



Transport for NSW

St Peters Station Upgrade

Supporting Studies



Artist's impression of the proposed St Peters Station Upgrade, subject to change during detailed design.

March 2021

ST PETERS RAILWAY STATION

Statement of Heritage Impact



PR147752-1
4.0
2 March 2021

REPORT

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1.0	Draft	G Wright S van der Linde	S Kennedy	S Kennedy	21.12.2020
2.0	Second draft	S. van der Linde	S. Kennedy	S. Kennedy	27.01.2021
3.0	Final draft	S. van der Linde	S. Kennedy	S. Kennedy	22.02.2021
4.0	Final	S. van der Linde	S. Kennedy	S. Kennedy	02.03.2021

Approval for issue

S Kennedy



2 March 2021

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EXECUTIVE SUMMARY

Project overview

Transport for NSW (TfNSW) commissioned RPS to prepare a Statement of Heritage Impact (SOHI) for the St Peters 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 will 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 will 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 will 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.

As part of the broader network re-configuration strategy, customers will board and alight trains at St Peters from different platforms and these alternative platforms 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 St Peters Railway Station.

Proposal overview

Key features of the Proposal include:

- two new lifts, lift landings and lift canopies at the Sydney (eastern) end of Platforms 1/2 and 3/4 connecting to the existing eastern footbridge
- closure and removal of the concourse retail kiosk for the installation of a new lift servicing Platform 1/2
- new canopies and anti-throw screens to stairs on Platform 3/4
- new canopies along Platform 3/4 for weather protection
- a standalone canopy at the western end of Platform 1 for weather protection at the boarding assistance zone (BAZ)
- modifications to the existing footbridge safety screens at new lift interface locations
- reconfiguration of the existing concourse building (also known as the 'overhead booking office') to accommodate a new family accessible toilet, new installation main switch board (IMSB) and existing station systems. A new switchboard would supply the required power to the lifts (and other station systems) from a pad mount transformer
- provision of one kiss and ride area on Goodsell Street and two on Lord Street
- regrading of the footpaths and landscaping work at the station entrances from Lord Street, King Street and Goodsell Street
- provision of up to six (6) addition bike hoops at Railway Lane and Lord Street
- improvements to customer information and communications systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops as required

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- platform regrading and the installation of new Tactile Ground Surface Indicators (TGSIs) along the platforms
- improvements to station lighting and CCTV to improve safety and security
- landscaping work and the potential removal of up to five trees

electrical upgrades and service relocations and/or adjustments to accommodate the new infrastructure, including replacement of an existing transformer.

Heritage significance

St Peters Railway Station is included on the State Heritage Register (SHR) (SHR No. 01) and RailCorp Section 170 Heritage and Conservation Register (SHI No. 4801153). It is also identified as an item of State significance on the *Marrickville Local Environmental Plan* (LEP) 2011 (Item No. I272).

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

- *St Peters Hotel, including interiors* (Marrickville LEP 2011 Item No. I159)
- *Former Bedford Brickworks group, including chimneys, kilns and grounds* (Sydney LEP 2012 Item No. I27)
- *Former St Peter's Theatre façade* (Sydney LEP 2012 Item No. I614)
- *King Street and Enmore Road Heritage Conservation Area* (Marrickville LEP 2011 Item No. C2)
- *Goodsell Estate Heritage Conservation Area* (Marrickville LEP 2011 Item No. C16)
- *King Street Conservation Area* (Sydney LEP 2012 Item No. C47)

Summary of key heritage impacts and conclusions

The Proposal would have a minor adverse physical impact and a moderate adverse visual impact on *St Peters Railway Station*. While the addition of lifts 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 materials that are both sympathetic and contrasting. Likewise, the placement of the family accessible toilet within the already heavily modified overhead booking office removes the need for an additional built form or integrating them into the highly significant platform building. The remaining elements of the Proposal respect the continued use of the station and are primarily undertaken in a reversible manner.

The archaeological potential of the Proposal area is moderate to high, with the potential for archaeological resources associated with the following former station elements to be present:

- the 1884 station building and subsequent 1914 station building on the Sydney side (Platform 1 and 2)
- the 1884 stairs which provided access to the station from Cooks River Road
- a footbridge at the westernmost end of the station platforms as shown on plans dated 1902 and 1908, and on the plan with annotations dated 1913 and 1917.

If archaeological resources are present, the anticipated impact of the Proposal is minor to moderate adverse.

The Proposal would have a neutral physical impact and a minor adverse visual impact on *St Peters Hotel* and *St Peters Theatre façade*.

The Proposal would have a neutral impact on the *Former Bedford Brickworks group*, *King Street and Enmore Road Heritage Conservation Area*, *Goodsell Estate Heritage Conservation Area* and *King Street Heritage Conservation Area*.

Key recommendations

Recommendation 1: Detailed design

Noting the proposed design has been developed to minimise heritage impacts and respond to the site, the detailed design should continue to be developed in consultation with a heritage architect. The design development should focus on further refining the detailing to ensure that physical and visual impact levels are maintained or reduced based on the current assessment. In particular, the detailed design should take into consideration the following:

- recommendation measures advised by GML during the SDR phase to be implemented in the detailed design to mitigate potential heritage impacts, including:
 - ensure canopy and canopy structural members are reduced in the size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform building
 - 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
 - avoid extensions to the Over Head Booking Office (OHBO) structure beyond the original footprint of the OHBO onto the footbridge concourse to maintain historic views over the platforms from the concourse as far as practicable
 - new canopies should follow the rake of early/original awnings where in proximity to the platform building
 - incorporate heritage interpretation into the design of May Lane and the footpath/Plaza to King Street
- where appropriate, the detailed design should also continue to draw on existing and significant architectural references, such as the architectural detailing of the station building, or the footbridge
- 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
- modifications to the exterior of the OHBO structure should tie in with existing form and fabric to minimise visual impact
- 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 along the northern façade of the platform building should be placed in front of solid walls, and avoid obscuring architectural features such as windows and doors
- materials and finishes should be of a more neutral palette rather than high contrast to minimise visual impact.

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

- a. works should be undertaken by suitably experienced tradespersons with experience in undertaking works on State Heritage items
- b. works within the project 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 fabric

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

- a. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the footbridge from accidental impact during construction, including installation of lifts, canopies, the family accessible toilet and stair upgrades
- b. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the platform building from accidental impact during the construction including the installation of canopies, regrading of platforms and installation of utilities in the platform building
- c. 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 and potential archaeological resources. Where practicable, services should be installed within existing conduits to minimise the cumulative impact to significant fabric.

Recommendation 5: Archival recording

It is recommended that a photographic archival record of *St Peters Railway 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 *St Peters 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 design of May Lane and the footpath to King Street.

Recommendation 7: Management of archaeological potential

Though the potential for archaeological resources within the Proposal area is high, the archaeological resources are unlikely to hold research potential. If identified, it is recommended that any archaeological resources are recorded by a suitably qualified archaeologist in accordance with Heritage NSW standards including *How to Prepare Archival Records of Heritage Items* and *Photographic Recording of Heritage Items Using Film and Digital Capture*; however, no further archaeological management is required.

If archaeological resources not identified in the assessment of archaeological potential are identified, the Transport for NSW *Unexpected Finds Procedure* should be implemented.

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.

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Appendix A Design options assessment

Appendix B GML Heritage SDR Memo

1 INTRODUCTION

Transport for NSW (TfNSW) commissioned RPS to prepare a Statement of Heritage Impact (SOHI) for the St Peters Station Upgrade (the Proposal). The purpose of the SOHI is to assess the impact of the Proposal on the heritage significance of *St Peters Railway Station*, which is included on the State Heritage Register (SHR). 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

St Peters Railway Station (the Proposal area) is located within the Inner West Council Local Government Area (LGA), about 6.5 kilometres south-west of the Sydney CBD. *St Peters Railway Station* is on the Bankstown (T3) rail line; Illawarra (T4) trains pass through the station without stopping. The rail corridor marks the boundary between the suburbs of Newtown (to the north) and St Peters (to the south). The station is bounded by Princes highway and the southern end of the traditional King Street retail strip to the east and mixed residential and light industrial areas to the north and south.

The Proposal area is defined in Figure 1.1.

1.2 Purpose of the SOHI and approach

The purpose of the SOHI is to assess the impact of the Proposal on the heritage significance of *St Peters 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 concept design for the Proposal as detailed in *St Peters Station Upgrade Transport Access Program 3 Architectural* dated 20 November 2020 and *St Peters Station Upgrade Transport Access Program 3 Landscape* dated 20 November 2020.

The archaeological assessment contained in this SOHI is limited to an assessment of the Proposal area only. It excludes an assessment of ancillary areas associated with construction compound and temporary lay down areas as they are temporary with no ground disturbance proposed.

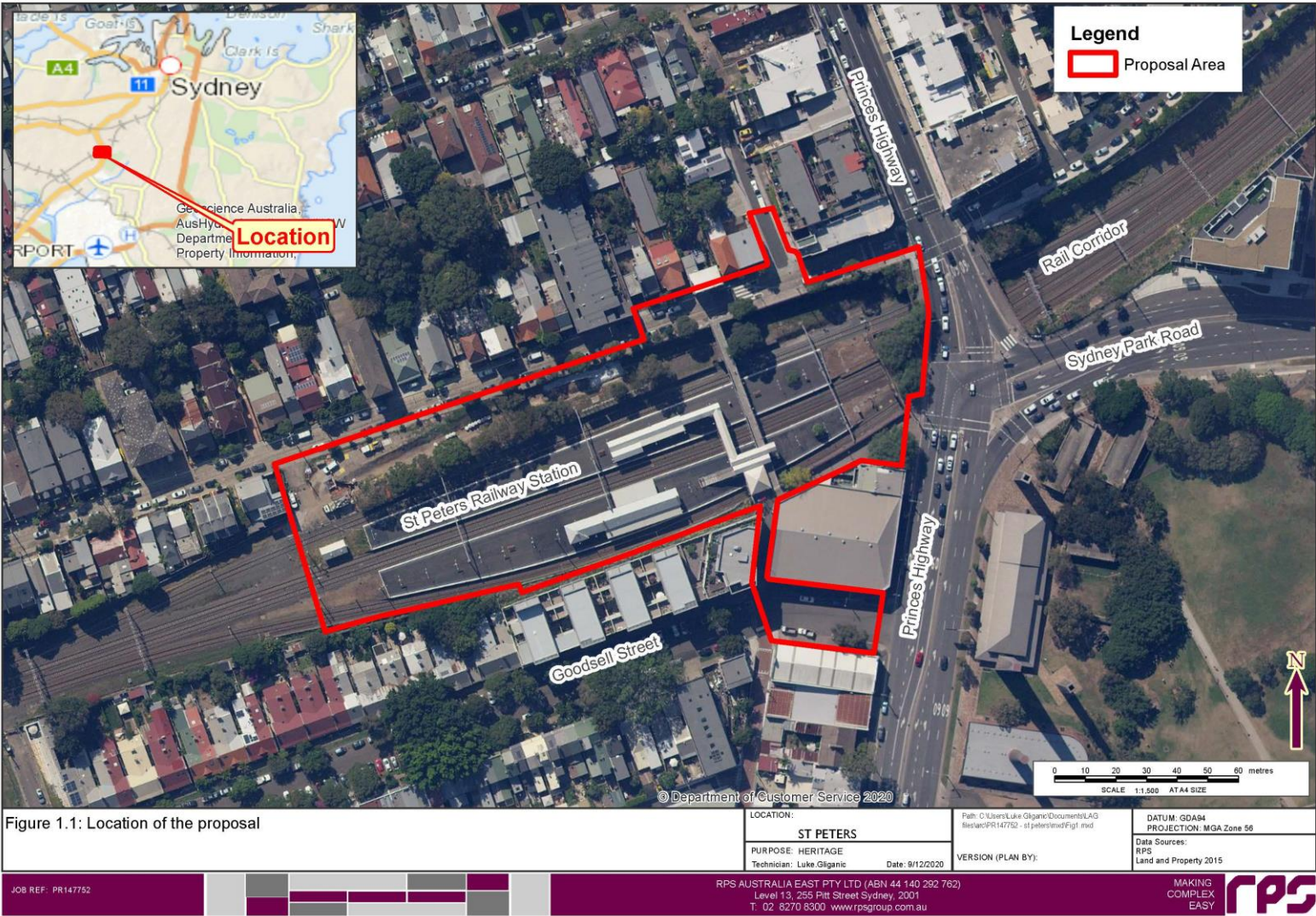
No internal access was available to the overhead booking office. Internal images of the overhead booking office have been supplied by TfNSW and are understood to represent current site conditions.

1.4 Authorship

RPS Senior Heritage Consultants Georgia Wright and Sarah van der Linde prepared the SOHI with assistance from RPS Heritage Consultant Luke Gliganic. The photographs in the SOHI are credited to RPS unless otherwise specified. RPS Heritage Manager, Susan Kennedy reviewed the SOHI and endorsed its content.

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Figure 1.1: 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 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.

St Peters Railway Station Group is included on the SHR (No.01250).

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

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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. proposals to alter or demolish assets of State significance must be referred to the NSW Heritage Council through Heritage NSW.

St Peters Railway Station Group is included on the TfNSW RailCorp s170 Register (SHI Item 4801153)

2.2.3 Relics provision

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.

St Peters Railway Station Group is included on the SHR and as such the relics provision would only be applicable to the laydown area north of the SHR curtilage (Figure 2.1).

2.3 Environmental Planning and Assessment Act 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 through a Review of Environmental Factors (REF). The SOHI is to inform the REF prepared for the Proposal.

2.3.1 Local Environmental Plan

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.

2.3.1.1 Marrickville Local Environmental Plan 2011

The Marrickville LEP 2011 applies to the Proposal area. Schedule 5 of the Marrickville LEP 2011 identifies items important to the local area. *St Peters Railway Station Group, including interiors* is identified as an item of State heritage significance on the Marrickville LEP 2011. Table 2.1 identifies items and conservation areas on Schedule 5 of the Marrickville LEP 2011 located within the immediate vicinity of the Proposal area.

Table 2.1 Marrickville LEP 2011 heritage items relevant to the Proposal area

Item	Listing number	Location
St Peters Railway Station Group, including interiors	I272	Proposal area
St Peters Hotel, including interiors	I159	Adjacent to Proposal area
King Street and Enmore Road Heritage Conservation Area	C2	Adjacent to Proposal area

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Item	Listing number	Location
Goodsell Estate Heritage Conservation Area	C16	Adjacent to Proposal area

2.3.1.2 Sydney Local Environmental Plan 2012

The Sydney LEP 2012 applies to land immediate adjacent to the Proposal area on the eastern side of the Princes Highway. Schedule 5 of the Sydney LEP 2012 identifies items important to the local area. Table 2.2 lists heritage items and conservation areas on Schedule 5 of the Sydney LEP 2012 located within the immediate vicinity of the Proposal area.

Table 2.2: Sydney LEP 2012 heritage items relevant to the Proposal area

Item	Listing number	Location
Former Bedford Brickworks group including chimneys, kilns and grounds	I27	Adjacent to Proposal area
Former St Peter's Theatre façade	I614	Adjacent to Proposal area
King Street	C47	Adjacent to Proposal area

2.3.2 Development Control Plan

2.3.2.1 Marrickville Development Control Plan 2011

The Marrickville Development Control Plan (DCP) 2011 applies to heritage items and heritage conservation areas identified in Schedule 5 of the Marrickville LEP 2011. It aims to conserve heritage items and heritage conservation areas, provide advice in relation to alterations and additions which complement and do not detract from the heritage significance of listed heritage items and heritage conservation areas and encourage new development which complements existing heritage items and heritage conservation areas.

The Marrickville DCP 2011 identifies the following controls relevant to the Proposal for development in the Marrickville area of the Inner West Local Government Area (LGA):

Controls common to all development

- **C1:** Heritage items must be conserved, and new development must not diminish the significance of the item
- **C2:** An experienced heritage architect or conservation specialist must be engaged for work to a heritage item
- **C3:** Significant internal and external features of heritage items must be maintained in their original form
- **C4:** Subdivision of a site containing a heritage item must leave an adequate curtilage to the heritage item.

Development in the vicinity of a heritage item

The Marrickville DCP 2011 also identifies the following control for development in the vicinity of a heritage item:

- **C5:** New development must not seek to replicate period details of original buildings, but rather, demonstrate respect for the form and scale of the immediate area.

2.3.2.1.1 Alterations and additions

- **C6:** Alterations and additions must not adversely impact the significant features of the heritage item.
- **C7:** Changes must maintain the significant form, proportion, scale, details and materials of the item.

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- **C9:** Alterations and additions must be located so as to reduce their visibility and prominence from any point in the street and adjoining streets, and the height must not be seen above the main ridgeline of the building.
- **C11:** Ancillary buildings on the same site as a heritage item must be located in a place that does not obscure the significant elements.

Archaeological resources

- **C20:** Where in the course of building work any archaeological resources are found or considered may be found, the proponent must inform the NSW Heritage Branch (now Heritage NSW) and obtain necessary approval.
- **C21:** Where significant archaeological resources are found, alterations and additions in the vicinity must be designed to care for significant fabric and other features of the place.
- **C22:** The depth and extent of excavations to the ground surface surrounding heritage items or a known archaeological site must be minimised.

2.3.2.2 Sydney Development Control Plan 2012

The Sydney Development Control Plan (DCP) 2012 applies to heritage items and heritage conservation areas identified in Schedule 5 of the Sydney LEP 2012. It aims to ensure that the significant elements of the past are appropriately managed and respected by new development.

Sydney DCP 2012 identifies the following controls relevant to the Proposal for development in Sydney LGA:

Heritage Impact Statements

3.9.1 (1) A Heritage Impact Statement is to be submitted as part of the Statement of Environmental Effects for development applications affecting:

- (a) heritage items identified in the Sydney LEP 2012; or
- (b) properties within a Heritage Conservation Area identified in Sydney LEP 2012.

Heritage items

3.9.5 (4) 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 and non-statutory heritage listings

2.4.1 Statutory heritage listings

St Peters Railway Station Group is listed on the SHR, the s170 Register and the Marrickville LEP 2011. There are also several heritage items and heritage conservation areas in the immediate vicinity. A summary of statutory heritage listings relevant to the Proposal area is presented Table 2.3.

Table 2.3 Summary of statutory heritage listings

Item name	Item no.	Instrument	Significance	Location
St Peters Railway Station Group	<ul style="list-style-type: none">• SHR 01250• SHI 4801153• I272	<ul style="list-style-type: none">• SHR, Heritage Act 1977	State	Within Proposal area

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Item name	Item no.	Instrument	Significance	Location
		<ul style="list-style-type: none">s170 Register, Heritage Act 1977Marrickville LEP 2011		
St Peters Hotel, including interiors	I159	Marrickville LEP 2011	Local	Adjacent to Proposal area
Former Bedford Brickworks group including chimneys, kilns and grounds	I27	Sydney LEP 2012	Local	Adjacent to Proposal area
Former St Peter's Theatre façade	I614	Sydney LEP 2012	Local	Adjacent to Proposal area
King Street and Enmore Road Heritage Conservation Area	C2	Marrickville LEP 2011	Local	Adjacent to Proposal area
Goodsell Estate Heritage Conservation Area	C16	Marrickville LEP 2011	Local	Adjacent to Proposal area
King Street	C47	Sydney LEP 2012	Local	Adjacent to Proposal area

2.4.2 Non-statutory listings

2.4.2.1 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.

St Peters Railway Station is not listed on this Register.

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Figure 2.1: Heritage listings in relation to the Proposal area



3 HISTORICAL CONTEXT

The following history relates to the development of the Proposal area post 1788. A detailed analysis of the Aboriginal history of the Proposal area is beyond the scope of this report; however, it is important to note that the Cadigal and Wangal people of the Eora Nation occupied the Proposal area before the development of the area post-1788.

3.1 Timeline

Table 3.1: Historical timeline overview of St Peters Railway Station

Date	Event
1790s	Nicholas Devine established Burren Farm in District of Bullanaming
1831-1834	Subdivision of Burren Farm into Bello Ritro Estate and Goodsell's Estate
1871	St Peters proclaimed as municipal district
1880	Illawarra Railway Line approved and St Peters Railway Station marked out on land within Goodsell's Estate
1880s	Residential and commercial development of St Peters accelerated
1884	St Peters Railway Station opened
1893	Bedford Brick Works established east of St Peters Railway Station
1900	Quadruplication of the line through St Peters Railway Station, construction of brick retaining walls, new King Street overbridge
1908	Platforms extended
1914	1884 Platform 1/2 building demolished and replaced, footbridges and overhead booking office constructed
1949	Overhead booking office extensively altered and shop built on footbridge
1995	The 1914 Platform 1/2 building demolished and platform canopy built in its place
1999-2000	Hardie board decks and recladding of footbridge buildings, Platform 3/4 re-roofed, reinforced glass to some windows, extensive alterations to overhead booking office

3.2 The early development of St Peters

In the early nineteenth century, the land between Parramatta Road and the Cooks River was known as the District of Bullanaming. The Newtown-St Peters area was also referred to as the 'Kangaroo Ground'. Local Aboriginal people hunted kangaroo on the grasslands and fished and camped at the swamps and waterways that crisscrossed the landscape.

In 1793 Nicholas Devine, the former Superintendent of Convicts, received a 120-acre grant in the District of Bullanaming. He was granted an additional 90-acres in 1794 and eight acres in 1799 and established Burren Farm. Devine also acquired land granted to Richard Evans (25 acres), Private Thomas Duke (25 acres), William Field (25 acres), James Caudell (30 acres), William Jenkins (30 acres) and Paul Page (30 acres) and a 20 acre grant to Jane Codd, all issued in 1794 (Figure 3.1).

Burren Farm passed to Bernard Rochford, who had been assigned as a convict to Devine in 1825. Rochford subdivided the land between 1831 and 1834. The Bello Ritro Estate and Goodsell's Estate were established in the area that became St Peters Railway Station.

When Bello Ritro was advertised for sale in September 1842, it was described as:

A beautiful villa residence with most convenient Out-offices, Premises, 94Garden and pleasure Grounds, and lately in the occupation of John Lord, Esq....

THE HOUSE

A brick-built and finished in stucco, and stands on an area of about 4000 feet, and presents, as you approach it by the drive sweeping the circular lawn from the carriage entrance, the most decided proof of the architect's science and skill having been bestowed in the

disposition, taste and structure of the edifice altogether The admirable arrangements in the proportions and convenience of the various apartments is at once precipitable, and which, as a whole design, reminds one immediately of that chaste and universally successful introduction – the modern English style, called ‘Domestic Architecture’. The House, with some sixteen acres of land, extensive premises, garden, paddocks and convenient appurtenances, will form the first lot (The Sydney Gazette and New South Wales Advertiser 30 August 1842:3) (Plate 3.1).

In September 1882 *The Sydney Morning Herald* advertised the sale of land from the Goodsell's Estate, Newtown as a “MGNIFICENT SUBDIVISION BLOCK, in area 13 ¼ acres, with 18 houses situate between BELLO RETIRO and BROMPTON ESTATES...” noting it as “ONE of the STATIONS of the ILLAWARRA RAILWAY is marked out on the LAND”. The advertisement also included the following note:

NOTE. – The contract for the Illawarra line has been let to Messrs. Miller, the energetic Victorian railway contractors. The STATION on this land will be the FIRST to be OPENED (The Sydney Morning Herald 29 September 1882:11) (Plate 3.2).

3.3 The industrial development of St Peters

The rich alluvial soil in the Newtown-St Peters provided for the establishment of orchards associated with early estates such as Bello Retiro Estate and Goodsell's Estate. By the 1870s, the growth of industry in St Peters encouraged the subdivision of such estates. The industries attracted a working-class population and by the early twentieth century the residences that had been established in the early to mid-nineteenth century had been demolished and replaced with industry and the associated working-class residential terrace housing.

The development of St Peters accelerated from the late 1880s, with several brickworks established in the area including the Bedford Brick Works established east of St Peters Station in 1893 by Josiah Gentle. Gentle acquired additional land and in 1908 expanded the Bedford Brick Works (City of Sydney 2018).

Gentle was one of several brickmakers living and working in the Newtown-St Peters area during the nineteenth century. During the latter half of the nineteenth and early twentieth centuries, the properties in St Peters were occupied by workers associated with several trades, reflecting the diversification of businesses and industries in St Peters. The improved transport connections following the completion of the tramway connecting St Peters with the city also provided access to employment beyond the local industries (Extent 2019: Vol 3, 13).

St Peters was proclaimed as a municipal district on 14 January 1871, with an estimated 3,500 residents and 1,088 houses (*Australian Town and Country Journal* 2 August 1899:35). St Peters Station was opened in 1884. By the late 1890s, St Peters had an estimated 1,200 houses and 5,600 residents (*Australian Town and Country Journal* 2 August 1899:35).

3.4 The Illawarra Line and St Peters Station

The Illawarra Line was approved by the New South Wales Government in 1880, from the Illawarra Junction to Kiama. In August 1881, Governor Augustus Loftus approved £1,020,000 for the construction of the line, proposing that the section of track from Illawarra Junction to Waterfall be completed by September 1884 (Forsyth 1988).

C and E Miller were awarded the contract for the construction of the Illawarra Line in September 1882, which included a double track between Eveleigh and Hurstville. This section of the Illawarra Line required a substantial cutting, within which St Peters Station was constructed.

In January 1884 *The Sydney Mail and New South Wales Advertiser* reported on the progress of the Illawarra Line:

At Eveleigh, where extensive work in the way of excavation, filling up and levelling, laying of lines, and building of sheds and engine houses have been for many months past been going on, the main line has been widened and a double set of rails laid down ready, when the occasion requires, to be connected with the lines to be laid on the embankment which virtually commences the Illawarra railway line. So far as St Peters the line has not yet been ballasted, but with that exception the roadway is completed and ready for the rails...

One of the finest pieces of work on the line is the arched way under the Cooks River-road at St Peters. In order to make this way 52,000 cubic yards of soil and rock had to be removed. The arch is built of brick, and, so far as a cursory examination can permit an opinion being given, appears to be an excellent piece of work. At St. Peters station some coping stones are still required to be placed in position to complete the staircase to the top of the cutting, but with this exception the platform work is completed. A very elaborate brick station is being erected here and is well advanced to its final stages. A goods platform and siding have also been constructed, and from this point to the Cooks River – the first break – the whole of the bottom ballasting has been laid down (The Sydney Mail and New South Wales Advertiser 12 January 1884:64).

The Illawarra Line was completed to Hurstville by October 1884, and to Waterfall by 1886 (Singleton 1984). By 1890, increasing traffic 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 quadrupled.

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

3.4.1 St Peters Station, 1884

St Peters was one of the more substantial of the stations built in 1884, which reflected the importance of the locality for industry and residential development. The station included a station building fronting Lord Street, containing general waiting room, station master's and ticket offices, ladies waiting rooms with lavatory and parcels office. The station building had light ornamental iron verandahs attached to both the street and platform front. The station also included a waiting shed on the Illawarra side of the line with a ticket office and ladies waiting room at either end, and an ornamental iron verandah to the platform front. The station had two platforms with access from the Cooks River Road by stairs with landings built on brick arches with retaining walls, and a signal box within an enclosure at the top of and between the stairs.

The station is described in detail in the Evening News in October 1884:

Cook's River-road crosses the line here upon a large brick archway, 130 ft in width, one of the finest pieces of work upon the line. In order to make this way a very large quantity of soil and rock had to be removed. Emerging from under this bridge the first station, St Peters, is reached at 2 miles 18 chains from Sydney. Very elaborate brick station buildings have been erected here. On the down side of the line is a waiting-shed, 45ft long x 14ft wide, with ticket office and ladies' waiting room at either end, each 18ft x 14 ft, also yards, &c., an ornamental iron verandah to the platform front. Placed immediately opposite on the up line is the passenger station building, 116 ft long, containing a general waiting room 30ft x 18ft, station master's and ticket offices each 15ft x 23ft, ladies waiting rooms 16ft x 18ft, with lavatory 8ft 6in x 11ft 6in, and parcels office 25ft x 18ft. The porters' and lamp rooms and other conveniences are detached from the main portion of the building, the spaces between being allotted to yards 30ft in length, in which are erected sheds, &c. light ornamental iron verandahs are attached to both the road and platform fronts. The verandah to the road approach from Lord-street is supported by clustered iron columns which an elegant appearance to this front of the building; as these building have, for the most part, been erected in cutting the extensive retaining walls have been found necessary round about the station. Both platforms are 445ft in length and 20ft in width, and ramped at Marrickville end. Access to Cook's River-road from each platform at the Sydney end is obtained by stone stairways with landings built on brick arches with retaining walls, &c. An enclosure at the top of and between these stairways has been provided for a signal-box. The water supply at this station is laid on from the main in Lord-street. There is a level crossing and gatekeeper's cottage, built of brick, at Edgeware-road, two miles 43 chains (Evening News 15 October 1884:6).

The access to the station is also described in *The Sydney Morning Herald* in June 1884, in a report on the progress of the Illawarra Line:

... at St Peters, under a splendid over-bridge of brick and stone. From this over-bridge a flight of stairs lead down to St Peters station, which is well advanced towards completion (The Sydney Morning Herald 9 June 1884:4).

The station was also associated with two earthen platforms used for loading and unloading goods between St Peters and Marrickville Station (later renamed Sydenham Station):

Between St Peters and the next station, Marrickville, on the down line, in a cutting are two earthen platforms for loading or unloading goods, 300ft and 425ft in length respectively, placed 12 chains apart, and which provided the necessary sidings, crossovers, and several road approaches. A street has been made on the side of the line opposite the goods platforms, connecting the Edgware and Sydenham roads. At the latter road, 3 miles 8 chains, there is another level crossing and gate-house (Evening News 15 October 1884:6).

In 1885 the people of St Peters requested an entrance to the station from May Street due to the inconvenience of having to travel around the road. The *Evening News* reported:

The people of St Peters wish for an approach to the St Peters railway station from May-street. The men climb the fences and go across the paddock; but the ladies have to travel round the road, and frequently miss a train. As the Commissioner of Railways is known to be ladies man, he will, of course attend to this little matter without delay (Evening News 10 March 1885:5).

The station is shown on a 1902 sales plan for the subdivision of land between the station and Goodsell Street, which had formed part of the Station Master's Residence (Plate 3.3). The subdivision established a lane at the end of Lot 26, which provided access to the station via a footbridge. It also established a second entrance to the station from Goodsell Street to the east. The Station Master's Residence is not shown on the plan.

The station is also shown on a 1908 plan related to the proposed extension of the station platforms (Plate 3.4). In 1908 access is shown from both the footbridge at the eastern end of the platform and via stairs from the Cooks River Road overbridge. The station's two island platforms, each with station buildings are also shown on the plan.

3.4.2 Quadruplication, 1900

Quadruplication of the railway line through St Peters occurred in 1900. Further excavation for the extension of the Cooks River Road overbridge was required on the Illawarra Line between Illawarra Junction and Sydenham. *The Sun* reported in March 1912:

Between Erskineville and St Peters, the line runs along a high embankment. Thousands of cubic feet of filling from the excavations along the extension works have been tipped over the side of this embankment to widen it sufficiently to carry the new roads. This was done some time ago, so that the bank might settle down into firmness for the road bed...

It is at St Peters that the show-section of the work is found. There is an overbridge there, too. This line at nearly every station is practically underground. Along the overbridge runs the Cook's River-road and tram lines.

This bridge consists of one arch. Two other arches are being tunnelled, one at each side of it. Illustrations II and III [Plate 3.5 and Plate 3.6] show gangs of men at work in these tunnels. As the excavations are made the brick piers of the arch are built up with it. The excavated material is tipped into drays, which back into the tunnel...

For a distance of two hundred yards on either side great cuts have been taken out of the hill. The new roads will run between the high, steep cuttings, terminating in the triple arched tunnel with the platforms of St Peters Railway Station on the other side. Thence the new tracks sweep away to the westward toward Sydenham, where the present phase of the track duplication will end (The Sun 21 March 1912:2).

3.4.3 Early twentieth century alterations and additions

In 1914 the 1884 Station Building on the Sydney side was demolished and replaced, and a footbridge and Booking Office constructed. The Booking Office with covered Booking Hall is shown on a 1912 plan (Plate

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3.7). The Booking Office included a parcels counter and three ticket windows to the Booking Hall, which connected the public footbridge with a passenger footbridge that provided access to the station platforms.

In 1913 proposed alterations to the station buildings at St Peters included alterations to the Ladies Lavatory, the Store room and Urinals (Plate 3.8). The alterations included the addition of a sliding door for access to the Store room, between the Ladies Lavatory and the Urinals.

The station is also shown on a plan with annotations dated 25 September 1913 and 28 September 1917 (Plate 3.9 and Plate 3.10). The station access included stairs from the Cooks River Road overbridge and the public footbridge, extending from Lord Street in the south to the Booking Office and Booking Hall at the northern entrance. Two island platforms with station buildings are shown. The station platforms are noted as having been widened and extended to 520 feet, with access between the platforms via a footbridge at the easternmost end of the platforms.

The station building on the Illawarra side is shown as having a Ticket Office at the westernmost end of the building, with a large waiting room with awning extending to the platform edge. It also had a Ladies Waiting Room, with Yard and covered way to the Ladies Lavatory and Urinals at the easternmost end of the building.

The station building on the Sydney side of the line consisted of a Lamp Room and Store Room at the westernmost end of the building, with a yard, Office, Station Master room, General Waiting Room, Ticket and Parcels room, Ladies Waiting Room and Ante-Room with a second Yard and Urinals at the easternmost end of the building. The plan notes several alterations to the building including to the windows and doors. The building had an awning extending from the entry to the Office to the entry to the Ladies Waiting Room, which provided covered access to the platform edge.

By 1916 access to the station from Cooks River Road had been removed (Plate 3.11). The Station Master's Residence located north of the station, east of the Booking Office is shown on a plan of the station arrangements in 1916. It is noted that the Station Master's Residence and land had been sold.

3.4.4 Later proposals, alterations and additions

In July 1949 plans for *New Station Buildings at Street Level* detail a proposal for a new station entrance building on the Princes Highway (formerly Cooks River Road) and new access arrangements (Plate 3.12 and Plate 3.13). The plans did not proceed, and the station's arrangement remained until 1995 when the station building on the Illawarra side was demolished and replaced with a canopy.

The Booking Office was extensively altered in around 1940 and 1999. In the mid twentieth century the booking office was either extensively remodelled or rebuilt, with the length of the building reduced and the roof profile altered from gable to hipped (Australian Museum Consulting 2014). Plans dated 1999 for Booking Office Modifications show extensive alterations, including re-cladding, the relocation of windows, and new internal fit out to the booking office (Plate 3.14 and Plate 3.15). Steel canopies were also built over the footbridge and the stairs to Platforms 1 and 2 in 1999.

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Figure 3.1 Parish of Petersham (Source: HLRV)



Path: C:\Users\Luke.Gliganic\Documents\LAG files\arc\PR147752 - st peters\mxd\Fig3_portrait.mxd
NEW_A4_Portrait 2018 Rev:8 Produced NW Reviewed NW Date: 10/03/2018

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Plate 3.2: Goodsell's Estate, Newtown, November 1882 showing the proposed station, which became St Peters (National Library of Australia MAP LFSP 1936, Folder 124)



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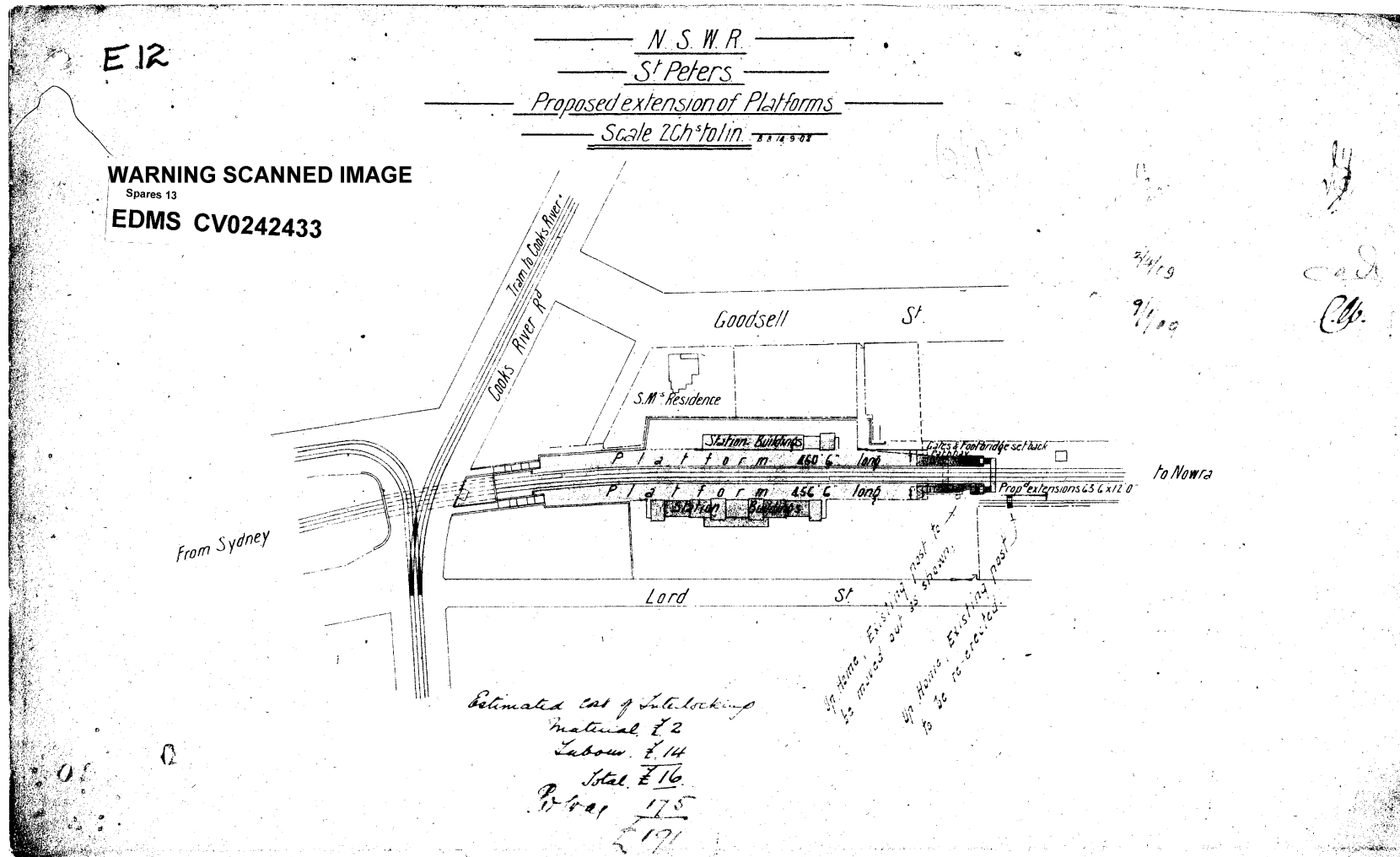
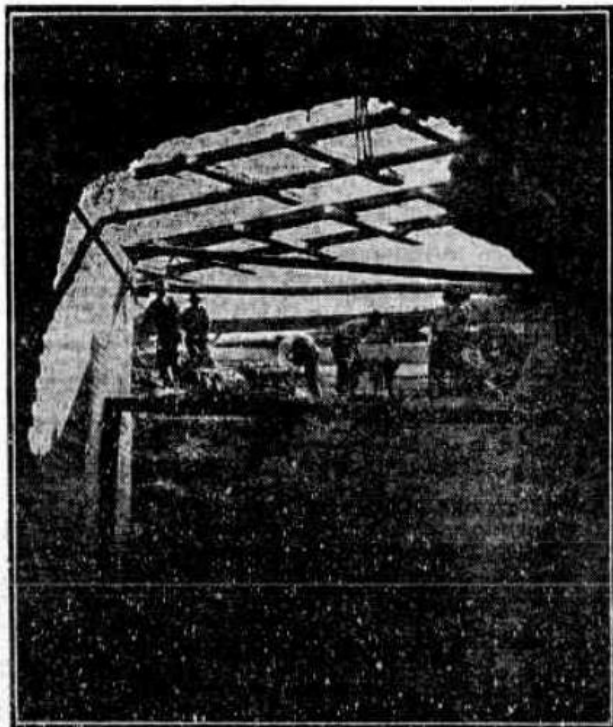


Plate 3.4: St Peters Proposed Extension of Platforms, 18 September 1908 (Transport for NSW EDMSCV0242433)



No. III.—Tunnelling the new right-hand arch of the St. Peters bridge.

Plate 3.5: Construction of the bridge over the Cooks River Road near St Peters Station (*The Sun* 21 March 1912:2).



No. II.—Workmen tunnelling the bank at St. Peters for the new left-hand arch of the bridge.

Plate 3.6: Tunnelling for the bridge over the Cooks River Road near St Peters Station (*The Sun* 21 March 1912:2).

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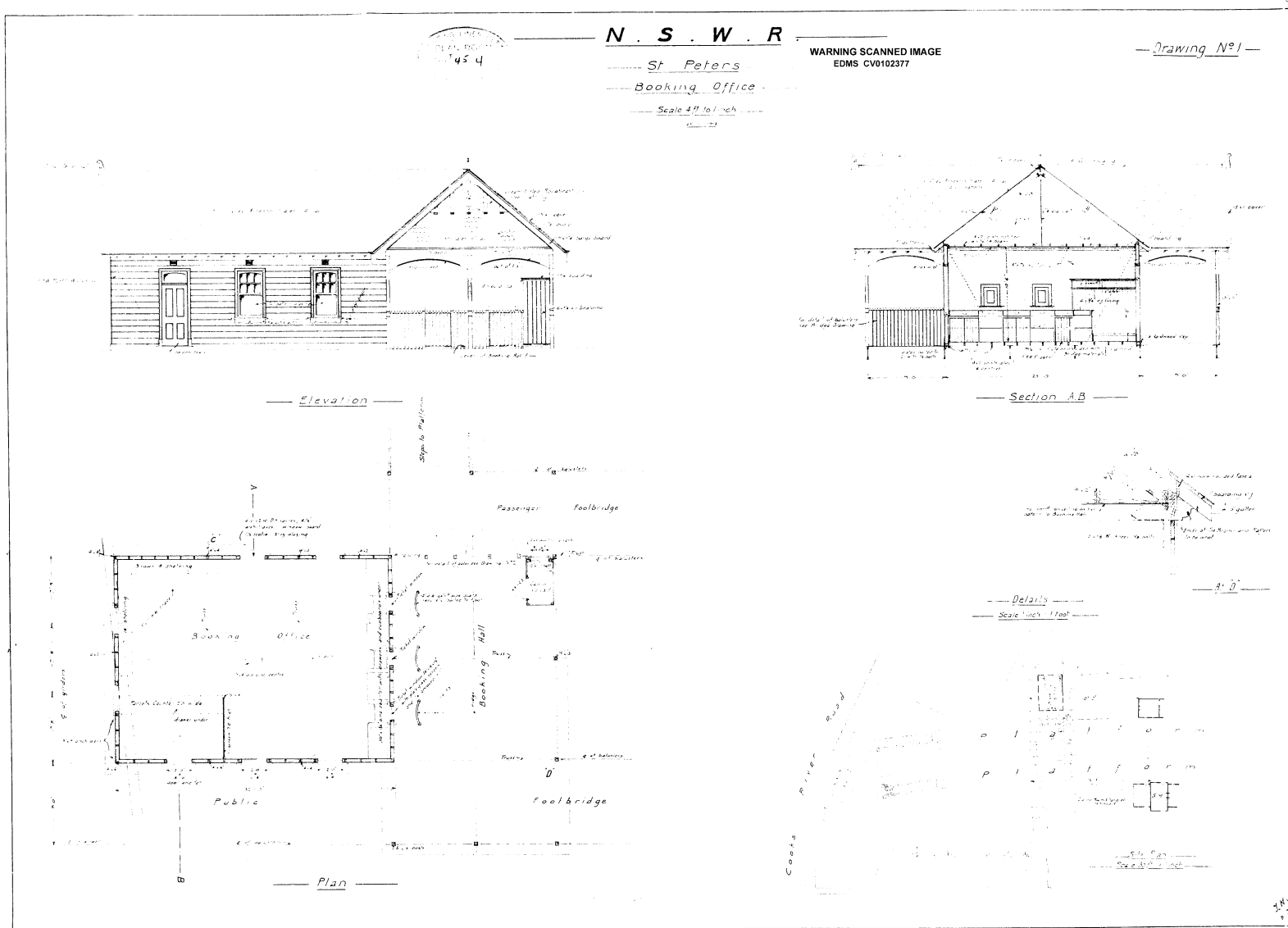


Plate 3.7: St Peters Booking Office, 25 November 1912 (Transport for NSW EDMS CV0102377)

WARNING SCANNED IMAGE
EDMS CV0448391

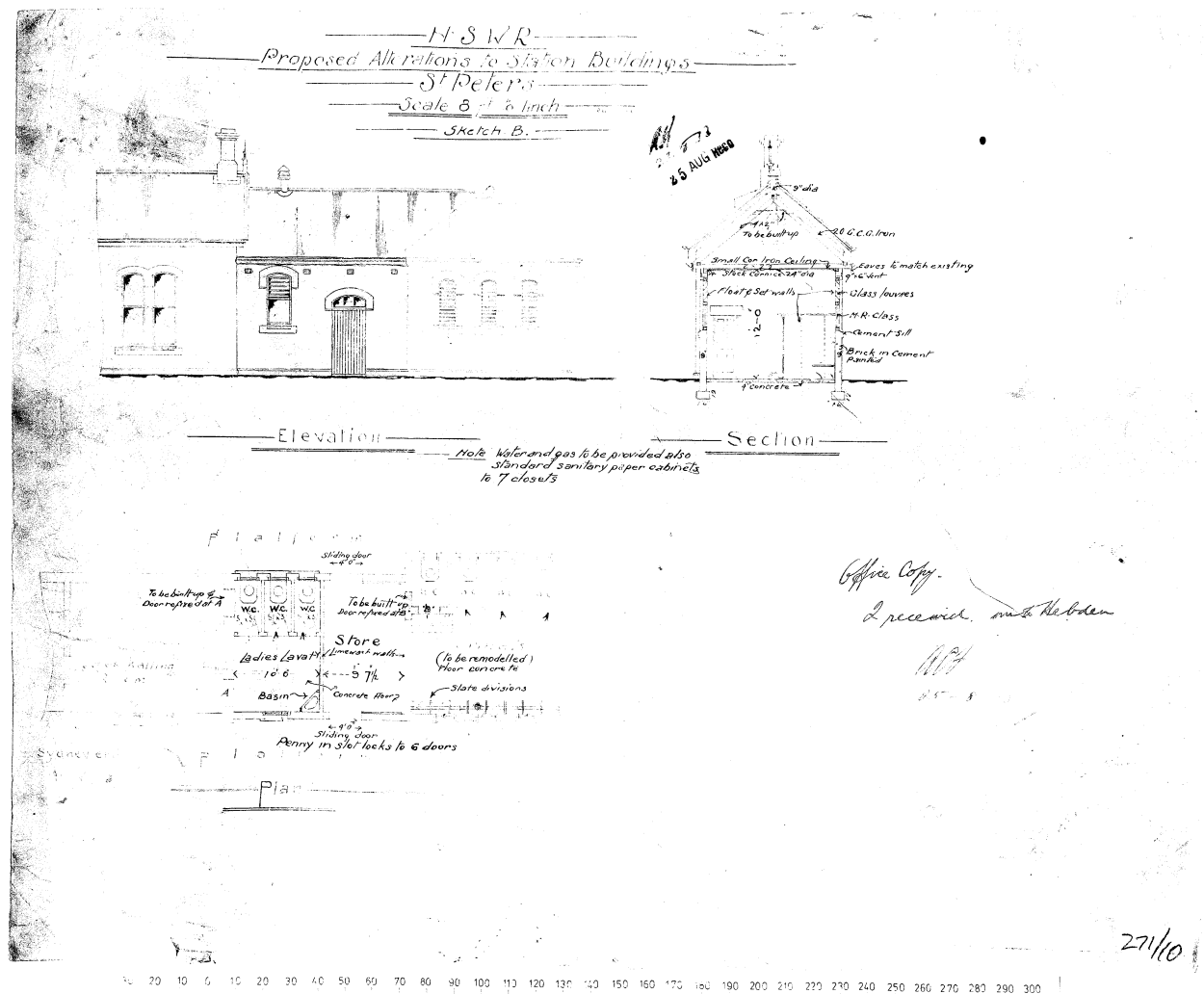


Plate 3.8: Proposed Alterations to Station Buildings St Peters, 23 August 1913 (EDMS CV0448391)

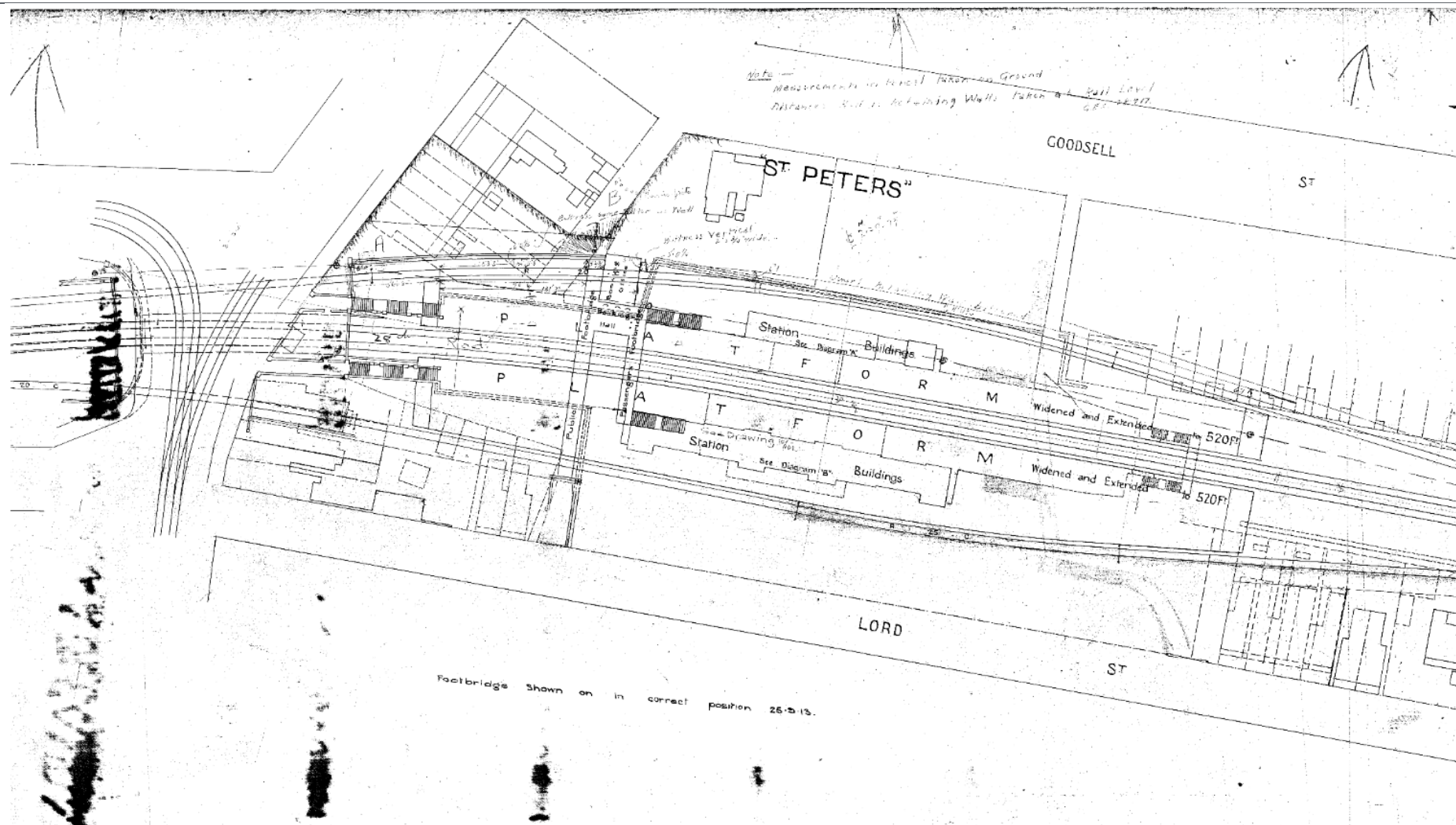


Plate 3.9 Extract from plan of St Peters Station showing station access, Booking Office, Booking Hall and Station Buildings (annotations dated 1913 and 1917) (Transport for NSW)

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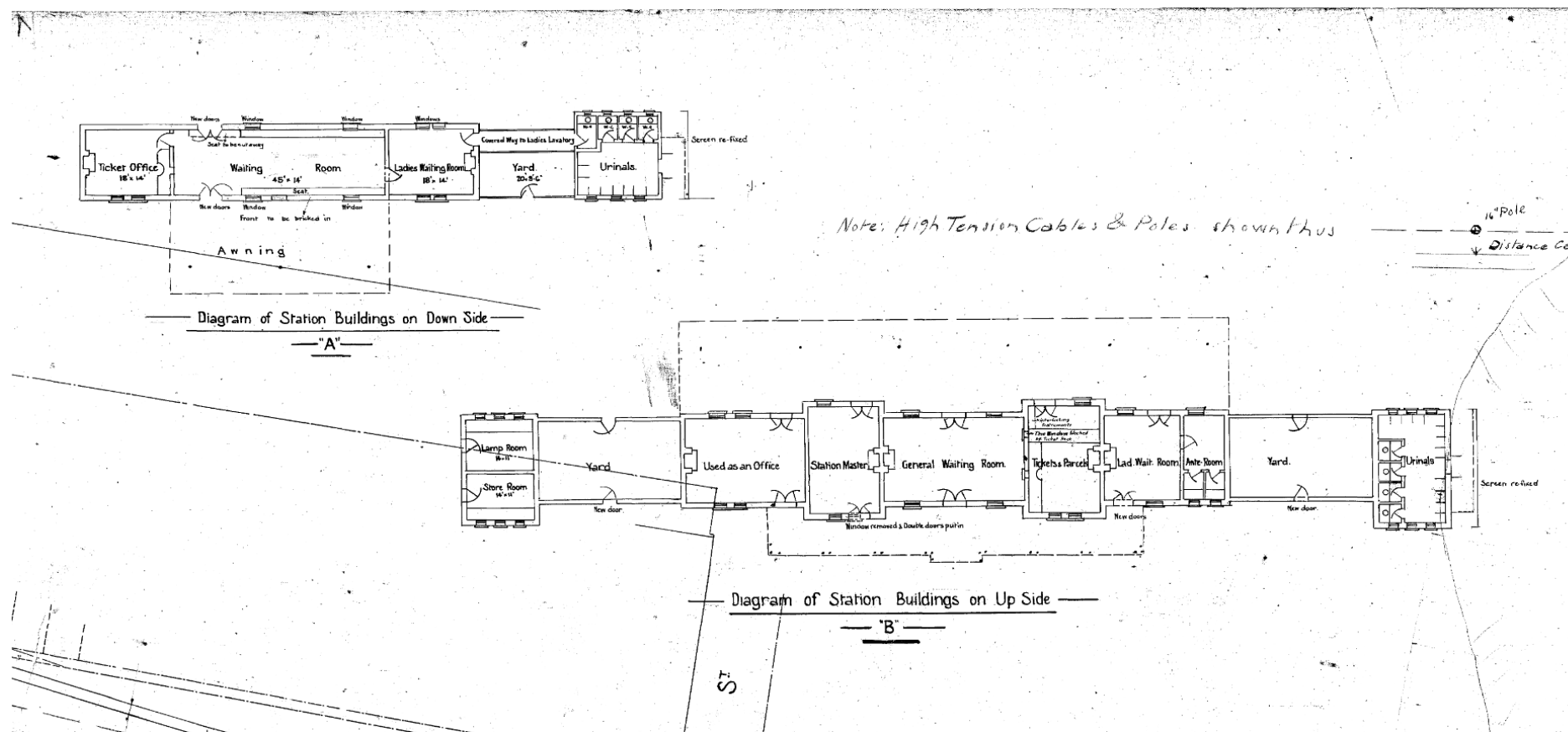


Plate 3.10 Extract from plan of St Peters with diagram of Station Buildings on the Up and Down line (Transport for NSW)

REPORT

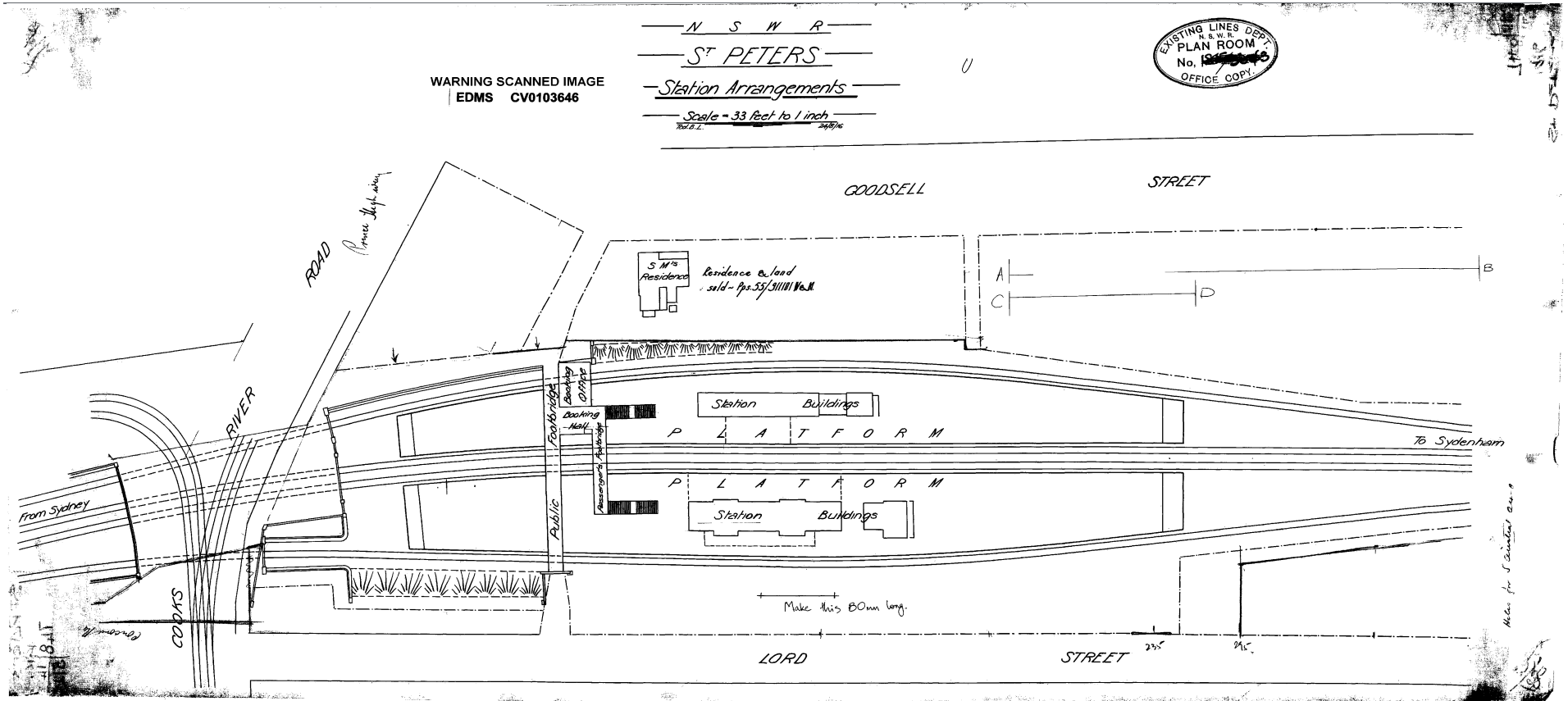


Plate 3.11 St Peters Station Arrangements, 24 August 1916 (Transport for NSW EDMS CV0103646)

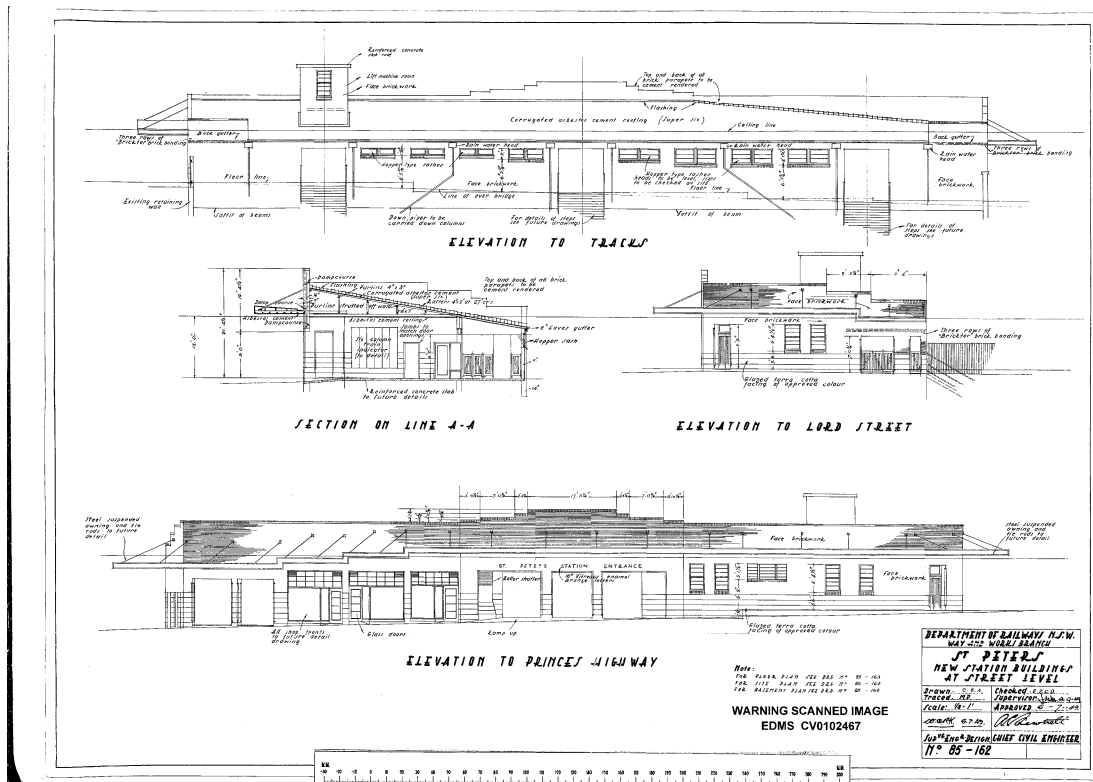


Plate 3.12 Proposed St Peters New Station Buildings at Street Level, 6 July 1949, which were never built (Transport for NSW EDMS CV0102467)

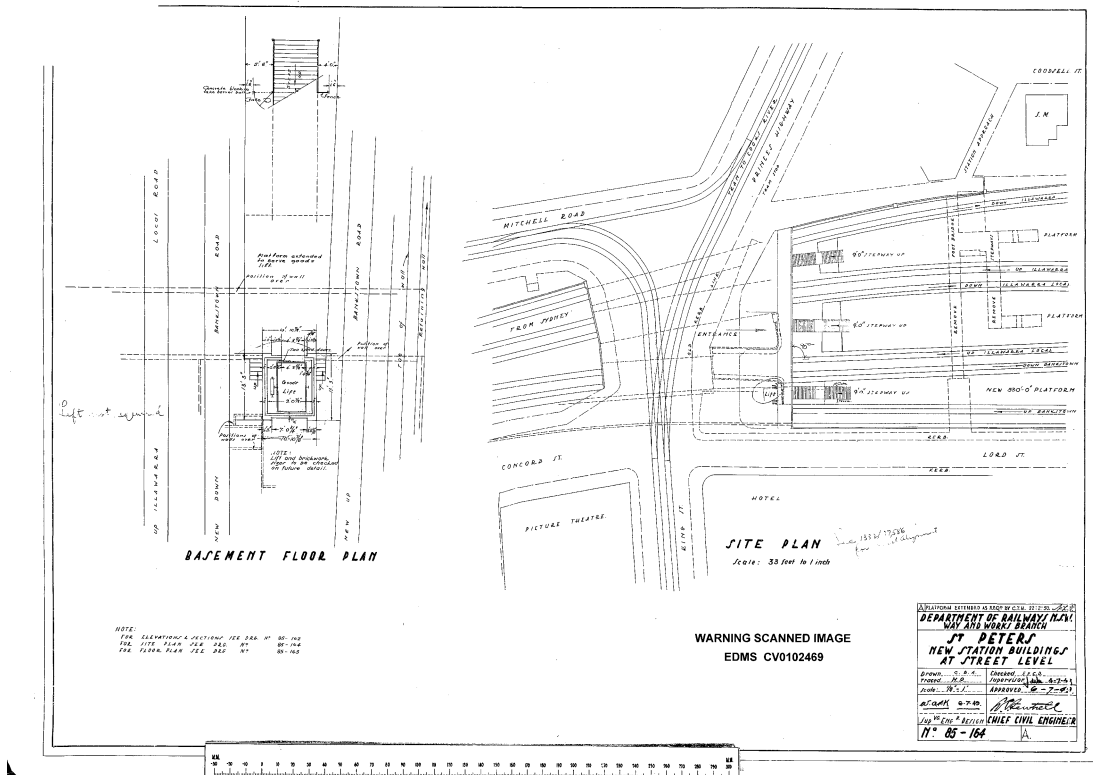


Plate 3.13 Proposed St Peters New Station Buildings at Street Level, 6 July 1949, which were never built (Transport for NSW EDMS CV0102469)



Plate 3.14 View of platforms, 1986 (SHR Heritage NSW)

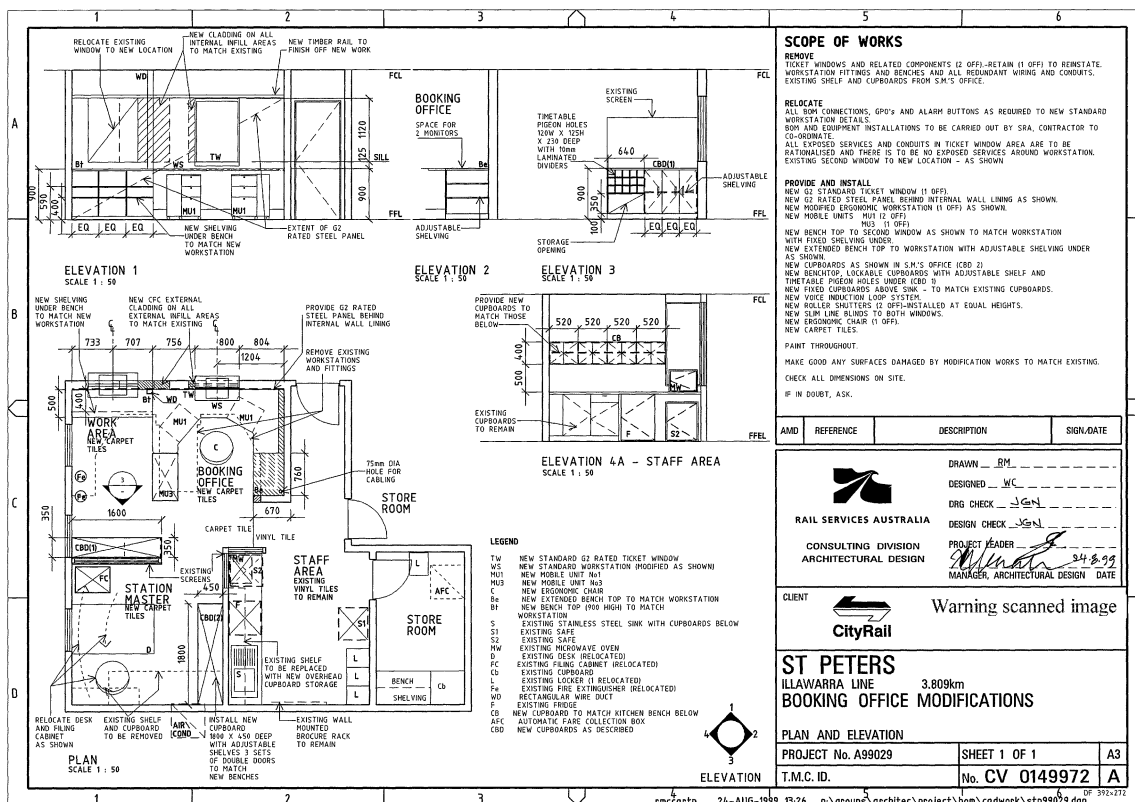


Plate 3.15 Booking Office Modifications, 24 August 1999 (Transport for NSW)

4 DESCRIPTION AND PHYSICAL EVIDENCE

RPS Senior Heritage Consultant Georgia Wright and RPS Heritage Consultant Luke Gliganic inspected the Proposal area on 21 October 2020.

This section is based on the inspection and analyses the landscape and setting, existing infrastructure and heritage items within the Proposal area. The inspection included the platform building, platforms, footbridge, overhead booking office and booking hall and the overbridge to the east of the station. It also included the immediate vicinity of the station.

It should be noted, that the site inspection was limited to the outside of the overhead booking office only. Internal images of the overhead booking office have been supplied by TfNSW and are understood to represent current site conditions.

4.1 Landscape setting and features

St Peters Railway Station is located on King Street near the intersection with Sydney Park Road, to the west of the King Street (formerly Cooks River Road) rail overbridge. To the north of the King Street rail overbridge lies *St Peters Hotel* (Marrickville LEP Item No. I159) and the Former St Peter's Theatre façade (Sydney LEP Item No. I614) each set respectively within *King Street and Enmore Road Heritage Conservation Area* (Marrickville LEP Item No. C2) and *King Street Heritage Conservation Area* (Sydney LEP Item No. C47). To the south east of the rail overbridge lies Sydney Park, home of the *Former Bedford Brickworks Group*, including chimneys kilns and grounds (Sydney LEP Item No. I27) (Plate 4.1 to Plate 4.3).

St Peters Railway Station is accessed from the north via a footbridge from Lord Street, Newtown, and from the south via a footpaths from Princes Highway/King Street and Goodsell Street leading to the footbridge. *Goodsell Estate Heritage Conservation Area* (Marrickville LEP Item No. C16) lies immediately south of *St Peters Railway Station* but does not encompass the footpath leading to the station from Goodsell Street as this is set within a modern infill section of Goodsell Street (Plate 4.3 to Plate 4.6).



Plate 4.1: St Peters Hotel (Marrickville LEP Item No. I159) at the corner of Lord Street and King Street (RPS 2020)



Plate 4.2: Former St Peter's Theatre façade (Sydney LEP Item No. I614) and King Street Heritage Conservation Area (Sydney LEP Item No. C47) viewed from King Street rail overbridge (RPS 2020)



Plate 4.3: Entrance to St Peters Railway Station from King Street showing Former Bedford Brickwork Group (Sydney LEP Item No.127) opposite (RPS 2020)



Plate 4.4: Footpath leading to St Peters Railway Station from Goodsell Street showing modern buildings either side (RPS 2020)



Plate 4.5: Goodsell Street Heritage Conservation Area (Marrickville LEP Item No. C16) (left) opposite modern infill buildings (right) (RPS 2020)



Plate 4.6: Overview of St Peters Railway Station, looking west above the brick parapet and through the palisade fence (RPS 2020)

4.2 Proposal area

4.2.1 Lord Street Entrance

Set within a residential area, the Lord Street station entrance provides access to *St Peters Railway Station* directly via the footbridge. A cyclone wire fence runs along the station side of the street set atop the original cutting retaining wall. Amenities include pedestrian zebra crossing and bicycle loops (Plate 4.7 to Plate 4.10).

The station complex is highly visible from Lord Street and provides significant views of the station. It is likely that significant views of the station are also visible from the upper floor of the *St Peter's Hotel* (Marrickville LEP Item I159), situated on the corner of Lord Street and King Street (Plate 4.8 to Plate 4.10).



Plate 4.7: View west along Lord Street showing station entrance (RPS 2020)



Plate 4.8: View south west of *St Peters Railway Station* from Lord Street (RPS 2020)

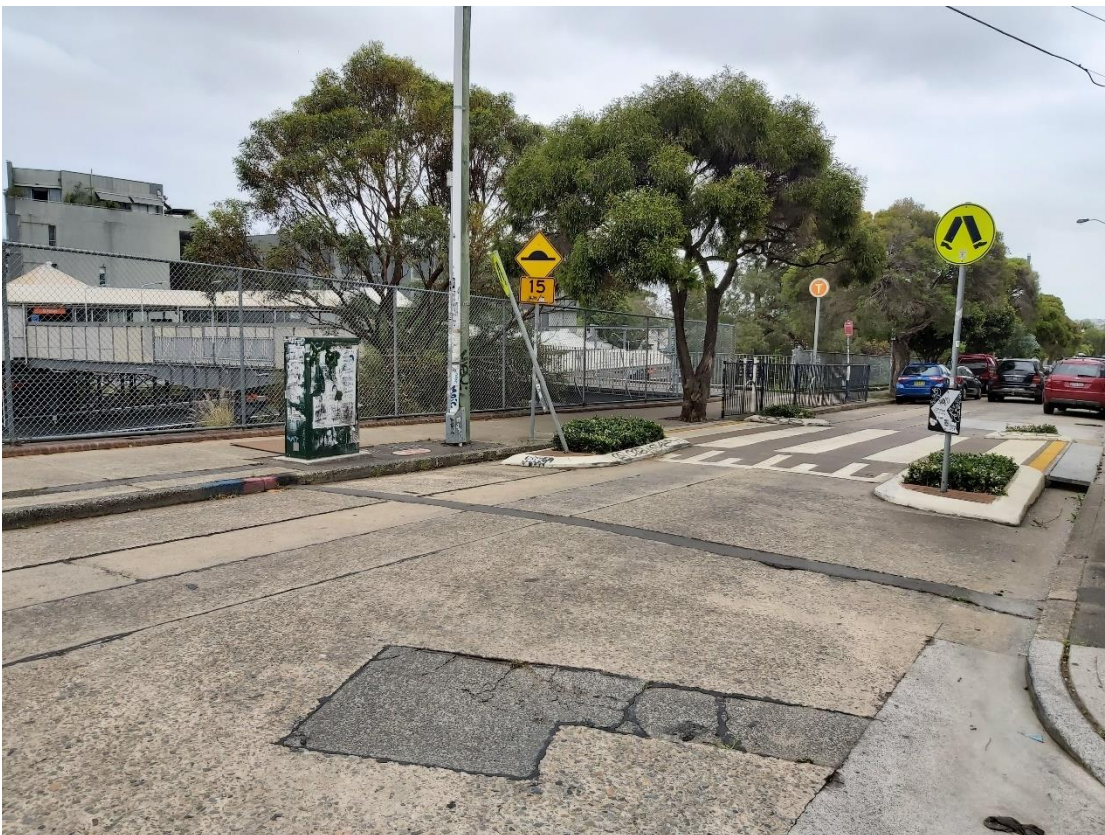


Plate 4.9: Lord Street station entrance showing footbridge, pedestrian zebra crossing and bicycle loops (RPS 2020)

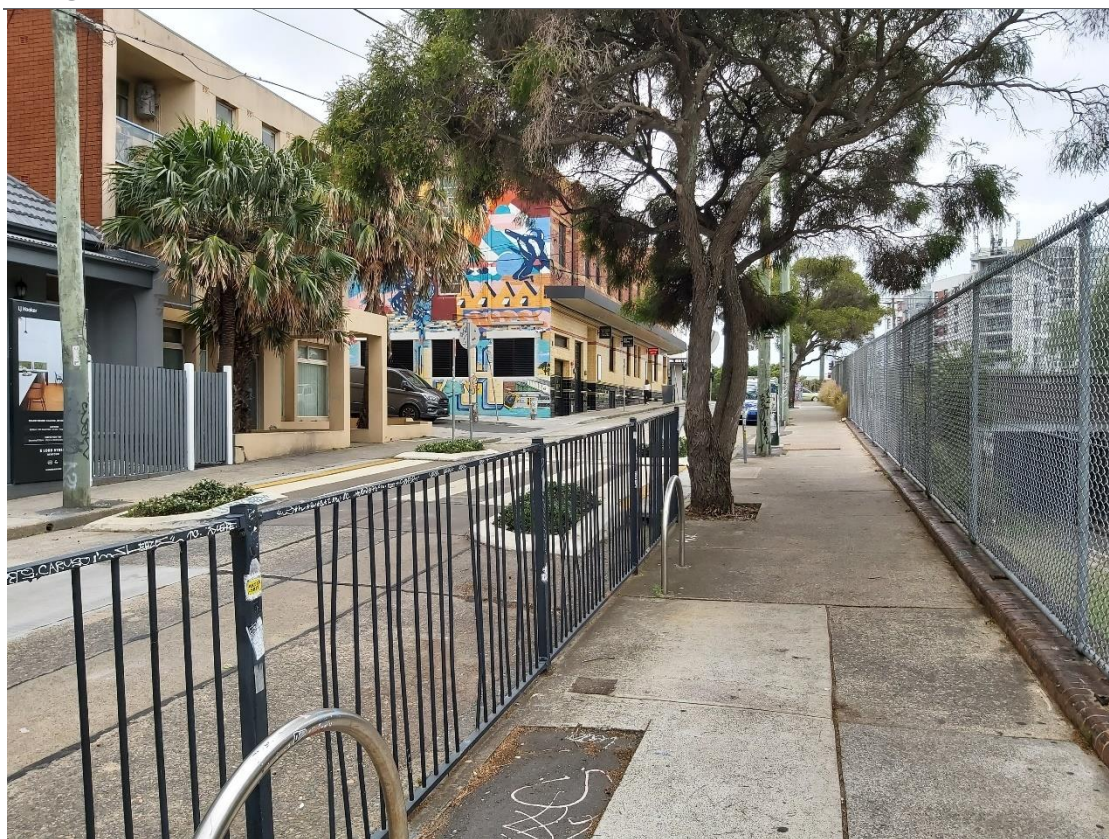


Plate 4.10: View east along Lord Street from station entrance to St Peter's Hotel (Marrickville LEP Item No. I159) (RPS2020)

4.2.2 King Street and Goodsell Street Entrance

King Street is the main station entrance. Atop the King Street rail overpass sits a forecourt area with decorative plantings and views over the station. The forecourt connects to a paved laneway running between King Street and Goodsell Street along the southern side of the station. The laneway leading from King Street is bordered by the station cutting retaining wall to the north and a building site to the south. It contains lighting, seating decorative plantings and sculpture topped rotunda billboard. From Goodsell Street the laneway (Mary Lane) runs between a modern building and a building site. Where the laneway passes the southern station entrance, a modern cage for rubbish bins has been installed in an area bounded by stone kerbing (Plate 4.11 to Plate 4.17 **Error! Reference source not found.**).

The station complex is not easily visible from the King Street and Goodsell Street entrance. High retaining walls along King Street and the laneway along the southern boundary block views of the station. Similarly, views from Goodsell Street are limited to the booking office, which is partially obscured by a wire bin enclosure. Significant views of the station are not available from this vantage point.



Plate 4.11: View north of St Peters Railway Station forecourt area atop King Street rail overbridge (RPS 2020)



Plate 4.12: View west along station entrance laneway from King Street (RPS 2020)



Plate 4.13: View east along station entrance laneway toward King Street (RPS 2020)



Plate 4.14: View south along station entrance laneway (May Lane) to Goodsell Street (RPS 2020)



Plate 4.15: View east across station entrance laneway (May Lane) from Goodsell Street, showing original stone kerb (left foreground) and Former Bedford Brickworks (rear right) (RPS 2020)



Plate 4.16: View north of Goodsell Street entrance from Goodsell Street (RPS 2020)



Plate 4.17: King Street/Goodsell Street station entrance showing modern rubbish bin cage and original stone kerb (RPS 2020)

4.2.3 St Peters Railway Station

The station is set in the cutting with high brick retaining walls. There are two island platforms: Platform 3 and 4 on the south side of the station and Platform 1 and 2 on the northern side of the station. There is also a disused island platform on the northern side of the station, adjacent to Lord Street.

4.2.3.1 Platform building

The building on Platform 3 and 4 is a third-class platform building, with an awning the full length of the building on the southern side, and an awning along part of the length of the building on the northern side. The building has two brick chimneys to a gable corrugated steel roof. The awning to Platform 3 has a decorative metal valance to the ends of the awning. The building features moulded stucco sills and heads to windows, original late Victorian period timber double doors with arched fanlights, each fanlight having two vertical glazing bars. The windows are timber framed double hung. There is a timber tongue and grooved door opening onto Platform 4. The Platform 4 awning has a timber bargeboard and timber valance and is cantilevered on steel posts and brackets. There is stop chamfered brickwork to window and door openings (Plate 4.18 to Plate 4.22).

The platform building is associated with the earliest phase of the development of St Peters Station. The building demonstrates adaptability, with the original two bay awning on the northern side and later cantilevered awning to the southern or former street building facade. It is the only remaining component of the early phase of railway development at St Peters.

4.2.3.2 Island platforms

St Peters Station has three island platforms: 1) disused platform at the northern end of the station, adjacent to Lord Street; 2) Platform 1/2 in the centre of the station; 3) Platform 3 / 4 at the southern side of the station.

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The platforms are brick faced with an asphalt surface. Platform 4 is curved on its southern side (Plate 4.23 to Plate 4.30).

There is a platform canopy on Platform 1 / 2, which replaced a 1914 platform building demolished in 1995. It is a steel structure with concrete base and corrugated steel roof. There is also operational infrastructure such as tactile ground surface indicators, lighting and seating on Platform 1 / 2 and Platform 3 / 4.

4.2.3.3 Footbridge

The station is accessed via a dual purpose footbridge at the eastern end of the station, comprising two interconnecting parallel footbridges. The east footbridge provides street access to both the Lord Street station entrance and the King Street and Goodsell Street station entrance. The west footbridge provides platform access. The two footbridges are connected via the booking hall (see Section 4.2.3.4) (Plate 4.31 to Plate 4.40). The overall structure is a Dorman Long & Co steel structure with two sets of taper-haunched girders, stairs, railing and star pattern newel posts. Both footbridges have a hardie-board deck and brick supports underneath. White loop tubular fencing and safety screens have been added to the footbridges.

4.2.3.4 Overhead booking office and booking hall

The overhead booking office and booking hall connect the east (public) footbridge and west (passenger) footbridge at the southern side of the station.

The overhead booking office has been extensively altered or rebuilt in the mid-twentieth century (Plate 4.39 to Plate 4.42). The length of the building has been reduced, the roof profile altered from gable to hipped and the building has been reclad. The internal fit out has been replaced (Plate 4.43 to Plate 4.48). Doors and windows have been removed or replaced. There is an asymmetrical, medium pitch gable roof over both the overhead booking office and booking hall.

4.2.3.5 Overbridge

The road overbridge is located immediately east of the station. It is a brick overbridge with arches (Plate 4.49).

4.2.3.6 Retaining walls

The station is set in a cutting. High brick retaining walls extend both sides of the station and to the eastern side of the brick overbridge (Plate 4.49). The substantial boundary walls, together with the cutting setting of the station, reduce the visibility of the station from the surrounding neighbourhood.



Plate 4.18: View south west of platform building north façade along Platform 3 (RPS 2020)



Plate 4.19: View south east of platform building north façade along Platform 3 (RPS 2020)



Plate 4.20: East façade of platform building (RPS 2020)



Plate 4.21: View east along Platform 4 showing south façade of platform building (RPS 2020)



Plate 4.22: View west along Platform 3 showing north façade detail of platform building (RPS 2020)



Plate 4.23: View south west of Platform 3 and 4 (RPS 2020)



Plate 4.24: View south east of Platform 3 and 4 (RPS 2020)



Plate 4.25: View west along Platform 1 and 2 (RPS 2020)



Plate 4.26: View west along Platform 2 showing canopy additions (RPS 2020)



Plate 4.27: View west along Platform 1 and 2 (RPS 2020)

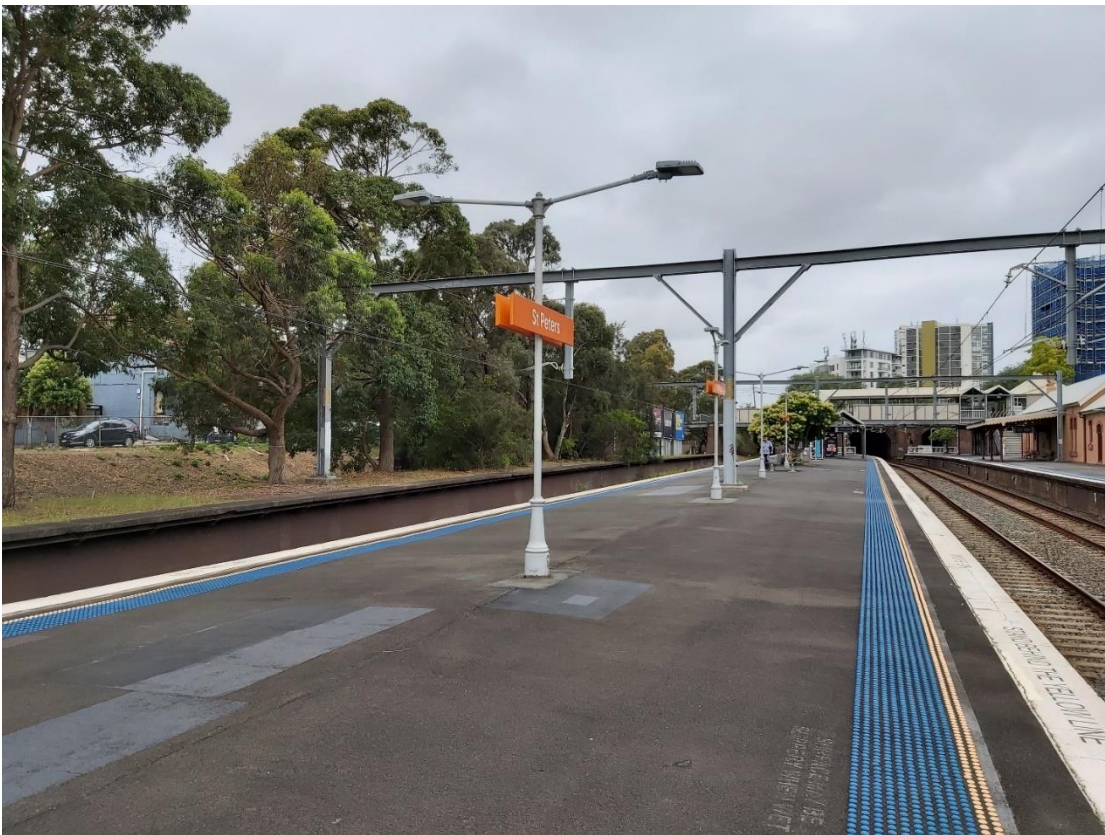


Plate 4.28: View east along Platform 1 and 2 (foreground) showing disused platform (left) (RPS 2020)



Plate 4.29: View north west of disused northern platform (RPS 2020)



Plate 4.30: View north of disused northern platform and northern retaining wall along Lord Street (RPS 2020)



Plate 4.31: View south west across station showing disused platform (foreground) and passenger footbridge connecting booking hall to Platform 1 and 2 (centre) (RPS 2020)



Plate 4.32: View east showing public footbridge (foreground), booking hall (left) and passenger footbridge (rear) (RPS 2020)



Plate 4.33: View south of public footbridge and booking hall (RPS 2020)



Plate 4.34: View south west of passenger footbridge and booking hall over Platform 3 and 4 (RPS 2020)



Plate 4.35: View west of passenger footbridge on Platform 1 and 2 (RPS 2020)



Plate 4.36: View south east of public footbridge and booking hall (right) (RPS 2020)



Plate 4.37: View east of public footbridge showing St Peters Hotel and Former St Peter's Theatre façade to rear (RPS 2020)



Plate 4.38: View north east of public footbridge connecting to Lord Street (RPS 2020)



Plate 4.39: View north along public footbridge showing booking office exterior to left (RPS 2020)



Plate 4.40: View south along public footbridge showing hipped roof of overhead booking office (RPS 2020)



Plate 4.41: Overhead booking office exterior as seen from booking hall (RPS 2020)



Plate 4.42: View south toward Platform 3 and 4 showing stairs to footbridge and booking office (left)

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Plate 4.43: Overhead booking officer interior, toilet (TfNSW)



Plate 4.44: Overhead booking office interior (TfNSW)

A photograph of a small, cluttered office space. On the left, a large poster titled "we do things" is visible. The wall is covered with various notices and a blue bulletin board. A desk in the foreground holds a printer, a keyboard, and a stack of papers. A window with white blinds is in the background. A person's head is partially visible on the right side of the frame.

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Plate 4.47: Overhead booking office interior (TfNSW)



Plate 4.48: Overhead booking office interior (TfNSW)



Plate 4.49: View east of King Street overbridge (centre right) and retaining wall (left) (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 St Peters Railway Station. It is based on an understanding of the history of St Peters Railway Station, an analysis of documentary resources and 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. It excludes an assessment of any additional ancillary areas that may be required beyond the Proposal area. The temporary laydown area to the south east of the Proposal area is excluded from the archaeological assessment as no ground disturbing activities are proposed at that location. 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

St Peters Railway Station was built in 1884. It included a station building fronting Lord Street, containing general waiting room, station master's and ticket offices, ladies waiting rooms with lavatory and parcels office. The station building had light ornamental iron verandahs attached to both the street and platform front. The station also included a waiting shed on the Illawarra side of the line with a ticket office and ladies waiting room at either end, and an ornamental iron verandah to the platform front. The station had two platforms with access from the Cooks River Road by stairs with landings built on brick arches with retaining walls, and a signal box within an enclosure at the top of and between the stairs (*The Sun* 21 March 1912:2).

The station is shown on a 1902 sales plan for the subdivision of land between the station and Goodsell Street, which had formed part of the Station Master's Residence (Plate 3.3). The subdivision established a lane at the end of Lot 26, which provided access to the station via a footbridge. It also established a second entrance to the station from Goodsell Street to the east. The Station Master's Residence is not shown on the plan.

The station is also shown on a 1908 plan related to the proposed extension of the station platforms (Plate 3.4). In 1908 access is shown from both the footbridge at the eastern end of the platform and via stairs from the Cooks River Road overbridge. The station's two island platforms, each with station buildings are also shown on the plan.

The 1884 station building on the Illawarra side is extant. The 1884 station building on the Sydney side was demolished and replaced in 1914. The station building constructed in 1914 is shown on a plan with annotations dated 25 September 1913 and 28 September 1917 (Plate 3.9 and Plate 3.10). It consisted of a Lamp Room and Store Room at the westernmost end of the building, with a yard, Office, Station Master room, General Waiting Room, Ticket and Parcels room, Ladies Waiting Room and Ante-Room with a second Yard and Urinals at the easternmost end of the building. The plan notes several alterations to the building including to the windows and doors. The building had an awning extending from the entry to the Office to the entry to the Ladies Waiting Room, which provided covered access to the platform edge. The 1914 station building was demolished in 1995.

The existing footbridge, booking office and booking hall was constructed in 1914. The Booking Office with covered Booking Hall is shown on a 1912 plan (Plate 3.6). The Booking Office included a parcels counter and three ticket windows to the Booking Hall, which connected the public footbridge with a passenger footbridge that provided access to the station platforms.

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The station as shown on a plan with annotations dated 25 September 1913 and 28 September 1917 (Plate 3.7 and Plate 3.8) included stairs from the Cooks River Road overbridge and the public footbridge, extending from Lord Street in the south to the Booking Office and Booking Hall at the northern entrance. The station platforms are noted as having been widened and extended to 520 feet, with access between the platforms via a footbridge at the easternmost end of the platforms.

By 1916 access to the station from Cooks River Road had been removed (Plate 3.11). The Station Master's Residence located north of the station, east of the Booking Office is shown on a plan of the station arrangements in 1916. It is noted that the Station Master's Residence and land had been sold.

The Booking Office was extensively altered in c1940 and 1999. Plans dated 1999 show extensive alterations, including re-cladding, the relocation of windows, and new internal fit out to the booking office (Plate 3.14 and Plate 3.15).

5.2 Assessment of archaeological potential and archaeological research potential

The archaeological potential of the Proposal area is moderate to high. The archaeological potential of the Proposal area is associated with the potential for the following archaeological resources (Figure 5.1):

- evidence of the 1884 station building and subsequent 1914 station building on the Sydney side (Platform 1 and 2)
- evidence of the 1884 stairs which provided access to the station from Cooks River Road
- evidence of a footbridge at the westernmost end of the station platforms as shown on plans dated 1902 and 1908, and on the plan with annotations dated 1913 and 1917.

If surviving, archaeological resources associated with the 1884 station building or subsequent 1914 station building would be limited to the brick footing of the building, floor surfaces and chimneys. It is likely that any archaeological resources associated with the 1884 station building would be severely impacted by the subsequent construction of the 1914 station building. It is also likely that any archaeological resources associated with the 1884 or 1914 station building would be impacted by platform regrading and below ground utilities infrastructure. It is unlikely that any intact archaeological resources associated with the 1884 station building would be identified, though the potential for intact evidence of the 1914 station building is high. There is potential for artefacts associated with the use of the 1884 station building, or subsequent 1914 station building to be identified as part of a demolition fill, or if intact archaeological resources are identified, as part of an underfloor deposit.

Despite the potential for archaeological resources associated with the development of the station from 1884 to be identified, research potential is limited. If identified, intact archaeological resources associated with the station are unlikely to contribute information not available through other sources. The 1884 station building, and the subsequent 1914 station building, is well documented, with the 1914 station building not demolished until 1995. Evidence of the stairs which provided access to the station from the Cooks River Road, or the footbridge at the easternmost end of the station platforms, is unlikely to contribute any further information than detailed in the documentary record.

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Figure 5.1: Areas of archaeological potential within the Proposal area



6 ASSESSMENT OF SIGNIFICANCE

In NSW, heritage 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 heritage 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 heritage significance

The assessed heritage significance for each item of heritage significance relevant to the Proposal area as presented on the State Heritage Inventory (SHI) are presented below.

6.1.1 St Peters Railway Station (SHR No. 01250, SHI No. 4801153, Marrickville LEP Item No. I272)

6.1.1.1 NSW heritage significance assessment criteria

The heritage significance of St Peters Railway Station is established on the SHR. The assessment of significance against the NSW criteria as presented on the SHR is 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)

St. Peters Railway Station is of historical significance as one of the earliest stations on the Illawarra Line and for its role in the development of the St Peters/Newtown area since 1884. Developed from 1884 to the present, St. Peters Railway Station demonstrates its development over time, retaining an 1884 platform building on Platform 3/4 and 1884 brick faced platforms; brick retaining walls and overbridge (1900) and Dorman Long & Co steel footbridge and stairs (1914).

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 steel footbridge and stairs have historical association with the renowned engineering firm Dorman Long & Co. which designed and manufactured these structures.

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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)

St. Peters Railway Station, with its platform building, brick retaining walls, brick overbridge and steel footbridge and stairs is of aesthetic significance as a collection of late 19th to early 20th century railway station structures.

The fine third class Platform 3/4 building is of aesthetic significance as a simple late Victorian station building with awnings which demonstrate adaptability, having an original small 2 bay awning on Platform 3, and a later cantilevered awning to Platform 4 (the former street façade), demonstrating trends in Railway architecture in this time period.

The 1914 haunched beam steel footbridge structure and stairs designed and manufactured by renowned engineers Dorman Long & Co is of aesthetic/technical significance as a well-designed engineering structure of this period and for its decorative features such as stair railings and star pattern newel posts.

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 (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 surviving interior and exterior detailing of the 1884 Platform 3/4 building and its awnings is considered rare on the Illawarra Line (one of only five stations on the Illawarra line with 3rd class platform building).

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 1884 Platform 3/4 building is representative of 1880s railway station platform building design, being a standard third-class platform building. It is very intact, including interiors. The 1914 footbridge is one of a number of examples of Dorman Long & Co steel footbridges of this period on the Illawarra Line (other examples at St. Peters, Erskineville).

6.1.1.2 Established statements of significance

The statements of significance from each agency for *St Peters Railway Station* are presented below.

The statement of significance for the SHR item *St Peters Railway Station* (SHR No. 01250) as presented on the SHR is:

This is a good example of a standard early second class building and forms part of a group of structures in the area that indicate the early history of the station. It also demonstrates adaptability with the original small 2 bay awning on one face and the later cantilevered awning to the rear or former street facade of the building. It is the last remnant at the site of the early period of railway development.

Brick retaining walls are a significant part of the heritage as the railway builders sought to locate lines in restricted space without resuming too much property.

The statement of significance for the *Section 170* item *St Peters Railway Station Group* (SHI Database No. 4801153) as presented on the State Heritage Inventory (SHI) is:

St Peters Railway Station - inclusive of the Platform 3-4 building (1884), brick faced platforms (1884) , brick retaining walls, Princes Highway overbridge (1900), steel footbridge, stairs, and newel posts (1914) - is of historical significance as one of the earliest railway stations on the Illawarra line, developed from 1884 to the present, and for its role in the development of the St Peters/Newtown area since 1884.

The station is of aesthetic significance for its fine third class Platform 3/4 station building, a simple late Victorian station building with awnings which demonstrate adaptability, having an original small 2-bay awning on Platform 3 and later cantilevered awning to Platform 4 (the former street façade). The surviving building is one of five stations on the Illawarra line with a 3rd class platform building.

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The footbridge was identified as an item of high heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. It is an extensive and intact haunched girder footbridge with a trestle substructure. The 1914 footbridge is one of a number of examples of Dorman Long & Co steel footbridges of this period on the Illawarra Line (other examples at St. Peters, Erskineville). It makes a strong visual contribution to the State significant St Peters Railway Precinct.

The statement of significance for the Marrickville LEP 2011 item *St Peters Railway Station Group, including interiors* (Item No. I272) as presented on the State Heritage Inventory (SHI) is:

St Peters Railway Station is of state historical significance as one of the earliest railway stations on the Illawarra line, developed from 1884, and for its role in the development of the St Peters/Newtown area since 1884. St. Peters Railway Station, with its 1884 Platform building, 1900 brick overbridge, and 1914 steel footbridge and stairs is of aesthetic significance as a collection of late 19th to early 20th century railway station structures. The St Peters Railway Station platform building is of aesthetic significance as a simple late Victorian station building. The 1914 haunched beam steel footbridge structure and stairs designed and manufactured by renowned engineers Dorman Long & Co are of aesthetic significance.

Historical research and a review of site conditions confirms these to be an accurate assessment of the heritage significance of this item.

Overhead Booking Office

The Railway Overhead Booking Offices Heritage Conservation Strategy (Australian Museum Consulting 2014) assessed the heritage significance of the overhead booking office at *St Peters Railway Station* as:

St Peters Station has historical significance as an important original station on the Illawarra Railway which demonstrates the development of the railway from 1884 to 1914. The station has historic and social significance as a transport hub for the St Peters area. The footbridge and overhead booking office are historically associated with the rail quadruplication works to the Cooks River in the 1910s. However, alterations to the overhead booking office detract from its aesthetic value and historic integrity, such that it is now difficult to interpret and has poor representative value. In contrast, the platform buildings and footbridge continue to have aesthetic and representative value.

The conservation strategy identified the overhead booking office at *St Peters Railway Station* as having an incidental contribution to the station and being of state significance by association to the broader station only. As a stand-alone item, Australian Museum Consulting (2014) calculated the overhead booking office to have a heritage significance value of only 2 (out of 9) as its original setting and function remain substantially intact. However, while it could be argued that its individual significance should be considered higher due to it being included as part of a State significant heritage precinct, its integrity has still been heavily compromised by extensive renovations. After 1943 the booking office was extensively remodelled or rebuilt and then in around 2000 the exterior was reclad and the interior refurbished. As such, the overhead booking office is not considered to be a significant aspect of the station complex and it is considered that the above is an accurate assessment of the heritage significance of this item.

Footbridge

The Railway Footbridge Heritage Conservation Strategy assessed the heritage significance of the footbridge at *St Peters Railway Station* as:

The footbridge has High heritage significance. It is an extensive and intact haunched girder footbridge with a trestle substructure. It makes a strong visual contribution to the State significant St Peters Railway Station Precinct. The replacement of the balustrades to the footbridge detract from its significance. The 1914 footbridge is one of a number of examples of Dorman Long & Co steel footbridges of this period on the Illawarra Line (other examples at St Peters, Erskineville).

6.1.2 St Peters Hotel (Marrickville LEP Item No. I159)

The statement of significance for the Marrickville LEP 2011 item *St Peters Hotel, including interiors* (Item No. I159) as presented on the State Heritage Inventory (SHI) is:

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This hotel, displaying Art deco influence, is an unusual and visually arresting starting point for the King Street Retail Precinct.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.1.3 Former Bedford Brickworks group (Sydney LEP Item No. I127)

The statement of significance for the Sydney LEP 2012 item *Former Bedford Brickworks Group, including chimneys, kilns and grounds* (Item No. I1257) as presented on the State Heritage Inventory (SHI) is:

The Bedford Brickworks site is a significant component of one of Sydney's oldest and most important industries. It retains sufficient material, and occupies an appropriate site to present a clear indication of the working of the site. The Brickworks formed a vital component of the labour force of the St Peters district for several generations and contributed largely to the construction of the district itself. The Brickworks, in its Sydney Park setting, reveals the relationship between several types of industrial activity and between the structure and urban open space.

The entire site constitutes a landmark that contributes to the stark industrial character of the streetscape. Significant views and vistas that contribute to enhance the significance of the site include the views and vistas along the Princes Highway; along Sydney Park Road; to the site from Sydney Park hills; and from Sydney Park Road to the city to the north and to Sydney Airport to the south.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.1.4 Former St Peter's Theatre façade (Sydney LEP Item No. I614)

The statement of significance for the Sydney LEP 2012 item *Former St Peter's Theatre façade* (Item No. I614) as presented on the State Heritage Inventory (SHI) is:

The façade has historic and aesthetic significance. It was built as part of the former St Peters Theatre, one of several former theatres in King Street all of which are from different periods of development and all differing in architectural style. It is a fine example of the Federation Romanesque style and demonstrates many of the key characteristics of the style. It was designed by prominent architect Emile Sodersten and is a dominant element at the southern end of King Street where the commercial buildings diminish at the railway line overpass.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.1.5 King Street and Enmore Road Heritage Conservation Area (Marrickville LEP Item No. C2)

The statement of significance for the Marrickville LEP 2011 item *King Street and Enmore Road Heritage Conservation Area* (Item No. C2) as presented on the State Heritage Inventory (SHI) is:

The King Street and Enmore Road retail strip is of state historical, social and aesthetic significance as it provides an evocative physical record of significant historical phases which shaped the "New Town" from the late 19th to the early 20th Century, and has high regard in the community. The retail strip provides evidence of the economic boom of the late 1870s/1880s, exemplified by the quality and quantity of late-Victorian period building stock. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub. The continuous 2 and 3 storey facades and the general uniformity of scale in King Street and Enmore Road create a distinct visual impression and outstanding townscape qualities. The consistency and relative intactness of the late 19th and early 20th century building stock is unique in the Sydney region and the State as a whole. A large number of Art Deco and Interwar period hotels demonstrate the highly populated, working class nature of the suburb in the early 20th century. The streetscapes of King Street and Enmore Road have high aesthetic value which is enhanced by the closed vistas created by street curves and by the views over the surrounding areas afforded by the alignment following the ridge line. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s

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and 1960s reflect the strong influence of post-war migrants on the area. The area has social significance due its high regard in the community arising from its vibrant mix of retail and community uses.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.1.6 Goodsell Estate Heritage Conservation Area (Marrickville LEP Item No. C.16)

The statement of significance for the Marrickville LEP 2011 item *Goodsell Estate Heritage Conservation Area* (Item No. C16) as presented on the State Heritage Inventory (SHI) is:

The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of Marrickville's development from Colonial to contemporary eras. The Marrickville area contained many brick and pottery works. Frederick Goodsell's Steam Brick Factory and pit, located in the HCA, was, Sydney's first full steam-powered brickworks and the leading producer of its period (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terrace facing May Street was built by Goodsell and occupied by brick makers. The Area is historically significant for the pattern of the built forms in the area has responded to the progressive release of land for development. The terrace groups in the area were built after successive land releases and demonstrate the patterns of subdivision and development in the Marrickville area. The Area is aesthetically significant for its narrow and dense streetscape development that establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It also significant for its 19th and early 20th Century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. The area is representative of the range of modest housing available to the Victorian worker and is significant for demonstrating the evolution of the terrace typology in Marrickville throughout the second half of the 19th Century to its final form before being superseded by the suburban cultural landscape.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.1.7 King Street Heritage Conservation Area (Sydney LEP Item No. C47)

The statement of significance for the Sydney LEP 2012 item *King Street Heritage Conservation Area* (Item No. C47) as presented on the State Heritage Inventory (SHI) is:

The King Street and Enmore Road retail strip is of state historical, social and aesthetic significance as it provides an evocative physical record of significant historical phases which shaped the "New Town" from the late 19th to the early 20th Century, and has high regard in the community.

The retail strip provides evidence of the working class residential boom of the late 1870s -1880s, and the economic boom of the late 19th century, exemplified by the quality and quantity of late-Victorian period building stock. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub. The continuous two and three storey facades and the general uniformity of scale in the area create a distinct visual impression and outstanding townscape qualities, particularly in the central King Street precinct. The consistency and relative intactness of the late 19th and early 20th century building stock is unique in the Sydney region and the State as a whole. A large number of Art Deco and Interwar period hotels demonstrate the highly populated, working class nature of the suburb in the early 20th century. The streetscape has high aesthetic value which is enhanced by the closed vistas created by street curves and by the views over the surrounding areas afforded by the alignment following the ridge line. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s and 1960s reflect the strong influence of post-war migrants on the area.

The area has social significance due its high regard in the community arising from its vibrant mix of retail and community uses.

Historical research and a review of site conditions confirms this to be an accurate assessment of the heritage significance of this item.

6.2 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.

6.2.1 St Peters Railway Station (SHR No. 01250, SHI No. 4801153, Marrickville LEP Item No. I272)

The SHR reviews the integrity and intactness of *St Peters Railway Station*, and states:

The Platform 3/4 building is remarkably intact including its interior. The footbridge has been redecked but is otherwise intact. The station as a whole lacks integrity due the loss of the Platform 1/2 building.

The demolition of the station building on Platform 1 and 2 in 1995 has impacted the integrity of the station overall; however, other key components of the station which contribute to its significance are relatively intact, including the 1884 station building on Platform 3 and 4 and the 1914 footbridge.

The footbridge is one of 14 footbridges considered in the Railway Footbridge Conservation Strategy with a haunched steel beam deck support structure. It has RSJ columns in the corners of the steel lattice structure (as opposed to corner columns made up of steel angles bolted together) and is an intact example of the use of RSJs or I beams as the principal posts in the steel trestle. It also has newel posts featuring the star design. The replacement of balustrades to the footbridge detract from its significance.

The integrity of the fabric of the overhead booking office is low; though the setting and function is substantially intact. The form and fabric of the overhead booking office has been altered to such an extent that it contributes little to the heritage significance of the station. The overhead booking office was extensively remodelled or rebuilt in the mid twentieth century with the length of the building shortened and the roof profile altered. Its integrity was further reduced in around 2000 when it was reclad and the interior renovated and replaced with modern office furniture. Doors and windows have also been removed or replaced with modern equivalents.

7 THE PROPOSAL

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 will play its part in making Sydney a more productive and liveable city.

7.1.1 The need for the Proposal

The St Peters 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 will 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 will 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 will 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.

As part of the broader network re-configuration strategy, customers will board and alight trains at St Peters from different platforms and these alternative platforms 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.

A summary of design options considered is present below, with the full analysis presented in Appendix A.

Lift location options considered:

1. New lifts to side of existing stairs.
2. New lifts to rear of existing stairs.
3. New lift between footbridges.

Issues and constraints for each of these options were explored, including maintenance, accessibility, DSAPT access and customer improvements, and visual impact.

Option 2 has been progressed as it allows the historic footbridge arrangement of the paid and unpaid footbridges to be retained and interpreted as a whole without being punctuated by new elements.

Lift glazing/structural options considered:

1. Horizontal strut behind glass panel with glazed transoms running diagonally and horizontally.
2. UC diagonal struts with transoms holding glass panels.

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3. Horizontal UC running horizontally to base of window, with diagonal transoms holding glass panel with vertical mullion and correction plate to centre of window.

New amenities block location options considered:

1. The new family accessible toilet and ambulant toilets were proposed right next to the existing booking office, however there were issues with impacting the existing suspended slab structure, whilst still being able to maintain an accessible entry.
2. The new amenities building was then proposed further away from the existing building and suspended slab with the new family accessible toilet and ambulant toilet opening out to the entry laneways to the station was not a very nice customer experience in relation to privacy.
3. Utilising the existing diagonal May Lane entry line to the station, a new orientation for the new family accessible toilet and ambulant toilet is proposed which offers privacy, whilst is still safe from a CPTED point of view.

New canopy extent exploration:

A canopy analysis was undertaken by comparing the MTMS required canopies with the DSAPT (TAP project) canopies, resulting in a rationalised canopy proposal.

New canopy design options:

1. Stair canopy following slope of stairs.
2. Stair canopy following slope of stairs for upper portion & a higher canopy for the lower portion of stairs.
3. Entire stair canopy at a higher level.
4. Entire stair canopy at a higher level, with a flat roof.

These options were considered against an analysis of the existing roofs and determined the following design response for the new canopies:

- creating contrast to follow the discussed design approach
- finding and understanding the existing context language
- translating that old style to contemporary language and bringing it to present, instead of being stuck in the past by imitating the past.

7.2 The Proposal

The key features of the Proposal are summarised as follows:

- two new lifts, lift landings and lift canopies at the Sydney (eastern) end of Platforms 1/2 and 3/4 connecting to the existing eastern footbridge
- closure and removal of the concourse retail kiosk for the installation of a new lift servicing Platform 1/2
- new canopies and anti-throw screens to stairs on Platform 3/4
- new canopies along Platform 3/4 for weather protection
- a standalone canopy at the western end of Platform 1 for weather protection at the boarding assistance zone (BAZ)
- modifications to the existing footbridge safety screens at new lift interface locations
- reconfiguration of the existing concourse building to accommodate a new family accessible toilet, new installation main switch board (IMSB) and existing station systems. A new switchboard would supply the required power to the lifts (and other station systems) from a pad mount transformer
- provision of one kiss and ride area on Goodsell Street and two on Lord Street
- regrading of the footpaths and landscaping work at the station entrances from Lord Street, King Street and Goodsell Street
- provision of up to six (6) addition bike hoops at Railway Lane and Lord Street

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- improvements to customer information and communications systems including wayfinding modifications, public address (PA) system modifications and new hearing induction loops as required
- platform regrading and the installation of new Tactile Ground Surface Indicators (TGSi) along the platforms
- improvements to station lighting and CCTV to improve safety and security
- landscaping work and the potential removal of up to five trees
- electrical upgrades and service relocations and/or adjustments to accommodate the new infrastructure, including replacement of an existing transformer.

Note: Concourse building is also known as the 'overhead booking office'.

Figure 7.1 shows the general layout of key elements for the Proposal.

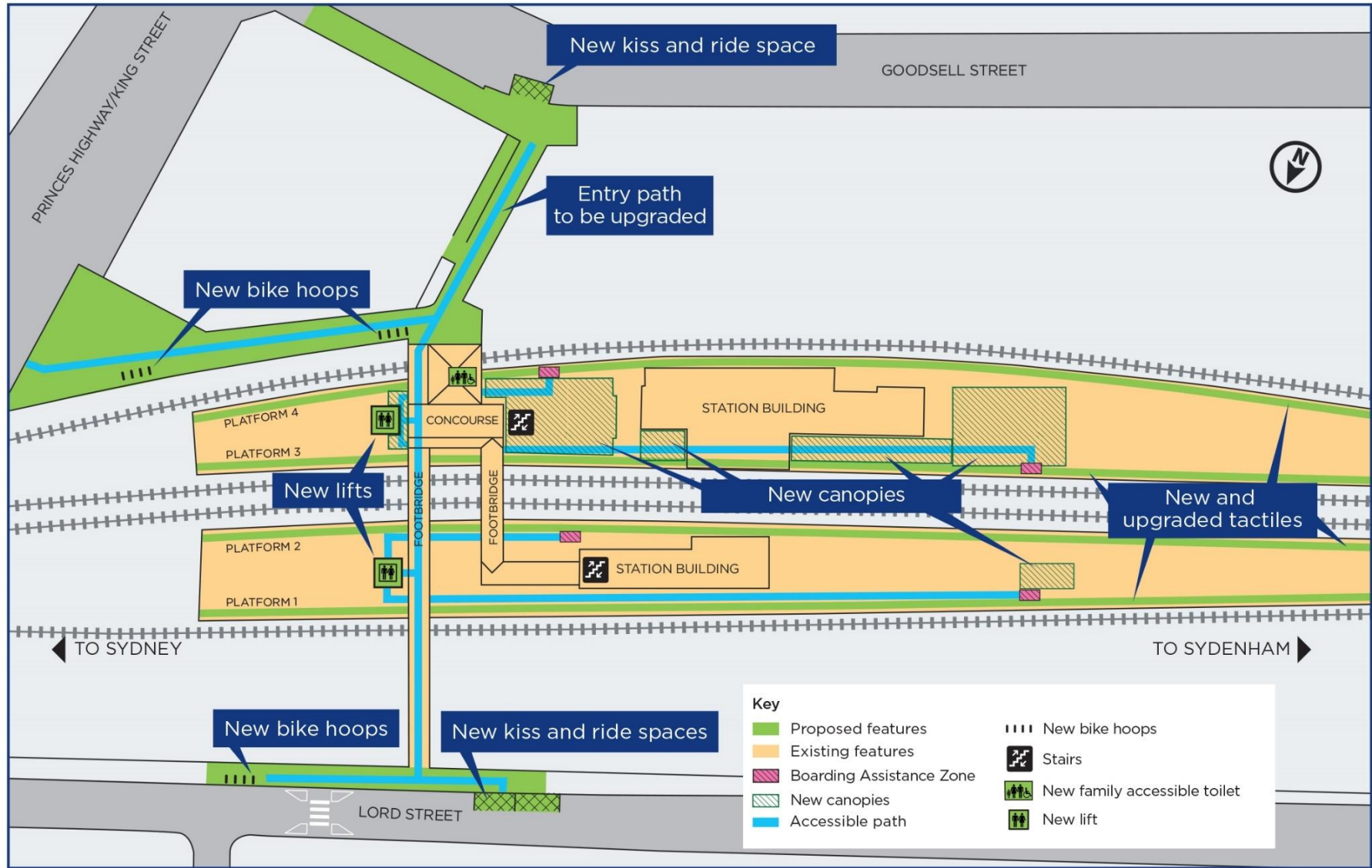


Figure 7.1 Key features of the Proposal (indicative only, subject to detailed design)

7.3 Scope of work

7.3.1 Station upgrade

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

- construction and installation of two new lifts and lift canopies on the eastern side of Platform 1/2 and Platform 3/4 connecting to the existing eastern footbridge
- modifications to existing footbridge safety screens at new lift interface locations
- installation of new canopies and anti-throw screens to stairs on Platform 3/4
- installation of new stand-alone glazed canopies surrounding the existing platform building on Platform 3/4 for weather protection
- installation of a new continuous canopy at the western end of Platform 3/4 for weather protection
- installation of a new stand-alone canopy at the western end of Platform 1 for weather protection at BAZ
- removal of the retail kiosk on the concourse level to accommodate the lift to Platform 3/4
- improvements to customer information and communications systems, including wayfinding modifications, PA system upgrades, new hearing induction loops within the station platforms as required
- adjustment to station ticketing facilities, including new / adjusted Opal card readers
- improvements to station lighting and CCTV to increase safety and security
- upgrade work, including regrading along the platform, replacements of TGSi and the installation of new directional TGSi
- services relocation and/or adjustments, including lighting and communications systems (e.g. CCTV), stormwater drainage, retaining walls, and overhead wiring
- station power supply upgrade works, which includes an upgrade to the existing 75kVA transformer, and earthing/bonding provisions (specific power requirements to be determined during detailed design).

7.3.2 Station building modifications

Modifications to the station building would include:

- reconfiguration of the existing concourse building to accommodate a new family accessible toilet, new IMBS and existing station systems. This would include:
 - extension of the northern outer wall of existing concourse building to accommodate the new family accessible toilet
 - conversion of the existing unisex toilet into a family accessible toilet
 - installation of new compliant fittings, such as a toilet, change table, basin and handrails
 - installation of new services connections (electrical, and mechanical services)
 - adjustments to doorways and access provisions.

7.3.3 Interchange facilities

Modifications to the interchange facilities would include:

- regrading of access paths on the southern side of the station to provide an accessible path of travel from Goodsell Street and King Street to St Peters Station and Lord Street
- addition of a kiss and ride area on Goodsell Street adjacent to the existing pedestrian access from Goodsell Street to St Peters Station. Works may include kerb / footpath adjustments or installation of a mountable kerb, and signage and line marking modifications

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- a new interchange zone in Lord Street to provide two kiss and ride areas and a repainted pedestrian crossing. Works may include kerb / footpath adjustments or installation of a mountable kerb, and signage and line marking modifications.

7.3.4 Ancillary work

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

- regrading and resurfacing of localised areas on the platforms to provide accessible paths of travel between the lift and boarding assistance zones
- 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
- 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
 - replacement of the existing transformer with a new padmount transformer, earthing and bonding of electrical equipment and new or modified structures.
- adjustment to station furniture, rubbish bins, and upgrade or the removal of existing Telstra payphones
- new/upgraded wayfinding signage and other station signage
- temporary site compounds for storage of materials and equipment
- temporary work (where required) during construction in order to maintain existing pedestrian 'level of service', such as access provisions and ramps.
- landscaping work at the southern station entrance from King Street and adjustments to wayfinding signage
- vegetation trimming to facilitate construction access.

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. Materials selection should also consider sustainability aspects, including consideration of supply chain and sourcing materials locally where possible, prioritising the use of reused and recycled materials where practicable, and investigating use of materials that have environmental labels.

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

- lower lift shafts – steel frame and solid panel
- upper lift shafts – steel frame with glazed infill panels
- lift canopies – metal roof
- platform building canopy connection – steel frame with glazed canopy
- platform stairs – concrete with mesh anti throw screens and canopy

- platform canopies – steel frame with glazed and metal sheet roofing.

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, integrity and heritage status of existing structures needed to be considered during the development of the design – these structures included the platforms, station buildings, and the existing heritage footbridge.

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.

Sydney Metro requirements: the completed tunnels for Sydney Metro are located approximately 18 metres below Platform 1/2 at St Peters Station. Footing designs for lifts and canopies must be designed and constructed with consideration for the completed tunnel. Approval will be required from Sydney Metro Corridor Protection prior to the commencement of excavations within the first and second reserves of the tunnels.

Vegetation: St Peters Station is located within an urban environment with streetscapes adjacent to the station characterised by a diversity of native and exotic plant species. Landscaping is also evident in the rail corridor, which is heavily planted with species not locally endemic to the wider natural environment.

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

- Ausgrid feeders along Lord Street
- Inner West Council stormwater pits and pipes
- Jemena gas mains
- NBN Co cable trenches and pits
- Optus fibre
- Sydney Water sewer and water mains
- Telstra cable
- Transgrid cable tunnel along Goodsell Street.

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 on specified days.

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 will occur under the More Trains, More Services program. The More Trains, More Services program will 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 Platforms 3 and 4 to meet the objectives of the More Trains, More Services program.

7.4.2 Heritage considerations

GML Heritage provided iterative heritage input and advice to DesignInc regarding the TAP 3 project design for *St Peters Railway Station*.

GML has provided heritage input during design development to ensure that the upgrade of *St Peters Railway Station* responds to its heritage character and fabric and minimises adverse heritage impacts. Multiple design options were considered in collaboration with GML to improve the design relationship between the Proposal and the existing significant buildings and structures. A summary of this review is presented here with GML's full SDR heritage impact assessment memo included in Appendix A.

As part of this process, GML has provided design input in relation to heritage, including recommendations to:

- use steel framing for the lift shaft to respond to the character of the footbridge trestles
- use glazed canopies or areas open to sky at key interfaces with the platform building to open views to and from the building
- maintain views from ground level footbridge concourse to the platform building by using a high, open canopy design over the stairs.

These recommendations would better integrate the new accessibility upgrades with the heritage character and fabric of *St Peters Railway Station*.

GML recommended the following measures be implemented in the detailed design to mitigate potential heritage impacts:

- ensure canopy and canopy structural members are reduced in the size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform building
- 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
- avoid extensions to the overhead booking office structure onto the footbridge concourse to maintain historic, views over the platforms from the concourse as far as practicable
- new canopies should follow the rake of early/original awnings where in proximity to the platform building
- incorporate heritage interpretation into the design of May Lane and the footpath/Plaza to King Street.

Following this design advice, TfNSW reconsidered the design which generally sought to reduce the bulk and scale of the Proposal to come to a more sympathetic solution.

7.4.3 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)
- TfNSW 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.

7.4.4 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 St Peters 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 will be used to further develop the design and construction.

7.5 Construction activities

7.5.1 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 7.1. 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 7.1 Indicative construction staging for key activities

Stage	Activities
Site establishment and enabling work	<ul style="list-style-type: none"> • establish site compound (erect fencing, site offices, amenities and plant/material storage areas etc.) • remove required vegetation to allow for construction laydown area • relocate or upgrade services / utilities where required • install safety barriers and hoarding around the nominated work zones on the platform
Lifts	<ul style="list-style-type: none"> • demolish retail kiosk on concourse • remove safety screens along footbridge in lift locations • 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 • construct lift landing canopies

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Stage	Activities
	<ul style="list-style-type: none">• install new 200kVA transformer
Station entrance and interchange work	<ul style="list-style-type: none">• remove existing pavement at entrances to be regraded• install localised new paving on Lord Street• install new decorative paving and lighting on southern access way• install new signage for kiss and ride and taxi zones• install new signage and road markings for accessible parking spots• install new wayfinding signage
Platform work	<ul style="list-style-type: none">• re-grade / resurface platform in localised areas• platform finishing works (line markings, tactile indicators etc.)• removal of existing lighting and wayfinding• install new canopy footings, structures, lighting, CCTV and wayfinding
Station building work	<ul style="list-style-type: none">• demolish all internal walls of concourse building and relocate building services• install new main switchboard• construct all internal walls in new building configuration and install new building services• construct new northern outer wall of concourse building and convert existing unisex toilet into a family accessible toilet• building works and services / fit out for new staffroom basin• construction of cable containment and cable reticulation/connection from new transformer to main switchboard
Site demobilisation	<ul style="list-style-type: none">• cutover / commission digital PA / hearing induction loops / TGSI• test and commission CCTV cameras / station systems installation• test and commission new lifts / open to public• finishing works including fencing• site demobilisation

7.5.2 Plant and equipment

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

- 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

7.5.3 Earthworks

Excavations and earthworks would generally be required for the following:

- construction of crane platform within rail corridor adjacent to Platform 1
- construction of lift foundations, pits and shafts
- construction of kiss and ride areas
- localised platform regrading / resurfacing work

- other minor civil works including footings and foundations for structures, drainage / stormwater works, and trenching activities for service adjustments and relocations and drainage upgrade works.

Up to 250 cubic meters of excavated material would be reused onsite where possible or disposed of in accordance with relevant legislative and sustainability 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 and waste. An area for a construction compound has been proposed on the decommissioned northern platform (Figure 7.2). The area nominated for the compound is on land owned by Transport Asset Holding Entity (TAHE). 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 80 metres north of the station would be used for construction laydown, with gated access off Concord Street (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, but such relocation is unlikely to occur outside of the footprint of the assessed works area. In the event that works would be required outside of this footprint, further assessment would be undertaken. The appropriate utility providers would be consulted during the detailed design phase.

7.6 Operation and maintenance

The future operation and maintenance of the new station is subject to further discussions with Sydney Trains, Transport for NSW, Inner West Council and City of Sydney Council. Structures constructed under this Proposal would be maintained by Sydney Trains. However, it is expected that adjacent footpaths and landscape areas would continue to be maintained by Inner West Council and City of Sydney Council.



Figure 7.2 Location of proposed temporary compound and laydown areas

8 IMPACT ASSESSMENT

This section assesses the impact of the Proposal on the significance of *St Peters Railway Station*, as well as heritage items and heritage conservation areas in the immediate vicinity of the Proposal area. It summarises the development of the design, including the options assessment, and identifies the nature and degree of impact of the Proposal. Where the Proposal would adversely affect the significance of the station, it also identifies why the Proposal is the only viable solution.

The degree of impact is assessed according to the definitions in Table 8.1.

Table 8.1 Defining the degree of impact

Impact	Definition
Major adverse	The Proposal would have a severe, long term and irreversible impact on the item. This includes partial or complete demolition of the item or additions in the vicinity of the item that would impact the visual setting of the item.
Moderate adverse	The Proposal would have an adverse impact on the item. This includes removal of an important aspect of the setting or temporary removal of significant elements or fabric. This impact could be reduced through appropriate mitigation measures.
Minor adverse	The Proposal would have a minor adverse impact on the item. This may be the result of the action affecting only a minor element or part of the setting. This impact may be temporary or reversible.
Neutral	The Proposal would not have an impact on the significance of the item or a significant element.

8.1 Summary of heritage impact

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

- while the installation of lifts and canopies across the station would have an inevitable heritage impact, TfNSW has taken to ensure the Proposal respects the heritage significance of *St Peters Railway Station* as much as possible as per Sydney Trains (2016) *Canopies and shelters Design Guide for Heritage Stations*. The proposed design has been developed through an options assessment with extensive consultation with the design project Heritage Consultant (GML Heritage), who has recommended numerous design revisions of the proposed scheme to ensure that any heritage impact is minimised as much as possible. The outcome of the option assessment and design review is annexed to this report in Appendix A and Appendix B, with the following sympathetic aspects of the Proposal noted:
 - use steel framing for the lift shaft to respond to the character of the footbridge trestles
 - use glazed canopies or areas open to sky at key interfaces with the platform building to open views to and from the building
 - maintain views from ground level footbridge concourse to the platform building by using a high, open canopy design over the Platform 3/4 stairs.
- noting the proposed design has been developed to minimise heritage impacts and respond to the site, the detailed design should continue to be developed in consultation with a heritage architect. The design development should focus on further refining the detailing to ensure that physical and visual impact levels are maintained or reduced based on the current assessment. In particular, the detailed design should take into consideration the following:
 - recommendation measures advised by GML during the SDR phase to be implemented in the detailed design to mitigate potential heritage impacts, including:
 - ensure canopy and canopy structural members are reduced in the size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform building
 - 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

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- avoid extensions to the Over Head Booking Office (OHBO) structure beyond the original footprint of the OHBO onto the footbridge concourse to maintain historic views over the platforms from the concourse as far as practicable.
- new canopies should follow the rake of early/original awnings where in proximity to the platform building
- incorporate heritage interpretation into the design of May Lane and the footpath/Plaza to King Street
- where appropriate, the detailed design should also continue to draw on to existing and significant architectural references, such as the architectural detailing of the station building, or the footbridge
- 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
- modifications to the exterior of the overhead booking office should tie in with existing form and fabric to minimise visual impact
- 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 along the northern façade of the platform building should be placed in front of solid walls, and avoid obscuring architectural features such as windows and doors
- materials and finishes should be of a more neutral palette rather than high contrast to minimise visual impact.

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:

- the new lift shafts would introduce a new visual element to *St Peters Railway Station*, partially blocking views to the footbridge from Lord Street and within St Peters Station from the east. The cross-braced design of the lifts is sympathetic to the character and spacing of the trestles of the footbridge on that platform, improving its integration with the heritage overlay.
- the new stair canopy to Platform 3/4 would introduce a new visual element to the station but preserve the visual relationship between the concourse and the heritage platform building. New canopies along Platform 3/4 would introduce new visual elements to the platform and obscure views between the heritage platform building and the footbridge. This is partially mitigated by the glazed canopies to the ends of the platform building, their separation from the building, and the continuation of the pitch of the heritage building's awnings to those glazed canopies.

The following sympathetic solutions have been considered and discounted for the following reasons:

- **no action (i.e. 'do nothing' approach):** The Proposal is considered essential to meet DDA requirements and provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The Proposal aims to improve the access of the station for all sections of the community including people with a disability, carers with prams, older persons, children, students and commuters.

8.2 Impact assessment discussion

8.2.1 Station upgrade

8.2.1.1 Construction and installation of two new lifts

Lift access to the footbridge and platform is required in order to meet DDA requirements to provide an accessible path of travel. Two new lifts are proposed on the Sydney (eastern) side of Platform 1/2 and Platform 3/4 connecting to the existing footbridge. Canopies would connect the lift wells to the footbridge, requiring the replacement or installation of protective screens along the footbridge at the interface between the lift canopy and footbridge. Awnings either side of the lift well on Platform 3/4 would also be installed at platform level to provide covered access and egress.

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Construction and installation of lifts on Platform 1/2 and Platform 3/4 would require removal of sections of non-significant existing balustrade and protective barriers along the public footbridge on Platforms 1/2 and 3/4. The main haunched girder structure of the footbridge would not be physically impacted by the Proposal. The previous replacement of balustrades with protective barriers has already detracted from the significance of the footbridge. Removal of non-significant balustrades and protective barriers would not further detract from the heritage significance of the footbridge and would have a minor adverse impact.

Demolition of the existing kiosk at the Sydney (eastern) end of the overhead booking would be required for the installation of the lift to Platform 3/4. The kiosk is a modern addition to the booking hall and is not associated with the significance of the footbridge or station complex. Its removal would not detract from the significance of the footbridge or station complex and would have a minor adverse impact.

Lift construction would also require lift void pits to be excavated into each platform. Excavation on each platform would be within non-significant fill. This would have a minor adverse impact.

The lifts would align with existing stairs leading to the platforms from the passenger footbridge for visual symmetry and would connect to the public footbridge via a new concrete landing. The lift wells would be taller than the footbridge, however to reduce visual impact would be steel framed glass enclosures. The adjoining canopy connecting the lifts to the footbridge would align in height and pitch to the existing roofline of the booking hall. Perforated panel screens would be used on the sides of the canopies with metal sheet roofing to match both new and existing canopies across the station for aesthetic symmetry. The awnings to the lift door entry at platform level would be of metal and sloped to align with the adjacent footbridge structure for visual symmetry and reduce visual impact. The lift shafts would add a new built form to the historic setting, resulting in a moderate adverse visual impact.

The proposed lift installation would have a minor adverse physical impact and a moderate adverse visual impact.

8.2.1.2 Installation of new canopies

Canopies are proposed above the stairs leading to Platform 3/4, along the northern facade of the platform building facing Platform 3 and at the western end of Platform 3/4 and Platform 1. The canopies are to provide covered access and egress for passengers, particularly over the boarding assistance zone at either end of the platform. Stair upgrades to meet DDA requirements would also be undertaken.

The canopy over the stairs on Platform 3/4 is of an asymmetric design that contrasts with the heritage nature of the station, clearly defining new fabric from old, while its modulating design reduces its bulk. For consistency and aesthetic symmetry with other aspects of the Proposal, the canopy would be of metal sheet roofing. Side screens of anti-climb welded mesh are included for security reasons, whilst providing visibility and light. The awnings at platform level are angled to align geometrically with the haunched beams of the footbridge structure and are of matching design and materials to the awnings either side of the adjacent lift well for visual and aesthetic symmetry, as well as reducing visual impact.

The canopies along the northern façade of the platform building (Platform 3) are of glass, designed as a simple awning style of similar height and angle to the adjacent platform building awning. Set forward from the building, the canopy design tracks the edge of the station building to achieve heritage objectives rather than access compliance. The visual symmetry and clean, modern architecture clearly separates the new structure from the old and avoids impact to the heritage fabric. Glazing affords visibility of the heritage fabric and reduces visual impact to the station building and wider station complex.

The boarding assistance zone canopy at the western end of Platform 3/4 connects to the glazed canopy. It is of a shallow gable design of the same pitch as the glazed canopy for visual symmetry and is of metal sheet roofing for consistency and aesthetic symmetry with the other canopies proposed across the station. Its visual impact is reduced by standing away from the heritage platform building.

The boarding assistance zone canopy at the western end of Platform 1 is a small free standing awning of similar pitch, height and design to the other awnings proposed across the station and is of the same metal sheet roofing for consistency and aesthetic symmetry. It stands away from heritage structures and the existing canopies on Platform 1/2, and would have minimal visual impact.

Visual impact of the canopies has been considered and reduced through the deliberate omission of canopies along the east façade of the Platform 3/4 building, and by retaining, where possible, views from the footbridge to the platform building. Further, the large scale of the Platform 3/4 building and footbridge can cope with slightly larger canopy forms, especially when considering the character of the surrounding St

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Peters neighbourhood, which is a mixture of historic and modern architecture in response to changing social needs of the community.

The canopies are to be separate free standing structures and would not physically impact the stairs, footbridge or platform building. Minor impact to the platforms would be required for footings and stormwater drainage connections. New compliant handrails, stair treads and risers would have a minor adverse impact on the previously modified stairs of the footbridge. The canopies would add a new intrusive elements to the platforms, particularly Platform 3/4, where it would obscure views between the heritage platform building and the footbridge. This is partially mitigated by the glazed canopy sections and their separation from the platform building. Additionally, bulk and scale of the canopies has been reduced through various design reviews to provide a canopy design that is sympathetic to the heritage fabric. Design and material selections clearly separate new elements from old while limiting visual impact.

Overall, the proposed canopies and stair upgrades would have a minor adverse physical impact and a moderate adverse visual impact.

8.2.1.3 Customer information and communications systems and safety improvements

These include:

- wayfinding modifications, PA system modifications and new hearing induction loops as required
- adjustment to station ticketing facilities, including new Opal card readers
- improvements to station lighting and CCTV to increase safety and security.

Customer information and communications systems and safety improvements are consistent with the continued use of the station and would not adversely impact the heritage significance of *St Peters Railway Station*. Where modifications or impact to heritage fabric is required, these should be undertaken in a reversible manner.

It is understood that wayfinding signage would be in the standard wayfinding framing format for consistency across the Station and TfNSW train network. Services would be installed in accordance with Sydney Trains (2017) *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites*.

Overall, these proposed works would have neutral impact.

8.2.1.4 Regrading of platforms and installation of new directional TGSIs

The Proposal includes platform regrading, replacement and installation of tactile ground surface indicators (TGSIs) and yellow safety lines to accommodate accessible, safe paths of travel.

The platforms are brick faced with an asphalt surface. They have been modified numerous times over the years, including widening and lengthening in the early twentieth century.

The platform regrading would directly impact the platforms through grading and resurfacing. The platforms' existing asphalt surface would be excavated up to a depth of 150 millimetres prior to resurfacing. The archaeological potential of the Proposal area is moderate to high. Removal of platform surfaces in areas of archaeological potential may impact archaeological resources associated with:

- the demolished 1884 station building and subsequent 1914 station building on Platform 1/2
- the 1884 stairs which provided access to the station from Cooks River Road
- a footbridge at the eastern end of the station platforms as shown on plans dated 1902 and 1908, and on the plan with annotations dated 1913 and 1917.

Should the Proposal impact the above areas of archaeological sensitivity, the physical impact to potential archaeological resources would be minor to moderate adverse, dependent on the extent, condition and research potential of the archaeological resources uncovered.

However, shallow excavation of the modern asphalt surface only and avoiding the platforms' original brick facing and other heritage elements such as the platform building and footbridge during these works would significantly reduce any physical heritage impact. Further reduction of impact could be achieved through archaeological recording, and *in situ* retention, of any identified archaeological resources.

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Installation of TGSIs across the platforms and yellow safety lines to the full length of all platforms would be confined to the regraded asphalt surface and would not impact on the heritage significance.

All platform works would be carried out in accordance with the Sydney Trains (2015) *Heritage Platforms Conservation Management Strategy*.

Overall, these proposed platform works would have a minor to moderate adverse physical impact.

8.2.1.5 Services relocation and/or adjustments

The Proposal would also require the relocation of services for the installation of lifts and canopies. Where practicable, ground disturbance would be within existing trenches. However, where this is not possible, ground disturbance may be required within areas of archaeological potential associated with the former (1884, 1914) station buildings. The potential for archaeological resources associated with the former station buildings is moderate to high. If the Proposal intends to impact this area of archaeological sensitivity, the physical impact to potential archaeological resources would be minor to moderate adverse, dependent on the extent, condition and research potential of the archaeological resources uncovered.

Overall, these proposed service relocation works would have a minor to moderate adverse physical impact.

8.2.2 Modifications to station buildings

8.2.2.1 Installation of new family accessible toilet

A family accessible toilet is required in order to meet DDA requirements. Installation of the family accessible toilet in the overhead booking office would require the extension of the building footprint, demolition of two existing toilet cubicles and the rearrangement of walls, doorways and access provisions in the concourse area. New DDA compliant fittings and service connections would also be required. The overhead booking office has been heavily modified over the years and further modification is not considered to adversely impact its heritage significance. However, extension of the building area would have a minor visual impact on the sightlines, massing and flow of the footbridge and its concourse.

It should be noted that GML recommended to avoid extensions to the overhead booking office to ensure historic views over the platforms from the concourse/booking hall are maintained. While there would be a minor visual impact from the additional built form, the proposed extension to the overhead booking office would maintain sightlines of the stairs to Platform 3/4 and would have a minimal impact on views of the platforms from the concourse/booking hall or proposed adjacent lift. Therefore, the proposed extension of the overhead booking office is consistent with GML's recommendation.

The proposed family accessible toilet would have a minor adverse physical impact and a minor adverse visual impact.

8.2.2.2 Reconfiguration to accommodate a new IMBS and existing station systems

A new Installation Main Switchboard (IMBS) is required for continued use of the station in order to power the lifts and other station systems. Installation would require new electrical and mechanical services to be installed in the overhead booking office, as well the provision of fireproofing. Rearrangement of internal walls and doorways may also be required. The overhead booking office has been heavily modified over the years and further modification in order to maintain the future use of the station and overhead booking office area is not considered to adversely impact its heritage significance.

The proposed IMBS cupboard would have a neutral impact.

8.2.3 Interchange facilities

Proposed interchange facility works at Goodsell Street, King Street and Lord Street are required to provide an accessible path of travel to the station.

8.2.3.1 Goodsell Street and King Street

The existing station retaining wall and heritage light poles would be retained, however regrading of some sections of path would be required. New brick paving, seating, bicycle hoops, hand rails and plantings would be added, along with kiss and ride area at the end of Mary Lane on Goodsell Street.

The stone kerbs on Goodsell Street and those near the bin enclosure on Mary Lane may be impacted by the proposed works, however, heritage fabric associated with *St Peters Railway Station* would not be impacted. Re-landscaping the access path and providing additional interchange facilities enables continued use of the area and is in keeping with the historic nature of this pathway.

Overall, these proposed works would have a neutral impact.

8.2.3.2 Lord Street

The existing pedestrian crossing and planters are to be retained, while the bicycle hoops, footpath and rail corridor protection fence are to be replaced. New kiss and ride facilities will be added to the western side of the station entrance.

Replacement of the rail corridor fence will impact the fabric of the historic cutting retaining wall beneath through the removal of current fixings and the introduction of new fixings. Visually, upgrading interchange facilities at the Lord Street entrance will not adversely impact the significance of *St Peters Railway Station* or *St Peters Hotel* to the east on Lord Street.

Overall, the proposed works would have a minor adverse physical impact and a neutral visual impact.

8.2.4 Ancillary work

Ancillary works associated with the Proposal primarily relate to upgrades to utilities, power supply and station furniture and amenities, and are consistent with the continued use of the station. It is understood that these would be carried out in accordance with the Sydney Trains *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017), *Station Component Guide* (2017).

While heritage fabric may be partially impacted by ancillary works, significant heritage fabric would not be impacted.

Overall, ancillary work carried out in accordance with the requisite guidelines would have a neutral impact.

8.2.5 Ancillary facilities

The Proposal includes ancillary facilities within the SHR curtilage to accommodate an office, amenities, laydown and storage area for materials. The proposed location for the construction compound is an existing open lay down area at the western end of the station, north of the decommissioned northern platform. The eastern end of the decommissioned northern platform is proposed as a temporary lay down area. The Proposal also includes use of a cleared area within the rail corridor 80 metres north of the station for construction laydown. The location of the ancillary facilities is shown in Figure 7.2.

The ancillary facilities are temporary and while the construction compound is located within the SHR curtilage, the impact would be **neutral**. No ground disturbing activities are proposed at any ancillary facilities and there would be no impact to significant fabric.

8.2.6 Impact to adjacent heritage items and conservation areas

Adjacent heritage items and conservation areas would not be physically impacted by the Proposal. While certain aspects of the Proposal may be visible from surrounding heritage items, such as the lifts from *St Peters Hotel* (Marrickville LEP Item No. I159) and the *Former St Peters Theatre façade* (Sydney LEP Item No. I614), views to these heritage items would not be obstructed by the Proposal.

Views to and from the *Former Bedford Brickworks* (Sydney LEP Item No. I27) would not be adversely impacted by upgrading the King Street and Goodsell Street path area, nor would the adjacent *Goodsell*

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Estate Heritage Conservation Area (Marrickville LEP Item No. C16). The works would improve the visual appearance of the station pathway area and would not impede views to the adjacent heritage item and conservation area.

Upgrades to Lord Street would also improve the visual appearance of the northern station entrance without impacting views to or from the adjacent *St Peters Hotel* (Marrickville LEP Item No. I159) and *King Street and Enmore Road Heritage Conservation Area* (Marrickville LEP Item No. C2).

Views to and from the *King Street Heritage Conservation Area* (Sydney LEP Item No. C47) would not be impacted by the Proposal.

Overall, the Proposal would have a neutral physical and a minor adverse visual impact on adjacent heritage items and conservation areas.

8.3 Consistency with applicable heritage conservation strategies

8.3.1 Railway Overhead Booking Office Heritage Conservation Strategy 2014

The *Railway Overhead Booking Office Heritage Conservation Strategy* (2014) identifies the overhead booking office at St Peters Railway Station as being of poor integrity and representative value and incidental to the overall heritage significance of the station precinct, noting the booking office has been highly modified and likely rebuilt. With respect to the identified integrity of the booking office, the Proposal is consistent with the following conservation strategies:

- *Strategy 5: Consider sympathetic options for adaptive reuse*
- *Strategy 9: Make a record of existing fabric, operation and used before changes are made*
- *Strategy 10: Communicate the history and significance of early twentieth century overhead booking offices to user of station precincts through interpretive media.*

The Proposal will adaptively reuse the booking office for the provision of a family accessible toilet. Archival recording and preparation of a heritage interpretation plan are recommendations of this SOHI.

8.3.2 Railway Footbridge Heritage Conservation Strategy 2016

The *Railway Footbridges Heritage Conservation Strategy* (2016) identifies the footbridge at St Peters Railway Station as having high heritage significance. It identifies the following strategy 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.

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While the Proposal cannot avoid impact, with the addition of lifts 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 overhead booking office, the station platform and the platform building would be retained. The lift landings would be independent of the footbridge and would therefore, be reversible to a degree. The connections to the footbridge require minimal impact to significant fabric. The archival recording of the footbridge prior to the construction of the Proposal is a recommendation of this SOH.

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.*

8.4 Summary heritage impact statement

8.4.1 St Peters Railway Station (SHR No. 01250, SHI No. 4801153, Marrickville LEP Item No. I272)

The Proposal would have a minor adverse physical impact and a moderate adverse visual impact on the *St Peters Railway Station*. While the addition of lifts 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 materials that are both sympathetic and contrasting. Likewise, the placement of the family accessible toilet within the already heavily modified overhead booking office removes the need for an additional built form. The remaining elements of the Proposal respect the continued use of the station and are primarily undertaken in a reversible manner, with the exception of the potential impact to potential archaeological resources which, if present, could have minor to moderate adverse impact.

8.4.2 St Peters Hotel (Marrickville LEP Item No. I159)

The Proposal would have a neutral physical impact and a minor adverse visual impact on *St Peters Hotel*.

8.4.3 Former Bedford Brickworks group (Sydney LEP Item No. I127)

The Proposal would have a neutral impact on the *Former Bedford Brickworks group*.

8.4.4 Former St Peter's Theatre façade (Sydney LEP Item No. I614)

The Proposal would have a neutral physical impact and a minor adverse visual impact on *St Peters Theatre façade*.

8.4.5 King Street and Enmore Road Heritage Conservation Area (Marrickville LEP Item No. C2)

The Proposal would have a neutral impact on *King Street and Enmore Road Heritage Conservation Area*.

8.4.6 Goodsell Estate Heritage Conservation Area (Marrickville LEP Item No. C.16)

The Proposal would have a neutral impact on Goodsell Estate Heritage Conservation Area.

8.4.7 King Street Heritage Conservation Area (Sydney LEP Item No. C47)

The Proposal would have a neutral impact on *King Street Heritage Conservation Area*.

9 CONCLUSIONS AND RECOMMENDATIONS

RPS has reviewed the heritage significance of *St Peters Railway 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 will have an acceptable heritage impact subject to the recommendations of this SOHI.

The Proposal would have a minor adverse physical impact and a moderate adverse visual impact on *St Peters Railway Station*. While the addition of lifts 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 materials that are both sympathetic and contrasting. Likewise, the placement of the family accessible toilet within the already heavily modified overhead booking office removes the need for an additional built form or integrating them into the highly significant platform building. The remaining elements of the Proposal respect the continued use of the station and are primarily undertaken in a reversible manner.

The archaeological potential of the Proposal area is moderate to high, with the potential for archaeological resources associated with the following former station elements to be present:

- the 1884 station building and subsequent 1914 station building on the Sydney side (Platform 1 and 2)
- the 1884 stairs which provided access to the station from Cooks River Road
- a footbridge at the westernmost end of the station platforms as shown on plans dated 1902 and 1908, and on the plan with annotations dated 1913 and 1917.

If archaeological resources are present, the anticipated impact of the Proposal is minor to moderate adverse.

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:

- *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*.

Recommendation 1: Detailed design

Noting the proposed design has been developed to minimise heritage impacts and respond to the site, the detailed design should continue to be developed in consultation with a heritage architect. The design development should focus on further refining the detailing to ensure that physical and visual impact levels are maintained or reduced based on the current assessment. In particular, the detailed design should take into consideration the following:

- recommendation measures advised by GML during the SDR phase to be implemented in the detailed design to mitigate potential heritage impacts, including:
 - ensure canopy and canopy structural members are reduced in the size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform building
 - 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
 - avoid extensions to the Over Head Booking Office (OHBO) structure beyond the original footprint of the OHBO onto the footbridge concourse to maintain historic views over the platforms from the concourse as far as practicable
 - new canopies should follow the rake of early/original awnings where in proximity to the platform building

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- incorporate heritage interpretation into the design of May Lane and the footpath/Plaza to King Street
- where appropriate, the detailed design should also continue to draw on existing and significant architectural references, such as the architectural detailing of the station building, or the footbridge
- 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
- modifications to the exterior of the OHBO structure should tie in with existing form and fabric to minimise visual impact
- 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 along the northern façade of the platform building should be placed in front of solid walls, and avoid obscuring architectural features such as windows and doors
- materials and finishes should be of a more neutral palette rather than high contrast to minimise visual impact.

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

- a. works should be undertaken by suitably experienced tradespersons with experience in undertaking works on State Heritage items
- b. works within the project 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 fabric

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

- a. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the footbridge from accidental impact during construction, including installation of lifts, canopies, the family accessible toilet and stair upgrades
- b. measures, as determined in consultation with a suitably qualified heritage architect, should be put in place to protect significant fabric of the platform building from accidental impact during the construction including the installation of canopies, regrading of platforms and installation of utilities in the platform building
- c. 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 and potential archaeological resources. Where practicable, services should be installed within existing conduits to minimise the cumulative impact to significant fabric.

Recommendation 5: Archival recording

It is recommended that a photographic archival record of *St Peters Railway 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 *St Peters 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 design of May Lane and the footpath to King Street.

Recommendation 7: Management of archaeological potential

Though the potential for archaeological resources within the Proposal area is high, the archaeological resources are unlikely to hold research potential. If identified, it is recommended that any archaeological resources are recorded by a suitably qualified archaeologist in accordance with Heritage NSW standards including *How to Prepare Archival Records of Heritage Items* and *Photographic Recording of Heritage Items Using Film and Digital Capture*; however, no further archaeological management is required.

If archaeological resources not identified in the assessment of archaeological potential are identified, the Transport for NSW *Unexpected Finds Procedure* should be implemented.

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.

10 REFERENCES

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Appendix A Design options assessment

St Peters Station

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:

Proposed New Lifts

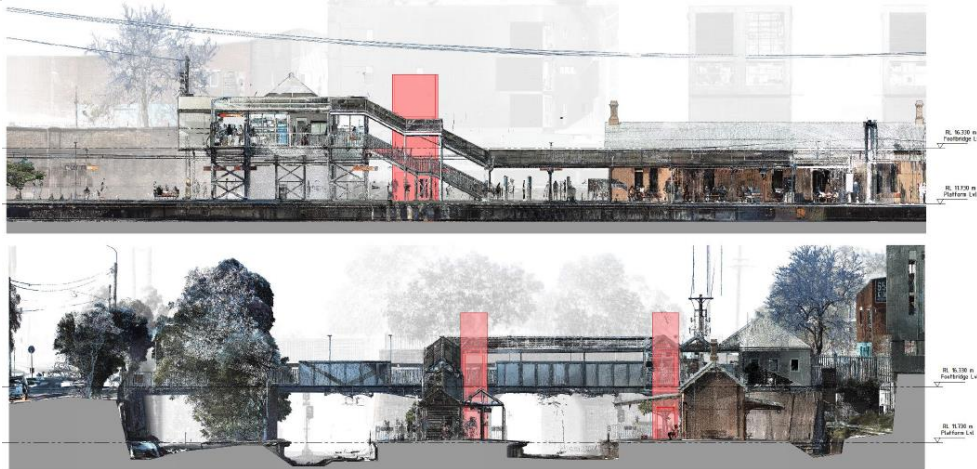
Lift Location Options	Heritage Discussion (GML)
<div><p><u>Option 1: New lifts to existing side of stairs</u></p><p>Key Issues & Constraints</p><ul style="list-style-type: none">Maintenance access to the trestles under the stairs have to be maintainedExisting columns are unsafe and not ideal for Lifts.Narrow space. Remove or change existing shops.Lifts on either side under the stairs. Heritage issues to be explored.Clearance from car park space. Clearance for a crossing for a DDA carpark space.Kiss and Ride is part of the Go Get Car space – One-way St</div>	<div><p><u>Option 1: New lifts to existing side of stairs</u></p><p>Placement of the lifts on the western side of the footbridge nearby the stairs was narrowly determined to be preferred option for the reference design at St Peters. From a heritage perspective, this placement was considered to preserve views to the significant 1914 Footbridge from Lord Street and King Street/Pacific Highway. Visual impacts of the placement were redirected to the western side of the station.</p><p>On inspection of St Peters Station, GML determined that modifications to the footbridge have detracted from the significance of this view. These modifications include the kiosk on the east of the footbridge, anti-throw screens, and new balustrading. Significant visual elements represented in this viewshed were the cross-braced supports and I-beams of the 1914 Footbridge.</p><p>In addition, it was determined that the visual relationship between the Footbridge Concourse and the highly intact Platform 3/4 building was significant as evidence of the spatial and visual arrangement of early station elements. The placement of the lifts on the western side of the footbridge was considered to interrupt views to the platform building from the Footbridge and from the top of the stairs of Platform 1/2. Views across the platforms to the significant steel trestle supports and I beams of the footbridge</p></div>

St Peters Station

- Existing Taxi Rank is council owned. New development to be built in 2019.

Opportunities:

- Major DSAPT access & Customer improvements
- Entrances to both lifts and stairs are close together
- Equitable access for both able bodied users with the stair access and customers requiring a lift access.
- Minimise the visual impact on the station, with the lifts being tucked next to the stairs.



were also determined to be impacted by placing the lifts on this side of the footbridge

In consideration of the visual impacts of Option 1, it was determined that placing the lifts on the eastern side of the footbridge would better preserve significant views within the station at the expense of previously impacted views from Lord Street and King Street/Pacific Highway. Placement on the east of the footbridge also allows the removal of the intrusive kiosk. This was considered to be a better heritage outcome overall.

St Peters Station

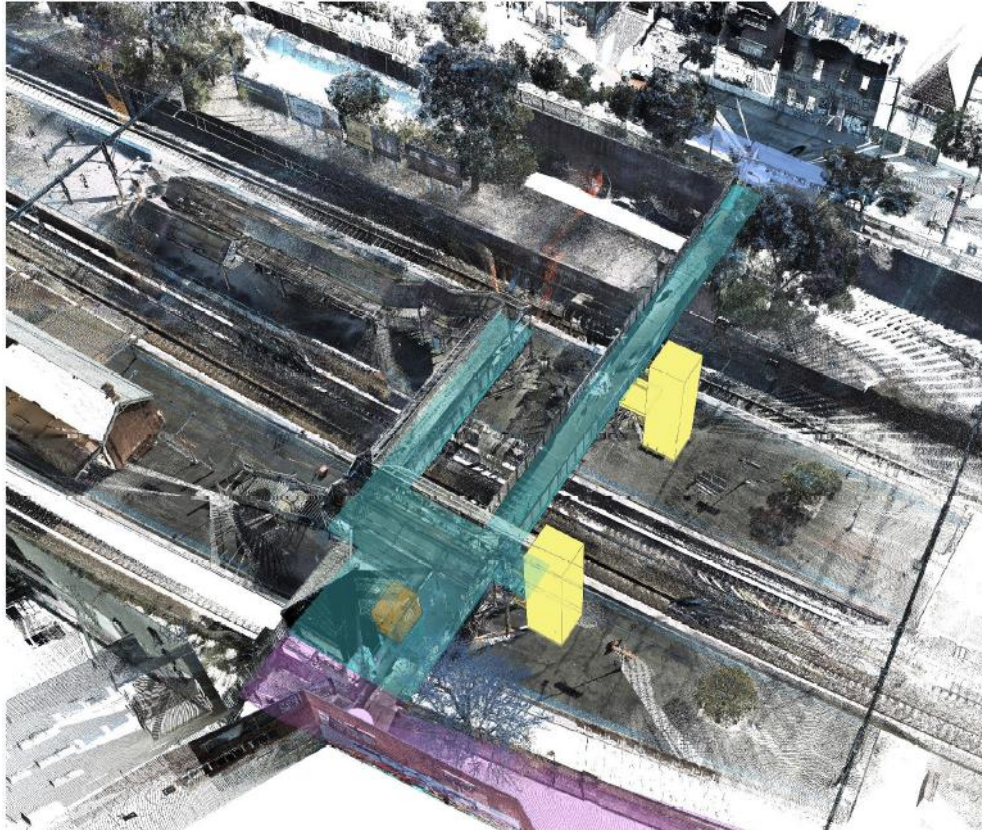
Option 2: New lifts to rear of existing stairs

Key Issues & Constraints:

- Maintenance access to the trestles under the stairs have to be maintained
- Existing columns are unsafe and not ideal for Lifts.
- Narrow space. Remove or change existing shops.
- Lifts on either side under the stairs. Heritage issues to be explored.
- Clearance from car park space. Clearance for a crossing to DDA carpark space.
- Kiss and Ride is part of the Go Get Car space – One-way street
- Existing Taxi Rank is council owned. New development to be built in 2019.

Opportunities:

- Major DSAPT access & Customer improvements
- Entrances to both lifts and stairs are close together



Option 2: New Lifts to Rear of existing stairs

In comparison to Option 1, this option was determined to better preserve significant views from within the station.

Placement of the lifts on the eastern side of the Footbridge retains views from the Footbridge Concourse to the Platform 3/4 building, enabling clearer views to its architectural features than would be possible if the lift were placed beside the stairs.

Views from the platforms to the steel trestle supports of the footbridge are another significant visual relationship that would be preserved by the addition of lifts on the eastern side of the platform. Placing them on this side would mean that views across the tracks from platform to platform would be mostly unaffected, as would oblique views to the trestles from further down the platforms. Only views from the lesser-used east ends of the platforms would be impacted by the lift shaft, though some oblique views would still be possible.

In addition, placement of the lift shafts on the eastern side of the footbridge would enable them to better integrate with the character of the station. On platform level the regular spacing of the steel trestle supports contributes to the aesthetic qualities of the station, emphasising the historic fabric of the footbridge. Placement of the lifts on the eastern side of the footbridge enables the continuation of this spacing. Combined with a sympathetic steel-frame design of the lift shafts (discussed below), this placement would mean the lift shafts are better integrated with the heritage character of the station.

Further, this option would achieve the removal of the intrusive mid-twentieth century kiosk from the platform. Replacement with a more sensitively designed lift shaft is considered to be a positive outcome compared to its retainment.

Placement of the lifts on the eastern side of the platforms would partially screen from views to the station group from Lord Street and King Street/Pacific Highway. As stated above, GML considers these views to have been impacted by previously modifications to the footbridge. The placement of the lifts on this side of the

St Peters Station

- Equitable access for both able bodied users with the stair access and customers requiring a lift access.
- Minimise the visual impact on the station, with the lifts being tucked next to the stairs



footbridge would further impact these views, but would better protect significant internal views as previously discussed.

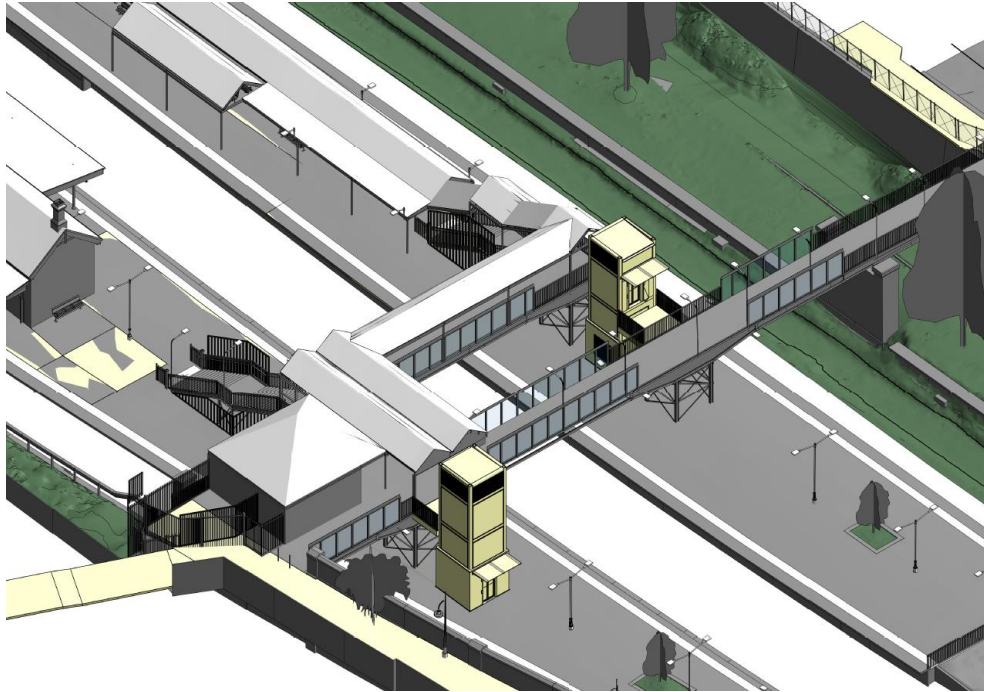
The direct impact of this proposal is considered to be the same as the previous option.

St Peters Station

Option 3: New Lift between footbridges

Description/Scope of Work:

- Retains Newsagent
- Future use of Heritage Building P3/4
- Retain existing footbridge
- 2 x new lifts
- Protection screens to stairs
- Platform regrading
- Staff WC room & new store Station Masters building at overpass footbridge
- Services (Power upgrades- two options) & Security upgrades
- Balustrade & Anti-throw screens
- DSAPT compliance works Include:
 - Ramping & regrading of footpath entries
 - Provide accessible waiting area
 - Designated Kiss & Ride area
 - Provide accessible car space next to K&R
 - Accessible path to ex. car park
 - Footpath regrading to/ from K&R, King St & existing Taxi rank
 - Fence to U/S stair – head height restriction



Option 3 New Lift between footbridge

Option 3 was considered to be partly better than the reference design (option 1), which had the lift shafts on the west of the footbridge beside the stairs, but was considered to be far less preferable than option 2.

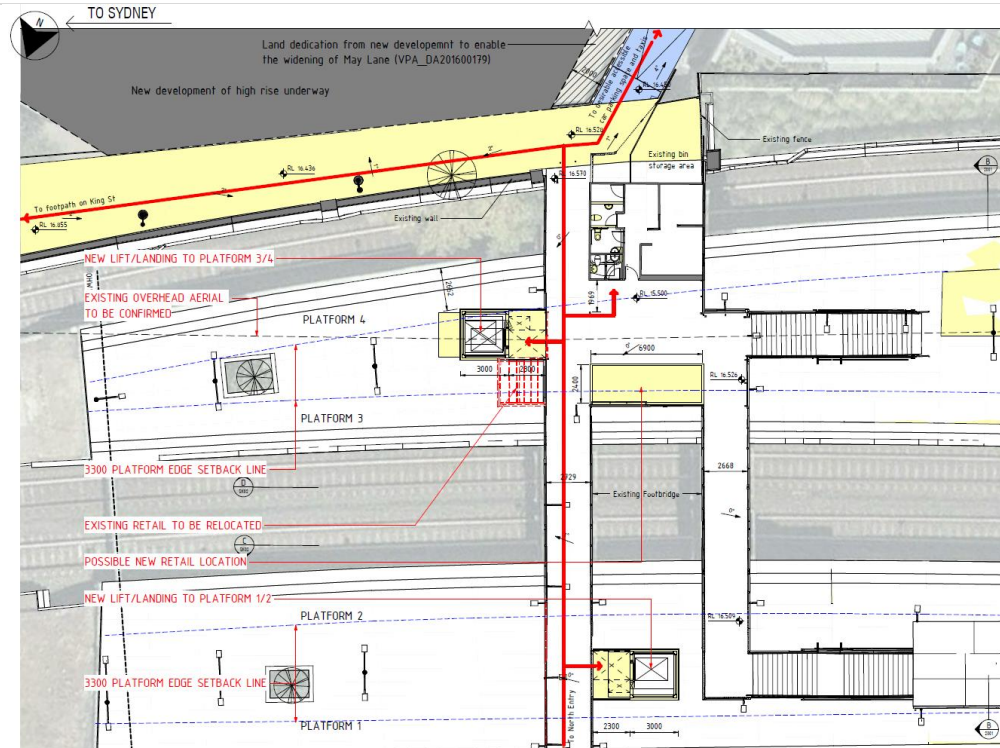
As discussed above with Option 2, locating the Platform 3/4 lift on the east side of the footbridge would enable it to respond to the regularly spaced trestle supports of the footbridge, better integrating it into the design. Views from Platform 1/2 and along Platform 3/4 would continue to allow an appreciation of the heritage footbridge structure.

Locating the Platform 1/2 lift between the footbridge was considered less preferable to locating it on the east, as it would interrupt the original spacing of the steel supports of the footbridge on this side. From a heritage perspective it is better to distinguish between the new works via via separation, which is better achieved by located the lift on the east of the platform. Importantly, doing so would have less of an impact on cross-platform views to the steel trestle supports of the footbridge.

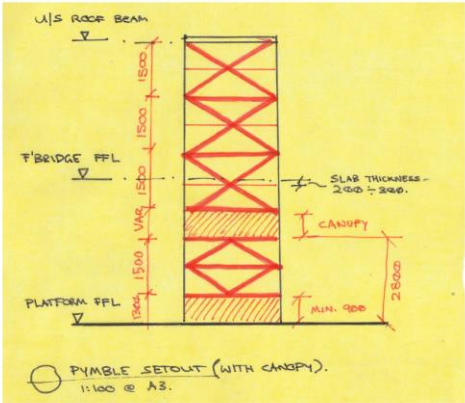
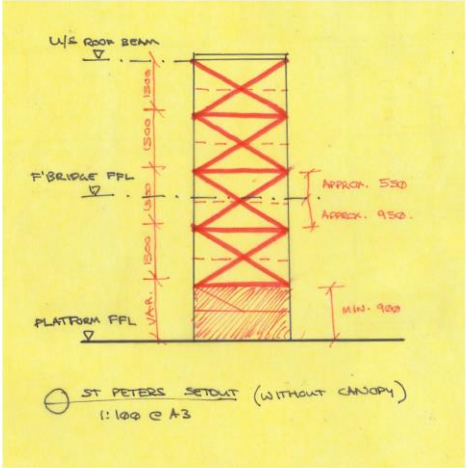
Relocating the kiosk as suggested in the drawings is considered an unacceptable heritage outcome, as it would require greater intervention into the heritage fabric. The proposed location of the kiosk would require the removal of original remnant balustrading and would result in the addition of a new intrusive structure to the footbridge. Accordingly, option 2 was considered to have the best heritage outcome for the station.

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Provide compliant FAT,
ambulant WC
Accessible waiting areas
under platform shelter



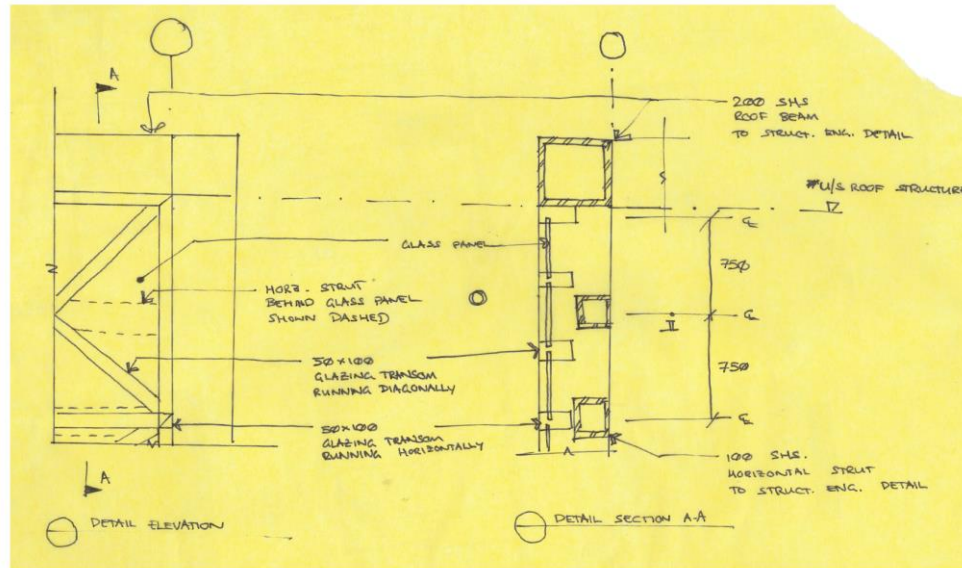
St Peters Station

Lift Glazing/Structural Options	Heritage Discussion (GML)
<p><u>Lift Glazing/Structural Options:</u></p> <p>Several options were explored for the structural detailing of the glazing to the lifts.</p> <div data-bbox="439 349 902 753"></div> <div data-bbox="929 335 1393 804"></div>	<p><u>Lift Glazing/Structural Options:</u></p> <p>A crossed-braced, glazed lift shaft design was considered to be most appropriate design for St Peters station, as it responded to the steel trestle supports of the 1914 Footbridge. Through discussions with the design team, it was determined that the best way to achieve this from a constructability and maintenance perspective was to have external glazing with crossed mullions supported by crossed steel members to imitate the trestles.</p> <p>Consideration of a concrete or brick base was given, though these were determined to be inappropriate. A steel panel base with cross steel members was considered the better design option, as it would reflect the trestle structure for the entire height of the lift shaft while also meeting design requirements.</p>

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Option 1:

- Horizontal strut behind glass panel
- Glazed transoms running diagonally & horizontally



Option 1

Optioneering for the lift shaft design considered the constructability and maintenance of the cross-braced and glazing design. Consideration of a number of arrangements of the steel members and the glazing was made.

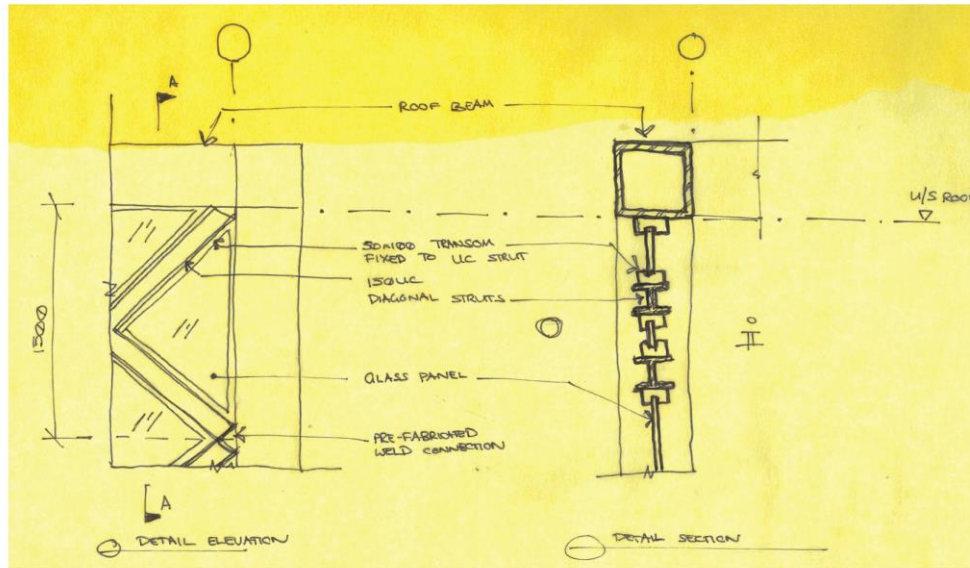
From a heritage perspective the main issue was regarding the thickness of the steel structure overall. GML recommended that this be minimised to better reflect the thin steel members of the 1914 Footbridge. Positioning of glazing was not considered an issue, as the members would be visible even if the glazing was external.

GML recommended that the structural and glazing systems be aligned as far as possible so as to avoid numerous layering of structural systems—for example a trabeated internal main frame within the outer diagonal frame. GML also recommended that a crossbraced structural frame be used with a simplified outer glass curtain wall.

St Peters Station

Option 2:

- UC diagonal struts
- Transoms holding glass panels



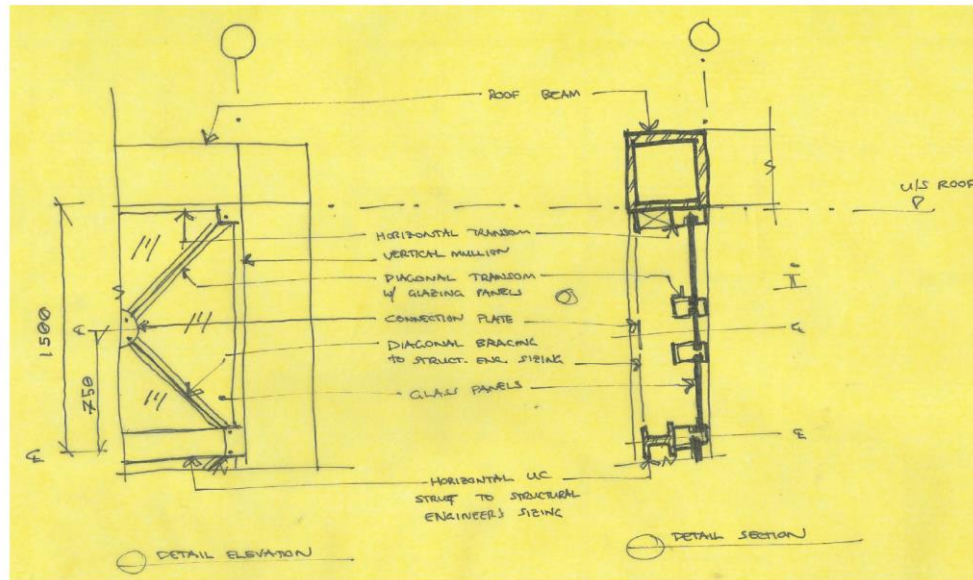
Option 2

See above

St Peters Station

Option 3:

- Horizontal UC running horizontally to base of window
- Diagonal transoms holding glass panel with vertical mullion
- Correction plate to centre of window



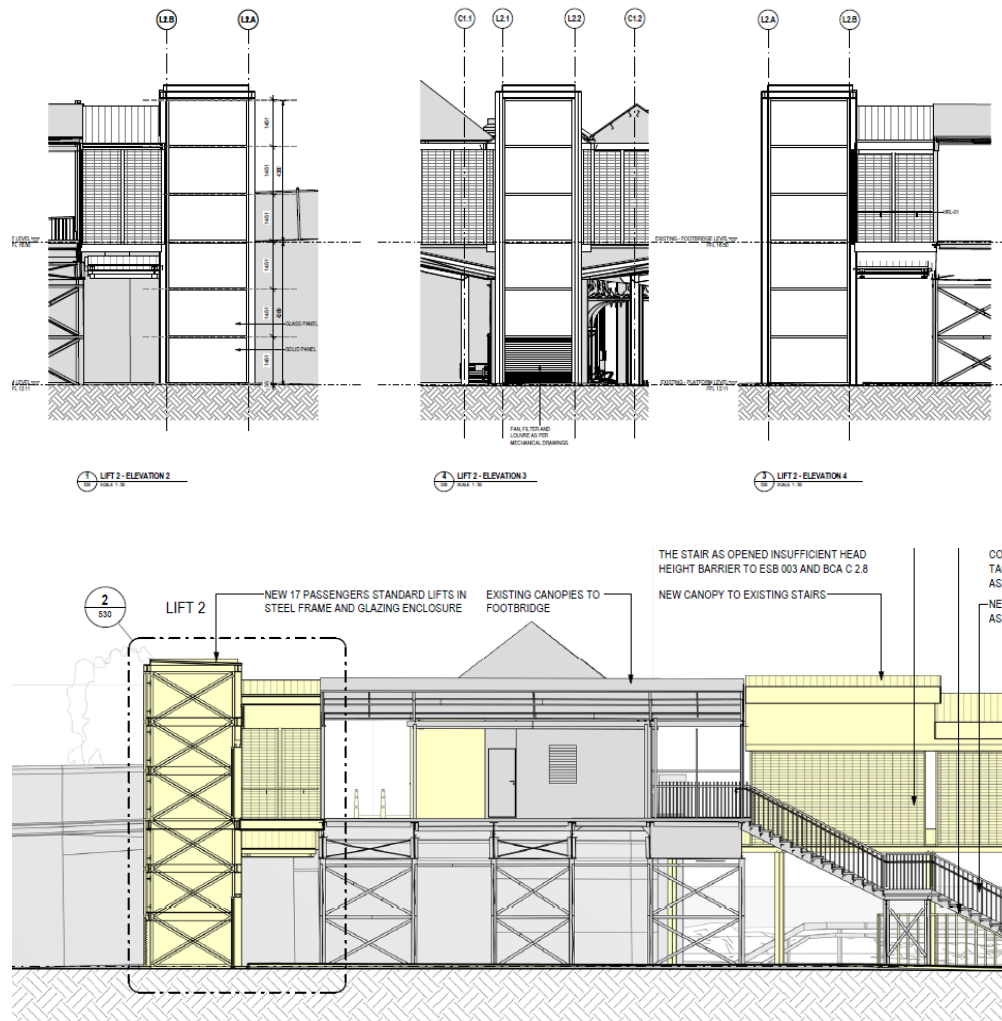
Option 3

See above

St Peters Station

Option 4:

- Platform 1/2 Lift steel and rectangular glazing with louvred & solid panel base
- Platform Lift 3/4 steel and glazing with steel cross-bracing to north elevation in reference to footbridge trestles



Review of the lift shaft design by TfNSW and the Design Review Panel resulted in a recommendation that the cross bracing be removed and a simpler steel and glazing design implemented. Issues raised with the cross-braced design were:

- The bracing was not structurally necessary.
- The design was visually complex.
- It would be difficult to achieve neatly positioned mullions during construction.
- Acutely angled glazing is at risk of cracking under heat.

In consideration of this feedback, a simplified glazed steel structure design has been implemented on the platform 1/2 lift shaft. The platform 3/4 lift shaft will retain the crossed steel members, as it will better integrate the lift shaft into the spacing of the footbridge's three trestles on this platform. GML considers this to be acceptable, noting that the thickness, weight and spacing of steel structural members in this new design will require refinement to match, as far as is practicable, to the footbridge.

St Peters Station

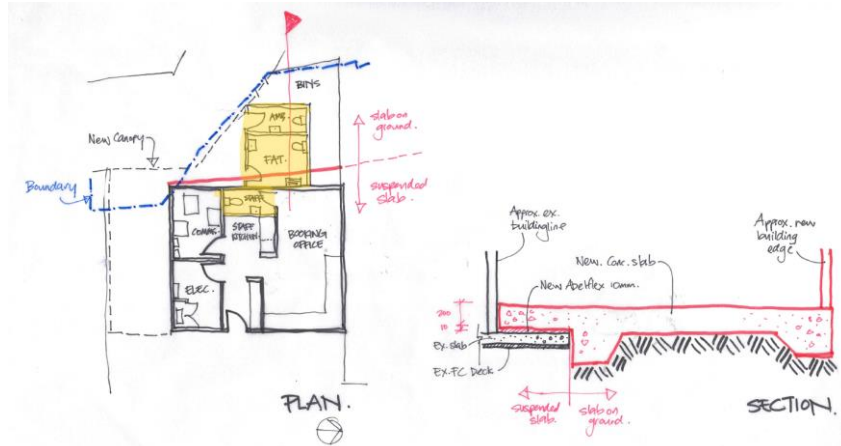
St Peters Station

Overhead Booking Office & Amenity Block

New amenities block location options

Option 1:

- The new F.A.T. & Ambulant toilets were proposed right next to the existing booking office, however there were issues with impacting the existing suspended slab structure, whilst still being able to maintain an accessible entry



Heritage Discussion (GML)

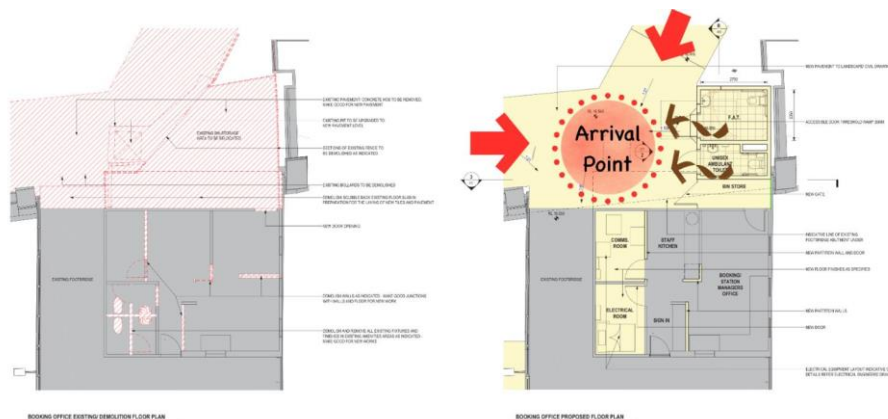
The St Peters OHBO has been heavily altered, now being considered of low significance. The main heritage constraints for the new amenities block in the OHBO relates to the footbridge concourse. GML advised that the concourse be maintained as open as possible and existing sightlines and views to significant elements such as the Platform 3/4 building be retained. Other works to the rear of the OHBO on May Lane had been considered acceptable, provided they have no impact to the footbridge or the station's brick retaining wall.

Option 1

Option 1 was considered inappropriate, as it would impact the the suspended slab structure of the OHBO on the footbridge.

Option 2:

- The new amenities building was then proposed further away from the existing building & suspended slab with the new F.A.T. and ambulant toilet opening out to the entry laneways to the station – not a very nice customer experience in relation to privacy.



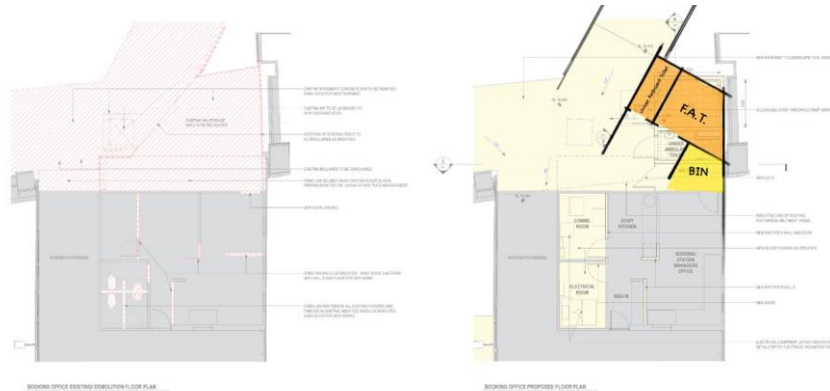
Option 2

Option 2 had been considered to have acceptable heritage impacts, as modification are limited to previously altered fabric of low significance. Significant views are uninterrupted by the design.

St Peters Station

Option 3:

- Utilising the existing diagonal May Lane entry line to the station, a new orientation for the new F.A.T & ambulant toilet is proposed which offers privacy, whilst is still safe from a CPTED point of view.

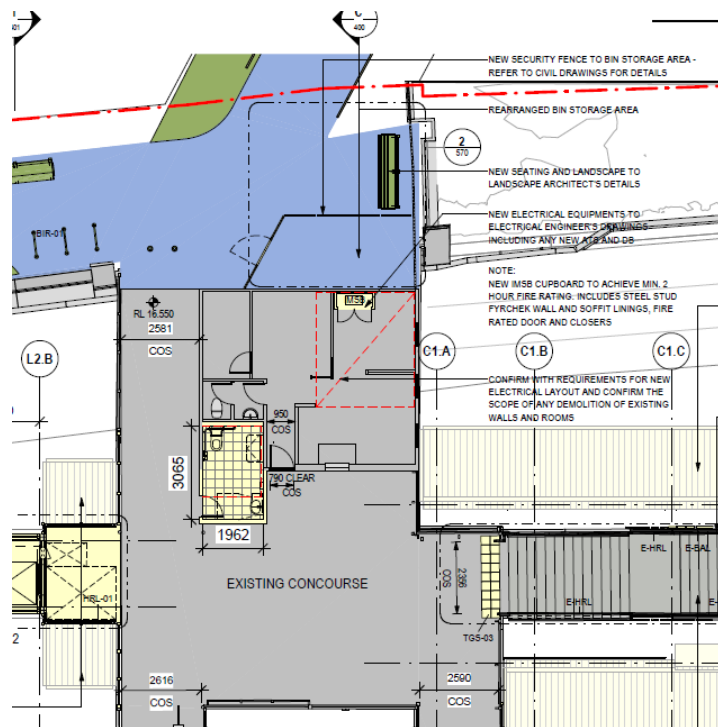


Option 3

Option 2 had been considered to have acceptable heritage impacts, as modification are limited to previously altered fabric of low significance. Significant views are uninterrupted by the design.

Option 4

- New annexe deleted
- Extension of the existing public toilet facilities of the OHBO into the Footbridge Concourse and provision of the new F.A.T in the extended room



Option 4

Modifications to the previously altered fabric of low significance of the OHBO is acceptable, as are modifications to the arrangement of the May Lane bin store.

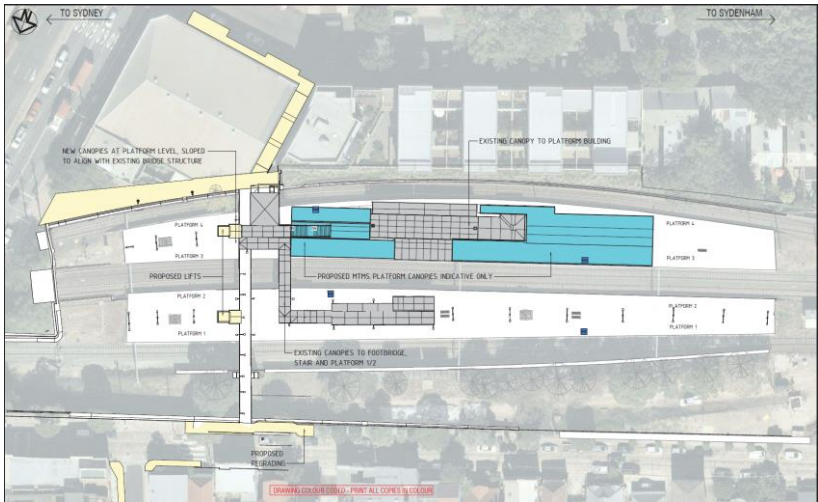

Extension of the OHBO further into the Footbridge concourse will have a greater impact than previous options, as it will modify the historic sightlines, massing and flow of this concourse. GML has previously recommended that the OHBO should not be extended into this area. However, the extension into the concourse allows the approach to the station from the south to be kept more open.

GML recommends that the FAT be accommodated within the existing footprint of the already altered OHBO to mitigate adverse heritage impacts on the open concourse.

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St Peters Station

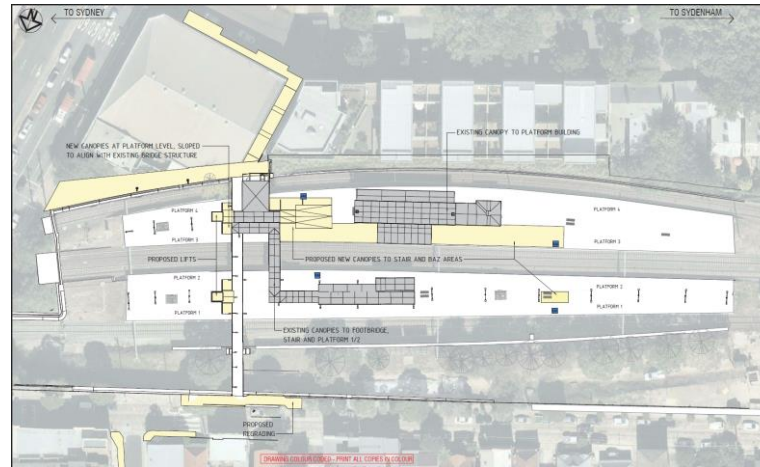
New canopies to Concourse, lift landings, stairs & platform

New canopy extent exploration		Heritage Discussion (GML)
<p>Analysis of the required canopies helped to determine the final required canopies to be provided as part of this project.</p> <p><u>MTMS Canopies:</u></p> <ul style="list-style-type: none">Shown in blue adjacent is an analysis of the required the MTMS canopies.	 <p>This aerial map shows the layout of St Peters Station with various platforms and concourses. The MTMS canopy extent is highlighted in blue, covering the central platform area and extending towards the concourse. Labels include 'TO SYDNEY', 'TO SYDNEYHAM', 'NEW CANOPIES AT PLATFORM LEVEL, SLOPED TO ALIGN WITH EXISTING BRIDGE STRUCTURE', 'EXISTING CANOPY TO PLATFORM BUILDING', 'PROPOSED LIFTS', 'PROPOSED MTMS PLATFORM CANOPIES INDICATIVE ONLY', 'EXISTING CANOPIES TO FOOTBRIDGE, STAIR AND PLATFORM 1/2', and 'PROPOSED RE-BRACING'. A red box at the bottom states 'DRAWING COULD BE USED - PRINT ALL COPIES IN COLOUR'.</p>	N/A
<p><u>DSAPT (TAP Project) only canopies:</u></p> <ul style="list-style-type: none">Shown in green adjacent is an analysis of the required DSAPT canopies.	 <p>This aerial map shows the same station layout as the previous one, but with the DSAPT canopy extent highlighted in green. The green area is more limited, focusing on the central platform and a portion of the concourse. Labels are identical to the previous map, including 'TO SYDNEY', 'TO SYDNEYHAM', 'NEW CANOPIES AT PLATFORM LEVEL, SLOPED TO ALIGN WITH EXISTING BRIDGE STRUCTURE', 'EXISTING CANOPY TO PLATFORM BUILDING', 'PROPOSED LIFTS', 'DSAPT REQUIRED CANOPIES', 'EXISTING CANOPIES TO FOOTBRIDGE, STAIR AND PLATFORM 1/2', and 'PROPOSED RE-BRACING'. A red box at the bottom states 'DRAWING COULD BE USED - PRINT ALL COPIES IN COLOUR'.</p>	N/A

St Peters Station

Rationalised canopies proposed to be provided for the project:

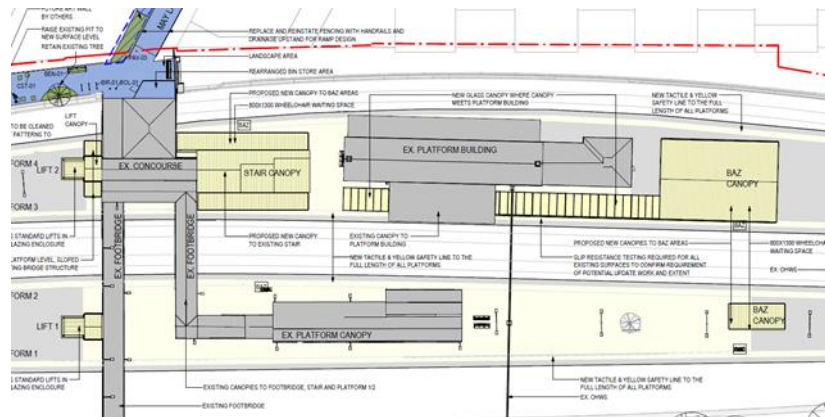
- Shown in yellow on the platform are the rationalized MTMS & DSAPT canopies proposed for the project.



N/A

Final Canopy arrangement

- Reduced total coverage along Platform 3/4



Any increase in the extent of canopies will have some adverse impact on the historic setting of the platform, the platform building and relationship with the bridge and concourse.

In general terms, heritage impacts of additional canopy cover can be mitigated by:

- Minimising their number and extent thereby keeping as much area as open to the sky as possible;
- Providing significant setbacks from the platform building so as to retain views to and from it;
- Following the rake of early/original awnings; and
- Using glazed roofing in close proximity to the platform buildings where canopy cover cannot be avoided.

See further discussion below.

St Peters Station

New canopy architectural design response options

Several Different Options were explored for the canopy architectural expression.

Option 1:

- Stair canopy following slope of stairs



Option 2:

- Stair canopy following slope of stairs for upper portion & a higher canopy for the lower portion of stairs.



Heritage Discussion (GML)

Option 1

Option 1 reflects the existing canopy design over the Platform 1/2 stairs. This was considered a poor heritage outcome as it would block views from the Footbridge Concourse to the highly significant Platform 3/4 Building.

The canopy design as it approached the Platform 3/4 building was considered to be unacceptable from a heritage standpoint, as it would obscure architectural features of the heritage building and require intervention into its fabric. GML recommended that interaction between the new canopies and the heritage platform building be minimised, with glazed canopies being used to enable views of the building from platform level and elsewhere.

Despite matching the rake of existing awnings being preferred, the reverse pitch of the other platform canopies was considered acceptable provided they were raked to the same pitch as the iron haunches of the 1914 Footbridge.

Option 2

This option represented an improvement to the previous design, partially opening view to the Platform 3/4 building and responding to its gabled roof form. This design was still considered to have an unacceptable impact to the view from the Footbridge Concourse to the heritage platform building, which would only be available further down the stairs. Views from farther along the footbridge would be maintained by this design, though obscured by the platform canopies.

The platform canopies of option 2 suffered from the same issues as the previous option and were again considered an adverse heritage impact. Separation of the canopies from the building and the use of glazing was reiterated as being necessary to minimise heritage impacts..

St Peters Station

Option 3:

- Entire stair canopy at a higher level.



Option 3

This option retained the open views from the Footbridge Concourse to the Platform 3/4 building, which was considered to be a positive heritage outcome compared to earlier iterations. However, it was determined that the pitched roof design of the canopy competed with the gable roof of the heritage platform building, drawing attention away from it.

Some glazed canopies and separation from the heritage building were explored during this time, though it was recommended that they be expanded to include all canopies interacting nearby with the heritage platform building.

Option 4:

- Entire stair canopy at a higher level, with a flat roof.



Option 4

Option 4 improved upon the previous option by distinguishing the new canopy from the pitched roof of the Platform 3/4 building. The flat roof also minimised the profile of the new canopy when viewed from along the footbridge or from Lord Street, providing emphasis to the heritage platform building from these vantage points. Though an improvement, the flat roof design was out of place in the Station, ultimately detracting from the legibility of the historic station layout by adding another disconnected layer of development.

This option also rationalised the platform canopies along the length of the platform to the BAZ and extended the coping to the platform edge. This better matched the design of the flat roof, but unnecessarily obscured the heritage platform building and its awning valances. Minimisation of the size of the canopies around the platform building was recommended, as were previous recommendations for the use of glazed canopies and separation from the heritage platform building.

St Peters Station

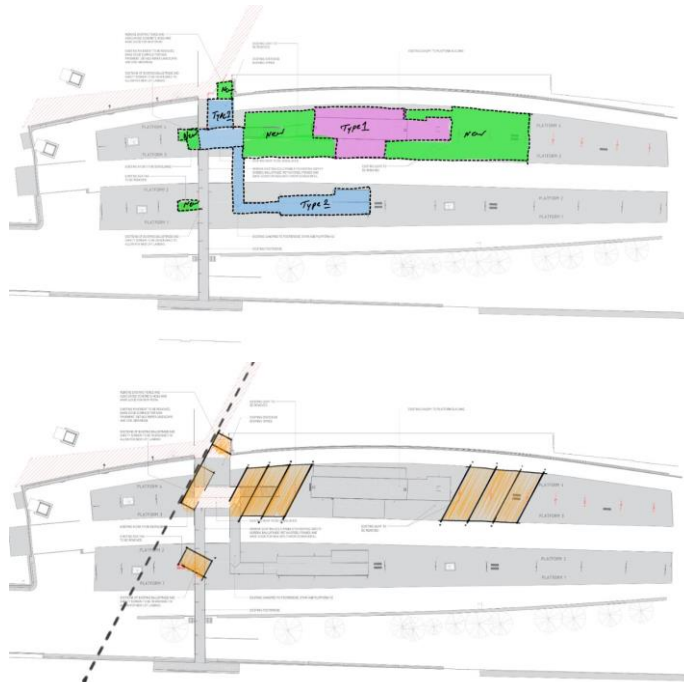
Option 5:

Analysis of existing roofs:

- Three types of similar roof canopy built in different time period
- Mixed and divided
- Patching a bit of roof canopy wherever there was a need
- Similar language but not consistence, and not enough contrast to distinguish them
- Using the same language of Heritage is not respecting and would not allow the Heritage building express itself
- In this scenario, the new canopy should have a totally different character as an ancillary actor to help the main actor play his role more expressive

The Design Response for the new roof canopies is to:

- Creating contrast to follow the discussed design approach
- Finding and Understanding the existing context language
- Translating that old style to contemporary language and bringing it to present, instead of being stuck in the past by imitating the past!



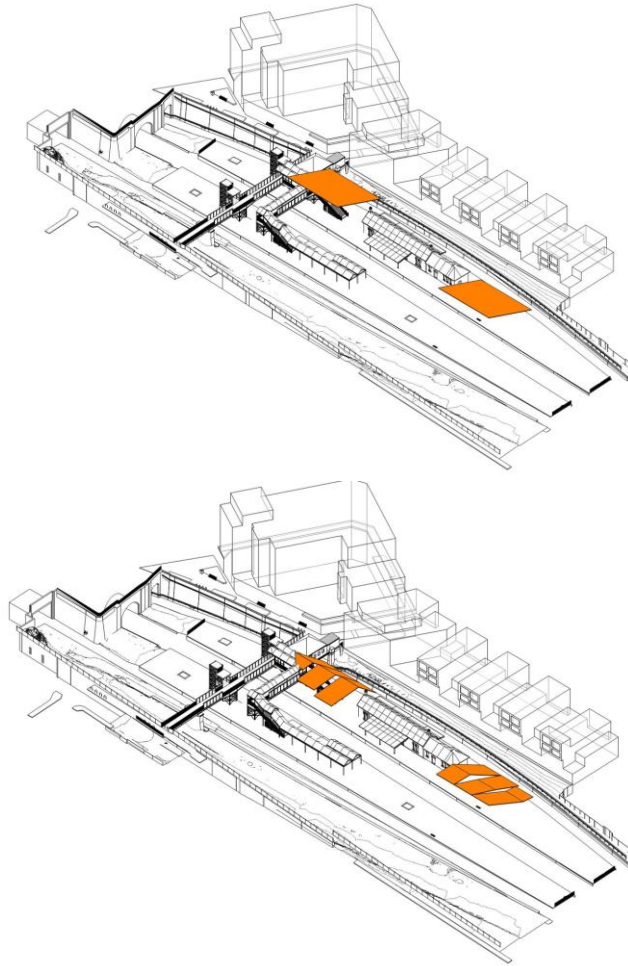
Option 5

The design which emerged from this stage of optioneering retains views from the Footbridge Concourse to the Platform 3/4 building and provides a modern, differentiated canopy which references layered historical roof/canopy structure of the station.

Further refinement of the country-end canopy by referencing the hipped roof of the the platform building on that end was recommended by GML.

Overall this design option was determined to respond to the heritage character of the station while preserving key sightlines to and from significant elements of the station.

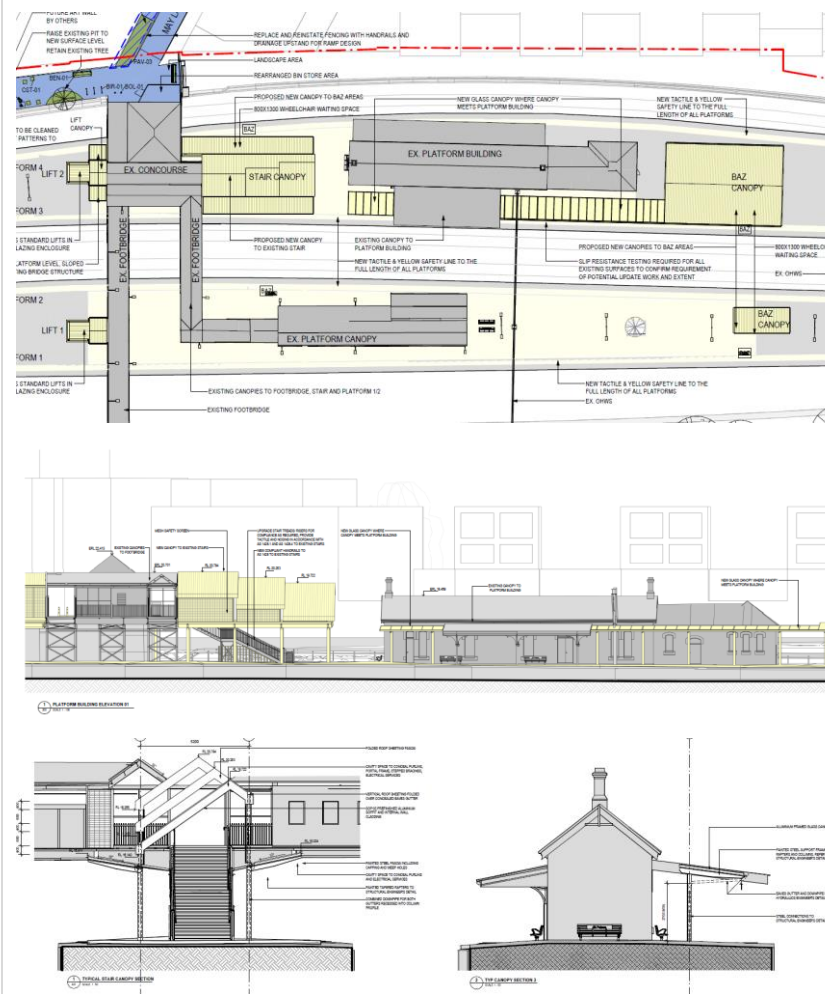
St Peters Station



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Option 6

- Reduction in total canopy cover to Platform 3/4
- Canopy to Platform 1/2 lift shaft removed.
- Country-end canopy of Platform 3/4 simplified low-pitch roof



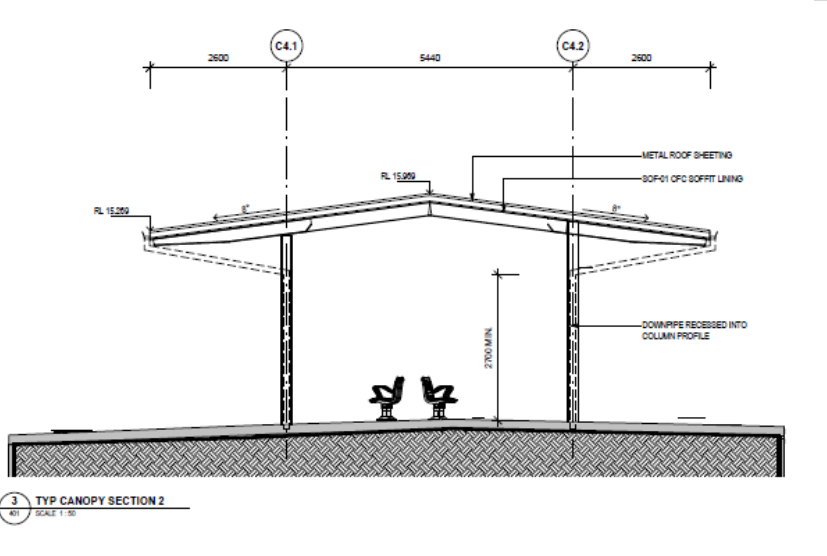
Option 6

Option 6 reduces the total amount of new canopy cover to be installed as part of the project, achieving a lesser visual impact than previous designs. Removal of the canopies between the Platform 3/4 stairs and the heritage platform building maintains open views from a number of view points which were previously to be covered. Removal of the canopy cover to the platform 1/2 lift shaft will also open views to the trestle structure of the footbridge from Lord Street. While the country-end canopy no longer references the hipped roof of the heritage platform building, its height has been reduced to retain the building's visual prominence..

Overall this design option achieves a better heritage outcome than previous options, especially because of the increased separation between new canopies and the heritage platform building.

Further refinement of the design is required as detailed design progresses to ensure the impact of the design is reduced as much as possible. Minimisation in size of structural members and roofing and the use of sympathetic materials for the platform canopies should be sought as a priority.

St Peters Station



Appendix B GML Heritage SDR memo

Memo

To:	Stephen Oliver, Senior Designer, DesignInc Nathan de Leeuw, Principal, DesignInc Cathryn DrewBredin, Director, DesignInc
From:	Patrick Atkinson, Heritage Consultant, and Don Wallace, Associate
Date:	9 December 2020
Our Ref:	20-0248so3 St Peters extract
Subject:	TAP 3 5 Stations—Erskineville, St Peters, Normanhurst, Thornleigh and Pymble—SDR Heritage Memo

Introduction and scope

This memorandum has been prepared as an updated heritage impact assessment overview for the TAP 3 5 Stations project for SDR submission. It follows on from the previous impact assessments provided by GML:

- IDC SDR impact assessment provided by GML on 29 October 2020 (20-0248so1).
- Draft SDR impact assessment provided by GML on 20 November 2020 (20-0248so2)

GML understands a separate Statement of Heritage Impact is being or will be prepared by others directly for Transport for NSW (TfNSW).

The TAP 3 5 Stations project is comprised of Erskineville, St Peters, Normanhurst, Thornleigh and Pymble Stations in Sydney and is aimed at ensuring these stations meet accessibility requirements. GML Heritage has been providing iterative heritage input and advice to DesignInc regarding the TAP 3 project designs for three of these stations: Erskineville, St Peters, and Pymble.

Of the 5 stations in the project, only Erskineville, St Peters, and Pymble stations have identified heritage significance (as outlined in the table below). No heritage input has been provided for Normanhurst and Thornleigh stations. Normanhurst Station has trees of heritage significance within the rail-corridor that require specialist arboricultural input, which is being managed separately. Thornleigh has no identified heritage values and requires no heritage input.

Table 1 Heritage listings of stations for this project

Station	Heritage Significance	Heritage Listings
St Peters	State	State Heritage Register (#01250) Marrickville Local Environmental Plan 2011(MLEP) State Rail Authority (SRA) s170 Register
Erskineville	Local	Sydney Local Environmental Plan 2012 (SLEP) SRA s170 Register
Pymble	S170	SRA s170 Register

This memo outlines the significance of these three stations, the current design for each station, what heritage inputs and advice have been provided, and provides an updated assessment of the project's heritage impact.

St Peters

Summary of heritage significance

St Peters Station is listed on the State Heritage Register as the 'St Peters Railway Station Group' (#01250). This listing encompasses the following elements of St Peters Station :

- Platform 3/4 Platform Building (1884)
- Island Platforms (1884)
- Brick Retaining Walls (1900)
- Footbridge (1914)
- King Street (Princes Highway) Overbridge (c1900)
- Overhead Booking Office and Shop (1914)
- Platform 1/2 Canopy (c1995)

The SHR listing provides the following statement of significance for St Peters:

This is a good example of a standard early third class building and forms part of a group of structures in the area that indicate the early history of the station. It also demonstrates adaptability with the original small 2 bay awning on one face and the later cantilevered awning to the rear or former street facade of the building. It is the last remnant at the site of the early period of railway development.

Brick retaining walls are a significant part of the heritage as the railway builders sought to locate lines in restricted space without resuming too much property.ⁱ

Elements of particular importance at St Peters are the Platform 3/4 Platform building, the brick retaining walls, brick overbridge, and steel footbridge. Together these elements demonstrate the early development the station, which was one of the first on the Illawarra line. The Platform building is notable because of its highly intact interior and exterior, which contributes to the station's significance for its rarity and representativeness. The footbridge is also notable as it was assessed as being of high heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The overhead booking office (OHBO) has been heavily modified and is now considered to be of little significance, despite being part of the early design.

St Peters Station is also listed on the Marrickville LEP 2011 as 'St Peters Railway Station Group, including interiors' and the SRA s170 Register as 'St Peters Railway Station Group'.

Heritage Setting

St Peters Station is situated between two heritage conservation areas (HCA)—The King Street and Enmore Road HCA (C2) to the north and the Goodsell Estate HCA (C16) to the south. To the station's east is the former brickworks group in Sydney Park, notable for its remnant brick chimney stacks and kilns.

St Peters Station has a small visual catchment as it is built within a cutting that is substantially lower than King Street/Princes Highway.

Heritage Inputs

GML has provided heritage input during design development to ensure that the upgrade of St Peters Station responds to its heritage character and fabric and minimises adverse heritage impacts. As part of this process, GML has provided design input in relation to heritage, including recommendations to:

- construct of new family accessible toilet (FAT) facilities away from the footbridge concourse to maintain historical massing, flow and sightlines;
- use steel framing for the lift shaft to respond to the character of the footbridge trestles;
- use glazed canopies or areas open to sky at key interfaces with the platform building to open views to and from the building; and
- maintain views from ground level footbridge concourse to the platform building by using a high, open canopy design over the stairs.

These recommendations will better integrate the new accessibility upgrades with the heritage character and fabric of St Peters Station.

Summary Assessment of Heritage Impact

Proposed Work	Heritage Impacts
<p><u>Lifts</u></p> <ul style="list-style-type: none"> • Construction of 2 new lifts between footbridge and platforms on the east side of the footbridge. • Lifts will be steel frame with glazed shafts. The Platform 3/4 lift shaft will have a cross-braced design in reference to the trestles of the heritage footbridge. • Lift landings at footbridge level will be self-supported from lift-shaft structure. • New canopies at platform level around Platform 3/4 lift shaft in line with footbridge level. Sloped to align with footbridge structure. 	<p>Construction of new lifts will require excavation of the non-significant fill of both island platforms, which will have a neutral impact. The steel structure of the footbridge will require some modification to provide access to the new self-supported walkways to the lifts, as well as balustrade modifications. This will have a minor direct impact.</p> <p>The new lift shafts will introduce a new visual element to St Peters Station, partially blocking views to the footbridge from the King Street and Lord Street and within St Peters Station from the east. The cross-braced design of the platform 3/4 lift is sympathetic to the character and spacing of the trestles of the footbridge on that platform, improving its integration with the heritage overlay. A simplified rectangular design is implemented on the platform 1/2 lift where this spacing does not exist.</p> <p>Both lift shafts will add a new intrusive element, having a moderate visual impact.</p> <p>These proposed works will have a minor direct and moderate visual heritage impact.</p>

<p><u>Footbridge</u></p> <ul style="list-style-type: none"> • Demolition of existing kiosk and sections of balustrade and safety screens. • Extension of canopy to platform 3/4 lift. • New compliant handrails, stair treads and risers. Installation of kerb rails to aide passive guidance. • Modifications to connect to new self-supported lift landings. 	<p>The removal of the kiosk addition to the footbridge is a neutral impact considering it will be replaced by a new lift shaft. Areas of removed balustrade and safety screens are non-original and their removal will have a neutral impact to the footbridge. New compliant handrails, stair treads and risers will affect the previously modified stairs of the footbridge, also being a neutral impact.</p> <p>Kerb rails to the walkways of the footbridge may require impacting original and early fabric, but the impact of this would only be minor. As would the modifications to accommodate the new lift landings. Extensions of the canopies to the lifts would have no heritage impact.</p> <p>Visual impacts will be minor and localised where the lift landings meet the footbridge.</p> <p>These proposed works will have a minor direct and minor visual heritage impact</p>
<p><u>Overhead Booking Office</u></p> <ul style="list-style-type: none"> • Extension of building into footbridge concourse to accommodate new FAT. Extension is limited in size to the footprint of the existing public toilet. • New IMSB cupboard to building interior. • Further internal modification pending electrical layout requirements. 	<p>The overhead booking office is significantly modified and has lost its intactness as a historical OHBO, now only being of low heritage significance.</p> <p>Extension of the OHBO will have a minor visual impact on the sightlines, massing and flow of the footbridge concourse and a minor impact to the footbridge itself.</p> <p>The new IMSB cupboard will have a neutral heritage impact.</p> <p>Further modifications of the interior of the OHBO will have a neutral heritage impact, considering the low significance of this element of the Station.</p> <p>These proposed works will have a minor direct and visual heritage impact</p>
<p><u>Canopies</u></p> <ul style="list-style-type: none"> • New triple-tier canopy design over platform 3/4 stairs to BAZ area. Self-supported by steel structural members over the footbridge stairs. • New canopies between the heritage platform building, and new BAZ on platform 3/4. • Glazed canopies where canopies approach the platform building, matching the pitch of the awning. Glazed canopies will have >500mm separation from the platform building, joining only at the awnings. • Country-end canopy with low pitched separate from heritage platform building. • Freestanding canopy to platform 1/2 	<p>Direct impacts will be minor, requiring work to non-significant fill of the platform and some possible connections to the footbridge and platform 3/4 building awning.</p> <p>Existing canopies over the footbridge concourse will be retained and a new independent canopy structure will be built over the platform 3/4 stairs. The new stair canopy will introduce a new visual element to the station but will preserve the visual relationship between the concourse and the heritage platform building. New canopies along Platform 3/4 will introduce new visual elements to the platform and obscure views between the heritage platform building and the footbridge. This is partially mitigated by the glazed canopies to the ends of the platform building, their separation from the building, and the continuation of the pitch of the heritage building's awnings to those glazed canopies.</p> <p>Overall, the canopies will have a moderate visual impact but will preserve key views.</p> <p>These proposed works will have a minor direct and moderate visual heritage impact</p>

<p><u>Platform Works</u></p> <ul style="list-style-type: none"> • Regrading of Platforms 1/2 and 3/4 • New tactile surfaces 	<p>Regrading and new tactile surfaces to the platforms is not expected to impact platform coping, only affecting the non-significant fill and surfaces. There is the potential for impacts to the fabric of the footbridge and heritage platform building, but this is likely to only be localised and negligible if care is taken.</p> <p>These proposed works will have a negligible direct heritage impact</p>
<p><u>Landscape and Public Domain</u></p> <ul style="list-style-type: none"> • Regrading and new kerbing to Lord Street • New landscaping and pedestrian amenities to May Lane and footpath/plaza to King Street. 	<p>Landscape and public domain works will be visually unobtrusive and located away from significant fabric.</p> <p>There is an opportunity for heritage interpretation to be included in the design of May Lane and the footpath/Plaza to King Street</p> <p>These proposed works will have a neutral heritage impact</p>

Recommendations

GML recommends the following measures be implemented in the detailed design to mitigate potential heritage impacts:

- Ensure canopy and canopy structural members are reduced in the size and are of a sympathetic design and materiality to the heritage footbridge and heritage platform building.
- 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.
- Avoid extensions to the OHBO structure onto the footbridge concourse to maintain historic, views over the platforms from the concourse as far as practicable.
- New canopies should follow the rake of early/original awnings where in proximity to the platform building. ;
- Incorporate heritage interpretation into the design of May Lane and the footpath/Plaza to King Street.

ⁱⁱ Heritage NSW 2020, 'St Peters Railway Station Group', Heritage NSW, Department of Premier and Cabinet. <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012222>