorporated, including:

- implementing the southern footbridge option to minimise heritage impacts and retain the integrity and character of the significant northern entry;
- use of steel framing for the new southern footbridge to reference the historical designs of railway footbridges;
- designing the Bridge Street entry of the new southern footbridge to respond to the two-storey parapeted terraces to prevent visual dominance, including reductions in height and bulk;
- use of open screens in the new footbridge to allow views to station buildings;
- use of steel framing for the lift shaft to respond to the character of the northern footbridge trestles;
- integrating new services into new structures and lifts to prevent the need to retrofit existing heritage buildings; and
- use of glazed canopies or areas open to sky at key interfaces with the platform building to open views to the architecture and detailing.

These recommendations would better integrate the new accessibility upgrades with the heritage character and fabric of Erskineville Station.

8.1.1 Station upgrade

8.1.1.1 Construction and installation of a new accessible southern station entrance

The Proposal includes the construction and installation of a new accessible southern station entrance on Bridge Street, to the east of Erskineville Station. This southern entrance would include a new footbridge with anti-throw screens that would connect the Bridge Street entrance to each of the platforms. Three lifts and three stairways would be built to allow access between the footbridge and each of the platforms, including a slight extension to Platform 1 to accommodate the lift and stairway. Canopies would be constructed at each lift landing for weather protection. The installation of the lift and stairway on the western platform (Platform 1) would require a new landing and walkway to the platform.

The construction and installation of the new accessible southern station entrance and footbridge would eliminate the need to substantially modify the northern station entrance with its highly significant fabric. Had a different option been chosen that included lifts associated with the northern entry group, the northern fabric of the footbridge would be significantly impacted and the character of the view of the northern station entrance from the platform buildings would be significantly altered. In this way, the construction of a southern entrance and footbridge, and their positioning would be distant enough from the northern entrance so as not to impact on the significant historical spatial and visual relationship between the northern entry group and the platform buildings. As a result, the highly significant overhead booking office and original footbridge would remain unaffected by the proposal.

The construction of the new footbridge, and stairways would involve substantial works within each platform, including the installation of piles, excavation and installation of concrete bases, installation of footbridge columns, and installation of the base of the stairs. The footbridge concourse would then be installed over the tracks and Bridge Street followed by the installation of the in situ concrete deck, stairways, and cabling. The installation of lifts would include the construction of lift foundations into each platform and the extension of platform 1 to the west for the landing. Next lift shafts and upper lift landings would be installed as well as protection screens and utilities to cars and lift landings. The construction of this body of work would involve the construction of a crane platform within the rail corridor adjacent to Platform 1, and excavations associated with the piles for the new footbridge foundations and lift shafts. Likewise, the process would include localised regrading and resurfacing of all platforms and the footpath. During regrading of Platform 2/3, the Platform Gardens will be unaffected. The installation of the new southern entrance, southern footbridge and associated access structures would only physically impact on the fabric of a portion of the platforms. Given that the significance of the platforms is derived from their use as railway platforms, the impacts of the proposed works is minor.

While the southern entrance and footbridge would nearly eliminate impacts on significant fabric associated with the northern entry group, the bulk of the new element in the southern portion of the station would have a visual impact. The use of steel frames for the proposed footbridge and lifts reflects the typical design of railway footbridges, thereby minimising the potential discordance between the new element and the historic station complex. Likewise, the new footbridge would not exceed the northern entry group in height, thereby minimising its visual impact and keeping the overhead booking office and northern footbridge as most prominent features of the station. Despite these efforts to minimise the impact of the southern entrance and footbridge, the bulk of the new element would result in a **moderate adverse** impact on the significance of Erskineville Station.

8.1.1.2 Installation of lift at northern footbridge and impacts on footbridge

The Proposal includes the installation of a lift to Platform 1 from the northern footbridge. This would include the removal of the modern balustrade and light on the western end of the extant footbridge and the extension of the footbridge. The balustrade and light being removed and modern and not significant fabric. The construction of the lift would involve the construction of a new lift landing immediately adjacent to the existing Platform 1 and construction of a canopy over the platform landing. The construction of the lift shaft would include earthworks involving the installation of the lift foundations and new landing.

The existing footbridge would be retained (with the exception of the far western balustrade and light, which are not significant). The concourse and stairs would be unaffected beyond upgrades to the handrails, tactiles, stair nosings, and minor platform regrading.

While there would be no impact to significant fabric associated with the existing footbridge, the bulk of the new lift would detract from the station context somewhat. However, in order to minimise this impact, the new

lift would be off to the side and would not affect views of the Platform 1 building from the footbridge, or views of the footbridge and overhead booking office from any of the platforms. Additionally, the height of the lift would be lower than the overhead booking office, which would remain as the most prominent feature when viewing the northern entrance group from the platforms. The design of the new lift, with its steel frame and glazed structure, would sympathetically integrate into the station, minimising impacts to the visual context of the northern entrance group.

Given that the existing footbridge would be retained, the construction works would not have a significant physical impact on any significant aspects of Erskineville Station. While the bulk of the new lift would detract from the station context, it would be off to the side and not affect views of the Platform 1 building, and thus would only have a **minor adverse** impact on the significance of the station.

8.1.1.3 New canopies along platforms

The Proposal includes new canopies along the platforms and at the boarding assistance zones for weather protection. The canopies have been designed in accordance with the *Canopies and shelters: Design Guide for Heritage Stations* (Sydney Trains, 2016). The proposed canopies are steel framed with metal sheet roofing. The materials and finishes would be designed to match the existing station buildings and canopies.

The canopy shape on platform 2/3 follows the shape of the Platform 2/3 building and associated canopies, thereby attempting to minimise the visual impact of the Proposal. The canopies on Platform 4 and the southern end of Platform 1 match the shape of the 2004-built canopy on Platform 1. The intention of this replication is to minimise the visual impact of the Proposal and maintain the symmetry to the shape of the station. The new canopies end approximately 4.375 metres away from the standard platform buildings (calculated from DesignInc (2020) architectural drawings,). The new canopies are connected to the platform buildings by 4.375 metre glazed canopy bays, which would provide daylighting and lighten the effect of the canopy roof.

The additional canopies would have a **moderate adverse** impact. They would add bulk at platform level. Those canopies to the north of the station buildings would impede the view of the station buildings from the footbridge. Those canopies between the station buildings and the proposed footbridge and lifts would combine with the proposed footbridge would add bulk to the station, thereby detracting from the station's context.

8.1.1.4 Upgraded utilities and tactiles

The Proposal includes improvements to customer information and communication systems, including public address (PA) system modifications, new hearing induction loops within the station platforms, and new Opal card readers at the southern entrance. These proposed works would involve mounting new equipment and wiring on the station buildings and other infrastructure. So long as the proposed works are performed carefully and do not require the removal of significant fabric from items contributing to the heritage significance of the station, including the Platform buildings and Platforms 2/3 and 4, then the Proposal would have a **minor adverse impact**.

The Proposal also includes upgrade work, including localised regrading along the platform, replacement of tactile ground surface indicators (TGSIs) and the installation of new directional TGSIs. These works would involve only superficial works on the surface of the Platforms, without significantly affecting the platform fabric. As such, these works would have **little to no impact**.

8.1.1.5 Landscaping work at southern entrance

The Proposal includes landscaping work at the southern station entrance and the Bridge Street reserve, and adjustments to wayfinding signage. These proposed works would not affect the context or fabric of Erskineville Station, and are assessed as having **little to no impact.**

8.1.2 Station building modifications

8.1.2.1 Platform 2/3 building

The Proposal would include a new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building. These proposed works would improve the inclusivity and accessibility of the

train network via Erskineville Station. The options analysis in the ARD (Appendix A) do not indicate that any other options were assessed. The modifications include removal of the seating bench in the female waiting room (there is no indication of what would be done with the bench in the architectural drawings or the ARD (Appendix A), partitions between the female waiting room and female toilet, partitions between female toilet stalls, a female toilet, the floors in the female waiting room and female toilets, a door to a male toilet stall, and a male toilet. The level of the floor would be lowered to provide level access from the platform. The fireplace would be preserved, but boarded up behind a new wall.

The space would be reorganised into a family accessible toilet in the northern space accessible from the Platform 3 side of the building (the existing door would be retained) and a female ambulant toilet in the southern side of the space accessible from the Platform 2 side of the building (the existing door would be retained). This would require constructing a new partition between the two sides, as well as toilets, internal stall doors, and a new sink in the family accessible toilet. Additionally, the floor level would be lowered and a new concrete floor slab on ground is to be constructed with all new associated plumbing and building services works and penetrations, as required to suit the new toilet layout. The architectural plans indicate that the proposed floor would be tiled to match the existing heritage tile scheme. These modifications would have a substantial, direct impact on the original spaces and the removal of some original fabric. Likewise, the reconfiguration of the female waiting room and female toilets to accommodate the family accessible toilet and new women's room layout necessitate changing the original layout of the Platform 2/3 building. Consequently, the proposed construction of a new family accessible toilet, female ambulant toilet, and male ambulant toilet in Platform 2/3 building would have a **moderate adverse impact** on the Platform 2/3 building.

The Proposal also includes the installation of a new glass canopy extending from the existing Platform 2/3 building to the proposed platform canopies (see Section 8.1.1.3). This building canopy would be constructed from a steel structure with a glazed canopy. The transparent nature of the glass building canopy should offset the bulk of the proposed platform canopies, thereby keeping the Platform 2/3 building visually separate from the proposed platform canopies when viewed from the platform level. In this way, these glass building canopies are a mitigating element that would somewhat mitigate the bulk of the proposed platform canopies. So long as the glass building canopy would not affect the fabric of the Platform 2/3 building, it would have **little to no impact** on the significance of the Platform 2/3 building, and would mitigate some of the potential impact of the proposed platform canopies.

8.1.2.2 Platform 1 building

The Proposal includes modifications to the existing family accessible toilet on Platform 1 including changes to the door and internal fixtures for improved accessibility. These works would involve changing the door to the family accessible toilet to be more accessible. The modifications to the fixtures and door would have a negligible impact on original fabric, since they would only affect non-original, modified fabric.

The new door should be sympathetic to the other doors on the building in style, namely being a four panelled timber door, and the fabric around the door including the moulding and six-paned fanlights should not be affected by the new door installation. If this is the case, then these proposed works would affect the fabric of the Platform 1 building in a minor, reversable way, and as such, would have a **minor adverse impact**.

8.1.3 Interchange facilities

8.1.3.1 Bridge Street reserve works

The Proposal includes one new kiss and ride area and one new accessible parking space located at the Bridge Street cul-de-sac, which would provide an accessible path of travel to the northern station entrance. There would also be localised regrading of footpaths from the accessible parking spaces to the station entrance. These works would require modifications to the Bridge Street reserve, though the arrangement at Bridge St Reserve is still under review. Given that these works would take place outside the curtilage of Erskineville Station, and the views of the station would be unaffected, these proposed works would have **little to no impact** on Erskineville Station.

8.1.3.2 Proposed southern station entrance on Bridge Street works

The Proposal includes a new kiss and ride area on Bridge Street at the new southern station entrance. Work may include kerb / footpath adjustments, new signage and line marking modifications. Four bicycle hoops for

bicycle parking would also be built within the new southern station entrance, and there would be localised regrading of footpaths from the kiss and ride to the station entrance. The proposed bicycle hoops, kiss and ride area, and regraded footpaths would have no visual impact on the station nor would they impact on any of the fabric of the station, and thus would have **little to no impact** on the station.

8.1.4 Ancillary work

The Proposal includes regrading and resurfacing of localised areas on the platforms to provide accessible paths of travel between the lifts, boarding assistance zones, family accessible toilets, ambulant toilets and other facilities on the platforms. Other areas of the platform that would be impacted by construction activities would also be resurfaced. The impact of regrading and resurfacing of the platform would be negligible, with no impact to significant fabric. Where regrading and resurfacing is required near the station building, the new surface would be abutting the station building but not directly impact the fabric. Regrading and resurfacing the platform would have **little to no impact** on the significance of the platform as a component of the Station, the station building, or the broader significance of the Station.

The Proposal includes a series of minor works, including the construction of new stormwater drainage connections from the proposed canopies to the existing stormwater system, adjustments to the station furniture including rubbish bins, new wayfinding signage and other station signage, and adjustments to rail corridor boundary and fencing. None of these proposed works would have a significant effect on the fabric of the station. So long as the new station furniture, rubbish bins, and signage are sympathetic in design to the existing station, they would have no impact on the context of the station. As such, these proposed works would have **little to no impact**.

The Proposal also includes protection for services and utilities, adjustments and/or relocations to accommodate the proposed works including lighting and communications systems (CCTV), stormwater drainage, overhead wiring, and other utilities. These works may involve moving utilities from and adding to the station buildings and, thus, would affect the fabric of the buildings in minor, superficial way. If the utilities are to be moved from and added to elements of the station that do not contribute to its significance such as overhead electricity lines and light posts, then no significance fabric would be affected and the context would not be affected. The degree of impact cannot currently be assessed without information about the locations of those utilities to be moved. **The degree of impact to be assessed based on detailed design**.

TfNSW has advised the works will also include a new IMSB (installation main switchboard), which will be located in the overhead booking office. At the time of writing these works have not been detailed, and their impact cannot be comprehensively assessed. However, it is understood works will occur in accordance with *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017). Provided works are consistent with this Technical Note, they are unlikely to have any adverse heritage impact.

The Proposal includes upgrades to the station power supply to cater for the new lifts including adjustment to existing power supply connection points, new cable routes, new main switchboard and distribution boards, and earthing and bonding of electrical equipment and new or modified structures. These proposed works would involve rewiring and connecting new cable routes to the existing power supply. It is not clear from the designs that have been reviewed where and how these new cable routes would run. These works have the potential to impact the fabric of the platforms and the station buildings, however their impact cannot currently be assessed. **The degree of impact to be assessed based on detailed design**.

The Proposal also includes temporary work (where required) during construction in order to maintain existing pedestrian access to the station The details of these temporary works are not currently available or provided in the supplied designs. As such their impact cannot currently be assessed.

The degree of impact to be assessed based on detailed design.

8.1.5 Impact to items in the vicinity of Erskineville Station

The station is located in the vicinity of the following statutory heritage items:

- Eveleigh Railway Workshops (SHR 01140)
- Burren Estate conservation area (Sydney LEP 2012 - C21)
- Toogood and White's Estate conservation area (Sydney LEP 2012 – C26)

- Malcolm Estate conservation area (Sydney LEP 2012 – C24)
- House including interior (Sydney LEP 2012 – I612).

The Proposal would not be visible from the *Eveleigh Railway Workshops.* The new footbridge and southern station entrance would be visible from *the Malcom Estate conservation Area* and the new lift on the significant northern footbridge would be visible from the interface of the *Burren Estate Conservation Area* and *Toogood and White's Estate Conservation Area*. None of the proposed works would impact views of Erskineville Station from any of the other listed heritage items.

The modifications of the Bridge Street Reserve to enable new accessible parking spaces and the new 'Kiss & Ride' area near the proposed southern entrance would take place within the curtilage of the Malcom Estate conservation area. These proposed works would not affect any of the Victorian or Federation era residences, nor would it affect the Victorian subdivision pattern. However the proposal includes the removal of some tree cover and the introduction of new visual elements of the station that would be visible from the street. Consequently, this visual and landscaping aspect of the Proposal would impact the setting and character of the Malcom Estate conservation area.

As such the Proposal would have **minor adverse impact** on the significance of the items in the vicinity of Erskineville Station.

8.2 Summary

The impact of the Proposal is also summarised in Table 8.2.

Table 8.2 Summary of the impact of the Proposal

The Proposal	Impact
Station upgrade	
Construction and installation of a new accessible southern station entrance which would include: • a new footbridge with anti-throw screens connecting Bridge Street to all platforms • installation of a lift from the new station entrance at Bridge Street (Platform 4) to the new footbridge • installation of a narrow through lift from the new footbridge to Platform 2/3 • installation of a lift from the new footbridge to the western edge of Platform 1 requiring a new landing and walkway to the platform • lift landings with canopies for weather protection at the waiting areas on the platforms • stairs from the new footbridge to each platform.	Moderate adverse
Extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1, requiring a new lift landing and canopy at platform level	Moderate adverse
Retention of the existing footbridge, concourse and stairs with minor modifications which would include minor regrading, upgrades to the handrails, tactiles and stair nosings	Little to no impact
New canopies along the platforms and at the boarding assistance zones for weather protection	Moderate adverse
Improvements to customer information and communication systems, including public address (PA) system modifications, new hearing induction loops within the station platforms, and new Opal card readers at the southern entrance	Minor adverse
Upgrade work, including localised regrading along the platform, replacement of tactile ground surface indicators (TGSIs) and the installation of new directional TGSIs	Little to no impact
Landscaping work at the southern station entrance and the Bridge Street reserve, and adjustments to wayfinding signage	Little to no impact

The Proposal	Impact
Station building modifications	
A new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building	Moderate adverse
Modifications to the existing family accessible toilet on Platform 1 including changes to the door and internal fixtures for improved accessibility	Minor adverse
Installation of a new glass canopy extending from the existing Platform 2/3 building to the new canopies	Little to no impact
Interchange facilities	
One new kiss and ride area and one accessible parking space at the northern terminus of Bridge Street providing an accessible path of travel to the northern Station entrance, which requires modifications to the Bridge Street reserve kerb	Little to no impact
A new kiss and ride area with capacity for two vehicles and a new pedestrian crossing on Bridge Street at the new southern station entrance. Work may include kerb / footpath adjustments, new signage and line marking modifications	Little to no impact
The provision of four bicycle hoops for bicycle parking located within the new southern station entrance	Little to no impact
Localised regrading of footpaths from the accessible parking spaces and the kiss and ride to the station entrances	Little to no impact
Ancillary work	
Regrading and resurfacing of localised areas on the platforms to provide accessible paths of travel between the lifts, boarding assistance zones, family accessible toilets, ambulant toilets and other facilities on the platforms	Little to no impact
Resurfacing of other areas of the platform where impacted by construction activities	Little to no impact
New stormwater drainage connections from new canopies to the existing stormwater system	Little to no impact
Services and utilities protection, adjustments and/or relocations to accommodate the new work including lighting and communications systems (e.g. CCTV), stormwater drainage, overhead wiring etc.	Degree of impact to be assessed based on detailed design
Upgrades to the station power supply to cater for the new lifts including: • adjustment to existing power supply connection points • new cable routes • new main switchboard and distribution boards • earthing and bonding of electrical equipment and new or modified structures	Degree of impact to be assessed based on detailed design
Adjustments to the station furniture including rubbish bins	Little to no impact
New / upgraded wayfinding signage and other station signage	Little to no impact
Adjustments to rail corridor boundary and fencing	Little to no impact

The impact of the Proposal is summarised in the following response to the questions identified in the NSW Heritage Manual *Statements of Heritage Impacts*.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

The Proposal is required for the continued use of the station. The following aspects of the Proposal respect the heritage significance of the station:

Station upgrade

- the Proposal respects the significance of the station through the retention of the footbridge and overhead booking office. The footbridge and overhead booking office are components of high significance and are representative of their respective groups. The Erskineville overhead booking office is the only extant Federation Queen Anne booking office with good integrity and representative value. They contribute to the overall significance of the station. The Proposal is required for compliance with safety and access standards and ensures the continued use and accessibility of the station to more people.
- the construction of the southern footbridge and entrance enables the historic northern footbridge and overhead booking office to be retained without modification, while enabling enhanced access to the station.
- the upgrade work including regarding along platform and replacement and installation of tactile ground surface indicators enhances the significance of the station by enhancing accessibility and safety. Likewise, the landscaping around the southern station entrance and new wayfinding signage would not detract from the heritage significance of the station.

Station building modifications

- the installation of a new glass canopy extending from the existing Platform 2/3 building to the proposed platform canopies respects the heritage significance of the station. The use of a transparent glass canopy connecting the building to the proposed platform canopies with steel roofs would visually disconnect the platform building from the proposed canopies, thereby keeping the Platform 2/3 building visually separate when viewed from the platform level. In this way, the glass canopies mitigate the bulk of the proposed platform canopies and respect the existing Platform 2/3 building.

Interchange facilities

- the following aspects of the Proposal respect and would have no impact on the heritage significance of the station:
  - Two new accessible parking spaces at the Bridge Street cul-de-sac providing an accessible path of travel to the northern Station entrance, which requires modifications to the Bridge Street reserve (it is noted the arrangement to Bridge St Reserve is currently under review
  - A new kiss and ride area on Bridge Street at the new southern station entrance. Work may include kerb / footpath adjustments, new signage and line marking modifications
  - The provision of four bicycle hoops for bicycle parking located within the new southern station entrance
  - Localised regrading of footpaths from the accessible parking spaces and the kiss and ride to the station entrances

Ancillary work

- The following aspects of the Proposal respect and have no impact on the heritage significance of the station:
  - Adjustments to the station furniture including rubbish bins
  - New / upgraded wayfinding signage and other station signage
  - Adjustments to rail corridor boundary and fencing
  - New stormwater drainage connections from new canopies to the existing stormwater system
  - Regrading and resurfacing of localised areas on the platforms to provide accessible paths of travel between the lifts, boarding assistance zones, family accessible toilets, ambulant toilets and other facilities on the platforms
  - Resurfacing of other areas of the platform where impacted by construction activities

Detailed design phase should consider the following in order to minimise potential heritage impacts:

- Every effort should be made to reduce the bulk of the proposed southern footbridge and new lifts, so as to minimise their impact on views and the context of significant elements of the station. These new elements should be constructed of materials that are sympathetic to the heritage values of the station – the use of steel frames for the footbridge and lifts responds to the character of the station and reflects the typical design of railway footbridges. This principle should be used for all proposed elements to the station.
- The colour scheme of the proposed southern footbridge, stairways, and lifts should reflect, as closely as possible, that of the northern footbridge and stairways, so as to be more sympathetic to the character of the station. Likewise, all signage and additions to existing infrastructure of heritage significance (such as platform buildings and on the platforms) should reflect the colour scheme of the nearby elements of heritage significance (e.g., customer information signage, any new station furniture including rubbish bins, fencing, stormwater drainage connections between canopies and stormwater system, etc.) or camouflage into the elements (e.g., CCTV cameras, loudspeakers, wiring, etc.)
- Ensure canopy and canopy structural members are reduced in size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform buildings
- Avoid fixing elements to the footbridge of the heritage platform building – new canopies and structures should be independently supported to minimise direct and potential indirect impacts to these elements
- The design of seating and other amenities should be in line with heritage kit of parts at heritage listed sites, where relevant.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures taken to minimise impacts:

Station access and interchange facilities

The cumulative impact of the station access and interchange facilities would have a moderate adverse impact on the significance of the station. The components of the Proposal that contribute to that impact include are listed below:

- The construction of the proposed footbridge with stairways and three lifts connecting the footbridge to the three platforms would have a moderate adverse impact on the heritage significance of Erskineville Station.
- Extension of the existing northern footbridge with a new lift and lift landing to the western side of Platform 1, requiring a new lift landing and canopy at platform level

- New canopies along the platforms and at the boarding assistance zones for weather protection
- Improvements to customer information and communication systems, including public address (PA) system modifications, new hearing induction loops within the station platforms, and new Opal card readers at the southern entrance

The construction of the new footbridge and lifts, including excavating for the foundations and piles, would impact on the fabric of Platforms 2/3 and 4, which retain heritage significance. More so, the bulk of the proposed footbridge, stairways, and lifts would detract from the context of the site. The footbridge and stairways would dominate the view of the platforms and platform buildings when viewed from the historical footbridge in the north. The same applies to the proposed platform canopies, which would obscure the view of the platform buildings when viewed from the historic footbridge. The impact of the Proposal could be minimised by:

- Building the footbridge to fit aesthetically with the historic footbridge and station features.
- Use mesh or transparent anti-throw screens on the footbridge and stairways to reduce the visual bulk of the Proposal.
- Ensure that the material and design of the canopies is sympathetic to the roofs and awnings of the station buildings

The improvements to customer information and communication systems, including public address (PA) system modifications, new hearing induction loops within the station platforms, and new Opal card readers at the southern entrance would involve mounting new equipment and wiring on the station buildings and other historic infrastructure, which would have an adverse impact on the historic fabric. The impact of the Proposal could be minimised by:

- All efforts should be made to design these proposed works to avoid impacting historic fabric, such as by installing the proposed works on modern or insignificant elements of the station (e.g., modern light posts, modern and proposed canopies, etc.)
- Where the proposed works must be installed on historic fabric, install all proposed works carefully so as to avoid any extra damage to historic fabric. Install all proposed works in areas that require the least damage to significant fabric, including the platform buildings and Platforms 2/3 and 4.
- Ensure that the proposed works to be installed are designed to be sympathetic to the nearby heritage elements by, for example, using the same colour scheme to camouflage or embed the new works within the heritage elements.

Station building modifications

The following works on the station buildings have potential to cause adverse impacts on the Proposal:

- A new family accessible toilet, female ambulant toilet and male ambulant toilet within the Platform 2/3 building.
- Modifications to the existing family accessible toilet on Platform 1 including changes to the door and internal fixtures for improved accessibility

The new Family Accessible Toilet is proposed in the existing station building on Platform 2/3. The existing VPR drawings for this building indicate the floor in the room for the family accessible toilet is a timber floor. The existing floor is required to be removed and a new concrete floor slab on ground is to be constructed with all new associated plumbing and building services works and penetrations, as required to suit the new toilet layout. The proposed works would have a substantial direct impact by changing the layout of the Platform 2/3 building (which is currently intact), as well as removing original fabric.

Opportunities to minimise the impact of the Proposal on the Platform 2/3 building include:

- Ensure the interior of the new family accessible toilet and the refurbished female toilets are sympathetic to the historical character of the building. This can be accomplished by tiling the rooms to match the existing heritage tile scheme and retaining the historical ceiling and wall vents intact.
- Aim to impact the original fabric as little as possible.

Ancillary work

The following ancillary works have potential to cause adverse impacts on the Proposal:

- Services and utilities protection, adjustments and/or relocations to accommodate the new work including lighting and communications systems (e.g. CCTV), stormwater drainage, overhead wiring etc.

These works would involve moving utilities from and adding utilities to infrastructure in within the station. Depending on where the utilities would be moved from and where they would be moved to would determine the impact on the significance of the station. If utilities are removed from or added to elements of the station with heritage significance, such as the station buildings, and the process affects the fabric of the heritage elements, then these works would have an adverse impact on the heritage significance. These impacts could be avoided by installing new utilities on elements of the station that do not contribute to the heritage value, such as the new footbridge, overhead electricity lines, and lamps. However, the degree of impact cannot currently be assessed without information about the locations of those utilities to be moved.

- Upgrades to the station power supply to cater for the new lifts including
  - adjustment to existing power supply connection points
  - new cable routes
  - new main switchboard and distribution boards
  - earthing and bonding of electrical equipment and new or modified structures

These proposed works would involve rewiring and connecting new cable routes to the existing power supply. If the proposed works require impacting the fabric of significant elements of the station, such as the station buildings and historic footbridge, then these works would have an adverse impact on the heritage significance of the station. These impacts could be avoided by avoiding the significant elements of the station and performing these works on elements of the station that do not contribute to the heritage value, such as the new footbridge, overhead electricity lines, and lamps. However, the degree of impact cannot currently be assessed without information about the locations of those utilities to be moved.

- Temporary work (where required) during construction in order to maintain existing pedestrian access to the station (details are still being developed)

The details of these temporary works are not clear from the designs that have been reviewed, and as such their impact cannot currently be assessed. Adverse impacts could be avoided if these temporary works avoid elements of the station that contribute to its heritage significance, such as the historic footbridge, overhead booking office, and station buildings. Additionally, adverse visual impacts could be avoided if any visible works, such as cabling are painted in the same colour scheme as the nearby significant heritage elements of the station. New CCTV cameras and loudspeakers should be installed in the most unobtrusive locations that still enable their functionality.

8.3 Consistency with Sydney Trains' heritage conservation strategies

8.3.1 *Railway Overhead Booking Offices Heritage Conservation Strategy* (2014)

The Sydney Trains' *Railway Overhead Booking Offices Heritage Conservation Strategy (2014*) identifies the overhead booking office at Erskineville Station as having good integrity and representative value. The Federation Queen Anne booking office at Erskineville is considered the best examples of its kind. It is the only extant Federation Queen Anne booking office with good integrity and representative value.

The following are the strategies for the conservation of overhead booking offices with good integrity and representative value:

Strategy 1: Conserve a representative sample of early twentieth century overhead booking offices in use

- *TfNSW should aim to conserve a representative sample of significant early twentieth century overhead booking offices in use as part of the NSW railway network.*
- *All of the buildings with good or fair integrity are considered suitable for conservation as representative examples of this asset class.*
- *Future decisions about operational requirements of the stations with significant overhead booking offices, including upgrades to fabric and services, should aim to retain significant fabric in use wherever possible.*

The Proposal is consistent with the conservation and management strategies identified in Strategy 1. The Proposal involves no physical modifications of the overhead booking office.

The visual and functional relationship of the overhead booking office to other station components such as the station platforms, footbridge, and buildings would be retained. The proposed Platform 1 lift from the existing footbridge would be offset to the west of the footbridge, and thus would not obscure the view of the overhead booking office from the platforms. The Proposal succeeds in conserving the heritage value of the Erskineville Station overhead booking office.

8.3.2 *Railway Footbridges Heritage Conservation Strategy* (2016)

The Sydney Trains' *Railway Footbridges Heritage Conservation Strategy* (2016) identifies the footbridge at Erskineville Station as being of high significance. It identifies the following strategies for the conservation of footbridges of high heritage significance:

Strategy 8

Retain all footbridges of High Significance.

- *changes to footbridges of High significance should be avoided and minimal changes should be made only if no other alternative exists*
- *aim to retain the original fabric or if necessary, renew using matching components*
- *take opportunities to reverse unsympathetic changes made in the past*
- *retain visual and functional relationship of the bridges to their settings*
- *give preference to changes that are reversible*
- *prior to any change full archival recording is recommended*
- *footbridges of High heritage significance may accommodate minor sympathetic change to meet current safety and access standards.*

The Proposal is consistent with the conservation and management strategies identified in Strategy 8. The Proposal is required for compliance with safety and access standards. It would ensure the continued use of the footbridge for access to the station.

The Proposal avoids substantial modification to the footbridge. The footbridge would be retained, with minimal impact to significant fabric. The Proposal is required to achieve compliance with safety and access standards. The visual and functional relationship of the footbridge to other station components such as the station platforms and buildings would be retained. The lift landings would be independent of the footbridge and are therefore, reversible and do not impact the fabric of the footbridge. The connections to the footbridge require minimal impact to significant fabric. The main impact of the Proposal on the footbridge is the impact of the bulk of the proposed lift on the context of the footbridge. The lift does not impede the view of the footbridge, but it adds bulk that was not previously there. The archival recording of the footbridge prior to the construction of the Proposal is a recommendation of this SOHI.

8.3.3 *Heritage Platforms Conservation Management Strategy* (2015)

The Proposal is consistent with the *Heritage Platforms Conservation Management Strategy* (2015) including the strategies relating to maintaining the condition and fabric of platforms:

- Strategy 5: Conserve and manage the fabric of heritage platforms in accordance with statutory requirements and best heritage practice
- Strategy 6: Retain and conserve significant platform designs and fabric by means of routine inspections, maintenance and repairs
- Strategy 7: Retain and conserve original or other historical platform detailing and surface features where these contribute to the heritage significance of the platform and the station precinct.

9 CONCLUSIONS AND RECOMMENDATIONS

RPS has reviewed the heritage significance of Erskineville Station, its history and relationship with the immediate surrounds and assessed the impact of the Proposal based on the scoping design.

Overall, the Proposal demonstrates compliance with the existing controls and objectives regarding heritage conservation and would have an acceptable heritage impact subject to the recommendations of this SOHI.

While the Proposal would impact the heritage significance of the station, the impact of the Proposal can be mitigated to a degree through detailed design. Given the need for improved accessibility, the Proposal is considered necessary and its heritage impact is acceptable. The siting and use of materials are considered appropriate. The Proposal is commended for making efforts to conserve the main elements that give the station its significance, namely the overhead booking office, the original railway footbridge, and the three station buildings.

The recommendations of this SOHI are provided with reference to the NSW *Heritage Act 1977*, the *State-owned Heritage Management Principles*, the *Heritage Asset Management Guide*, and the following Sydney Trains policies and strategies:

- *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017)*
- *Heritage Platforms Conservation Management Strategy (2015)*
- *Railway Footbridges Heritage Conservation Strategy (2016)*
- *Station Component Guide (2017)*
- *Canopies and Shelters Design Guide for Heritage Stations (2016)*

Recommendation 1: Detailed design

The detailed design should be developed in consultation with a heritage architect and should aim to further minimise the impact of the Proposal. While the impact of the Proposal is mitigated to a degree through the considered siting, it should be further minimised through the use of appropriate form, proportion and materials. Bulk of the proposed footbridge and canopies should be minimised, and additions should be clearly separate from existing fabric, as proposed with the transparent canopies separating the proposed canopies from the station buildings. Where appropriate, the detailed design should also respond to existing and significant architectural detail, such as the architectural detailing of the station building, or the footbridge. Canopies should be designed in accordance with the Sydney Trains *Canopies and Shelters Design Guide for Heritage Stations* (2016).

In particular, the detailed design should take into consideration the following:

- Every effort should be made to reduce the bulk of the proposed southern footbridge, stairways, and new lifts, so as to minimise their impact on views and the context of significant elements of the station. The use of transparent or mesh anti-throw screens would reduce the visual bulk of the footbridge and stairways. These new elements should be constructed of materials that are sympathetic to the heritage values of the station – the use of steel frames for the footbridge and lifts responds to the character of the station and reflects the typical design of railway footbridges. This principle should be used for all proposed elements to the station.
- The colour scheme of the proposed southern footbridge, stairways, and lifts should reflect, as closely as possible, that of the northern footbridge and stairways, so as to be more sympathetic to the character of the station.
- The bulk of, and the roof form of the northern Platform 1 lift (abutting the northern footbridge) should be designed to be sympathetic and subordinate to the visual character of the footbridge and overhead booking office.
- Avoid fixing elements to the significant northern footbridge or the heritage platform buildings. New canopies and structures should be independently supported to minimise direct and potential indirect impacts to these elements. Interface of new structures with old, including joints and columns, should attempt to reduce physical impact to heritage fabric as well as be structurally sympathetic and unobtrusive.

- Avoid any impacts to the overhead booking office structure or the significant northern footbridge to maintain as much historic fabric as possible.
- Where appropriate, the detailed design should also respond to existing and significant architectural detail, such as the architectural detailing of the station buildings and the northern footbridge.
- Ensure canopy and canopy structural members are minimal in the size and are of a sympathetic design and materiality to the significant northern footbridge and platform buildings.
- New canopies should follow the rake of early/original awnings where in proximity to the platform building.
- Canopies should be designed in accordance with the Sydney Trains *Canopies and Shelters Design Guide for Heritage Stations* (2016).
- Canopy column placement to be rationalised in front of heritage structures to reduce visual impact. In particular, columns nearby the platform buildings should be placed in front of solid walls, and avoid obscuring architectural features such as windows and doors.
- Aim to impact the original fabric of the Platform 2/3 building as little as possible during the construction of the new family accessible toilet and refurbished female toilets. Aim to ensure that all changes made to the layout of the platform building are reversible in nature, and impact on the original fabric of the building and furnishings as little as possible. Ensure the interior of the new family accessible toilet and the refurbished female toilets are sympathetic to the historical character of the building. This can be accomplished by tiling the rooms to match the existing heritage tile scheme and retaining the historical ceiling and wall vents intact.
- All signage and additions to existing infrastructure of heritage significance (such as platform buildings and on the platforms) should reflect the colour scheme of the nearby elements of heritage significance (e.g., customer information signage, any new station furniture including rubbish bins, fencing, stormwater drainage connections between canopies and stormwater system, etc.) or camouflage into the elements (e.g., CCTV cameras, loudspeakers, wiring, etc.)
- The design of seating and other amenities should be in line with heritage kit of parts at heritage listed sites, where relevant.

Recommendation 2: Heritage awareness training and engagement of suitably qualified tradespersons

e. Works should be undertaken by suitably experienced tradespersons with experience in undertaking works on heritage items.

f. Works within the proposal area are being undertaken in an area of heritage significance. Prior to works commencing, contractors shall be briefed as to the sensitive nature of the project area and informed of any recommended mitigation measures or controls required.

g. Non-Aboriginal heritage awareness training should be provided for all contractors and personnel prior to commencement of construction to outline the identification of potential heritage items and associated procedures to be implemented in the event of the discovery of non-Aboriginal heritage materials, features or deposits (that is, unexpected finds), or the discovery of human remains.

Recommendation 3: Protecting significant built fabric

To avoid impact to significant fabric during the construction of the Proposal, it is recommended that:

h. fabric demolished for the lift landings and footbridge pylons such as from the historic platforms, should be retained and reused where appropriate and practicable

i. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the historic footbridge, platforms, and station buildings from accidental impact during construction including the installation of the historic footbridge extension, installation of the proposed footbridge and lifts, and canopies

j. measures, as determined in consultation with a suitably qualified heritage architect, must be put in place to protect significant fabric of the station building during the proposed internal fit outs of the new toilets, door replacements, and the addition of any utilities (electricity, CCTV, loudspeakers, etc.). Where required, care should be taken when fixing required infrastructure to the exterior of the station building or awning

k. measures, as determined in consultation with a suitably qualified heritage architect, must be put in place to protect significant fabric on the platform during the proposed regrading and resurfacing. The platform surface should be reinstated on completion.

Recommendation 4: Installation of services

New services should be installed in accordance with the Sydney Trains *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017). The exact location of services is not yet confirmed. Installation of services should be planned in consultation with an appropriate specialist such as a heritage architect or archaeologist and aim to minimise impact to significant fabric. Where practicable, services should be installed within the existing conduit to minimise the cumulative impact to significant fabric.

Recommendation 5: Archival record

It is recommended that a photographic archival record of the station is prepared prior to, and at the completion of, construction in accordance with the NSW Heritage Office (former) publication *How to prepare archival records of heritage items* and *Photographic Recording of Heritage Items using Film or Digital Capture*. Copies of the archival record should be provided to Heritage NSW, Sydney Trains Heritage and the local library.

Recommendation 6: Interpretation

It is recommended that a heritage interpretation plan be prepared for *Erskineville Railway Station* in accordance with NSW Heritage Office (former) publication *Interpreting Heritage Places and Items* and the Sydney Trains *Heritage Interpretation Guideline*. This could be incorporated into the station entrance off of Swanson Street.

Recommendation 7: Management of archaeological potential

In the event that unexpected archaeological resources are identified in the course of the proposal, all work in the affected area should cease, the area cordoned off, and Heritage NSW notified, in accordance with Section 146 of the *Heritage Act 1977*.

Recommendation 8: The addition of station components

The addition of components such as seating, lighting and signage must be consistent with the Sydney Trains and NSW TrainLink *Station Component Guide* (2017) and to the existing seating, lighting and signage at the station.

Recommendation 9: Further assessment required for any design modification

If the proposed works, or Proposal area, are modified to those discussed in this report, additional heritage advice may be required to appropriately manage and mitigate any potential impacts caused by these changes.

Recommendation 10: Referral of works to the Heritage Council

If the proposal involves the alteration, disposal or demolition of heritage assets of State heritage significance (not listed on the State Heritage Register), those proposed works should be referred to the Heritage Council for comment in accordance with article 4.14 of the *State Agency Heritage Guide - Management of Heritage Assets by NSW Government Agencies.* As the works impact areas previously identified as potentially being of state significance, TfNSW should consider whether referral to the Heritage Council is required.

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Appendix A Architecture design report

DesignInc

Architecture
Urban Design
Landscape
Interiors
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LAING O'ROURKE

Laing O'Rourke
TAP 3 – Erskineville Station

Architecture Design Report

150335-ERS-AR-RPT-00001

Project #	P20-069
Revision	3
Date	20 Nov 2020

Erskineville Station

Document prepared by:

DesignInc Sydney Pty Ltd

ABN 87 003 008 820

Level 14, 85 Castlereagh Street

Sydney NSW 2000

+61 2 8905 7100

sydney@designinc.com.au

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1	23 October 2020	First Draft	F.Lin	F.Lin	S.Oliver	N.de Leeuw
2	30 October 2020	For IDC	F.Lin	F.Lin	S.Oliver	N.de Leeuw
3	20 November 2020	For SDR	F.Lin	F.Lin	S.Oliver	N.de Leeuw

Acknowledgement of Country

The authors of this report acknowledge and respect the traditional custodians of the land on which this project will be constructed and operate. We recognise their continuing connection to land, waters and culture and pay our respects to their Elders past, present and emerging.

Appendix A – Options Considered

As part of the Design Development for SDR stage, DesignInc and the wider design team reviewed the general arrangement of the overall concept design and then developed options to refine some components where applicable. This process was carried out through coordination meetings and workshops with the team to achieve the best possible design outcomes.

The following design and construction options were reviewed during the development of the design:

Option 1

Retain existing footbridge – good condition

3 x new lifts & extended walkway to lift landing at concourse level

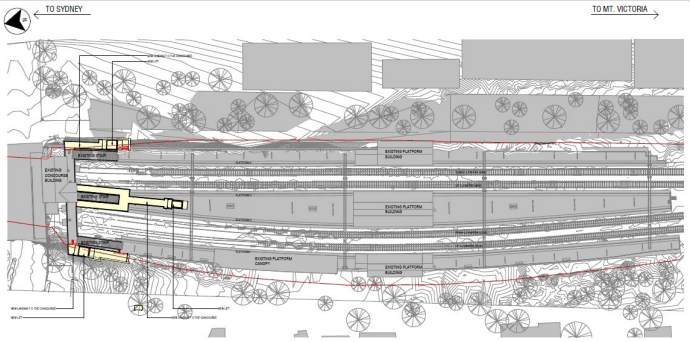
Existing stair to be retained

No impact to existing station entry

Upgrading new works to provide better accessibility. Lifts are constructed with a brick base up to concourse level and light weight steel structure with glass above.

Lifts on Platforms 1 and 4 would have an elevated landing extended to the existing concourse and footbridge. New or modified retaining walls would need to be provided adjacent to Platforms 1 and 4 as the site is steep and the lifts would be located in the cutting.

On Platform 2/3, an elevated walkway on either side of the existing stairs will be provided to the landing of the new lift. A narrow lift will be used as the platform width is narrow. This option will allow the original stairs to be retained. All lifts would be through lifts.



Option 2

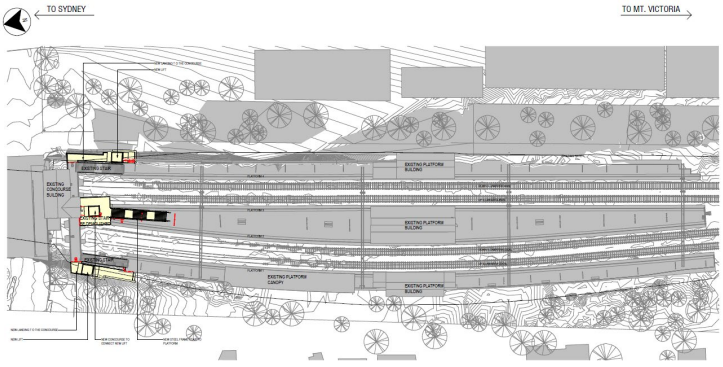
Retain existing footbridge – good condition

3 new lifts and a new stair down to platform 2 &3.

Existing stair to platform1 &4 to be retained

No impact to existing station entry

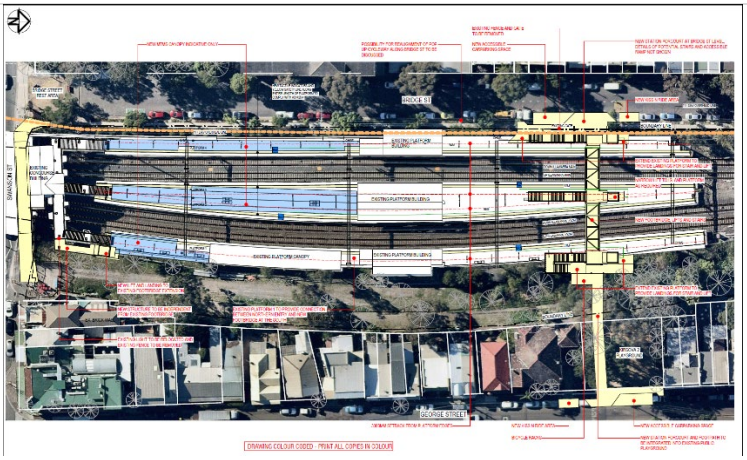
Upgrading new works to provide better accessibility. Lifts are constructed with a brick base up to concourse level and light weight steel structure with glass above.



Erskineville Station

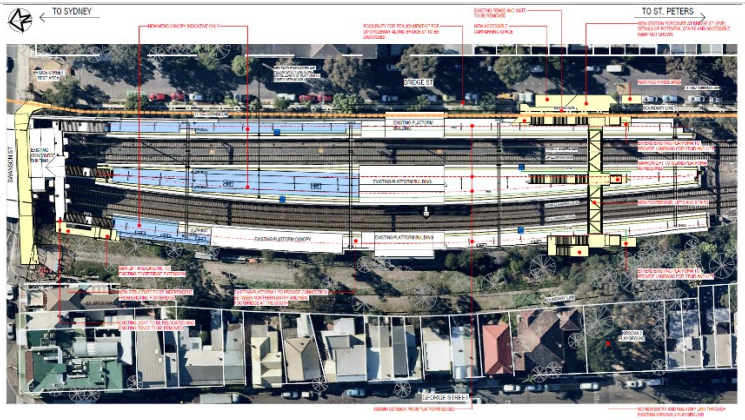
UD/LSCP Approach

Linear Park / Landscape to south with much potential currently outside of scope
No proposed interface with existing cycle path in one option
Potential for upgrades to the Concourse building off bridge Swanson street?
Option 3 is a better outcome for the PD and enables greater community tie in:
Greater legibility through materials, wayfinding
Greater activation, lighting and safety to Kirsova playground
George street and Bridge street arrival statements with more room for end of trip facilities
Issues with integration of cycleway and forecourt at Bridge street
Greater impact on existing vegetation with trees impacted to both Bridge and George Street
Impact on parking arrangement at Bridge Street



Option 3

Retain existing footbridge, stairs and station entry
New southern footbridge with 3 sets of new lifts and stairs down to all platforms.
An additional entrance for commuters
No impact to existing station heritage entry
Upgrading new works to provide better accessibility.
Access from George St. through existing Park



Option 3b

Retain existing footbridge, stairs and station entry
New southern footbridge with 3 sets of new lifts and stairs down to all platforms.
An additional entrance for commuters
No impact to existing station heritage entry
Upgrading new works to provide better accessibility.
Access from George St. through existing Park