

# Transport Access Program: Stanmore Station

Statement of Heritage Impact

Report to Transport for NSW

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Artefact Heritage  
ABN 73 144 973 526  
Suite 56, Jones Bay Wharf  
26-32 Pirrama Road  
Pyrmont NSW 2009  
Australia

+61 2 9518 8411  
office@artefact.net.au

[artefact.net.au](http://artefact.net.au)

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<b>Author:</b>	Sarah-Jane Zammit, Duncan Jones, Elanor Pitt
<b>Project manager:</b>	Sarah-Jane Zammit
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## EXECUTIVE SUMMARY

### Project Background

Artefact Heritage Services Pty Ltd (Artefact Heritage) have been engaged by Transport for NSW (TfNSW) to prepare a Statement of Heritage Impact (SoHI) for the proposed upgrades to Stanmore Station as part of the Transport Access Program 3 (TAP 3). The proposal is part of the NSW Government TAP initiative which seeks to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. A key objective of the program is to ensure that all stations meet the legislative requirements under the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

The aim of this report is to identify the potential impacts to the Stanmore Railway Station Group and nearby heritage items which may be impacted by the proposed upgrade works associated with the TAP 3 program. The report also provides advice on appropriate heritage approval pathways and provides management recommendations for the proposal.

### Overview of findings

Stanmore Station is listed as a State Significant heritage item on the NSW State Heritage Register (SHR) as 'Stanmore Railway Station Group' (SHR # 01251), the Section 170 (s170) register for the Transport Asset Holding Entity (TAHE) (SHI # 4801097) and the *Marrickville Local Environmental Plan 2011* (Marrickville LEP 2011) (LEP # I248). The Station is also located in the vicinity of a number of Heritage Conservation Areas (HCAs) and heritage items listed on the Marrickville LEP 2011.

Overall, the proposed upgrades would result in a moderate direct and visual impact to the heritage significance of Stanmore Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant platform, platform buildings and subway. However, the works would improve the accessibility, usability and safety of the station, resulting in a positive outcome for all users of the station. The works would result in a minor impact to significant archaeological remains, 'relics' features or structures of local significance. The works would also result in an overall negligible visual impact to the adjacent HCAs and neutral to negligible visual impacts to the nearby heritage items listed on the Marrickville LEP 2011.

### Heritage approval pathway

This SoHI has been prepared in order to support a Review of Environmental Factors (REF) for the determination of the concept design of the proposed upgrade to Stanmore Station. The detailed design would be developed following determination approval, and any new works or significant changes may require further heritage assessment (and possible additional approval).

This SoHI will form part of a Section 60 (s60) application for the works to Heritage NSW, Department of Premier and Cabinet (HNSW) under the *Heritage Act 1977* (Heritage Act).

## Recommendations

### Recommendations for developing design

The following recommendations should be considered for incorporation into the development of the design in order to minimise the residual heritage impact of the proposed works at Stanmore Station:

#### Design and Materiality

- The works to the station should aim at ensuring the retention and enhancement of the cultural significance of the significant heritage elements, including the booking office, platforms, platform buildings, subway, retaining walls and perimeter walls.
- The design of the new lifts and canopies should be further developed in order to be as recessive, minimalist, visually permeable and sympathetic to the existing heritage character of Stanmore Station as possible, whilst being identifiable as new work. The materials, form and details of the lifts should not imitate the design and details of the significant elements. As proposed, the structures should be finished in a recessive colour.
- Ongoing detailed design of the platform canopies should aim to further refine the canopy detailing to respond to the existing awnings and minimise visual clutter.
- Careful detailing of the canopies at the intersection between historic building fabric (platform buildings, canopies and stair lantern) is required to minimise the impact of disjointed water egress and overflow from the new canopies – which could cause water ingress and damage to significant fabric.
- The paint colour for all proposed new steel work (on lifts and lanterns) should be changed to a mid-tone grey, such as ‘Dulux Naval Grey’ which would be more sympathetic to the existing heritage colour palette and would help the new structures be a recessive feature of the platforms.
- It is recommended that the c.1926 handrails along the staircases be retained beneath the new compliant handrails, rather than removed, as in situ evidence of early changes to the station.
- The brick perimeter wall on Platform 3 should be reconstructed to match the existing bonding pattern (English bonded), with a similar soldier coursed capping detail. However, on close inspection, this reconstructed wall should be identifiable as new work.
- The following options should be considered for the new section of low-height retaining wall and balustrading at the Douglas Street entrance:
  - The new low-height retaining wall should be finished in brick and the balustrade above should utilise a simple, permeable and recessive design. The retaining wall should reference the existing low-height retaining walls but should not replicate heritage detail.
  - Reuse the existing brickwork of the low-height walls at the entrance. Install a simple timber picket fence or steel fence that references the original design, but does not replicate heritage detail.



- The placement and design of new lighting and signage should aim to limit impact on fabric of heritage significance, views and the setting of the station, while still meeting the appropriate and statutory lighting and signage standards. The following principles should be followed:
  - New light poles should be installed symmetrically, in line with the existing light poles, and should be placed in areas where they do not obscure significant fabric.
  - New lights/lamps should not be fixed to or otherwise require the need for penetration of existing significant building fabric.
  - New signage should reuse existing poles and fixing points, wherever possible.
- Consideration should be made to removing the painted finish along the brick perimeter wall along the southern side of Platform 3. The process of removal should be guided by the nominated heritage consultant. If a protective finish is required, the colour and finish should be guided by the nominated heritage consultant, but a transparent, matte finish is preferred.
- The placement of benches, bins, machines and other elements along the platforms and footbridge should avoid obstructing views of architectural elements and should avoid installing fixing points to significant fabric. The following principles should be followed:
  - Only install new or replacement elements in front of a solid portion of wall or in an open space.
  - Locate new or reinstated elements at the central point between two dominant historical elements (such as windows, doors and columns), rather than to one side or in front of these elements.
  - Ensure that new elements are not fixed to significant fabric and are of a low height to avoid obscuring fabric.
- All conduit and services installation should aim to use existing penetrations and entry points to structures, where possible. Conduits, services and casings should not cover significant fabric or areas of detailing or introduce large structures or items in areas that obstruct significance fabric or significant view lines. The principles provided in *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) should be followed during detailed design in order to prevent cumulative impacts to fabric. The design solutions should be developed in consultation with TfNSW heritage advisors or appointed heritage advisory subcontractors. New services associated with access requirements should ideally be installed in areas where original services have already been upgraded or replaced.
- New or replacement surface mounted conduits should be painted to match the underlying fabric in order to minimise visual impacts. Where possible, conduit locations should be located to minimise impact to significant existing building fabric.
- A suitably qualified heritage consultant or heritage architect must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Stanmore Station.
- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage consultant who has been engaged for the proposed works for adverse heritage impacts. New or increased adverse

heritage impacts may require further approval from TfNSW and consultation with Sydney Trains as required.

### General recommendations

The following general recommendations should be followed in order to minimise the residual heritage impact of the proposed works at Stanmore Station:

#### Pre-Construction

- TfNSW must obtain the required statutory heritage and planning approvals prior to commencement of work. Works must be carried out in accordance with any conditions placed on these approvals and provide a report certifying compliance on completion of the works.
- All staff, including design professionals and tradespeople, involved in the proposed works must receive a heritage induction prior to the commencement of works. The heritage induction should cover the heritage significance of Stanmore Station, identification of significant fabric and the recommendations and mitigation methods included in this report.
- Protective hoarding or splash protection should be installed around significant features, such as the platform buildings, the cast iron columns, the brick-lined staircases, the subway walls, the subway ceiling and brick perimeter walls, prior to works in the vicinity of these features in order to protect them from physical damage and particles such as asphalt, paint, dirt, dust or mud.
- A Photographic Archival Recording (PAR) of Stanmore Station, its setting, context and significant views, must be prepared prior to the commencement of works and following completion of works. This recording must be in accordance with the NSW Heritage Division publication *Photographic Recording of Heritage Items using Film or Digital Capture* (2006). The digital copy of the archival record should be provided to Heritage NSW and TfNSW. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and existing uses of the rooms/buildings. Where possible, a laser scan, photogrammetric model and/or orthophotographs of the elements to be altered, such as the brick perimeter walls, should be considered for inclusion in the PAR. In the case of the brick perimeter walls, the photographs for the PAR and/or photogrammetric model should be taken prior to and after the removal of the existing paint finish on the walls in order to record their stratigraphy prior to demolition of a section of the wall.
- The Heritage Interpretation Strategy should be prepared for Stanmore Station in order to communicate the history and significance of the station to users, utilising a range of interpretative media. The strategy should consider a range of options of interpretation including but not limited to the retention of significant fabric in situ, reuse of salvaged materials, signage panels and graphic media.

#### During Construction

- All works should be undertaken by contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles. The work should be monitored by a suitably experienced heritage specialist.
- All works are to be undertaken in accordance with the principles and objectives of the *Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the *Burra Charter*), and where possible, works should be reversible.
- Where possible, new works should utilise existing fixing holes. For example, the new compliant handrails along the staircases should reuse the fixing holes from the existing twenty-first century handrails.
- Works resulting in the removal of existing fixings into significant fabric, such as the removal of the handrails along the brick walls of the staircases and the existing boarding assistance ramp along the southern elevation of the Platform 1/2 building, should include patch repairs using suitable materials. For the brickwork, patch repairs should be undertaken with non-cementitious lime mortar coloured to match the brickwork.
- Where the existing timber floorboards in the store room to the east of the main waiting room of the Platform 1/2 building are required to be covered in concrete/ a cement screed, install a protective layer along the surface of the floorboards prior to the installation of the concrete/cement screed in order to minimise direct impact to the significant fabric.
- Should the installation of the new handrail be unable to reuse the existing fixing holes, the new handrails where possible should not be fixed to the brickwork. Fixings should occur in the mortar joints where it can be easily repaired and reversed in future.
- Demolition of the Platform 3 brick perimeter wall and subway walls should be undertaken carefully using hand using hand tools (and not machine tools) in order to allow for salvage of the removed bricks. The bricks should be carefully recorded, catalogued and stored in a weather-proof, secure facility on site to allow for future reinstatement following completion of the lift shaft works. Removed bricks should follow the bond, to allow for the future reconstruction and keying into the existing wall. Avoid cutting bricks where possible.
- The removed portion of the Platform 3 brick perimeter wall should be reconstructed to match the existing bonding pattern (English bonded), with a similar soldier coursed capping detail and utilising a non-cementitious lime based mortar for the joints.
- The brickwork of the low-height retaining walls at the entrance to Douglas Street should be carefully removed by hand and salvaged. The bricks should be carefully recorded, catalogued and stored in a weather-proof, secure facility on site to allow for future reinstatement or reuse.
- A geotextile fabric, or similar, should be laid around the bases of the cast iron columns prior to the regrading where the asphalt will be higher than existing in order to protect the original significant fabric.
- As part of the proposal, condition inspections should be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.

- Should unexpected archaeological remains be found during excavation works, the TfNSW Unexpected Finds Policy should be followed. This may involve localised work stoppages, on-site assessment and further approvals from Heritage NSW prior to works recommencing.



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## 1.0 INTRODUCTION

### 1.1 Project background

Artefact Heritage Services Pty Ltd (Artefact Heritage) have been engaged by Transport for NSW (TfNSW) to prepare a Statement of Heritage Impact (SoHI) for the proposed upgrades to Stanmore Station as part of the TAP 3. The proposal is part of the NSW Government TAP initiative which seeks to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. A key objective of the program is to ensure that all stations meet the legislative requirements under the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

Stanmore Station is listed as a State Significant heritage item on the NSW SHR as 'Stanmore Railway Station Group' (SHR # 01251), the s170 TAHE register (SHI # 4801097) and the Marrickville LEP 2011 (LEP # I248). The Station is also located in the vicinity of a number of HCAs and heritage items listed on the Marrickville LEP 2011.

The aim of this report is to identify the potential impacts to the Stanmore Railway Station Group and nearby heritage items which may be impacted by the proposed upgrade works associated with the TAP 3 program. The report also provides advice on appropriate heritage approval pathways and provides management recommendations for the proposal.

### 1.2 Proposal summary

The Stanmore TAP project involves works to allow DDA compliance and provide accessibility upgrades for commuters at Stanmore Station. The key works involve the installation of lifts on Platform 1/2 and 3, regrading and resurfacing of the platforms, the installation of canopies over the accessible paths, upgrades to the stairs, provision of an accessible bathroom on Platform 1/2, provision of ramps, tree removal and station interchange upgrades.

### 1.3 Site location and description

Stanmore Station is located within the suburb of Stanmore in Sydney's Inner West Local Government Area (LGA), approximately 6 kilometres (km) from the Central Business District (CBD). Stanmore Station is bound by Douglas Street and Gordon Crescent to the north and Trafalgar Street to the south.

The site comprises an island platform (Platform 1/2) and one wayside platform (Platform 3), serviced by the T2 Inner West and Leppington line. The platforms are accessed through a pedestrian subway linking Douglas and Trafalgar Streets. Type 3 platform buildings are located on both platforms, and a former parcels and booking office is located to the west of the Douglas Street entrance.

The location of Stanmore Station is illustrated in Figure 1.



Figure 1. Location of the Stanmore Station subject site



## 1.4 Project methodology

The following SoHI has been prepared in accordance with the following guidance documents:

- *Assessing Heritage Significance*, NSW Heritage Office, 2001
- *Statements of Heritage Impact*, NSW Heritage Office and Department of Urban Affairs & Planning, 2002
- *The Burra Charter*, Australia ICOMOS, 2013.

A study area, or buffer, of 200m has been assumed in order to assess the visual impact to heritage items in the vicinity of Stanmore Station in this SoHI.

## 1.5 Project limitations

The following SoHI comprises a non-Aboriginal built heritage and archaeological assessment only. The consideration of Aboriginal archaeology is outside of the scope of this report.

## 1.6 Report authorship and acknowledgements

This report was prepared by Sarah-Jane Zammit (Senior Heritage Consultant) and Elanor Pitt (Heritage Consultant), and reviewed by Sandra Wallace (Managing Director), all of Artefact Heritage.

## 2.0 STATUTORY CONTEXT

### 2.1 Relevant legislation

#### 2.1.1 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects, and precincts identified as significant. Significance is based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items can be listed on the NSW SHR and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance. The Heritage Act also protects 'relics', which can include archaeological material, features and deposits.

Under the Heritage Act, all government agencies are required to identify, conserve, and manage heritage items in their ownership or control. Section 170 (s170) of the Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

The State Heritage Register (SHR) was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by Heritage NSW, and includes a diverse range of over 1,500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW. For works to an SHR item, a Section 60 application must be prepared for works that are not exempt under Section 57(2) of the Heritage Act.

The heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4(1) of the Heritage Act (as amended in 2009) defines a relic as:

---

*"...any deposit, artefact, object or material evidence that:*

*(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) is of State or local heritage significance"*

---

Section 139 to 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

---

*A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.*

---

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not within SHR curtilages, or under Section 60 for significant archaeological remains within SHR curtilages.

### 2.1.2 Conservation Management Plans and Strategies

Section 38A of the Heritage Act requires a Conservation Management Plan (CMP) to be prepared for an item listed on the State Heritage Register. A CMP should identify the state heritage significance of the item, set out policies and strategies for the retention of its significance and be prepared in accordance with the guidelines outlined by the Heritage Council. The preparation of CMPs are the responsibility of heritage asset owners or managers. A CMP specific to Stanmore Station has not been prepared.

A *Heritage Platforms Conservation Management Strategy* was prepared by Australian Museum Consulting for Sydney Trains in May 2015.<sup>1</sup> The Strategy outlines strategies and guidelines for the management and maintenance of heritage platforms which are maintained by Sydney Trains within the NSW railway network. The platforms at Stanmore Station, identified as a vertical brick convex island platform with brick corbelled coping and a vertical brick concave wayside platform with corbelled coping, form a small portion of the approximately 625 passenger platforms located at 254 heritage-listed railway stations across NSW. The relevant strategies which the proposed works have been assessed against are outlined in Section 7.7.

### 2.1.3 Environment Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land using planning and development consent process. The EP&A Act requires that environmental impacts be considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The proposed works are subject to assessment under Part 5 of the EP&A Act.

The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans (LEPs) and Development Control Plans (DCPs)) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

#### 2.1.3.1 Marrickville Local Environmental Plan 2011

The subject site falls within the boundaries of Inner West Council LGA and is subject to the *Marrickville Local Environmental Plan 2011* (LEP). Stanmore Station is listed on Schedule 5 of the LEP, as an item of local and state heritage (item no. I248).

Stanmore Station is not located in a Heritage Conservation Area (HCA), however is in close proximity to a number of heritage items and HCAs.

Heritage items identified on Schedule 5 of the LEP are managed in accordance with the provisions of Clause 5.10 Heritage Conservation. In accordance with the LEP, the objectives of Clause 5.10 are as follows:

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

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<sup>1</sup> Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

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

### **2.1.3.2 Marrickville Development Control Plan 2011**

The Marrickville Development Control Plan 2011 (DCP) has been developed in accordance with Section 74C of the EP&A Act and is to be read in conjunction with the *Marrickville LEP 2011*. The DCP is designed to supplement the LEP and provide more detailed provisions to guide development.

Guidelines for heritage conservation are outlined in Part 8 of the DCP.

Stanmore Station straddles the border between two Strategic Context Precincts as described by the DCP (Precincts 3 and 7). The controls are identified in Part 9.3 and 9.7 of the DCP.

### **2.1.4 State Environmental Planning Policy (Infrastructure) (ISEPP) 2007**

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of rail infrastructure facilities may be carried out by a public authority without consent on any land. The ISEPP overrides the controls included in the LEPs and DCPs and the agency is required to consult with the relevant local councils only when development 'is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area.'

When this is the case, the proponent must not carry out such development until it has, in accordance with ISEPP 2007 Part 2, Division 1, Clause 14(2):

- *had an assessment of the impacts prepared*
- *given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located*
- *taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.*

## **2.2 Heritage listings**

### **2.2.1 Statutory and non-statutory heritage listings**

Statutory registers provide legal protection for heritage items. In NSW, the Heritage Act and the EP&A Act provide for heritage listings. The SHR, the Section 170 (s170) Heritage & Conservation Registers and the environmental heritage schedules of the LEPs are statutory listings. Places on the World, National and Commonwealth Heritage Lists are protected under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Non-statutory listings, such as the National Trust Register (NTR) and the Register of the National Estate (RNE), provide information about sites of heritage significance but do not provide legal protection.

The relevant statutory and non-statutory heritage listings for Stanmore Station and within 200m of the site in the Table 1 below. The listing boundaries and curtilage boundaries are detailed in [Figure 2](#).

**Table 1. Statutory heritage listings for Stanmore Station and items in the vicinity**

Item	Address	Significance	Listing	Place ID (Item No.)	Distance from Subject site
<b>Stanmore Station</b>					
Stanmore Railway Station Group	Great Southern and Western Railway, Stanmore, NSW 2048	State	SHR	SHR # 01251	Within
Stanmore Railway Station group, including interiors	Douglas Street, Stanmore	State	Marrickville LEP 2011	LEP # I248	Within
Stanmore Railway Station Group	Trafalgar Street, Stanmore	State	TAHE s.170	4801097	Within
<b>Heritage Conservation Areas</b>					
Annandale Farm	Stanmore	Local	Marrickville LEP 2011	LEP # C6	Adjacent
Kingston West	Stanmore	Local	Marrickville LEP 2011	LEP # C7	10m
Kingston South	Stanmore	Local	Marrickville LEP 2011	LEP # C17	Adjacent
<b>Trafalgar Street/Cambridge Street</b>					
Stanmore Public School, including interiors	96 Cambridge Street, Stanmore	Local	Marrickville LEP 2011	LEP # I239	15m
Stanmore Public School	96 Cambridge Street, Stanmore	Local	Education s170	SHI # 5066038	15m
Stanmore Public School - Buildings B00B and B00C	96 Cambridge Street, Stanmore	Local	Education s170	SHI # 5065588	15m
Victorian villa—“Horaceville”, including interiors	129–133 Cambridge Street, Stanmore	Local	Marrickville LEP 2011	LEP # I240	Adjacent
Group of 4 Victorian villas, including interiors	223–229 Trafalgar Street, Stanmore	Local	Marrickville LEP 2011	LEP # I268	95m
<b>Gordon Crescent/Railway Avenue</b>					

Item	Address	Significance	Listing	Place ID (Item No.)	Distance from Subject site
Victorian villa - "Essington", including interiors	34 Gordon Crescent, Stanmore	Local	Marrickville LEP 2011	LEP # I250	100m
Victorian villa— "Dundoos", including interiors	50 Railway Avenue, Stanmore	Local	Marrickville LEP 2011	LEP # I262	10m
<b>Percival Road</b>					
Former bakery and ovens and shop facades, including interiors	118–124 Percival Road (part), Stanmore	Local	Marrickville LEP 2011	LEP # I259	45m
Salisbury Hotel, including interiors	118–120 Percival Road (corner Temple Street), Stanmore	Local	Marrickville LEP 2011	LEP # I258	60m
Two Victorian villas, including interiors	56 and 58 Douglas Street, Stanmore	Local	Marrickville LEP 2011	LEP # I249	85m



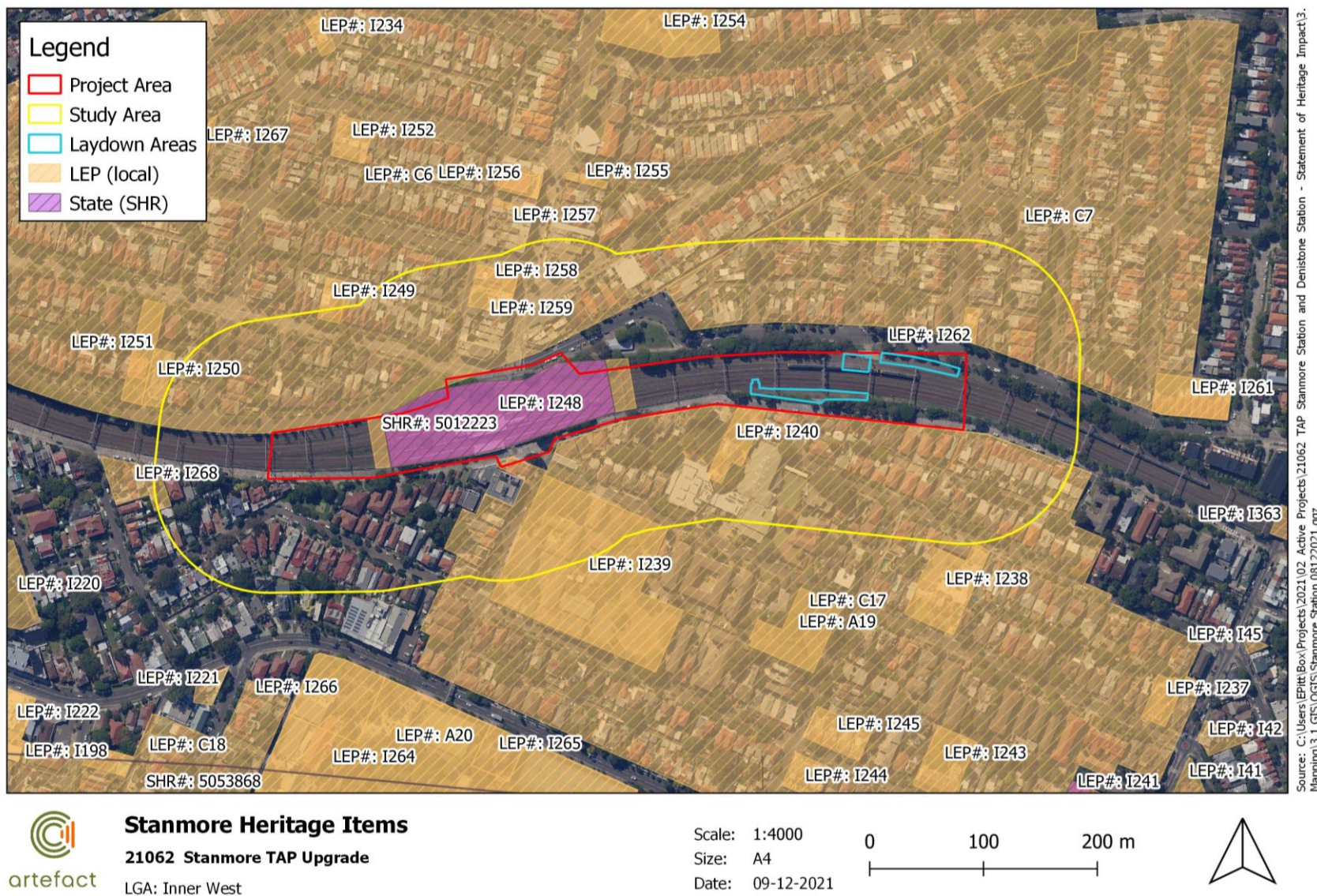


Figure 2. Statutory heritage items within and in the vicinity of Stanmore Station (Source: Artefact 2021)

## 3.0 HISTORICAL BACKGROUND

### 3.1 Historical context of Stanmore

#### 3.1.1 Aboriginal history

The areas surrounding Sydney were occupied by the Eora people prior to European colonisation in 1788.<sup>2</sup> The Eora took advantage of their geographical location, living primarily on a diet of fish, shellfish and edible plants.<sup>3</sup> Today their occupation is evident from various middens, rock shelter art and engravings along the coastline.

The Eora were distributed into family and clan groups, which included different languages and varying settlements around the harbour. These groups included the Gadigal, the Wangal and the Cammeraygal.<sup>4</sup> The traditional owners of the area now known as Stanmore are the Gadigal people of the Eora Nation, as their territory stretched from the south side of Port Jackson from South Head to Petersham.<sup>5</sup> The ridge line through Stanmore is thought to have been an ancient Aboriginal walking track, allowing access between the different clans and family groups.<sup>6</sup>

The traditional occupation of the Sydney area dates back to at least 20,000 years prior to European colonisation in 1788.<sup>7</sup> Upon initial contact, the population of the Eora is likely to have been around 1,000 people; however, some estimates put the figure at between 3,000 – 5,000.<sup>8</sup> The arrival of Europeans had a rapid effect on the Eora population due to introduced disease, dislocation and disruption of traditions and established behaviours. In 1789, the area was hit by an epidemic of smallpox or similarly contagious disease, leading to a significant drop in population and, by the 1820s, the number of Aboriginal people inhabiting the area had been irreversibly reduced.<sup>9</sup>

#### 3.1.2 Early land grants and subdivision

The first land grant in the Stanmore area was granted to Lieutenant George Johnston in May 1793, comprising 100 acres to the south of Parramatta Road and adjacent to Johnston Creek.<sup>10</sup> George Johnston is best known for his arrest of Governor Bligh in the Rum Rebellion and his involvement in quelling the Battle of Vinegar Hill.<sup>11</sup> Johnston was granted two additional smaller land grants in 1794, located adjacent to the original grant, and in 1798 was granted a larger 290-acre grant to north of Parramatta Road extending to Sydney Harbour (Figure 3).<sup>12</sup> George Johnston named his land

<sup>2</sup> Smith, V.K., A. Burke, M. Riley 2006. *EORA: Mapping Aboriginal Sydney 1770-1850*. State Library of New South Wales.

<sup>3</sup> Kohen, J.L. 1986. *Prehistoric Settlement in the Western Cumberland Plain: Resources, Environment and Technology*. PhD Thesis submitted to Macquarie University, Sydney.

<sup>4</sup> Smith, V.K., A. Burke, M. Riley 2006. *EORA: Mapping Aboriginal Sydney 1770-1850*. State Library of New South Wales.

<sup>5</sup> Heiss, A. 2002. Life in Gadigal Country, Gadigal Information Service, Strawberry Hills, Sydney.

<sup>6</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>7</sup> Heiss, A. 2002. Life in Gadigal Country, Gadigal Information Service, Strawberry Hills, Sydney.

<sup>8</sup> Smith, V.K., A. Burke, M. Riley 2006. *EORA: Mapping Aboriginal Sydney 1770-1850*. State Library of New South Wales.

<sup>9</sup> Curon, P. H. 1985. *Times of Crisis: Epidemics in Sydney 1788-1900*. Sydney University Press, Sydney.

<sup>10</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>11</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>12</sup> Heritage NSW 2012. Annandale Farm Heritage Conservation Area. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2030473> (26/04/2021).



Annandale Farm after the strath in Scotland where he was born.<sup>13</sup> He constructed his house, named Annandale House in c.1799, in the area to the south of Parramatta Road, which became known as South Annandale, and is now known as Stanmore.<sup>14</sup> The area to the north of Parramatta Road was used for farmland, primarily wheat, barley and oats, and became known as North Annandale and then finally, Annandale.<sup>15</sup> The Johnston family, and Annandale Farm, played a key role in the development of pastoralism in NSW.<sup>16</sup> George Johnston's de facto wife, Esther Abrahams, managed the estate of Annandale Farm during his absences and following his death in 1832.<sup>17</sup>

Following George Johnston's death, Robert Johnston, Esther Abrahams and George Johnston's eldest son, won a legal battle against Esther Abrahams to declare her insane, effectively removing her from Annandale House. However, Esther returned 15 years later to be buried in the family vault.<sup>18</sup> Robert Johnston continued to farm wheat, barley and oats in North Annandale until his death in 1883, as did his wife Fanny Johnston after him. However, South Annandale was given to Robert's sons, who subsequently subdivided and sold off portions of the land from 1883 to 1917 (Figure 5), demolishing Annandale House in 1905.<sup>19</sup>

The land to the south-east of the Annandale Estate was granted to Lieutenant Thomas Rowley, an officer in the New South Wales Corps, in 1793 (Figure 3).<sup>20</sup> Despite Rowley resigning from the NSW Corps in 1802 in order to work his land, known as Kingston Farm, his death from Tuberculosis in 1806 led to the land being transferred to his de facto partner, Elizabeth Selwyn, and her children.<sup>21</sup> In 1835, the land was sold to James Holt, a property speculator, who sold the land on to Thomas Holt in 1854.<sup>22</sup> In the 1830s, a saddler named John Jones bought 20 acres of land in the area, naming the estate after his birthplace in Middlesex in the United Kingdom; Stanmore. His death in 1848 led to the bequeathment of Stanmore Estate to the Wesleyan Methodist Church, a title that was solidified until the death of Jones' widow, Catherine, in 1873.<sup>23</sup> Following the large number of subdivisions in the Stanmore area, Kingston Estate became North Kingston and South Kingston, with the latter being split into South and West Kingston before both becoming parts of Stanmore.<sup>24</sup>

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<sup>13</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>14</sup> Heritage NSW 2012. Annandale Farm Heritage Conservation Area. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2030473> (26/04/2021).

<sup>15</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>16</sup> Heritage NSW 2012. Annandale Farm Heritage Conservation Area. *Search the State Heritage Inventory*. Accessed online at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2030473> (26/04/2021).

<sup>17</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>18</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>19</sup> Heritage NSW 2012. Annandale Farm Heritage Conservation Area. *Search the State Heritage Inventory*. Accessed online at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2030473> (26/04/2021).

<sup>20</sup> Anon. n.d. 'Kingston Farm'. *The Dictionary of Sydney*. Accessed online at: [https://dictionaryofsydney.org/place/kingston\\_farm](https://dictionaryofsydney.org/place/kingston_farm) (26/04/2021).

<sup>21</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>22</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>23</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>24</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

### 3.1.3 Stanmore and the railway

The early development of Stanmore is attributed to the arrival of the railway, despite the lack of a station in the area until the late 19th century (Figure 3 and Figure 4). The railway line through the Stanmore area was completed in 1855, running between Sydney and Parramatta Junction (now Granville) in order to connect the main rural stations to the west and south of Sydney. This Main Western Line (also known as the Great Southern Railway) originally ran directly through Stanmore, through the southern end of South Annandale, forming the boundary between North and South Kingston (Figure 3, Figure 4 and Figure 5). The promises and possibilities afforded by the railway line led to subdivisions and the arrival of workers and their families in the area, despite the distances between the area and a station along the line (Figure 6 and Figure 7). On 14 December 1871, Petersham Municipal Council was incorporated, comprising a growing population of 750 people. The council retained the former estate names as ward names, including South Kingston and South Annandale. However, the name for the area was not solidified until the naming of the new station in the area, Stanmore Station, in 1879, due to its proximity to the Stanmore Estate.<sup>25</sup>

During the latter half of the nineteenth century, the Stanmore area continued to attract wealthy business owners and tradespeople.<sup>26</sup> In addition to Newington College, Stanmore was populated with large Victorian villas built by wealthy merchants, including 'Woerden' constructed by William Paling and 'The Lodge', owned by the Premier of NSW in the 1880s.<sup>27</sup> In the early 1900s, Stanmore continued to grow, comprising a mix of large Federation style houses and more modest commercial shop-top buildings near the station, although it remained a predominantly a residential suburb.<sup>28</sup> In 1914, a number of the shops along Percival Road were resumed by the state government for the establishment of the State Bakery, which produced bread for Sydney during the First World War. The bakery was also the testing laboratory for the 3<sup>rd</sup> Australian Field Bakery in 1916 prior to the unit's departure for the Western Front.<sup>29</sup> The State Bakery operated on the site until 1925, after which bread continued to be baked on site, operated by the Automatic Bread Baking Company (ABBCO).<sup>30</sup>

During the 1940s, the large Victorian villas in Stanmore started to be converted into boarding houses (Figure 8). This continued into the 1960s, when a number of these large houses began to be replaced by red brick flat buildings. However, due to the socio-economic diversity of the area, this latter trend was not widespread through Stanmore, with the majority of the early houses retained throughout the twentieth century.<sup>31</sup> Since the 1970s, gentrification has been caused by wealthy owners buying the boarding houses and restoring them to their former glory.<sup>32</sup> Since the second half of the twentieth century, Stanmore has experienced a rise in diversity, with strong Greek, Chinese, Vietnamese, Portuguese and African communities in the area.<sup>33</sup>

<sup>25</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>26</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>27</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>28</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>29</sup> Roberts, David 2017. Newington College Alumni Magazine. 'Our Daily Bread'. Accessed at: <https://newsletter.newington.nsw.edu.au/alumni/article/daily-bread/> (October 2021)

<sup>30</sup> Roberts, David 2017. Newington College Alumni Magazine. 'Our Daily Bread'. Accessed at: <https://newsletter.newington.nsw.edu.au/alumni/article/daily-bread/> (October 2021)

<sup>31</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>32</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).

<sup>33</sup> Meader, C. 2008. 'Stanmore'. *The Dictionary of Sydney*. Accessed online at: <https://dictionaryofsydney.org/entry/stanmore> (26/04/2021).



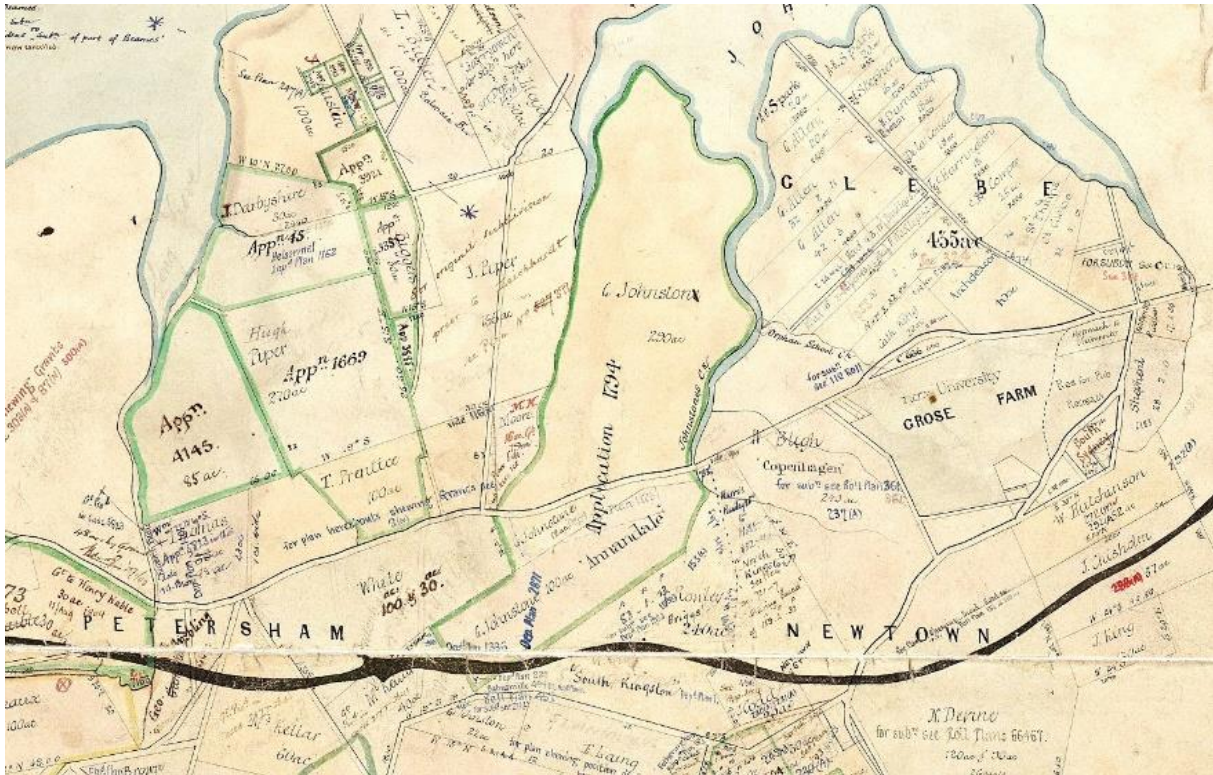


Figure 3. Extract of an early land grant map of Petersham plan showing Stanmore (Source: Historical Lands and Records Viewer, 14072901.jp2, A.O. Map 262, Land & Water Conservation 140729, <https://hlrv.nswlrs.com.au/>)



Figure 4. An extract of a c.1857 map of South Kingston, now Stanmore, showing the railway through Stanmore (Source: State Library of NSW, Z/M4 811.1824/1857/1A, [https://search.slnsw.gov.au/permalink/f/1ocrdr/SLNSW\\_ALMA21225089910002626](https://search.slnsw.gov.au/permalink/f/1ocrdr/SLNSW_ALMA21225089910002626))





Figure 5. Extract of an undated parish map of Petersham showing Stanmore Station (Source: Historical Lands and Records Viewer, 14010802.jp2, A.O. Map 240 40A, Land & Water Conservation 140107, <https://hlrv.nswlrs.com.au/>)

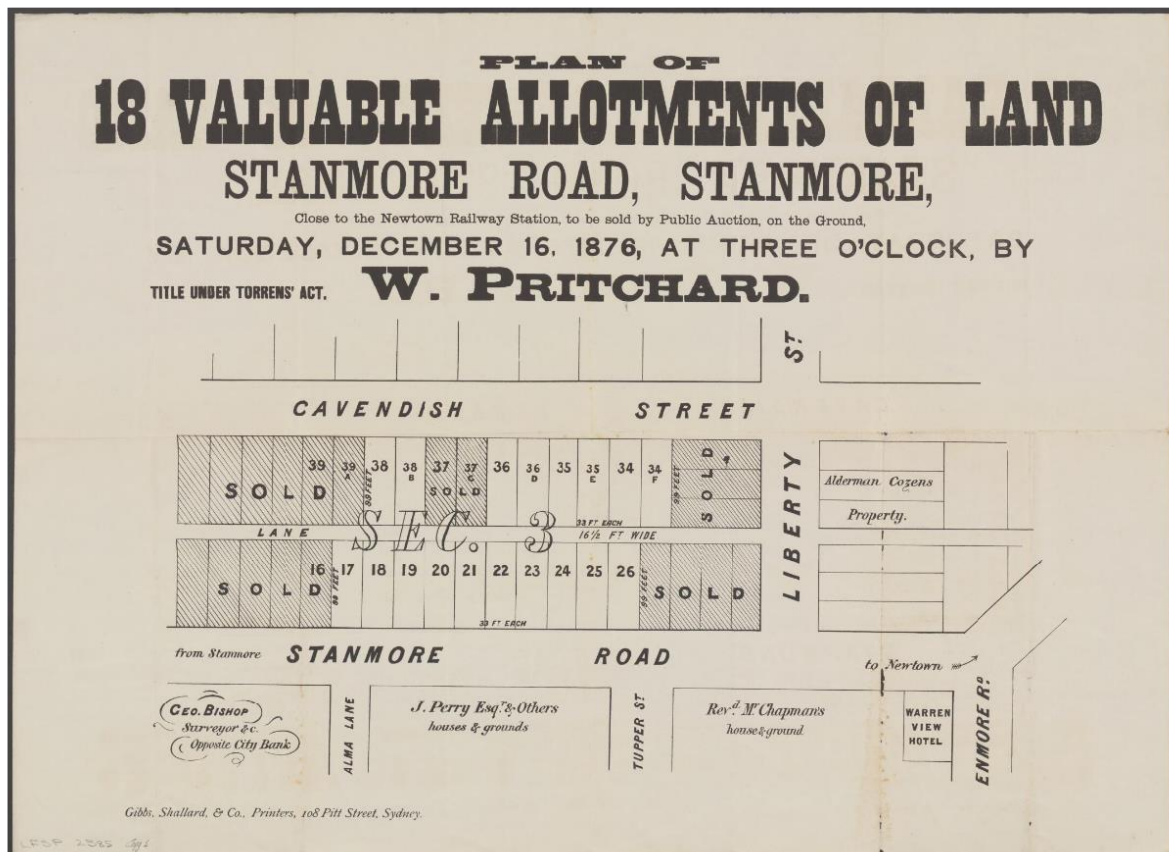


Figure 6. Extract of an 1876 subdivision plan of Stanmore (Source: National Library of Australia, obje-230492912, <http://nla.gov.au/nla.obj-230492912>)





Figure 7. Extract of an 1885 subdivision plan of Stanmore (Source: National Library of Australia, 230494439, <http://nla.gov.au/nla.obj-230494439>)



**Figure 8. Extract of a 1943 aerial photograph of Stanmore (Source: SIX Maps, <https://maps.six.nsw.gov.au/>)**

#### 3.1.4 Stanmore Station

Stanmore Station was constructed in 1878 and opened in 1879. The first configuration of the station is thought to have only included two wayside platforms and a ticket office,<sup>34</sup> with no provision for safe pedestrian access to the platforms.<sup>35</sup> A new signal box was constructed in 1881 and new platform buildings were constructed in 1885 to 1886.<sup>36</sup> The Johnston family were involved in public works in the Stanmore area; in 1886, Fanny Johnston gave £3,000 to pay for the new platform buildings at Stanmore Station in order to entice buyers to the South Annandale subdivisions.<sup>37</sup> The two platform buildings were designed as Type 3 'second class' station buildings, with sweeping hipped and gabled roofs, decorative finials, painted brickwork and brick pilasters with moulded rendered capitals, reflecting Stanmore's growing importance along the line (Figure 9 and Figure 10).<sup>38</sup> In addition to the construction of the platform buildings and the replacement of the original signal box with a new signal box which was relocated from Petersham Station,<sup>39</sup> a pedestrian subway was first constructed at

<sup>34</sup> Evidence for an early/original ticket office is available in an 1881 newspaper article, which mentions the robbery of the safe from the ticket office. See "DARING ROBBERY AT A RAILWAY STATION." The Sydney Daily Telegraph (NSW : 1879 -1883) 24 May 1881: 3. Accessed at: <http://nla.gov.au/nla.news-article238300366> (October 2021).

<sup>35</sup> Evidence indicates that there were safety concerns for the station from its construction through to 1885, when the subway was first constructed. "The Stanmore Platform." The Daily Telegraph (Sydney, NSW : 1883 - 1930) 23 August 1884: 11. Accessed at: <http://nla.gov.au/nla.news-article237260444> (October 2021).

<sup>36</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>37</sup> Heritage NSW 2012. Annandale Farm Heritage Conservation Area. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2030473> (26/04/2021).

<sup>38</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>39</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).



Stanmore in 1885 in response to community outrage regarding the safety of the station.<sup>40</sup> Following these improvements, the station was re-opened on 17 January 1886 (Figure 9 to Figure 10).<sup>41</sup>

1891 saw the quadruplication of the station, which involved the extension of the platforms to 156m, the conversion of Platform 1/2 into an island platform and the construction of an additional island platform (the Up Suburban platform) to the north of Platform 1/2 (Figure 15). This led to the extension of the subway between the new platform and Douglas Street, and the construction of a parcels office on the new north frontage along the new Up Suburban platform (Figure 16). An awning was also added to the north-western side of the Platform 1/2 building, creating an almost wrap-around verandah. These changes are attributed to George Cowdery, the then Engineer-in-Chief for Existing Lines, who was appointed in 1863.<sup>42</sup>

Further improvements occurred in the late nineteenth and early twentieth centuries: in 1897, new barriers and a new booking office at the eastern end of the Platform 1/2 building were constructed and alterations to the eastern booking office of the Platform 3 buildings were undertaken (Figure 11). In 1900, a ladies' toilet was incorporated into the Platform 3 platform building (Figure 12) and by 1905, the platforms were extended. In 1913, the signal box was closed, the Down platform was extended, the north-western end of the subway was realigned, and a Federation-style parcels and booking office constructed at the Douglas Street entrance (Figure 13 to Figure 16).<sup>43</sup> The 1897 booking office at the eastern end of Platform 1/2 was removed during the twentieth century, and a privacy screen was added to the western end of the Platform 1/2 in c.1915-1921, but demolished in the late twentieth century (Figure 17 and Figure 18).

The 1920s also saw a number of changes to the station (Figure 17 to Figure 19), including the works relating to the sextuplication of the tracks in 1926 (six track configuration), such as the demolition of the Up Suburban platform, provision of new tracks and the construction of a new subway with new staircases and a lantern on the staircase to Platform 1/2 (Figure 20 and Figure 21). The c.1926 subway incorporated some of the elements of the c.1886 subway into its construction,<sup>44</sup> including the southern original brick staircase wall on Platform 3. The c.1926 subway also reused the entrance to the Up Suburban Staircase as a bookstall area (Figure 20 and Figure 21). Soon after these works were complete, the Local and Suburban lines were electrified to Homebush.<sup>45</sup>

Further alterations were made to the station from World War II onwards (Figure 22). It has been suggested that alterations were made to the booking office in c.1944-1946, but it is unclear what these changes comprised. In 1955, the remainder of the main lines were electrified to Homebush and in 1960, the Up Suburban line's booking office was relocated to Platform 1/2.<sup>46</sup> The Bookings Office

<sup>40</sup> "PETERSHAM AND STANMORE RAILWAY STATION ACCOMMODATION." The Sydney Morning Herald (NSW : 1842 - 1954) 18 March 1885: 7. Accessed at: <<http://nla.gov.au/nla.news-article28365709>>(October 2021); "The Stanmore Platform." The Daily Telegraph (Sydney, NSW : 1883 - 1930) 23 August 1884: 11. Accessed at: <<http://nla.gov.au/nla.news-article237260444>>(October 2021).

<sup>41</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>42</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>43</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

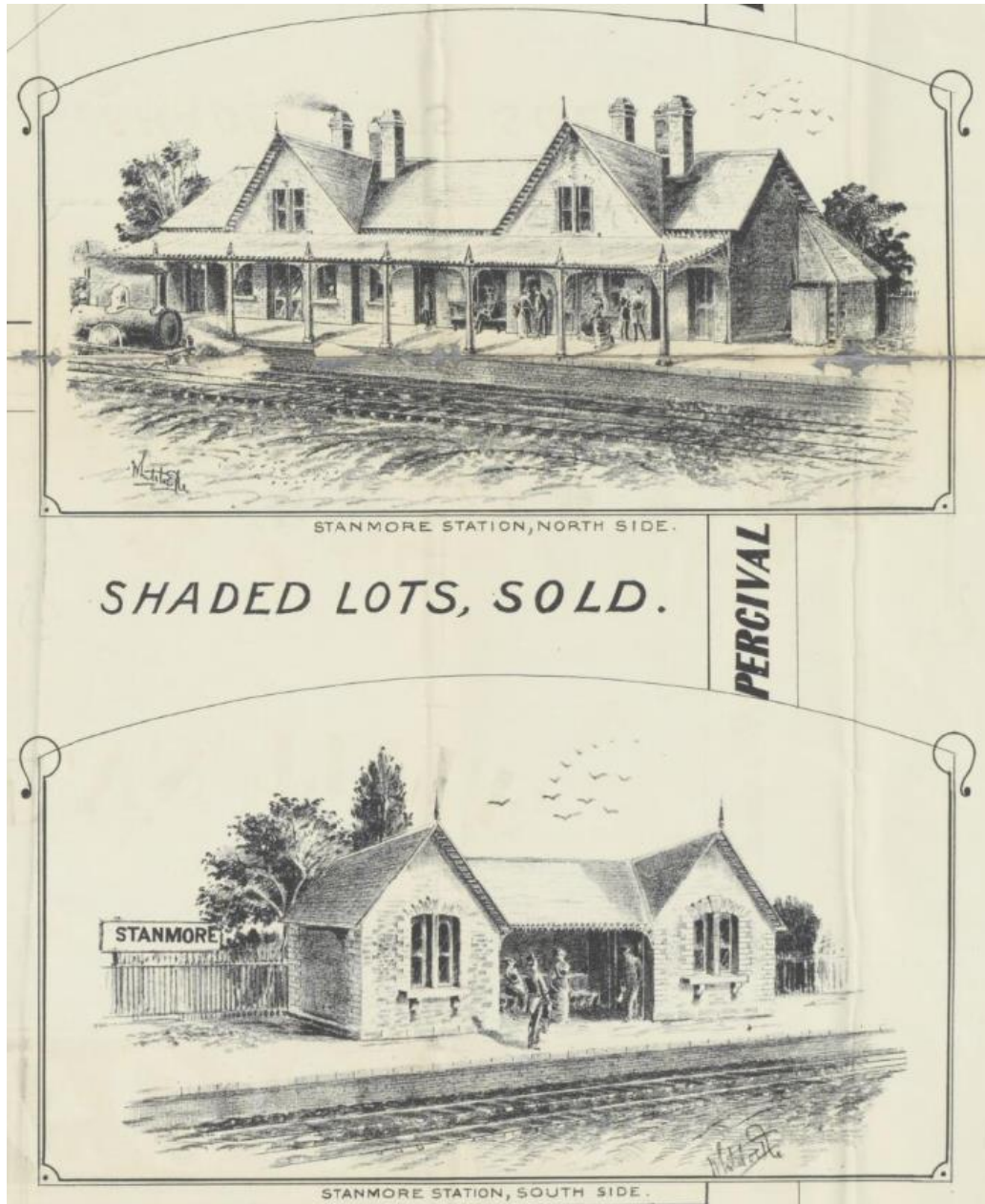
<sup>44</sup> PTW Architects, 2018. Statement of Heritage Impact: Stanmore Railway Station TAP3 Package 3. Revision A (Draft), September 2018.

<sup>45</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>46</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

on Douglas Street which was constructed in c.1913, continued to be used as a parcels and booking office at this time, and is now used as a storage building for the Station.

In 1997, the north-eastern room of the Platform 1/2 building was altered to incorporate a new aluminium security ticket window and desks (Figure 24). In c.2017, Stanmore Station was refurbished; works included repainting, new finishes to the toilets, new linings and paint to the subway, new tactiles and new stair nosings.<sup>47</sup>



**Figure 9. Extract of an 1885 subdivision plan showing the platform buildings of Stanmore Station. Although the detailing is similar, some of the details may be attributed to artistic license (Source: National Library of Australia, 230494439, <http://nla.gov.au/nla.obj-230494439>)**

<sup>47</sup> PTW Architects, 2018. Statement of Heritage Impact: Stanmore Railway Station TAP3 Package 3. Revision A (Draft), September 2018.

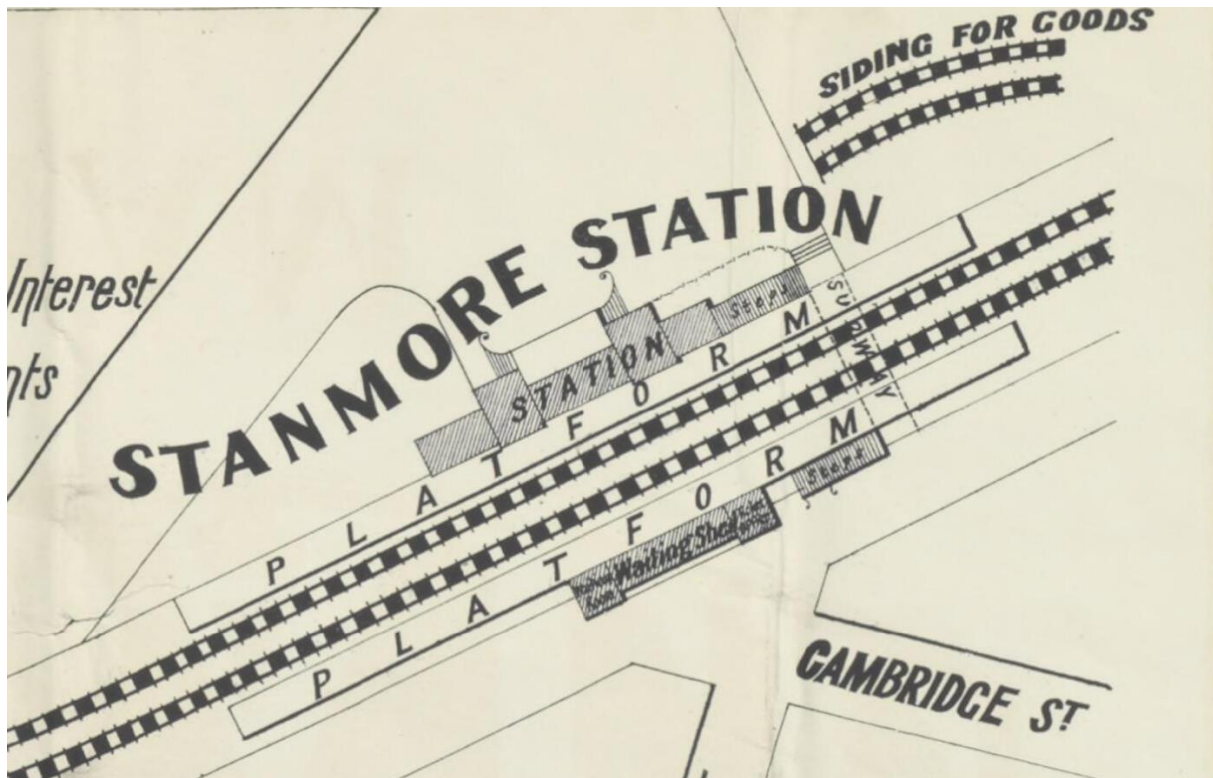


Figure 10. Extract of an 1885 subdivision plan showing the plan of Stanmore Station including the platform buildings (Source: National Library of Australia, 230494439, <http://nla.gov.au/nla.obj-230494439>)

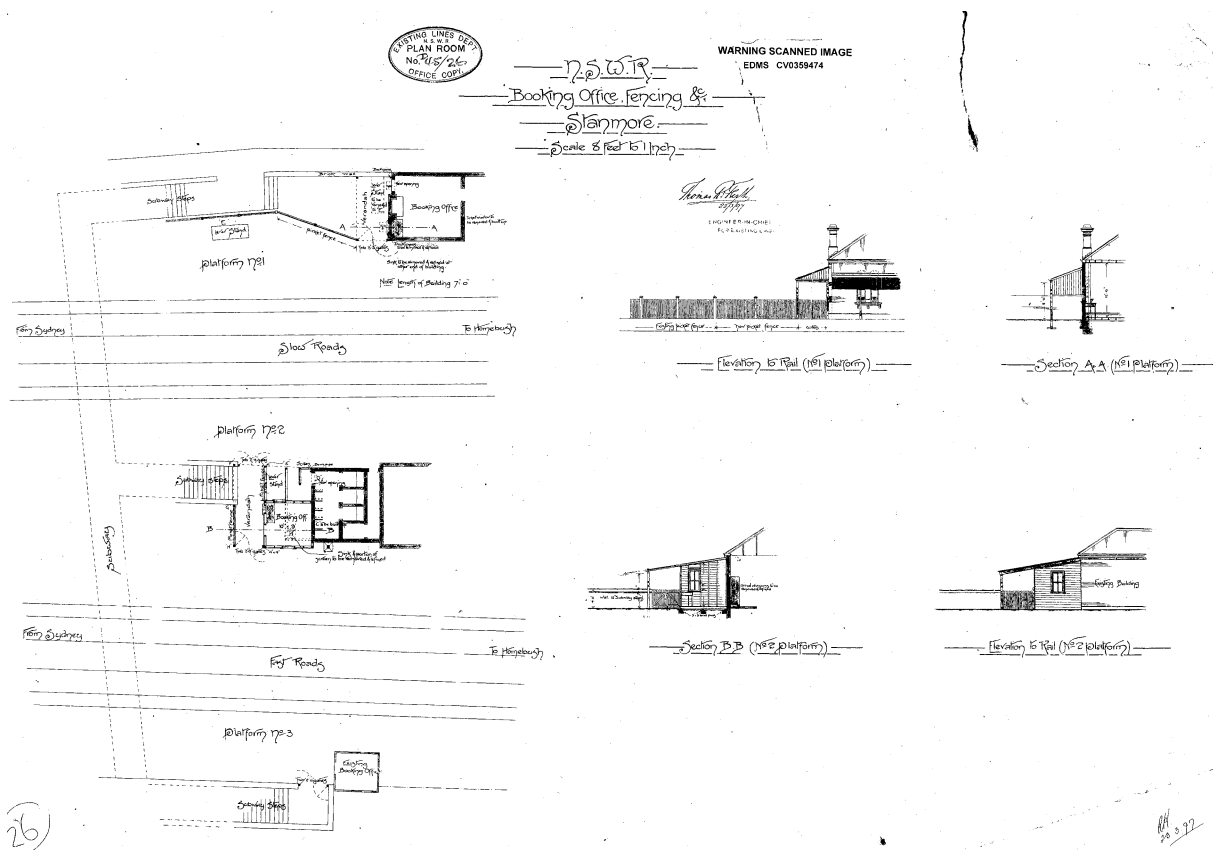


Figure 11. An 1897 plan of Stanmore Station showing the 1885 subway alignment and alterations to the platform buildings (Source: Sydney Trains Archives, 0359474 A0C)

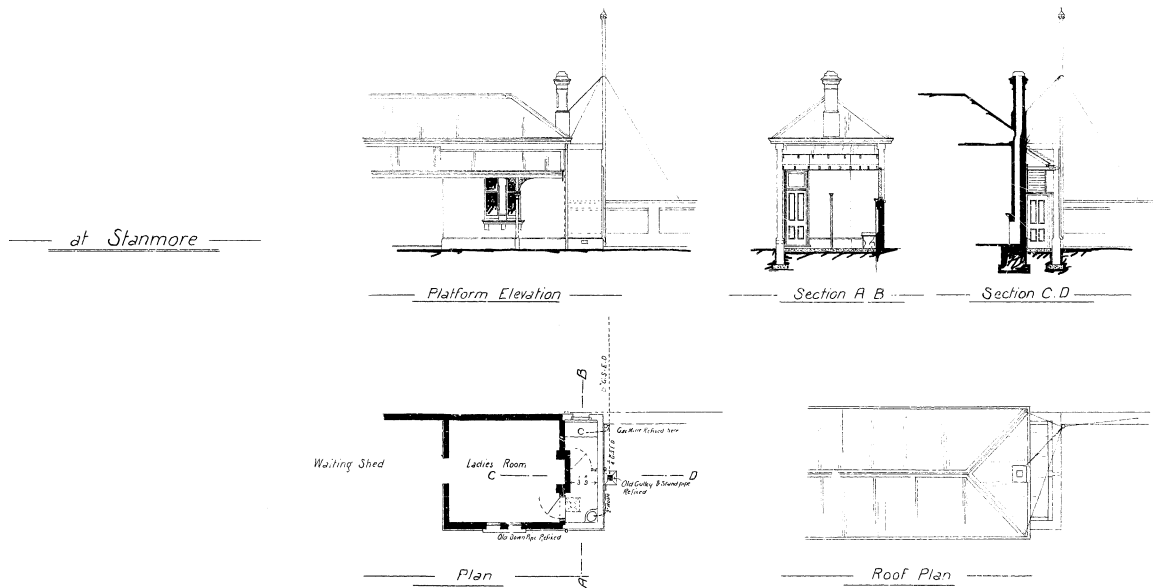


Figure 12. An undated, but likely c.1900, plan of the ladies' toilet extension of the Platform 3 building at Stanmore Station (Source: Sydney Trains Archives, 0053152 A0C)

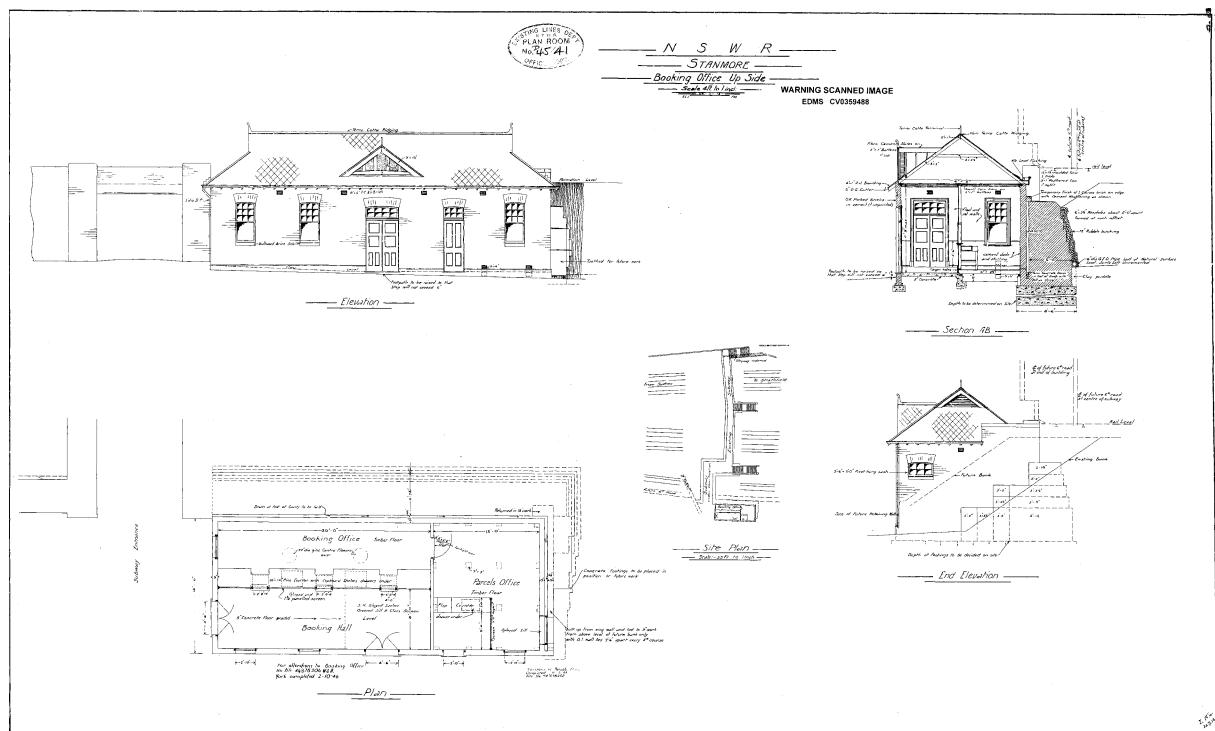


Figure 13. A 1913 plan of the booking office at Stanmore Station constructed in 1913 (Source: Sydney Trains Archives, 0359488 A0C)



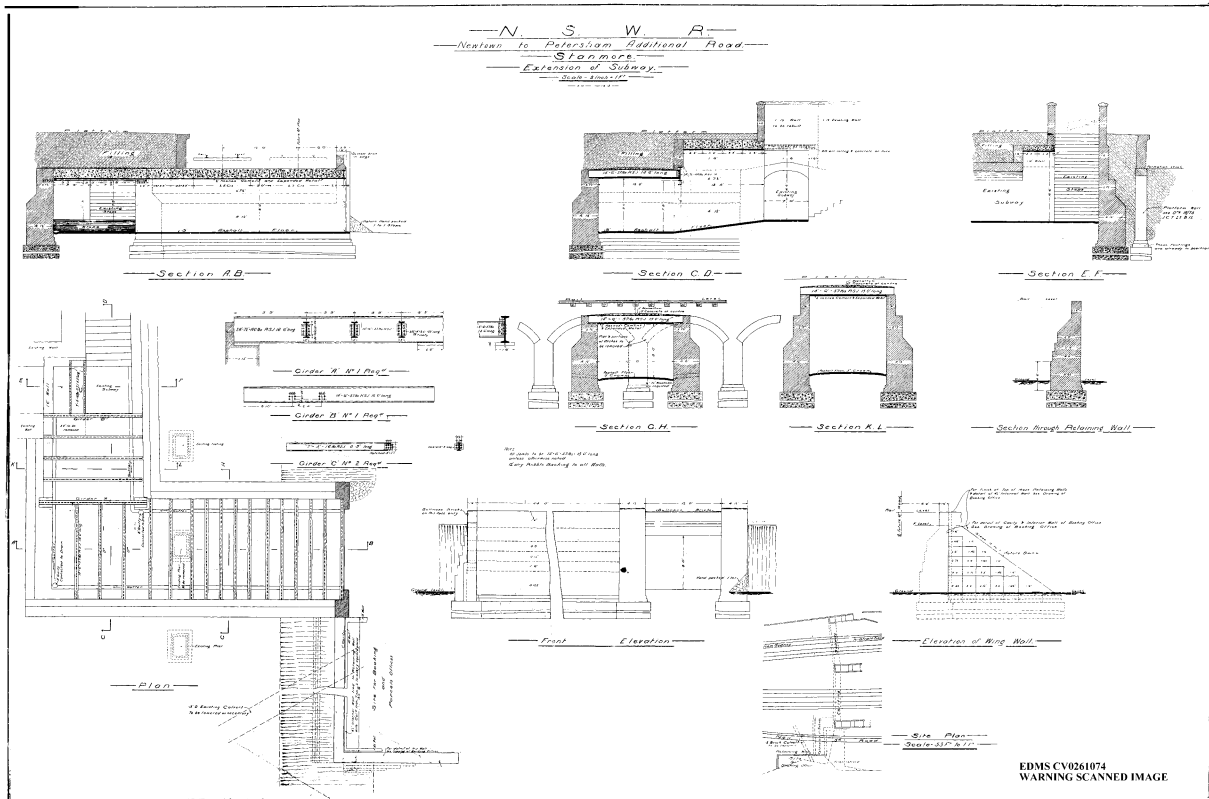


Figure 14. A 1913 plan of Stanmore Station showing the realignment of the northern end of the subway to allow for the new booking office, but the booking office was built to the west, rather than the east of the entrance (Source: Sydney Trains Archives, 0261074 00C)



Figure 15. 1914 photograph of Stanmore Station, showing the view along Platform 1/2 from the east, with the platform buildings in the background (Source: National Museum Australia, 1986.0117.4606, <http://collectionsearch.nma.gov.au/object/172277>)

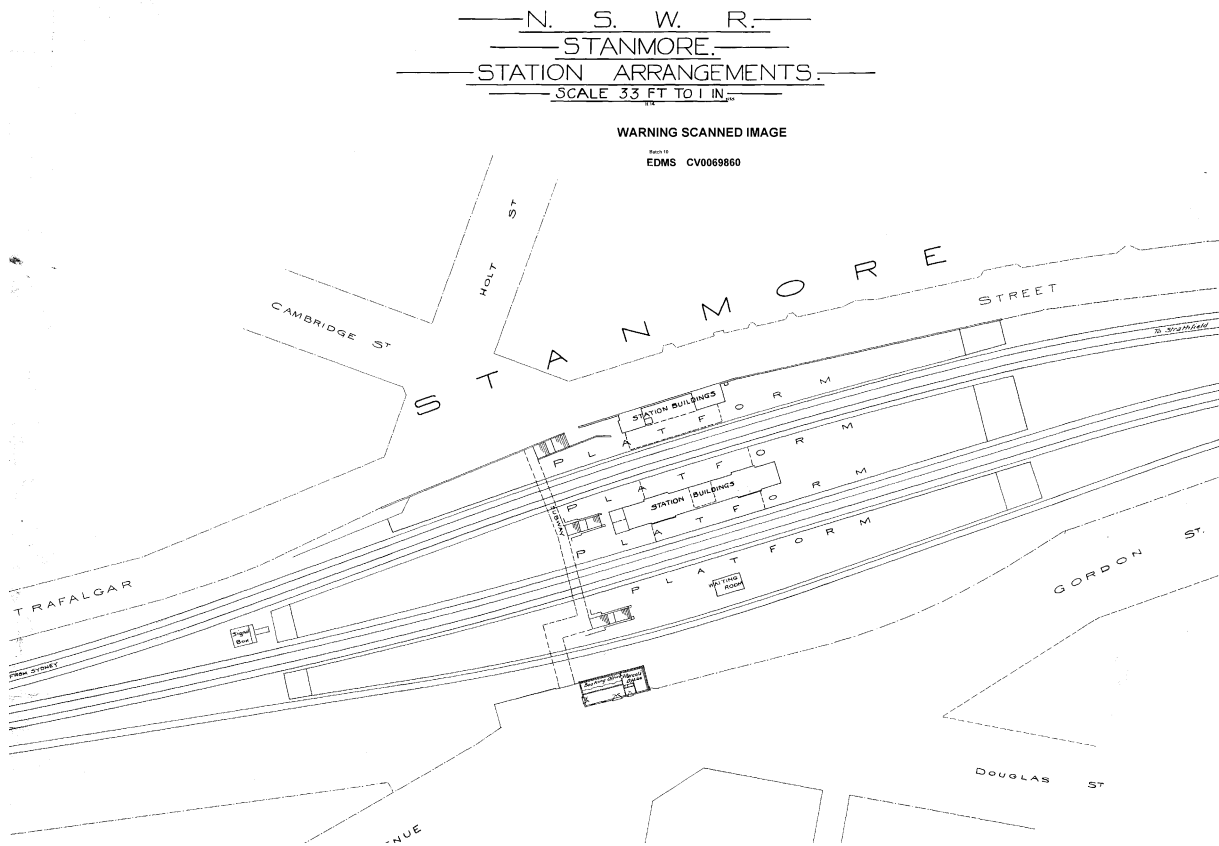


Figure 16. 1914 plan of Stanmore Station showing the route of the 1885 subway (Source: Sydney Trains Archive, 0069860 A0C)

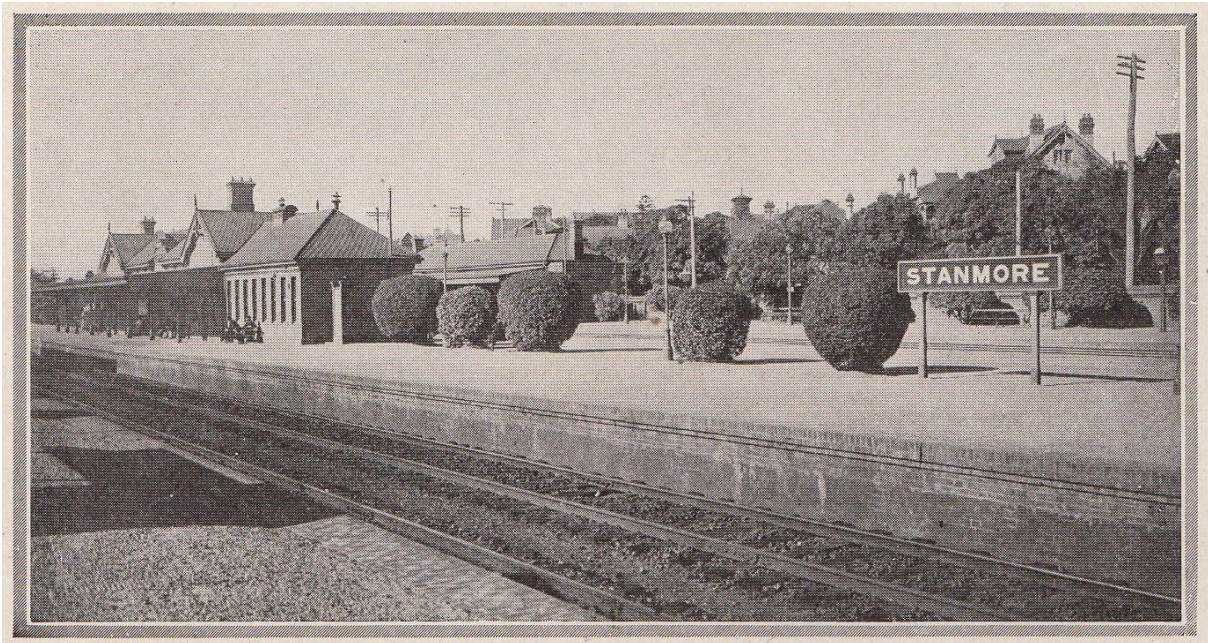


Figure 17. 1921 photograph of Stanmore Station, showing the view of Platform 1/2 from the north-west, with the platform building of Platform 3 in the background (Source: Boyce 1922, p.64 cited in Flickr, <https://www.flickr.com/photos/47201412@N02/27656370800>)





**Figure 18. Stanmore Railway Station prior to the construction of the new subway, c.1920s.**  
(Source: Flickr)



**Figure 19. View of the station platforms at Stanmore from the now demolished Up Suburban platform, photograph dating to between 1891 and 1926.** (Source: Australian Railway Historical Society, ARHSBox064\_1763).

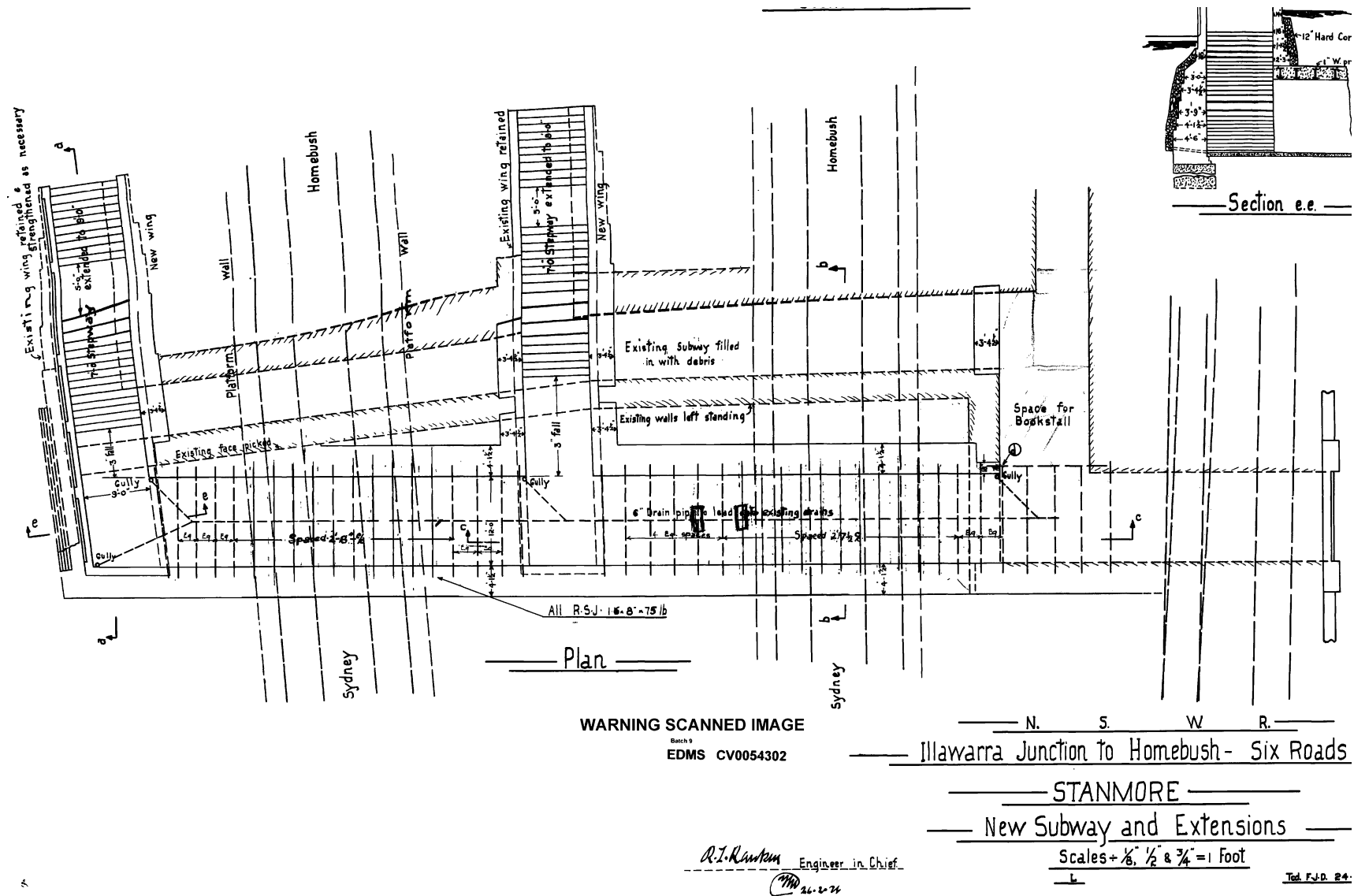


Figure 20. 1926 plan of Stanmore Station showing the 1885 and 1926 subway routes (Source: Sydney Trains Archive, 0054302 A0C)

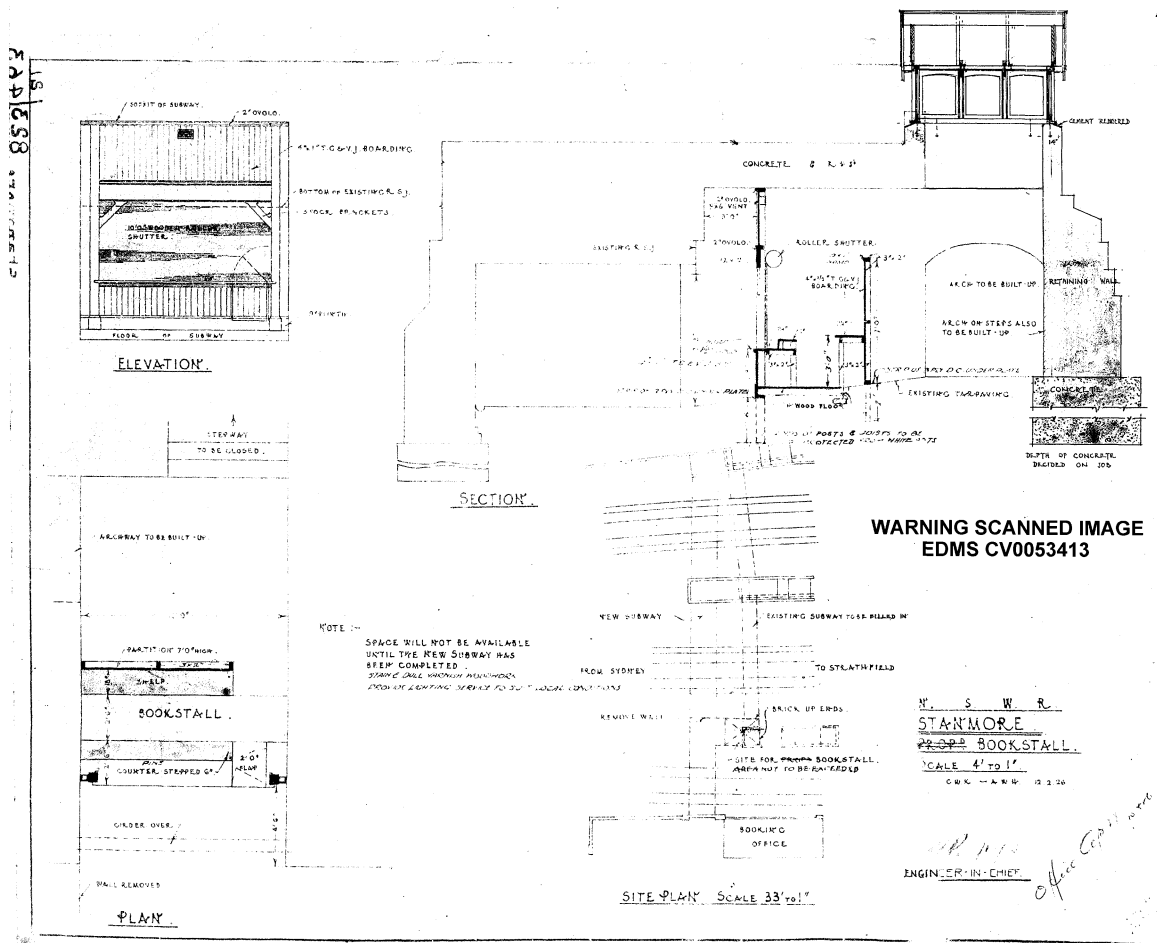


Figure 21. 1926 plan of Stanmore Station showing the 1885 and 1926 subway routes and the bookstall, now infilled, with a lantern above similar in design to the lantern above the Platform 1/2 staircase (Source: Sydney Trains Archive, 0070429 00C)



Figure 22. Extract of a 1943 aerial photograph of Stanmore, showing Stanmore Station (Source: SIX Maps, <https://maps.six.nsw.gov.au/>)





Figure 23. 1946 photograph of the north side of Stanmore Station, showing advertising and the booking office (Source: NSW State Archives & Records, NRS-21573-2-1-PR530 | PR530 [https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB\\_RNSW114573407](https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW114573407))

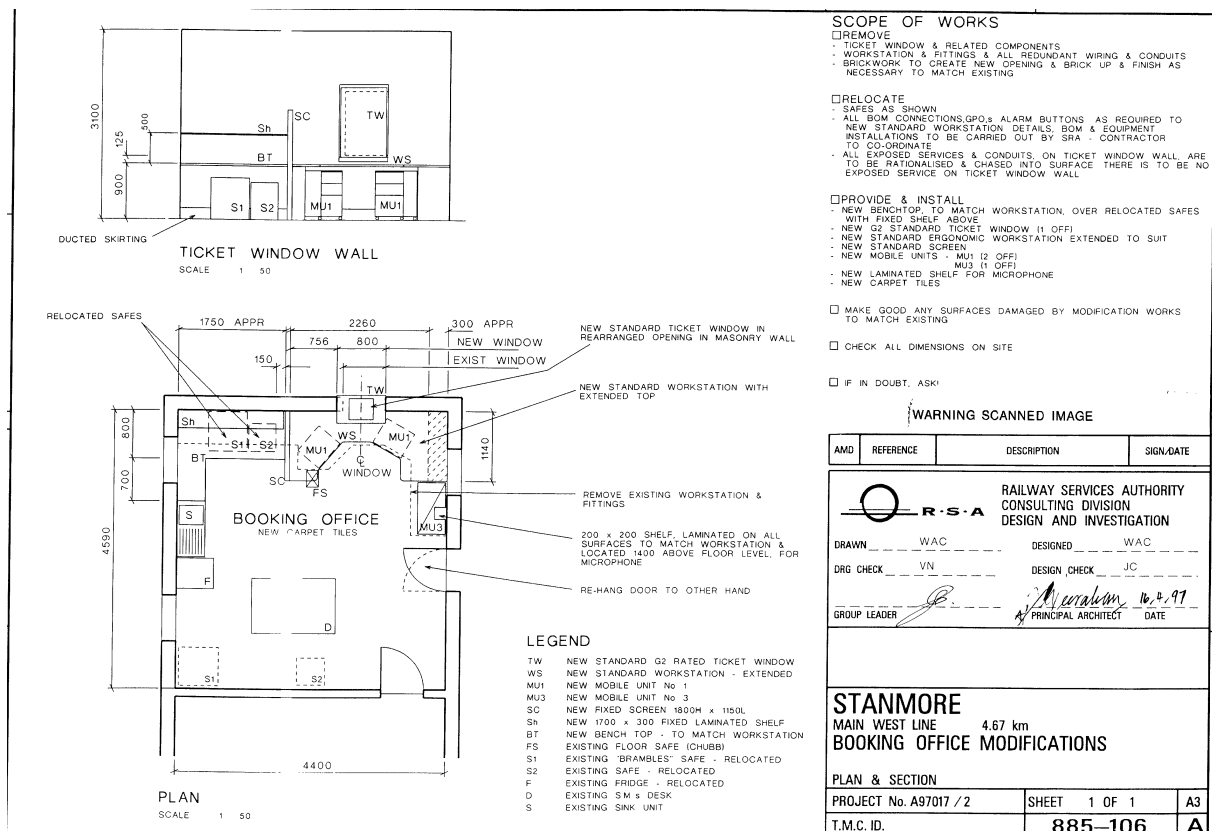


Figure 24. 1997 plan showing alterations to the booking office on Platform 1/2 (Source: Sydney Trains Archives, 0070771 A0C)

## 4.0 DESCRIPTION AND PHYSICAL EVIDENCE

### 4.1 Introduction

The following section of this SoHI comprises a description of Stanmore Station, its context and the individual elements of the station, as well as an assessment of the condition of the elements of the station. A site inspection was undertaken on 7 May 2021 by Duncan Jones (Principal) and Olivia Turner (Heritage Consultant) of Artefact Heritage.

### 4.2 Site and context

Stanmore Station is located along the Main Suburban line, served by the T2 Inner West and Leppington line services. It is located between Newtown Station to the south-east and Petersham to the west. Stanmore Station, located within the suburb of Stanmore, is bound by Douglas Street and Gordon Crescent to the north and Trafalgar Street to the south, and is located within the Inner West Council LGA.

The site comprises an island platform (Platforms 1/2) and one wayside platform (Platform 3), both platforms are accessed through a pedestrian subway linking Douglas and Trafalgar Streets (refer Section 4.3.6). Platform 3 can be accessed on street level from Trafalgar Street. Type 3 platform buildings, constructed c.1886 are located on both platforms (refer Section 4.3.1 and 4.3.2), and a former parcels and booking office, constructed c.1913 (refer Section 4.3.3) is located to the west of the Douglas Street entrance to the pedestrian subway.

The station is located at a prominent intersection, with small belts of two-storey nineteenth and early twentieth century commercial premises to the north and south of Stanmore Station. The remainder of the surroundings comprise late nineteenth and early twentieth-century residences, primarily terrace houses and freestanding cottages.



**Figure 25. View looking west along Douglas Street with the c.1913 station booking office to the left (Source; Artefact, 2021)**



**Figure 26. Brick retaining wall along Douglas Street escarpment (Source; Artefact, 2021)**





Figure 27. Adjacent commercial centre on Douglas Street (Source: Artefact, 2021)



Figure 28. Stanmore Reserve, accessed from Gordon Crescent and sits below the brick retaining wall and the escarpment the railway is located on (Source: Artefact, 2021)



Figure 29. Adjacent commercial centre on Trafalgar Street (Source: Artefact, 2021)



Figure 30. View looking west down Trafalgar Street (Source: Artefact, 2021)



Figure 31. Contemporary apartment and commercial buildings on Trafalgar Street as viewed from the station entrance on Trafalgar Street (Source: Artefact, 2021)



Figure 32. Pedestrian crossing and entrance to Platform 3 and pedestrian subway from Trafalgar Street (Source: Artefact, 2021)

### 4.3 Description of elements

The following section provides a description of the individual elements of Stanmore Station which form part of the Station's state significance. A site plan showing the location of the key elements of the station is provided in Figure 33 below.





Figure 33. Site plan of Stanmore Station, showing the individual components (Source: Artefact, 2021)

#### 4.3.1 Platform Building, Platform 1/2 (Type 3) (1886)

The platform building on Platform 1/2 is a Type 3 Italianate style 'second class station' rectilinear platform building built in 1886, running roughly north-east to south-west. The building comprises painted English bonded brick walls surmounted by a hipped roof with projecting transverse gables, covered in corrugated steel roofing, with the original decorative chimneys and ventilation lanterns extant above the roofline. The corrugated steel awnings are supported by timber framing with beaded-edged purlins resting on c.1886-1891 decorative cast iron posts and one stop chamfered timber post at the north-eastern end of the building. The cast iron posts and timber post exhibit contemporaneous decorative filigree brackets exhibiting the NSWGR insignia. Although the awnings are in line with the hipped sections of the building at the ends of the building, the awnings lie below the eaves of the central section, which comprises corbels and decorative roses.

The majority of the length of the awning features a plain board fascia due to the foreshortening of the awnings in the early twentieth century, but the south-western ends exhibit timber valances. The transverse gables exhibit decorative timber bargeboards, finials and ridges. The north-eastern and south-western blocks of the building feature dentil courses below the fascia, while the projecting walls of the central section of the building feature moulded stringcourses on the south-western elevation. The windows are double-sashed timber-framed windows with segmental-arched upper sashes, square-headed lintels, bullnose soldier brick sills and textured glazing. The doors exhibit segmental-arched transoms with textured glazing, timber framing and a mix of decorative moulded hardwood doors, plain hardwood doors and grilles. The central section of the building features a large segmental arch, providing access into the waiting room.

The majority of the window and door openings have been retained, although the windows in the north-western elevation have been infilled or replaced with late twentieth-century security windows. In addition, the windows in the south-western wing have been infilled and replaced with small windows of alternating size and height, exhibiting timber-framed louvred window with metal grilles and projecting brick sills. One of the windows has been replaced with a door on the north-western elevation, with timber-framing, a plain timber door and metal grille. These alterations have been made for the toilet facilities. The southern three bays of this wing were added in c.1900 for the ladies' toilet. Contemporary stainless-steel downpipes service the gutters, while services like cameras, lighting and signage have been fixed to the external fabric of the building. The exterior of the building, despite the changes, has retained the vast majority of the original/early features.

Internally, the building is split into eight rooms. The south-western wing contains toilets, the central section contains two waiting areas and a storage room, and the north-eastern wing contains the Station Manager's office, the booking office and staff amenities including a storage room, toilet and CCTV equipment room. The Station Manager's office and the booking office in the north-eastern wing has retained the original 1886 pressed metal ceilings and cornices, timber-framed windows, timber architraves and ceiling rose, despite the introduction of twenty-first century partition walls for a toilet and CCTV room. The adjacent storage room has retained early, if not original, timber ceiling linings and floorboards. In the main section of the building, the waiting room contains original windows, floorboards, double-leaf timber panelled door, timber bench seating, early skirting boards, timber-panelled partition wall, and timber panelled ceiling.

The south-western end of the room contains an original chimney breast and hearth, although the fireplace has been infilled. The smaller waiting room to the south-west of the main waiting room, which was originally used as the ladies' waiting room, has retained its original ceiling rose, dado, timber skirting, timber panelled door, timber architraves, timber-framed windows and floorboards. Although the original chimney breast and hearth are extant, the fireplace has been infilled. The toilets in the south-western wing on the building exhibit twenty-first-century fit-outs, including toilets, basins, white rectangular tiles, urinals and cubicles.



Exterior



Figure 34. Platform 1/2 'Type 3' Platform Building as seen from Platform 3 (Source: Artefact, 2021)



Figure 35. Platform 1/2 'Type 3' Platform Building (Source: Artefact, 2021)



Figure 36. Platform 1/2 platform building, with original awning extending the length of the building (Source: Artefact, 2021)



Figure 37. Platform 1/2 platform building, toilet entry and hipped roof (Source: Artefact, 2021)



Figure 38. Original decorative timber barge board and finial details to gable end (Source: Artefact, 2021)



Figure 39. Decorative timber valance to the awning ends (Source: Artefact, 2021)





Figure 40. Platform 2 awning (Source: Artefact, 2021)



Figure 41. Original cast iron columns and decorative filigree brackets with the 'NSWGR' insignia (Source: Artefact, 2021)



Figure 42. Dentilled stringcourse detail to building (Source: Artefact, 2021)

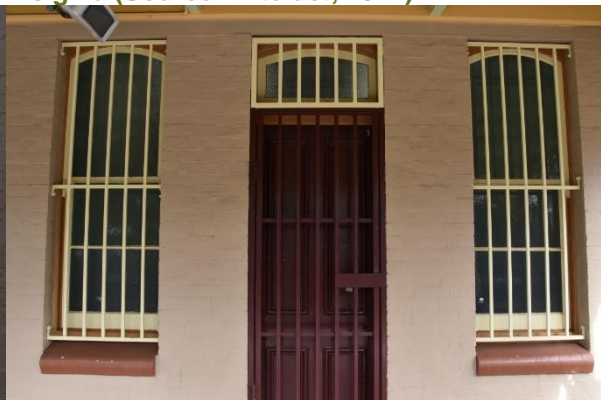


Figure 43. Original timber door and window joinery with brick sills (Source: Artefact, 2021)

## Interior



Figure 44. View of large waiting room from Platform 2, through large arched opening (Source: Artefact, 2021)



Figure 45. Interior of the large waiting room, features original timber boarded ceilings, painted brick walls with painted original high profiled timber skirting, and timber floorboards (Source: Artefact, 2021)



Figure 46. Interior of the larger waiting room, original timber architraves, window and door joinery. Original timber bench seating lines the perimeter walls. (Source: Artefact, 2021)



Figure 47. Interior of smaller waiting room, features painted rendered masonry walls, timber dado, high profiled timber skirting, original timber architraves and window and door joinery, and timber floorboards (Source: Artefact, 2021)



Figure 48. Original plaster ceiling with decorative plaster ceiling rose to the small waiting room (Source: Artefact, 2021)



Figure 49. Interior of existing toilet facilities (Source: Artefact, 2021)



Figure 50. Interior of existing toilet facilities, tiling around original high level windows (Source: Artefact, 2021)

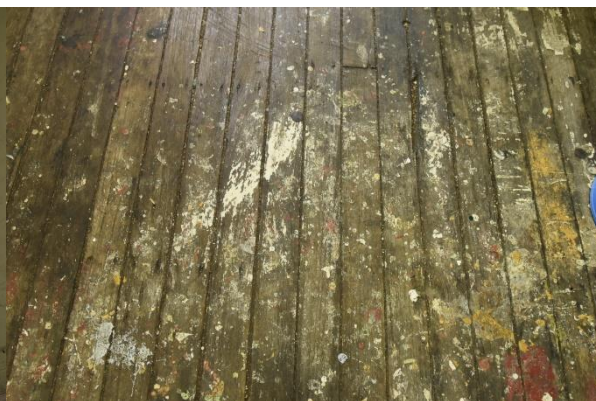


Figure 51. Interior of existing toilet facilities (Source: Artefact, 2021)

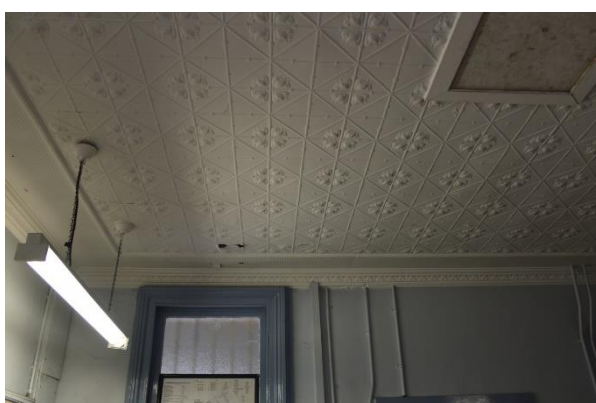




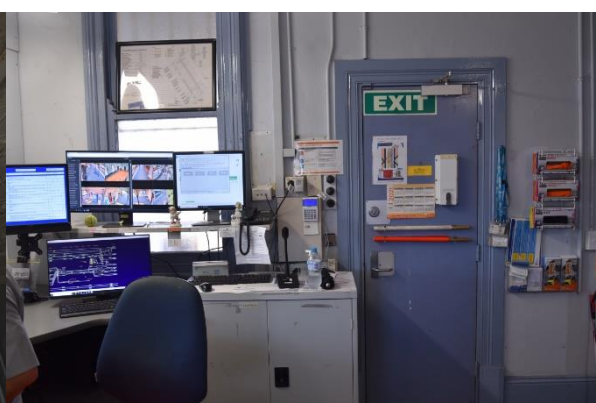
**Figure 52. Original timber partition and timber boarded ceiling in the store room (Source: Artefact, 2021)**



**Figure 53. Original timber floorboards in the store room (Source: Artefact, 2021)**



**Figure 54. Original pressed metal ceiling in the Station Manager's Office (Source: Artefact, 2021)**



**Figure 55. Interior Station Manager's Office (Source: Artefact, 2021)**

#### 4.3.2 Platform Building, Platform 3 (Type 3) (1886)

The platform building on Platform 3 is a Type 3 Italianate style 'second class station' rectilinear platform building built in 1886 with a central open waiting room flanked by enclosed rooms. The brick building is constructed from a modified English bond, which incorporates two courses of stretchers for every header course. The brickwork and the rendered plinths have been painted. The original brick chimneys are still extant above the corrugated steel-lined hipped roof. The corrugated steel-lined awning along the north-western and north-eastern elevation of the building are supported by timber framing with beaded-edged purlins resting on c.1886-1891 decorative cast iron posts. The cast iron posts and timber post exhibit contemporaneous decorative filigree brackets exhibiting the NSWGR insignia.

The majority of the length of the awning features a plain board fascia due to the foreshortening of the awning along the north-western elevation and the extension of the awning along the north-eastern elevation in the early twentieth century. Only the south-western end of the awning exhibits the original timber valance. Minor extensions are apparent, including a c.1900 extension for a ladies' toilet at the south-western end of the building and a full height brick wall beneath the north-eastern end of the awning, constructed in two stages in the early twentieth century. The north-western elevation exhibits the original large square-headed entrance into the open waiting room, supported by a single chamfered timber post, and double sash windows with square-headed lintels and bullnose brick sills. The windows exhibit timber-framed single sash windows with curved upper sashes and textured glazing.

The southern end of the north-western elevation also displays a small narrow timber-framed window with projecting brick sill, likely dating to the mid-twentieth century. An early twentieth-century ticket window with decorative timber architraves, a timber-framed sashed window and flat sill is located in the southern bay of the north-eastern elevation, while a plain timber door with square-headed lintel, which likely dates to the mid-twentieth century, has been added to the northern bay of this elevation. The south-eastern elevation exhibits three windows: an early but altered segmental arched timber sash window with a later chamfered sill, mid-twentieth-century diamond glazing and an intrusive air conditioning unit in the upper sash in the eastern bay; an altered square-headed timber sash window with multiple types of glazing, with an original bullnosed sill in the western bay; and a segmental arched timber-framed window with a projecting sill in the c.1900 ladies' toilet extension. Late twentieth-century and early twenty-first century services, conduits, downpipes and lighting have been fixed to the exterior of the building and the underside of the awnings.

The central waiting room has retained its original configuration and much of its original fabric, including the timber bench along the south-eastern wall of the room, the floorboards, the timber panelled gambrel ceiling with beaded profile and later scotia moulding along the south-eastern side. Other elements may not be original, but appear to be early, including the exposed chamfered timber beams and the doors at the north-eastern and south-western ends of the waiting room. Although both of the doors feature timber architraves, plain hardwood doors and twentieth-century grilles, the eastern door has a segmental arched lintel and no transom, whilst the western door has a flat-arched lintel and a glazed transom. The western enclosed room, currently used for storage but previously a ladies' waiting room, features a ceiling rose, timber architraves, mouldings including a dado rail, skirting, sill boards and chimney breasts with an infilled fireplace. Likewise, the eastern enclosed room, the former booking office currently used for storage, has retained original features such as the ceiling rose, original architraves and a chimney breast with an infilled fireplace.

## Exterior



**Figure 56. Platform 3 'Type 3' platform building as viewed from platform 2 (Source: Artefact, 2021)**



**Figure 57. View of platform building as entering from Trafalgar Street or pedestrian subway, with wrap around verandah and original chimney (Source: Artefact, 2021)**





**Figure 58. View of Platform 3 building from platform 2, note wrap around verandah (Source: Artefact, 2021)**



**Figure 59. Platform 3 building and waiting area as viewed from platform 2 (Source: Artefact, 2021)**



**Figure 60. View of platform building and awning, awning with decorative timber valance at ends (Source: Artefact, 2021)**



**Figure 61. Decorative cast iron awning columns and filigree brackets. Brackets include 'NSWGR' insignia, their tapered ends have been cut off when the awning was foreshortened (Source: Artefact, 2021)**

## Interior



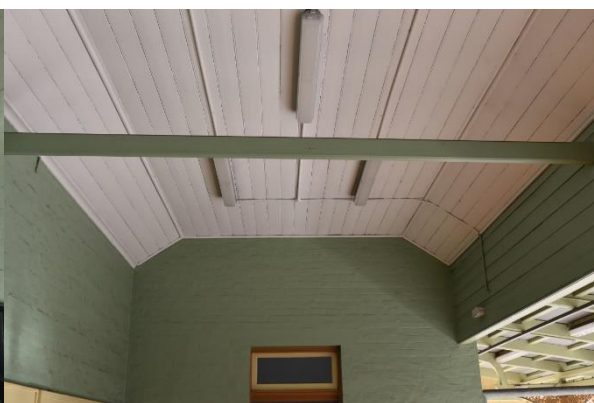
**Figure 62. Platform 3 waiting room, features original timber floorboards, painted brick walls and timber bench seating (Source: Artefact, 2021)**



**Figure 63. Original fixed timber bench seating beneath early timber advertising boards (Source: Artefact, 2021)**



**Figure 64. Early timber panelled door in original painted masonry walls (Source: Artefact, 2021)**



**Figure 65. Original timber boarded gambrel ceiling (Source: Artefact, 2021)**

#### 4.3.3 Former Parcels & Booking Office (1913)

The Former Parcels and Booking Office is a 1913 Federation style brick rectilinear building with Queen Anne influences. The building is simply designed but demonstrates a number of features of this style including face-brick walls laid in Flemish bond, the half-gabled diamond-patterned fibre-cement slate coloured roof with terracotta ridge capping and a half-timber gable to the front, segmental arched windows with timber-sashed windows, coloured multi-paned upper sashes in the windows and coloured multi-paned transom windows in the segmental arched doorways. The Former Parcels and Booking Office has retained its original form and fabric. It is unclear if the metal corrugated roofing to the south is a later alteration or simply a lower-cost element used for the rear elevation. Later phases include the installation of a timber glazed partition wall dating to the first half of the twentieth century, as well as sub-floor vents, gutters, downpipes, lighting, services, conduits and security screens over the windows dating to the late twentieth century.

The interior of the building has retained its original timber-framed doors, windows and architraves, and although the timber skirting, dado rail and wall vents match the style and date of the building, they may be replicas. The ceiling displays corrugated sheeting, while late twentieth-century lightings, services and conduits have been fixed to the ceiling and walls. A timber glazed partition within the building may be a later addition.



**Figure 66. Former Parcels and Bookings Office and its relationship with street and pedestrian subway from Douglas Street (Source: Artefact, 2021)**



**Figure 67. Former Parcels and Bookings Office (Source: Artefact, 2021)**





**Figure 68. Flemish bond brick walls, brick voussoirs above original timber boarded door with highlight window and multipaned double hung timber sash windows (Source: Artefact, 2021)**



**Figure 69. Half gable, with cement fibre and timber cladding (Source: Artefact, 2021)**



**Figure 70. Original timber boarded double entry doors at centre of Douglas Street façade (Source: Artefact, 2021)**



**Figure 71. Original diamond pattern fibre cement roof tiles in a slate finish with terracotta ridges. Half gable features timber barge board and timber ventilation slats (Source: Artefact, 2021)**

#### 4.3.4 Platform 1/2 (c.1880s, 1891)

Platform 1/2 comprises a convex island platform with brick retaining walls originally constructed in the 1880s as a wayside platform with a vertical English-bonded brick retaining wall with corbelled brick coping along the southern side (Platform 2). The retaining wall of Platform 2 appears to have retained its original brickwork. The northern retaining wall (Platform 1) comprises a similar face-brick vertical retaining wall with corbelled brick coping, constructed in 1891, although some of the corbelled brickwork has been cement-rendered. The south-western end of the platform exhibits a brick c.1905 extension and a c.1990s concrete extension. The south-western end of the platform ends in a wall and the north-eastern end ends in a ramp. The surface of the platform is covered in asphalt, with tactiles along the sides of the platform. The subway access is located on the eastern side of the platform.

Platform 1/2 exhibits multiple-headed lights, signage, garden beds, benches and bins, as well as overhead wiring structures. The two garden beds near the western end of the platform comprise square concrete edging flush with the asphalt surface and are planted with a tree and a bush. The two garden beds appear to have been upgraded in the 1990s to early 2000s. The bins, signage and benches comprise standard railway designs dating to the twenty-first century. The overhead wiring

structures and multiple-headed lights exhibit standard late twentieth-century railway designs. Late twentieth-century metal fencing is located at the south-western and north-eastern ends of the platform.



**Figure 72. View looking east along platform 1 beneath the awning (Source: Artefact, 2021)**



**Figure 73. View along platform 1 looking east, subway stair lantern to right (Source, Artefact, 2021)**



**Figure 74. Platform 1/2 in approximate location of proposed new lift (Source: Artefact, 2021)**



**Figure 75. Platform 1/2 subway lantern as viewed from gable end, metal mesh to clerestory windows, brick plinth (Source: Artefact, 2021)**



**Figure 76. Hut at eastern end of Platform 1/2 (Source: Artefact, 2021)**



**Figure 77. View of Platform 1/2 looking west at the platform building (Source: Artefact, 2021)**





Figure 78. Platform 1/2 subway lantern  
(Source: Artefact, 2021)



Figure 79. Platform 1 looking west to platform building and awning, subway lantern to the left (Source: Artefact, 2021)



Figure 80. Platform 2, looking towards the western end of the platform (Source: Artefact, 2021)



Figure 81. Platform 1/2, looking east towards platform building, platform planting in view (Source: Artefact, 2021)



Figure 82. Platform 2, building and lantern as viewed from platform 3 (Source: Artefact, 2021)



Figure 83. English bond brick retaining walls and brick coping to construct platform 1/2 as visible from platform 3 (Source: Artefact, 2021)



#### 4.3.5 Platform 3 (c.1880s)

Platform 3 comprises a concave wayside platform with vertical brick retaining walls and corbelled brick coping originally constructed in the 1880s. The retaining wall of Platform 3 appears to have retained its original brickwork. Some of the corbelled brickwork has been cement-rendered. The southern end of the platform exhibits a brick c.1913 extension and a c.1990s concrete extension. The surface of the platform is covered in asphalt sitting on a thin concrete slab, with tactiles along the edge of the platform. The southern side of the platform is flanked by English-bonded walls comprising a mix of 1880s and 1926 fabric, with some later repairs. A subway staircase access is located on the eastern end of the platform. Low-height English-bonded brick walls with bull-nose headers likely dating to the early twentieth-century are located between the staircase to the subway and the platform building, with late-twentieth century loop-top fencing above.

Platform 3 exhibits multiple-headed lights, signage, garden beds, benches and bins, as well as overhead wiring structures. The garden beds along the southern side of the platform are bordered by low-height walls of two courses, aligned around the c.1995 overhead wiring structures. The garden beds are planted with a mix of trees, shrubs and plants. The bins, signage and benches comprise standard railway designs dating to the twenty-first century. The overhead wiring structures and multiple-headed lights exhibit standard late twentieth-century railway designs. Late twentieth-century metal fencing is located at the south-western and north-eastern ends of the platform.



**Figure 84. English bond brick retaining wall and brick coping used to construct platform 3 visible from platform 2 (Source: Artefact, 2021)**



**Figure 85. Brick retaining wall, hedging and trees on platform 3. Areas of the platform retaining wall have been rendered and painted, evidence of repair or replacement (Source: Artefact, 2021)**



**Figure 86. Platform 3 as viewed from platform 2 (Source: Artefact, 2021)**



**Figure 87. Brick wall with niches which surrounds the stairs from platform 3 to the pedestrian subway as viewed from platform 2 (Source: Artefact, 2021)**





Figure 88. Concrete platform extension to the western end of the platform (Source: Artefact, 2021)



Figure 89. Trafalgar Street entry to platform 3, original dwarf brick wall, with non-original steel loop top fencing (Source: Artefact, 2021)

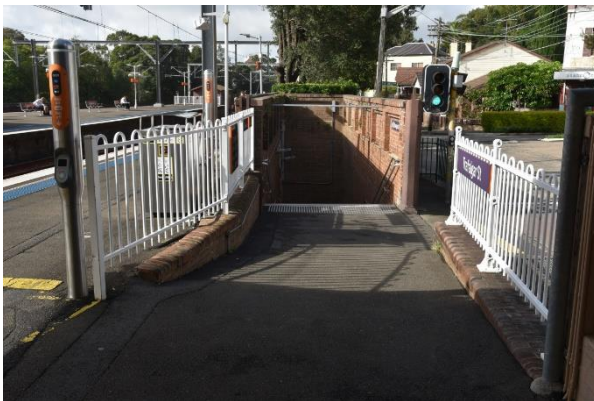


Figure 90. Trafalgar Street entry at intersection with pedestrian subway and platform 3, original dwarf brick walls, non-original fencing (Source: Artefact, 2021)



Figure 91. View along platform 3 looking east towards mature trees and plantings, with subway brick wall at right (Source: Artefact, 2021)



Figure 92. Brick retaining wall, hedging and planting on platform 3 (Source: Artefact, 2021)



Figure 93. Looking east down platform 3 (Source: Artefact, 2021)



**Figure 94. Looking west down platform towards platform building, retaining wall and hedging at forefront (Source: Artefact, 2021)**



**Figure 95. Trafalgar Street entrance to platform 3 (Source: Artefact, 2021)**

#### 4.3.6 Pedestrian Subway (1886- 1926)

The pedestrian subway comprises a brick passage with a concrete ceiling and asphalted floor running roughly north to south between Douglas Street and Trafalgar Street, with staircases running to the west from the subway up to Platform 1/2 and Platform 3 and a brick retaining wall along Douglas Street to the north. The majority of the subway is cement-rendered, but the ends and staircases areas have retained their face-brick finish, albeit with some painting inside the subway itself. The c.1926 subway incorporated some of the elements of the c.1886 subway and 1897 and 1913 alterations into its construction,<sup>48</sup> including the alignment of the c.1886 staircases and the fabric of the brick retaining walls and balustrades of the staircases and the 1913 northern entrance on Douglas Street. The 1897 alterations for access to the now demolished additional northern (Up) platform are likely to have been infilled and partially retained below the level of the railway.

The access to Platform 3 comprises English-bonded retaining walls (c.1886 and c.1926) and concrete stairs lined with late twentieth-century tiles and nosings. Two handrails flank each side of the staircase, fixed into the brickwork. The lower handrail appears to be a mid-twentieth-century handrail and the upper dates to the twenty-first century. The retaining walls are surmounted by contemporaneous coffered balustrades with soldier coursed capping. The pedestrian subway appears to have reused part of an earlier, c.1886 wall of the original subway, as the southern wall of the staircase onto Platform 3 appears in a photograph taken prior to the construction of the second subway in 1926 (Figure 19). The southern wall of the staircase balustrade forms part of the brick wall along the southern side of the station, but the southern side has been painted in brown paint. Later services and lighting have been fixed to the brickwork.

The access to Platform 1/2 comprises English-bonded retaining walls (c.1886 and 1926) and concrete stairs with aluminium nosings. Two handrails flank each side of the staircase, fixed into the brickwork. The lower handrail appears to be a mid-twentieth-century handrail and the upper dates to the twenty-first century. The retaining walls are surmounted by contemporaneous recessed balustrades with a projecting rendered capping. A covered stair lantern above the staircase, dating to the 1926 alterations, exhibits a gabled corrugated metal roof covering a timber-framed lantern with timber-boarded ceiling. The end posts of the lantern are stop-chamfered and the gable ends are half-timbered. Later services, downpipes and lighting have been fixed to the lantern. Security grilles cover the sides of the lantern other than the western entrance.

<sup>48</sup> PTW Architects, 2018. Statement of Heritage Impact: Stanmore Railway Station TAP3 Package 3. Revision A (Draft), September 2018.



The existing northern entrance to the subway on Douglas Street appears to have retained the English-bonded c.1913 engaged piers, which have been set into a brick retaining wall that exhibits at least two stages of construction likely dating to the 1880s and 1890s, as the bottom half of the wall exhibits stretcher bonded brickwork and the top of the wall exhibits English-bonded brickwork. An English-bonded wing wall with a pitched bull-nose coping extends from the eastern side of the wall to a short English-bonded wall with a bull-nose coping.



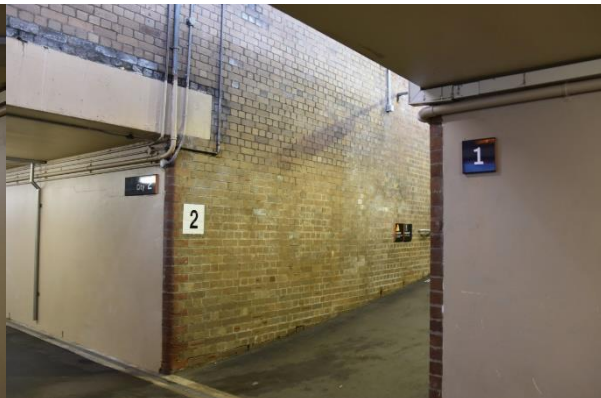
**Figure 96. Entrance to pedestrian subway from Douglas Street (Source: Artefact, 2021)**



**Figure 97. Pedestrian subway as you enter from Douglas Street, painted brick walls, concrete ceiling and asphalt floor (Source: Artefact, 2021)**



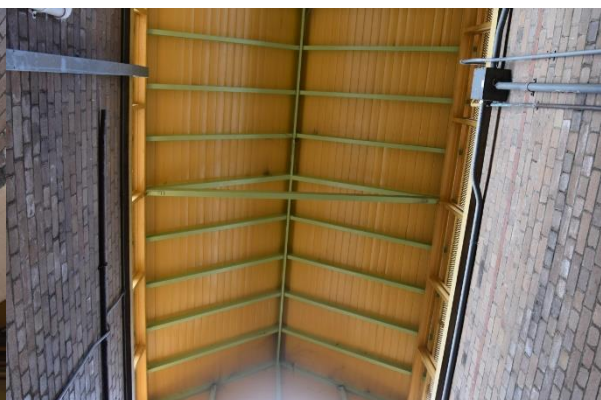
**Figure 98. Pedestrian subway, walls become rendered midway through (Source: Artefact, 2021)**



**Figure 99. Intersection of the pedestrian subway leading to the stairs to platforms 1 and 2 (Source: Artefact, 2021)**



**Figure 100. Looking back to the rear subway wall, beneath the lantern on platform 1/2, unrendered brick in this section (Source: Artefact, 2021)**



**Figure 101. Timber boarded and truss ceiling to the platform 1/2 lantern above the stairs (Source: Artefact, 2021)**



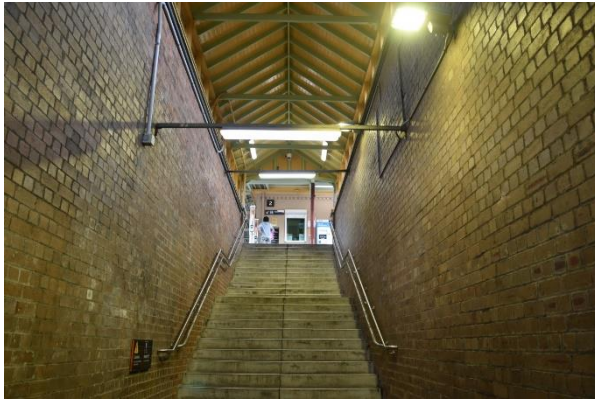


Figure 102. Concrete stairs leading up to platforms 1/2 from the subway. Unpainted brick walls and timber boarded lantern roof (Source: Artefact, 2021)

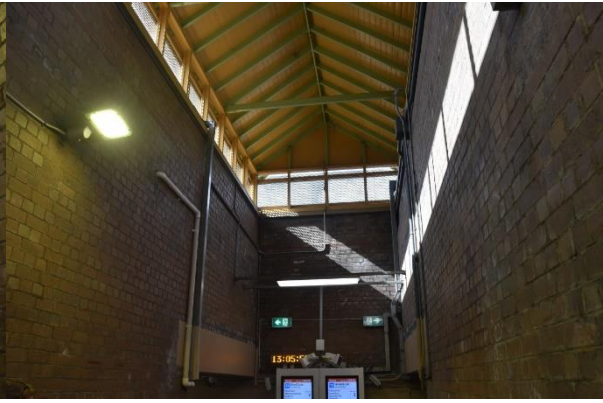


Figure 103. Clerestory windows beneath the lantern roof (Source: Artefact, 2021)



Figure 104. Original handrail retained beneath contemporary to code handrail (Source: Artefact, 2021)



Figure 105. Metal mesh to clerestory windows, brick wall with rendered cement coping (Source: Artefact, 2021)

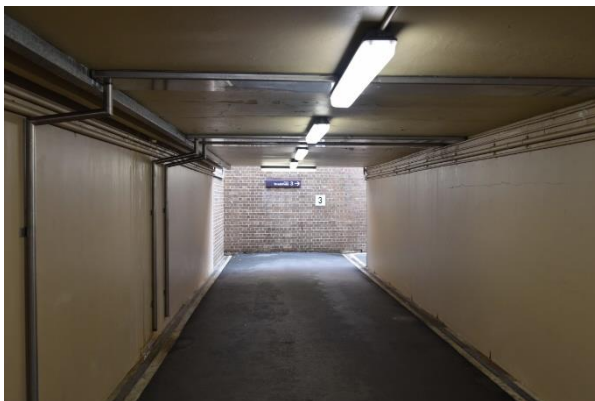


Figure 106. Pedestrian subway leading to Platform 3 and exit to Trafalgar Street (Source: Artefact, 2021)

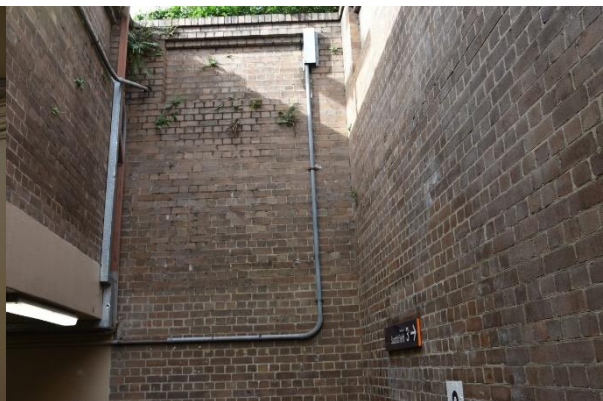


Figure 107. Brick wall to open roofed stairs to Platform 3 and Trafalgar Street exit (Source: Artefact, 2021)



**Figure 108. Concrete tile lined stairs to Platform 3. Original handrail retained beneath compliant contemporary handrail (Source: Artefact, 2021)**



**Figure 109. Open air, and brick walls with brick niches surround the stairs leading to the pedestrian subway from Platform 3 (Source: Artefact, 2021)**

#### 4.3.7 Moveable Items

A small number of moveable heritage items are located at Stanmore Station. These include a late nineteenth-century safe in the in the former Station Manager's Office, a timber desk/shelving unit in Station Manager's Office and the timber bench seating in the waiting rooms.



**Figure 110. Safe in Station Master's Office (Source: Artefact, 2021)**



**Figure 111. Timber desk and under-desk shelving in Station Master's Office (Source: Artefact, 2021)**

#### 4.3.8 Other elements

The signal shed to the east of Platform 1/2 is a rectilinear brick building constructed in stretcher bond with a corrugated steel lined gabled roof and sitting on a concrete slab.

To the north of the station along Douglas Street are mid-twentieth-century concrete footpaths and road surfaces. At the eastern end of Platform 1/2 is a brick signal shed dating to the second half of the twentieth century surfaces with late twentieth-century concrete kerbs, concrete ramps and metal fencing. Late twentieth-century and early twenty-first century repairs and alterations to the road surfaces are apparent, including a bicycle path installed in 2021. Advertising boards are located to the west of the overhead booking office, as are low-height timber walling and metal security fencing.

To the south of the station along Trafalgar Street are mid-twentieth-century concrete footpaths, road surfaces and pedestrian crossing with late nineteenth century sandstone kerbing and late twentieth-century ramps and metal fencing. Late twentieth-century paving tiles line the surface pedestrian



crossing. Late twentieth-century and early twenty-first century repairs to the road surfaces are evident.

#### 4.4 Analysis of current condition

The following information in Table 2 below provides a description of the physical condition of the key elements within Stanmore Station.

**Table 2: Condition assessment of elements at Stanmore Station**

Component	Assessment	Grading
Platform Building, Platform 1/2 (Type 3) (1886)	The Platform 1/2 building is generally in good condition. The original face-brick façades have been painted. A small number of surface cracks have developed in the brickwork. A vertical crack has appeared between the original south-western end of the building and a later extension.	Good - Fair
Platform Building, Platform 3 (Type 3) (1886)	The Platform 3 building is generally in good condition. Most elements are in good condition apart from the timber fascia, which demonstrate evidence of deterioration and paint flaking. The original face-brick façades have been painted and the southern façade along Trafalgar Street displays evidence of graffiti and poorly applied paint patching.	Good - Fair
Former Parcels & Booking Office (1913)	The former parcels and booking office is generally in good condition. One crack through the brickwork above the door on a middle bay on the northern elevation is evident.	Good
Platform 1/2 (c.1880s, 1891)	Platform 1/2 is generally in good condition, although the brickwork exhibits evidence of staining and poorly covered or removed graffiti.	Good - Fair
Platform 3 (c.1880s)	Platform 3 is generally in good condition, although the brickwork exhibits evidence of staining, graffiti and minor displacement near the eastern end, while the concrete render on the brick coping has spalled off in localised areas.	Good - Fair
Pedestrian Subway (c.1886- 1926)	The subway is in a good to fair condition. The brickwork is in good condition, displaying evidence of past repairs, while the concrete subway ceiling displays evidence of water damage, with staining and failing paint layers. The asphalt floor, and tiled concrete stairs are in good condition.	Good - Fair
Moveable Items	The late nineteenth-century safe in the in the former Station Manager's Office, timber desk/shelving unit in Station Manager's Office and the timber bench seating in the waiting rooms are in good condition.	Good
Other elements	The signal shed to the east of Platform 1/2 is in good to fair condition and the brickwork has been painted. The landscape elements to the north and south of the station are in good to fair condition, with evidence of past repair.	Good - Fair

## 5.0 ASSESSMENT OF HERITAGE SIGNIFICANCE

### 5.1 Significance assessment criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the Burra Charter of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual, the Archaeological Assessment Guidelines and the 2009 Assessing Significance for Historical Archaeological Sites and 'Relics'.

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

**Table 3: NSW heritage assessment criteria**

Criteria	Description
<b>A – Historical Significance</b>	An item is important in the course or pattern of the local area's cultural or natural history.
<b>B – Associative Significance</b>	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
<b>C – Aesthetic or Technical Significance</b>	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
<b>D – Social Significance</b>	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.
<b>E – Research Potential</b>	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
<b>F – Rarity</b>	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
<b>G - Representativeness</b>	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

## 5.2 Significance of Stanmore Station

### 5.2.1 Statement of significance

The NSW SHI database contains the following statement of significance for Stanmore Station:<sup>49</sup>

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*Stanmore Railway Station has State significance for its group of largely intact, original structures dating from the 1880s establishment of the station through to the 1891 quadruplication and the 1927 sextuplication of the line, which are able to demonstrate the growth and expansion of the railways in the late 19<sup>th</sup> and early twentieth century. It is significant for its collection of railway structures namely the 1880s platform buildings, the 1910s former parcels & bookings office and the 1920s subway which have remained largely intact and form a cohesive group which is able to effectively represent suburban railway stations of the late 19<sup>th</sup> century. The extant 1880s platform buildings are excellent examples of 'second class station' buildings which have a higher level of integrity. The group remains relatively intact and is a significant landmark in the local area.*

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### 5.2.2 Assessment of significance

Stanmore Station is one of the major railway precincts in NSW. It is recognised as a State significant heritage item. The assessment of Stanmore Station against the NSW heritage assessment criteria as provided in the SHI is reproduced in Table 4 below.

**Table 4: Significance assessment for Stanmore Station<sup>50</sup>**

Criterion	Explanation
<b>A – Historical Significance</b>	<i>Stanmore Railway Station has State significance as the station with its group of largely intact, original structure[s] dating from the 1880s establishment of the station through to the 1891 quadruplication and the 1927 sextuplication of the line, is able to demonstrate the growth and expansion of the railways in the late 19<sup>th</sup> and early twentieth century. The 1880s platform buildings, the 1910s former parcels &amp; bookings office and the 1920s subway collectively represent key historic phases of suburban railway development.</i>
<b>B – Associative Significance</b>	<i>Stanmore Railway Station is significant for its association with Engineer-in-Chief George Cowdery who was influential in guiding the changes made to the station as part of the 1891 quadruplication of the line namely the conversion of the existing island Platform 1-2 and the construction of the former parcels and booking office along Douglas Street.</i>

<sup>49</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).

<sup>50</sup> Heritage NSW 2012. Stanmore Railway Station Group. *Search the State Heritage Inventory*. Accessed online at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012223> (26/04/2021).



Criterion	Explanation
<b>C – Aesthetic or Technical Significance</b>	<i>Collectively the complex of station structures at Stanmore Railway Station have local aesthetic significance. The 1880s ‘second class station buildings’ displays [sic] large central brick buildings flanked by attached wing structures, hipped roofs with a transverse gable and awnings supported by original cast iron columns with decorative brackets. The former parcels &amp; booking office is an example of the Federation style architecture prevalent in late 19<sup>th</sup> and early twentieth century suburban railway stations. Together the platform buildings along Trafalgar Street and the subway and former parcels &amp; booking office along Douglas Street form significant landmarks in the local area.</i>
<b>D – Social Significance</b>	<i>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 history.</i>
<b>E – Research Potential</b>	<i>Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at Stanmore Railway Station.</i>
<b>F – Rarity</b>	<i>The integrity of Stanmore Railway Station as a whole is considered to be high based on the fact that platform buildings, the subway, and the parcels office are rarely seen so intact on the one site.</i>
<b>G – Representativeness</b>	<i>The platform buildings at Stanmore Railway Station are largely intact externally and retain a large amount of original fabric externally and internally and are therefore amongst the best examples of this type of platform building. The subway has been changed but it retains characteristic features of a subway namely connecting the street to the platforms and has some original fabric and is therefore a good representation.</i>

### 5.2.3 Grading of significant elements

To aid in future planning of developments to Stanmore Station, this report includes an assessment of the relative contributions of individual components of the station to its heritage value. This assessment was based on the standard grades of significance set out in the NSW Heritage Office publication ‘Assessing Heritage Significance’.<sup>51</sup> Table 5 below lists the different elements of the station group and provides a significance grading for each, as well as detailed gradings of the fabric of each structure. The heritage assessments for the elements have been guided by information in relevant heritage conservation strategies.<sup>52</sup> Where no existing grading exists for a component, or where the existing grading is inaccurate or insufficient for the purposes of this SoHI, Artefact Heritage has prepared a brief assessment.

<sup>51</sup> NSW Heritage Office, 2001. ‘Assessing Heritage Significance. *NSW Heritage Manual*. Accessed online at: <https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/a-c/Assessing-Heritage-Significance.pdf> (28/06/2021).

<sup>52</sup>. Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

**Table 5: Grades of significance for Stanmore Station components**

Component	Assessment	Grading
Platform Building, Platform 1/2 (Type 3) (1886)	<p>The Platform 1/2 building is a highly intact Type 3 'second class' station building with Italianate detailing. Despite minor alterations dating to the twentieth and twenty-first centuries, the building has retained its late nineteenth century form and fabric, such as the hipped roof with transverse gables, timber-framed awnings with decorative cast iron columns and brackets, timber sashed windows, timber-framed doors and original interiors. The building has aesthetic, historical and associative significance at the State level for its highly intact form and fabric, its association with Engineer-in-Chief George Cowdery and for its representation of a key period of railway development in NSW.</p>	<p><b>High: Overall</b></p> <p><u>Exterior</u></p> <p><i>Exceptional:</i> Cast iron posts and cast-iron filigree brackets</p> <p><i>High:</i> Brick walls, decorative string courses, timber valances, original timber-framed windows, dentilled stringcourse, moulded entablature with roses and corbels beneath the eaves, decorative timber fascias on the gables, brick chimneys, original and early moulded timber doors, rounded brick sills, timber roof framing</p> <p><i>Moderate:</i> Timber awning structure and plain timber fascia, textured window glazing (fixed), plinths</p> <p><i>Little:</i> Paint finishes, ventilation, mid-late twentieth century timber-framed windows, textured window glazing (louvred)</p> <p><i>Neutral:</i> corrugated metal roofing, gutters, downpipes, flashing, brick window infill, late twentieth century plain timber doors</p> <p><i>Intrusive:</i> Signage, lighting, services, anti-bird spikes, bars, aluminium ticket windows, Opal card machines and readers</p> <p><u>Interior</u></p> <p><i>Exceptional:</i> Pressed metal ceilings</p> <p><i>High:</i> Timber flooring, timber benches, brick walling, brick chimney breast, moulded/hardwood panelled timber doors, timber French/double-leaf doors, timber skirting, timber architraves, timber-framed windows, timber panelled ceiling, timber panelled partition, timber architraves, timber-framed transom windows, ceiling roses, stone fireplace thresholds, timber dados, internal plaster vents, decorative plaster cornice, remnant c.1886 white marbled subway tiles with green egg-and-dart rail in the narrow cistern room, safe in Station Master's Office, desk/shelving unit in Station Master's Office, timber roof framing</p> <p><i>Moderate:</i> Internal timber architraves on the partition, internal timber door, concrete threshold, plastered wall finishes, plaster ceilings</p> <p><i>Little:</i> Plain timber doors, timber boards/shelving in storage room, perforated timber ceiling, concrete floors, painted finish on the brickwork</p> <p><i>Neutral:</i> c.2017 bathroom fit-outs including floor tiles, wall tiles, toilets, basins, bathrooms doors, hand-washing dispensers, sharps collection boxes, mirrors, signs, toilet roll dispensers, hand dryers, urinals, timber, late twentieth-century cornices, contemporary copper pipes, twenty-first-century brick walls</p> <p><i>Intrusive:</i> Lighting, cameras, services, fireplace infill, security grilles, steel pipes, staff amenities, service holes in ceilings</p>

Component	Assessment	Grading
Platform Building, Platform 3 (Type 3) (1886)	<p>The Platform 1/2 building is a highly intact Type 3 'second class' station building with Italianate detailing. Despite minor alterations dating to the twentieth and twenty-first centuries, the building has retained its late nineteenth century form and fabric, such as the timber-framed awnings with decorative cast iron columns and brackets, timber sashed windows, timber-framed doors and original interiors. The building has aesthetic, historical and associative significance at the State level for its highly intact form and fabric, its association with Engineer-in-Chief George Cowdery and for its representation of a key period of railway development in NSW.</p>	<p><b>High: Overall</b></p> <p><u>Exterior</u></p> <p><i>Exceptional:</i> Cast iron posts and cast-iron filigree brackets</p> <p><i>High:</i> Brick walls, decorative string courses, timber valances, original timber-framed windows, dentilled stringcourse, moulded entablature with roses and corbels beneath the eaves, decorative timber fascias on the gables, lintels, brick chimneys, original and early moulded timber doors, rounded brick sills, timber roof framing, original timber architraves</p> <p><i>Moderate:</i> Timber awning structure and plain timber fascia, textured window glazing (fixed), plinths, timber roof framing</p> <p><i>Little:</i> Paint finishes, ventilation, mid-late twentieth century timber-framed windows, textured window glazing (louvred)</p> <p><i>Neutral:</i> corrugated metal roofing, gutters, downpipes, flashing, brick window infill, late twentieth-century plain timber doors, furniture, computer equipment</p> <p><i>Intrusive:</i> Signage, lighting, services, anti-bird spikes, bars/door grilles, aluminium ticket windows, Opal card machines and readers</p> <p><u>Interior</u></p> <p><i>Exceptional:</i> N/A</p> <p><i>High:</i> Timber benches, brick walling, brick chimney breast, moulded timber doors, timber skirting, timber architraves, timber-framed windows, timber panelled ceiling with beaded cornices and scotia moulding, ceiling roses, dado rails, skirting, sill boards, plaster ceilings, timber roof framing</p> <p><i>Moderate:</i> Timber flooring, internal timber architraves on the partition, internal timber door, concrete threshold, timber panelled cupboard</p> <p><i>Little:</i> Furniture</p> <p><i>Neutral:</i> Staff amenities</p> <p><i>Intrusive:</i> Lighting, cameras, services, fireplace infill, bins, service holes in ceilings, air conditioners</p>



Component	Assessment	Grading
Former Parcels & Booking Office, (1913)	The Parcels Office at Stanmore Railway Station has historical, associative and aesthetic significance, as well as rarity, at a State Level. The building has historical and aesthetic significance for its representation of one of the key historical phases of suburban railway development as a Federation Style building, a style used widely in early twentieth century railway stations in Sydney. The Queen Anne influenced features, however, are a rare feature in rail station buildings. The building has associative significance for its association with the Engineer-in-Chief George Cowdery. The Parcels Office has retained a high level of integrity externally and internally, retaining the majority of original features, form and fabric.	<p><b>High: Overall</b></p> <p><u>Exterior</u></p> <p><i>Exceptional:</i> Original coloured window panes in upper sashes of sash windows and transoms</p> <p><i>High:</i> Flemish-bonded brick walling, brick segmental arches, timber architraves, timber-framed sashed windows, timber-framed transoms windows, timber-panelled doors, diamond-patterned fibre-cement slate coloured roof tiles, terracotta ridges tiles, timber roof framing, clear window glass, gables fascia, half-timbering and stucco gable</p> <p><i>Moderate:</i> Fascia under the gutters, timber-louvres, metal corrugated roofing</p> <p><i>Little:</i> Sub-floor vents</p> <p><i>Neutral:</i> Gutters, downpipes</p> <p><i>Intrusive:</i> Security grilles, signage</p> <p><u>Interior</u></p> <p><i>Exceptional:</i> Original coloured window panes in upper sashes of sash windows and transoms</p> <p><i>High:</i> Brick walling, timber-framed sashed windows, timber-framed transoms windows, timber-panelled doors, clear window glass, timber architraves, dado rail, skirting, wall vents, timber roof framing,</p> <p><i>Moderate:</i> Timber glazed partition wall, mini-corrugated sheeting ceiling</p> <p><i>Little:</i> N/A</p> <p><i>Neutral:</i> N/A</p> <p><i>Intrusive:</i> Contemporary lighting, services and conduits</p>

Component	Assessment	Grading
Platform 1/2 (c.1880s, 1891)	Platform 1/2 at Stanmore Railway Station has historical, associative and aesthetic significance, as well as representativeness at a State Level. The platform has historical significance for its representation of key historical phases of the expansion of the suburban railway as an originally c.1880 wayside platform converted into an island platform in 1891 as part of the quadruplication works and extended in 1905 to allow for additional carriages. The main section of the platform comprises a highly intact late nineteenth-century and early twentieth-century convex vertical corbelled brick island platform, which is representative of such platforms across the network and is rare for its level of integrity. The platform has associative significance for its association with the Engineer-in-Chief George Cowdery.	<p><b>High: Overall</b></p> <p><u>Elements</u></p> <p><i>Exceptional:</i> N/A</p> <p><i>High:</i> c.1891 brick retaining walls, 1905 brick-faced extension, brick corbelling</p> <p><i>Moderate:</i> N/A</p> <p><i>Little:</i> Asphalt surface, concrete coping, concrete extension, soil infill, replica lighting</p> <p><i>Neutral:</i> Furniture, tactiles, green powder-coated metal fencing</p> <p><i>Intrusive:</i> Bins, signage, services, loop-top fencing</p>
Platform 3 (c.1880s)	Platform 1/2 at Stanmore Railway Station has historical, associative and aesthetic significance, as well as representativeness at a State Level. The platform has historical significance for its representation of key historical phases of the expansion of the suburban railway as an originally c.1880 wayside platform extended in 1913 to allow for additional carriages. The main section of the platform comprises a highly intact late nineteenth-century and early twentieth-century concave vertical corbelled brick wayside platform, which is representative of such platforms across the network and is rare for its level of integrity. The platform has associative significance for its association with the Engineer-in-Chief George Cowdery.	<p><b>High: Overall</b></p> <p><u>Elements</u></p> <p><i>Exceptional:</i> N/A</p> <p><i>High:</i> c.1891 brick platform retaining walls, 1913 brick-faced extension, brick corbelling, English-bonded brick perimeter walls (1886 and 1926) along the southern side of the platform, c.1880-1891 low-height brick entrance retaining walls</p> <p><i>Moderate:</i> Plantings along the southern side</p> <p><i>Little:</i> Asphalt surface, concrete coping, concrete extension, soil infill, replica lighting, low-height (two course) garden walls along the southern side of the platform</p> <p><i>Neutral:</i> Furniture, tactiles, green powder-coated metal fencing</p> <p><i>Intrusive:</i> Bins, signage, services, loop-top fencing</p>

Component	Assessment	Grading
Pedestrian Subway (c.1886-1926)	The pedestrian subway has historical, associative and aesthetic significance, as well as representativeness and rarity, at a State Level. The subway has historical significance for its representation of key historical phases of the expansion of the suburban railway as an originally c.1886 subway altered in 1913 and 1926. The existing early fabric predominantly comprises English-bonded brickwork, the concrete ceiling and the framing of the 1926 lantern on Platform 1/2. Despite later alterations such as the concrete staircases, the handrails and cement render lining along the subway, the subway is a highly intact early railway subway. The subway is representative of subways across the network and is rare for its level of integrity.	<p><b>High: Overall</b></p> <p><u>Elements</u></p> <p><i>High:</i> English-bonded brick walling and balustrades (including 1886 and 1926 sections), stretcher and English bonded brick retaining walls along the northern side of the station (1886 and 1926), concrete ceiling, roofing, stop-chamfered posts to rafters, timber structure, remnant steel posts</p> <p><i>Moderate:</i> Mid-twentieth century handrails</p> <p><i>Little:</i> Replacement brickwork, render to walls and ceiling, stair tiles, treads, late twenty-first/early twenty-first century steel handrails, corrugated steel roofing, concrete stairs</p> <p><i>Intrusive:</i> Signage, services, lighting, conduits, security grilles, pool-top fencing, perforated walling on lantern, bins</p>
Moveable Heritage Items	The moveable heritage items including the safe in Station Manager's Office, the desk/shelving unit in Station Manager's Office and bench seating in the waiting rooms are highly intact early items associated with the use of the railway in the nineteenth and twentieth centuries. These items have historical, associative and aesthetic significance at the State level.	<p><i>High:</i> Safe in Station Manager's Office, Desk/Shelving Unit in Station Manager's Office and Bench seating in waiting rooms</p>
Other elements	<p>The brick retaining walls related to the station have State historical and aesthetic significance. The sandstone kerbs, mid-twentieth century concrete kerbs, pavement and road surfaces have local historical and aesthetic significance.</p> <p>The brick signal shed does not meet the criteria for local or State heritage significance, and nor do other elements outside the station such as the twentieth-century paving tiles on the pedestrian crossing, late twentieth-century and early twenty-first-century road surfaces, advertising boards, low-height timber walling, loop-top fencing and security fencing.</p>	<p><i>High:</i> Sandstone kerbs outside the station, brick retaining walls</p> <p><i>Moderate:</i> Trees</p> <p><i>Little:</i> Brick signal shed (second half of twentieth-century), groundcover in gardens, mid-twentieth century concrete kerbs, pavement and road surface,</p> <p><i>Neutral:</i> Late twentieth-century paving tiles on pedestrian crossing, late twentieth-century and early twenty-first-century road surfaces and kerbs, advertising boards, low-height timber walling, bicycle paths, bicycle hoops, grassed areas</p> <p><i>Intrusive:</i> Loop-top fencing, security fencing</p>



### 5.3 Comparative analysis

Stanmore Station is widely recognised as a State significant station for its group of largely intact structures dating from the 1880s through to the 1927 sextuplication of the line, presenting a cross section of railway structures that represent significant periods of development across the suburban railway stations of Sydney. Stanmore Station's setting amongst a mix of nineteenth century to early twentieth century commercial buildings, terrace houses, freestanding cottages and remnant large villas reinforces the significance and major phases of the station.

The design of the station, namely the c.1880s-1891 platforms, the c.1886 'second class' platform buildings, 1913 booking and parcels office and the c.1886-1926 subway, demonstrates the use of polite architectural motifs, which were widely used in railway architecture during the Victorian and Edwardian periods. Despite the demolition of the 1891 Suburban Up platform in 1926 and minor modifications dating to the second half the twentieth century and the early twenty-first century, the station has retained the vast majority of its early structures and therefore has a high level of integrity.

The c.1886 Platform 1/2 and Platform 3 platform buildings are 'second class station buildings'. 'Second class station buildings' date to 1859-1890 and the majority of these station building types were constructed at metropolitan stations in the 1880s.<sup>53</sup> The typical features for 'second class station buildings' include a central brick building containing a waiting room with wings either side, hipped roofs with or without transverse gables, brick chimneys, timber or cast iron supported awnings with decorative brackets.<sup>54</sup> Both the Platform 1/2 and Platform 3 platform buildings exhibit the majority of these common features, aside from the Platform 3 building not displaying transverse gables. The two buildings exhibit two different scales of this same building type in response to the demands of the lines, as the Platform 3 building only contains three rooms, while the Platform 1/2 buildings contains multiple rooms. There are approximately 22 examples of 'second class station buildings' across the Sydney metropolitan network.<sup>55</sup> These platform buildings are therefore not rare, but are good, highly intact representative examples of this building type from the peak period of construction along the NSW railway network. They are additionally significant as a group of this type of platform building, and display early changes to the buildings to meet the demands of the station, such as the 1891 awning along the northern side of the Platform 1/2 building during the conversion of the platform into an island platform for the quadruplication of the line.

Following its initial construction in c.1886, the subway, including the passage, staircases and retaining walls, underwent early alterations in 1897 to allow for the new Suburban Up platform in 1897, relocation of the northern entrance next to the new booking and parcels office in 1913 and the sextuplication of the line in 1926. These phases of the subway are of high significance, demonstrating the growth of the railway line and response to growing demands in the use of the railway line during the late nineteenth and early twentieth centuries. The subway has generally retained its 1926 form other than the later infilling of the bookstall and replacement of the concrete steps in the middle of the twentieth century.

Other metropolitan examples of early subways are extant at other State heritage listed stations, such as Petersham Railway Station (SHR # 01223) and Strathfield Railway Station (SHR # 01252). However, the 1891 subway at Petersham Railway Station is in moderate condition, is disfigured by graffiti and no longer provides connections onto the platforms,<sup>56</sup> while the subway at Strathfield Railway Station appears to only contain the 1927 subway structure, despite the presence of an earlier

<sup>53</sup> Office of Rail Heritage, 2009. *Overview of Railway Station Buildings (1856 - 2009) for S170*, p. 6.

<sup>54</sup> Office of Rail Heritage, 2009. *Overview of Railway Station Buildings (1856 - 2009) for S170*, p. 6.

<sup>55</sup> Office of Rail Heritage, 2009. *Overview of Railway Station Buildings (1856 - 2009) for S170*, p. 6.

<sup>56</sup> Heritage NSW 2010. 'Petersham Railway Station group'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012133> (18/11/2021).

subway.<sup>57</sup> Stanmore Station is therefore a rare, highly intact early subway with fabric dating from c.1886 to 1926. Like the station as a whole, its significance is not simply related to its original construction, but representative of the changes made to the station during the first few decades of its use due to the growth of the railway network.

The former parcels and booking office, constructed in 1913, is considered to be of high significance to the station. It is representative of one of the key historical phases of suburban railway development as a Federation Style building; a style used widely in early twentieth century railway stations in Sydney. The Queen Anne influenced features apparent on the building, however, are a rare feature in rail station buildings. The Parcels Office has retained a high level of integrity externally and internally, retaining the majority of the original features, form and fabric. The building is therefore both representative of Federation/Edwardian period parcels and booking offices across the network and rare for its Queen Anne detailing.

Platform 3 is a c.1880 concave wayside platform constructed with vertical English-bonded brick, a brick corbelled coping and earth sub-surface infill. Platform 1/2 was originally a c.1880 convex wayside platform, but was converted into a convex island platform in 1891 by George Cowdrey, the then Engineer-in-Chief for Existing Lines. Both platforms exhibit early and late twentieth-century extensions. The platforms are considered to be good representative examples of c.1880s-1890s vertical brick platforms with corbelled brick copings.<sup>58</sup> Although platforms with vertically profiled masonry walls are common throughout the Sydney metropolitan network, with the majority of such platforms constructed in English bond as apparent at Stanmore Station,<sup>59</sup> many of these platforms have been altered. Therefore, the retention of both the height and length of the early platforms is rare along the network. The asphalt surface of the platforms and the presence of tactile ground surface indicators along the edges of the platform are common throughout the NSW network and are not rare or significant.

The signal box at the eastern end of Platform 1/2 does not appear to be particularly rare. However, it has some representative value as an example of a mid-twentieth century signal box along the NSW rail network.

## 5.4 Nearby heritage items and Heritage Conservation Areas

The following section contains statements of significance for heritage items and HCAs near Stanmore Station, which summarise the significant values of these items and conservation areas. The statements of significance have been extracted from the respective SHI database listings or DCP for each item.

### 5.4.1 Heritage items

#### 5.4.1.1 Stanmore Public School, including interiors (LEP # I239, SHI # 5066038 & 5065588)

The following Statement of Heritage Significance for the Stanmore Public School, listed on the Marrickville LEP 2011 (LEP # I239) and the Department of Education s.170 Heritage and Conservation Register (SHI # 5066038 & 5065588), has been extracted from the SHI database listing for the LEP item:<sup>60</sup>

<sup>57</sup> Heritage NSW 2015. 'Strathfield Railway Station group'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/View/Item?itemId=5012224> (18/11/2021).

<sup>58</sup> Australian Museum Consulting 2015. *Heritage Platforms Conservation Strategy*. Prepared for Transport for NSW. May 2015, p. 33.

<sup>59</sup> Australian Museum Consulting 2015. *Heritage Platforms Conservation Strategy*. Prepared for Transport for NSW. May 2015, p. 33.

<sup>60</sup> Heritage NSW 2012. 'Stanmore Public School, including interiors'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/View/Item?itemId=2030105> (18/11/2021).

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*This large public school is one of a number in this area which were built in response to the NSW Public Instruction Act of 1880. It forms an attractive corner element for historical, social and aesthetic reasons. The grounds include the former private residence, Mona Villa, acquired by the school in 1911. The school contains an assortment of buildings that represent the different major educational styles over the last 100 years.*

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**5.4.1.2 Victorian villa—"Horaceville", including interiors (LEP # I240)**

The following Statement of Heritage Significance for the Victorian villa—"Horaceville", including interiors, listed on the Marrickville LEP 2011 (LEP # I240), has been extracted from the SHI database listing for the LEP item:<sup>61</sup>

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*Two storey, freestanding, Victorian villa with an elaborate first floor facade including a central raised nameplate bearing the name 'Horaceville' and the date 'AD 1884'. The Parapet is very ornate and rises high above the balcony, which features cast iron detailing. The ground floor facade has been enclosed. The most important feature of this site is its setting within a large front garden which screens it from the road and railway line. As most of the original, large allotments were re-subdivided in the early 20th century there are few sites which still retain much evidence of their original setting.*

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**5.4.1.3 Group of 4 Victorian villas, including interiors (LEP # I268)**

The following Statement of Heritage Significance for the Group of 4 Victorian villas, including interiors, listed on the Marrickville LEP 2011 (LEP # I268), has been extracted from the SHI database listing for the LEP item:<sup>62</sup>

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*The villas, display the late Victorian delight in applied ornament to their buildings. They are sited prominently overlooking the railway line adjacent to Stanmore station and form an unusual and distinctive group.*

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**5.4.1.4 Victorian villa - "Essington", including interiors (LEP # I250)**

The following Statement of Heritage Significance for the Victorian villa - "Essington", including interiors, listed on the Marrickville LEP 2011 (LEP # I250), has been extracted from the SHI database listing for the LEP item:<sup>63</sup>

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*This is possibly the best remaining example of the railway villas erected around the Stanmore Railway Station in the 1880's and 90's. The retention of much of the original internal and external detailing, and the care with which it has been restored make it of particular importance.*

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<sup>61</sup> Heritage NSW 2011. 'Victorian villa—"Horaceville", including interiors'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030106> (18/11/2021).

<sup>62</sup> Heritage NSW 2011. 'Group of 4 Victorian villas, including interiors'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030104> (18/11/2021).

<sup>63</sup> Heritage NSW 2011. 'Victorian Gothic Villa and Outbuilding, including interiors'. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030107> (18/11/2021).



#### **5.4.1.5 Victorian villa—“Dundoos”, including interiors (LEP # I262)**

The following Statement of Heritage Significance for the Victorian villa—“Dundoos”, including interiors, listed on the Marrickville LEP 2011 (LEP # I262), has been extracted from the SHI database listing for the LEP item:<sup>64</sup>

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*A good example of the railway villas built on the elevated sites along this section of the Parramatta Railway Line in the late 19th century.*

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#### **5.4.1.6 Former bakery and ovens and shop facades, including interiors (LEP # I259)**

The following Statement of Heritage Significance for the Former bakery and ovens and shop facades, including interiors, listed on the Marrickville LEP 2011 (LEP # I259), has been extracted from the SHI database listing for the LEP item:<sup>65</sup>

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*This property is particularly important as it retains evidence of its original detailing to both the first and ground floor facades, as well as evidence of its original use in its internal detailing. The ovens illustrate the operation of the early twentieth-century bakery.*

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#### **5.4.1.7 Salisbury Hotel, including interiors (LEP # I258)**

The following Statement of Heritage Significance for the Salisbury Hotel, including interiors, listed on the Marrickville LEP 2011 (LEP # I258), has been extracted from the SHI database listing for the LEP item:<sup>66</sup>

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*The Salisbury Hotel is historically significant for its continued use as a hotel serving the local community located within a predominantly residential area. It is a fine example of an Inter-War Art Deco style hotel. It has social significance for its association with H.E. Ross & Rowe Architects for Tooheys Ltd., who undertook major changes to the building in 1935.*

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### **5.4.2 Heritage Conservation Areas**

#### **5.4.2.1 Annandale Farm Heritage Conservation Area (LEP # C6)**

The following Statement of Heritage Significance for the Annandale Farm Heritage Conservation Area (LEP # C6) has been extracted from the Heritage section of the Marrickville DCP 2011:<sup>67</sup>

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*The Annandale Farm Heritage Conservation Area is of historical significance as a distinctive area developed 1884 to 1910 from the last subdivisions (1884 to 1906) of the Annandale Farm Estate, an important early colonial estate. The association with Annandale Farm remains through discernible elements in the landscape (such*

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<sup>64</sup> Heritage NSW 2011. ‘Victorian villa—“Dundoos”, including interiors’. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030067> (18/11/2021).

<sup>65</sup> Heritage NSW 2011. ‘Bakery and Ovens (Former) and Shop Facades, including interiors’. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030062> (18/11/2021).

<sup>66</sup> Heritage NSW 2011. ‘Salisbury Hotel, including interiors’. *NSW Heritage Search*. Accessed online at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030469> (18/11/2021).

<sup>67</sup> Marrickville Council (now Inner West City Council) 2011. ‘Part 8: Heritage’. *Marrickville Development Control Plan*, p. 104. Accessed online at: <https://www.innerwest.nsw.gov.au/develop/plans-policies-and-controls/development-controls-lep-and-dcp/development-control-plans-dcp/marrickville-dcp> (23/04/2021).

*as street alignments) following the original Farm boundaries and the potential gatehouse lodge now relocated to the rear garden of 96 Corunna Road.*

*The Annandale Farm HCA is a representative residential area of late Victorian and Federation period housing, corner shops and retailing and includes some high quality examples from the different architectural periods. Streetscapes are highly cohesive and roofscapes rhythmical due to the staged subdivision release and the development of many groups and runs of houses of a single pattern.*

*It is distinguished from surrounding areas by its later development and predominance of late Victorian and Federation period housing, wide streets, and by its most substantial housing being Railway Villas located at a low point purposely to attract affluent potential purchasers to the subdivision.*

*The Annandale Farm HCA is considered locally rare (a heritage criteria) as an area, which retains discernible elements in the landscape (such as street alignments), which relate to an early Colonial estate.*

*The HCA also has the potential to demonstrate significant archaeological relics in the vicinity of the former farmhouse, outbuildings, garden areas and burial ground.*

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#### **5.4.2.2 Kingston West Heritage Conservation Area (LEP # C7)**

The following Statement of Heritage Significance for the Kingston West Heritage Conservation Area (LEP # C7) has been extracted from the Heritage section of the Marrickville DCP 2011:<sup>68</sup>

*The Kingston West Heritage Conservation Area represents the development of the 1887 and 1893 subdivisions of the West Kingston Estate. The area's short release period led to a consistency of the residential built forms and typologies in the area with the only exception being a highly contributory shop; and for its modestly scaled (predominantly single storey) but finely detailed and well proportioned examples of terraces and cottages intended for the aspirational middle classes.*

*Building materials of dwellings built during the Federation period are consistent with the predominant typologies of that period, with dark and duochrome brickwork, timber framed vertically proportioned sash windows and slate/Marseilles pattern terracotta tiled roofs.*

*The contribution of the public domain to the streetscapes of the HCA is simple and limited to sandstone kerbing and a variety of late twentieth century native street tree planting, most of which obscures the elevation of houses from public view but does not contribute to the historic aesthetic qualities of the HCA.*

*The streetscape quality of the primary cross street within the area, Rosevear Street, is derived from the opportunity afforded to overlook and appreciate the roofscapes of the rear of properties as they step up and down the hillside and the contribution of the traditionally configured side elevations of properties adjoining the street.*

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<sup>68</sup> Marrickville Council (now Inner West City Council) 2011. 'Part 8: Heritage'. *Marrickville Development Control Plan*, p. 104. Accessed online at: <https://www.innerwest.nsw.gov.au/develop/plans-policies-and-controls/development-controls-lep-and-dcp/development-control-plans-dcp/marrickville-dcp> (23/04/2021).

*The Kingston West HCA clearly represents late 19th and early twentieth century residential development.*

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#### **5.4.2.3 Kingston South Heritage Conservation Area (LEP # C17)**

The following Statement of Heritage Significance for the Kingston South Heritage Conservation Area (LEP # C17) has been extracted from the Heritage section of the Marrickville DCP 2011:<sup>69</sup>

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*The Kingston South Heritage Conservation Area was part of the December 1863 "Holt, Smart and Mort's Subdivision of South Kingston", Deposited Plan 1 under the Torren Title System still in use in NSW. The area developed in the late 1860s and 1870s as a highly desirable residential precinct for entrepreneurs and the middle class.*

*The HCA is aesthetically significant for its examples of late 19th century to mid twentieth century development including 19th century villas and their garden setting, 19th century houses (detached and semi-detached) and their garden setting, 19th and early twentieth century terraces and houses (detached and semi-detached), and a group of Inter-War residential flat buildings in Holt Street. The HCA represents the rich variety of built forms, collectively represent of the cultural needs and aspirations of the community that built and occupied them between 1854-1940.*

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<sup>69</sup> Marrickville Council (now Inner West City Council) 2011. 'Part 8: Heritage'. *Marrickville Development Control Plan*, p. 104. Accessed online at: <https://www.innerwest.nsw.gov.au/develop/plans-policies-and-controls/development-controls-lep-and-dcp/development-control-plans-dcp/marrickville-dcp> (23/04/2021).



## 6.0 PRELIMINARY ARCHAEOLOGICAL ASSESSMENT

### 6.1 Introduction

This section discusses the proposal sites' potential to contain historical archaeological resources. The potential for the survival of archaeological remains is significantly affected by activities which may have caused ground disturbance. This assessment is therefore based on consideration of current ground conditions and analysis of the historical development of the proposal site. Note that the following assessment is a preliminary archaeological assessment only.

'Archaeological potential' refers to the likelihood that an area contains physical remains associated with an earlier phase of occupation, activity or development of that area. This is distinct from 'archaeological significance' and 'archaeological research potential'. These designations refer to the cultural value of potential archaeological remains and are the primary basis of the recommended management actions included in this document.

### 6.2 Land use summary

The non-Aboriginal occupation of the proposal site has been divided into four general phases of historical activity, which are summarised below:

- Phase 1 (c.1788 – 1855) – Non-Aboriginal settlement and estates
- Phase 2 (1855 – c.1880) – The Railway line and subdivisions
- Phase 3 (c.1880 – 1926) – Early Development of Stanmore Station
- Phase 4 (1926 – present) – Modern Stanmore Station.

### 6.3 Assessment of archaeological potential

#### 6.3.1 Phase 1 (c.1788 – 1855): Non-Aboriginal settlement and estates

The settlement of the Stanmore area began in 1793 following Governor Arthur Phillip's first land grants to Lieutenant George Johnston and Lieutenant Thomas Rowley. The area was primarily rural, comprising large farming estates with large homesteads, focusing on pastoralism and production of wheat, barley and oats. The activities associated with this phase may have included land clearing, farming, construction of houses and ancillary buildings and the establishment of informal and formalised roads. There is no documentary evidence of formalised roads or buildings within the proposal site during this period, and therefore physical evidence would likely pertain to ephemeral features such as temporary housing, informal tracks, land clearing and farming.

As the majority of the proposal site is located within the railway corridor, established in Phase 2, all evidence of this phase of land use prior to the railway corridor is likely to have been removed. The portion of the project area outside of the railway corridor, comprising Douglas Street to the north and Trafalgar Street to the south, would have been disturbed by the Phase 2 to Phase 4 activities. These activities comprise the establishment and alterations to the roads, which are likely to have disturbed the ephemeral remains of the Phase 1 uses.

The potential for identifying archaeological remains related to the non-Aboriginal settlement and estates phase of the proposal site (Phase 1: c.1788 – 1855) is considered to be **nil**.

### 6.3.2 Phase 2 (1855 – c.1880): The Railway line and subdivisions

The subdivision and development of Stanmore was intrinsically linked to the development of the railway line. In 1855, the Main Western Line through Stanmore was completed, however, no station was constructed at Stanmore until Phase 3 (see below). The activities associated with this phase within the railway corridor prior to the construction of the station include excavation, levelling and the installation of railway tracks and a culvert (Figure 4). The activities associated with this phase within the road corridors to the north and south of the station are likely to comprise levelling and road construction due to the rapid subdivision within the Stanmore area. There is no evidence that road infrastructure at this time in Stanmore consisted of formalised road surfaces such as corduroy or paved surfaces and archaeological remains related to former unsealed roads would not be expected to be identified below modern road wearing surfaces. Therefore, the potential for this earlier phase of road infrastructure is **nil**. Phase 3 works as part of the development of the railway corridor are likely to have removed the majority of the evidence of the Phase 2 remains associated with the early railway line. Due to the topography of the site, evidence of former embankments and cuttings from the early railway line is unlikely to be extant below the ground surface. However, an early c.1855 culvert below the railway tracks shown in a c.1857 plan may still be extant below the level of the tracks. This culvert is likely to have **low to moderate** potential.

The Phase 2 remains within the roadways to the north and south of the station may include former road infrastructure (dirt/gravel/sandstone/woodblock road surfaces, sandstone kerbing), and sandstone/brick drainage and services. However, there is no direct evidence for these works and they are likely to have been disturbed or truncated by Phase 3 and 4 works associated with the formalisation of the roadway and introduction of services. These elements are considered to have **nil** potential.

The potential for identifying archaeological remains related to the railway line and subdivisions (Phase 2: 1855 – c.1880) phase of the proposal site is considered **nil**, aside from the c.1855 culvert, which is considered to have **low to moderate** potential.

### 6.3.3 Phase 3 (c.1880 – 1926): Early Development of Stanmore Station

The late nineteenth-century fabric (c.1880-1897) of Stanmore Station is predominately still intact, with the c.1880-1891 sections of Platforms 1/2 and 3, the c.1886 station platform buildings and sections of the 1886 subway staircases still extant. In addition, the 1913 booking office and subway entrance are still intact, as are the 1926 subway and brick-walled staircases, despite the 1926 staircases having been replaced with later twentieth-century stairs. These elements are extant and do not comprise archaeological items.

The 1891 northern Suburban Up platform was demolished in 1926 and all evidence is likely to have been removed other than the brick-walled staircase down to the subway, which was partially reused as a bookstall in 1926, but blocked off at a later date. In addition, the c.1886 subway was simply retained and infilled in 1926; the subway route is still extant below the level of the tracks. There is **high** archaeological potential for these elements.

The staircases to the platforms appear to have undergone many iterations. However, later alterations to the staircases are likely to have either reused the earlier staircase structures or to have removed them entirely prior to the reconstruction of the stairs. There is therefore **nil** potential for the c.1886-1926 iterations of the staircases to be extant beneath the existing concrete staircases up to Platforms 1/2 and 3.

Along Platform 1/2, a booking office was added to the eastern end of the building beneath a new awning in 1897 (Figure 11). Based on the 1897 drawings, this appears to have been constructed with timber framing and timber weatherboards resting on brick piers, so it is possible that the brick piers

remain beneath the asphalt surface of the platform. There is **low** potential for this element to be extant below the platform surface.

A c.1915-1921 timber privacy screen was extant at the western end of the Platform 1/2 building during this phase (Figure 17) and was removed during the second half of the twentieth century. Later services and platform work may have partially removed the evidence of the timber screen, for which the remains are likely to be ephemeral. There is **nil** potential for the footings of the privacy screen.

The historical photographs from this phase demonstrate that both Platform 1/2 and Platform 3 had plantings and signs along the centre of the platform (Figure 22). However, no garden beds are discernible and therefore, the plantings are expected to demonstrate little more than soil deposits within the platforms, which were likely truncated or removed by later services and platform work. In addition, the signs are likely to only to have resulted in ephemeral postholes that were likely truncated or removed by later services and platform work. There is **nil** potential for these elements to remain.

The Phase 3 remains within the roadways to the north and south of the station may include former road infrastructure (dirt/gravel/sandstone/woodblock road surfaces, sandstone kerbing), and sandstone/brick/concrete drainage and services. However, these may have been disturbed or truncated by Phase 4 works associated with the formalisation of the roadway and introduction of services. There is no direct evidence for these works and therefore, the potential for such remains in the road corridor is **low**. A small number of sandstone kerbing stones are extant along Trafalgar Road to the south, likely dating to this period, and as such, do not comprise archaeological items.

The potential for identifying archaeological remains related to the Stanmore Station (Phase 3: c.1880 1926) phase of the proposal site is generally considered to be **nil**. However, there is **high** potential for the former subway and **low** potential for the former booking office on Platform 1/2 within the curtilage of the SHR item (see Figure 112). Outside of the SHR item there is **low** potential for remains of former road corridor infrastructure.

#### 6.3.4 Phase 4 (1926 – present) – Modern Stanmore Station

No major alterations have been made to Stanmore Station since the sextuplication of the railway corridor in 1926. Works are likely to have been contained to aboveground and underground services along the rail corridor and within the platforms, as well as minor modifications to the buildings. Historical aerials demonstrate that Platform 1/2 contained garden beds along the centre of the platform, for the full length of the platform, while Platform 3 contained garden beds along the southern side of the platform prior to 1943 (Figure 22). During this period, garden beds, benches and stanchions appear and disappear along both of the platforms over time, but such features are expected to demonstrate little more than concrete edging, soil deposits or holes for fixings within the platforms. Such elements would have **nil** archaeological potential.

The Phase 4 remains within the roadways to the north and south of the station may include former road infrastructure (dirt/gravel/sandstone/woodblock road surfaces, sandstone kerbing), and sandstone/brick/concrete drainage and services, similar to the Phase 3 remains. However, these may have been disturbed or truncated by later Phase 4 works associated with the formalisation of the roadway and introduction of services. There is no direct evidence for these works and therefore, the potential for earlier Phase 4 remains in the road corridor is **low**. In addition, later Phase 4 road infrastructure is extant and is therefore not considered to be an archaeological resource.

Aboveground modifications introduced at Stanmore Station since 1926 are still extant, and as such, are not classified as archaeological items. Although below ground, the services within the platforms, railway corridor, commuter carpark and access path would not be considered archaeological items.



As such, the potential for recovering archaeological remains relating to modern Stanmore Station (Phase 4: 1926 – present) is considered **nil to low**.

## 6.4 Assessment of archaeological significance

### 6.4.1 Introduction

This section assesses the heritage significance of the known or potential archaeological remains outlined in Section 6.3. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the proposal site. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). The Heritage Branch (now Heritage Division) has also issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics'*<sup>70</sup> and the 1996 *Archaeological Assessment Guidelines*.<sup>71</sup> The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site.

Archaeological significance assessments have only been prepared for those historical phases/features for which potential archaeological remains have been identified.

The following preliminary archaeological significance assessment follows the NSW Heritage criteria for assessing non-Aboriginal archaeological significance as provided in Table 6 below.

**Table 6: NSW Heritage criteria for assessing significance related to archaeological sites and relics<sup>72</sup>**

Criteria	Discussion
<b>Archaeological research potential (criterion E)</b>	<p>Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'.</p> <p>The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.</p>
<b>Associations with individuals, events or groups of historical importance (criteria A, B &amp; D)</b>	<p>Archaeological remains may have particular associations with individuals, groups and events which may transform mundane places or objects into significant items through the association with important historical occurrences.</p>

<sup>70</sup> NSW Heritage Branch 2009. *Assessing Significance for Historical Archaeological Sites and 'Relics'*.

<sup>71</sup> NSW Heritage Office 1996. *Archaeological Assessment Guidelines*, p. 25- 27.

<sup>72</sup> NSW Heritage Branch 2009. *Assessing Significance for Historical Archaeological Sites and 'Relics'*.

Criteria	Discussion
<b>Aesthetic or technical significance (criterion C)</b>	<p>Whilst the technical value of archaeology is usually considered as 'research potential' aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or 'feeling' as expressed in the Burra Charter.</p> <p>Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.</p>
<b>Ability to demonstrate the past through archaeological remains (criteria A, C, F &amp; G)</b>	<p>Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common.</p> <p>A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.</p>

#### 6.4.2 Phase 2 (1855 – c.1880): The Railway line and subdivisions

There is low to moderate potential for the c.1855 culvert associated with the original railway line to have been retained below the level of the tracks. The archaeological remains of the culvert could comprise a sandstock brick or stone culvert, perhaps with an oviform profile, and sedimental deposition within the culvert. If intact, the culvert has archaeological research potential for its ability to provide information about mid-1850s drainage under the railway that is not otherwise available from other sources, such as the materials, design, depth and method of construction. The culvert, as part of the c.1855 railway corridor of the Main Western Line (also known as the Great Southern Railway), would be associated with NSW Rail, but its ability to demonstrate this direct connection would be limited. The intact archaeological remains of the culvert would be demonstrative of the mid-nineteenth century railway network through Sydney and NSW. The structural remains of the culvert may address significant historical research questions relating to the early railway line in the greater Sydney area. The archaeological remains may demonstrate technical significance in relation to past rail infrastructure and technologies. The remains would only be likely to demonstrate aesthetic significance if the culvert is found to be largely intact. However, if not intact or highly disturbed, the culvert would not meet this criterion. The remains of the culvert would have an ability to demonstrate the drainage utilised underneath the railway, the method of its construction and the method of drainage practices. Discrete artefactual deposits would not be predicted to be located in association with this phase; artefacts would be contained to isolated artefact scatters or redeposited artefacts associated with the construction and use of the culvert. The predicted archaeological remains of the culvert from this phase would reach the threshold for **local** significance, but would be unlikely to meet the threshold for State significance.

The predicted archaeological remains of the c.1855 culvert from this phase (Phase 2: 1855 – c.1880) may reach the threshold for local significance.

### 6.4.3 Phase 3 (c.1880 – 1926): Early Development of Stanmore Station

The remains of the former subway, including the infilled c.1886 subway, the 1891 brick-walled staircase of the subway leading to the former northern Suburban Up platform and the infilled 1926 bookstall have high potential to be still extant below the level of the tracks. These archaeological features would be representative of early railway infrastructure/architecture and would have some research potential for their ability to demonstrate the details of the early station, as well as the changes over time. The archaeological features have the potential to demonstrate aesthetic or technical significance and would have associative significance for their association with the Engineer-in-Chief George Cowdery and NSW Railways. Any artefacts would be contained to isolated redeposited artefacts within 1926 fill. The remains of the subway would therefore have the potential to reach the threshold for local significance, but would be unlikely to reach the threshold for State significance, dependant on the integrity of the features and any associated artefacts.

The 1897 booking office added to the eastern end of the Platform 1/2 building appears to have been constructed with timber framing and timber weatherboards set on brick piers. Section 6.3.3 identified that there is low potential for this element to be extant below the surface of the platform. Although any footings, if extant, would demonstrate early changes to the station and would have associative significance for their association with NSW Railways, they would have limited research potential. Underfloor deposits are unlikely due to the late nineteenth-century date. As such, any extant remains may reach the threshold for local significance if identified intact.

The potential archaeological remains related to the early Stanmore Station (Phase 3: c.1880 1926) phase of the proposal site, including the former subway and the booking office on Platform 1/2, may reach the threshold for local significance (see Figure 113). Any archaeological remains associated with this phase outside of the SHR curtilage would be unlikely to include the presence of 'relics' and are more likely to constitute 'works' under the Heritage Act.

### 6.4.4 Phase 4 (1926 – present) – Modern Stanmore Station

Any intact archaeological remains dating to this phase would be demonstrative of early- to late-twentieth century rail facilities and roadways. Remains of garden beds, benches and stanchions within the platforms would be demonstrative of the aesthetic detailing, amenities and technology at Stanmore Station. Earlier Phase 4 roadway infrastructure would have the potential to demonstrate the nature of and technology used in the road corridor. However, such elements would not be expected to exhibit technologies or answer research questions that are not available at other similar sites. Any structural remains would not be expected to address significant historical research questions. As such, such remains from this phase would not meet the threshold for local significance.

## 6.5 Summary of preliminary archaeological potential and significance

Table 7 below provides a summary of the archaeological potential and significance of the historical phase within the Project Area. Note that there are isolated areas of significant archaeological remains within the project area at Stanmore Station and the assessment does not apply to the entire project area (see Figure 112 and Figure 113).



**Table 7: Summary of archaeological potential and significance**

Phase	Potential archaeological remains	Potential	Significance
Phase 1 (c.1788 – 1855) Non-Aboriginal settlement and estates	Archaeological features associated with informal livestock grazing and farming, as well as clearing, fencing and isolated artefact scatters	Nil	N/A
Phase 2 (1855 – c.1880) The Railway line and subdivisions	Archaeological remains related to the c.1855 culvert could include the remains of a sandstock brick or stone culvert and sedimental deposition within the culvert.	<b>Low-Moderate - c.1855 Culvert</b>	<b>Local</b>
Phase 3 (c.1880 – 1926) Early Development of Stanmore Station	<p>Archaeological features associated with Stanmore railway station and the road corridor, particularly the early phases of the subway and associated infrastructure. The archaeological features would include the former subway and the booking office on Platform 1/2. The former subway would likely comprise the intact and infilled brick and concrete subway structure, including the c.1886 subway, the 1891 brick-walled staircase of the subway to the former northern Suburban Up platform and the infilled 1926 bookstall. The remains former booking office on Platform 1/2 would likely comprise brick piers beneath the surface of the platform.</p> <p>A number of developments, such as the buildings and platforms, dating to this phase are still extant and therefore are not considered to be archaeological in nature.</p>	<b>High – Former Subway Low - Booking Office on Platform 1/2</b>	<b>Local - Former Subway and Booking Office on Platform 1/2</b>
Phase 4 (1926 – present) Modern Stanmore Station	<p>Archaeological features associated with the road corridor and the twentieth-century railway station.</p> <p>The majority of developments during this phase are still extant and therefore are not considered to be archaeological in nature.</p>	<b>Nil - Low</b>	<b>Nil</b>

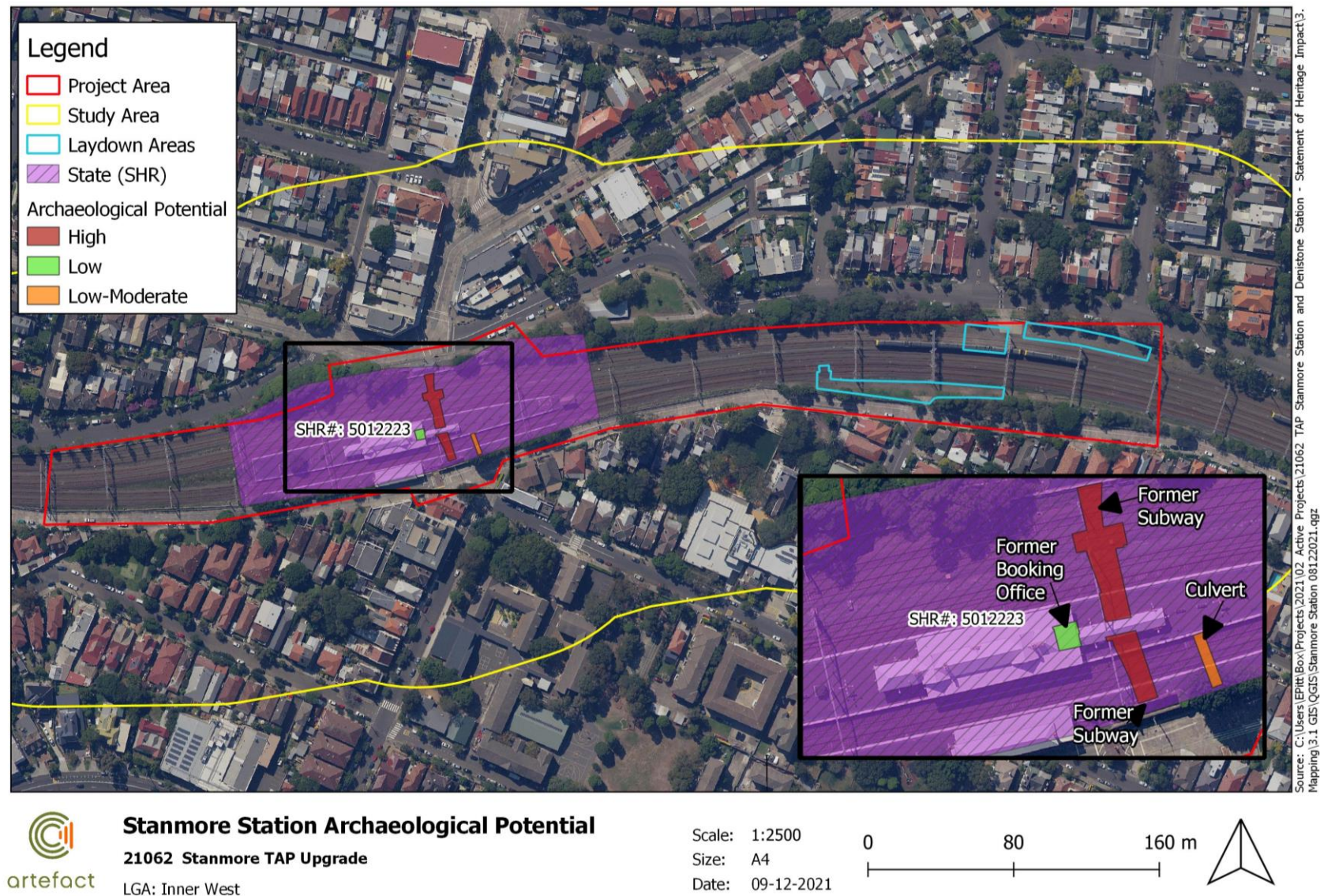


Figure 112. Archaeological potential for Phase 3 (Source: Artefact 2021)



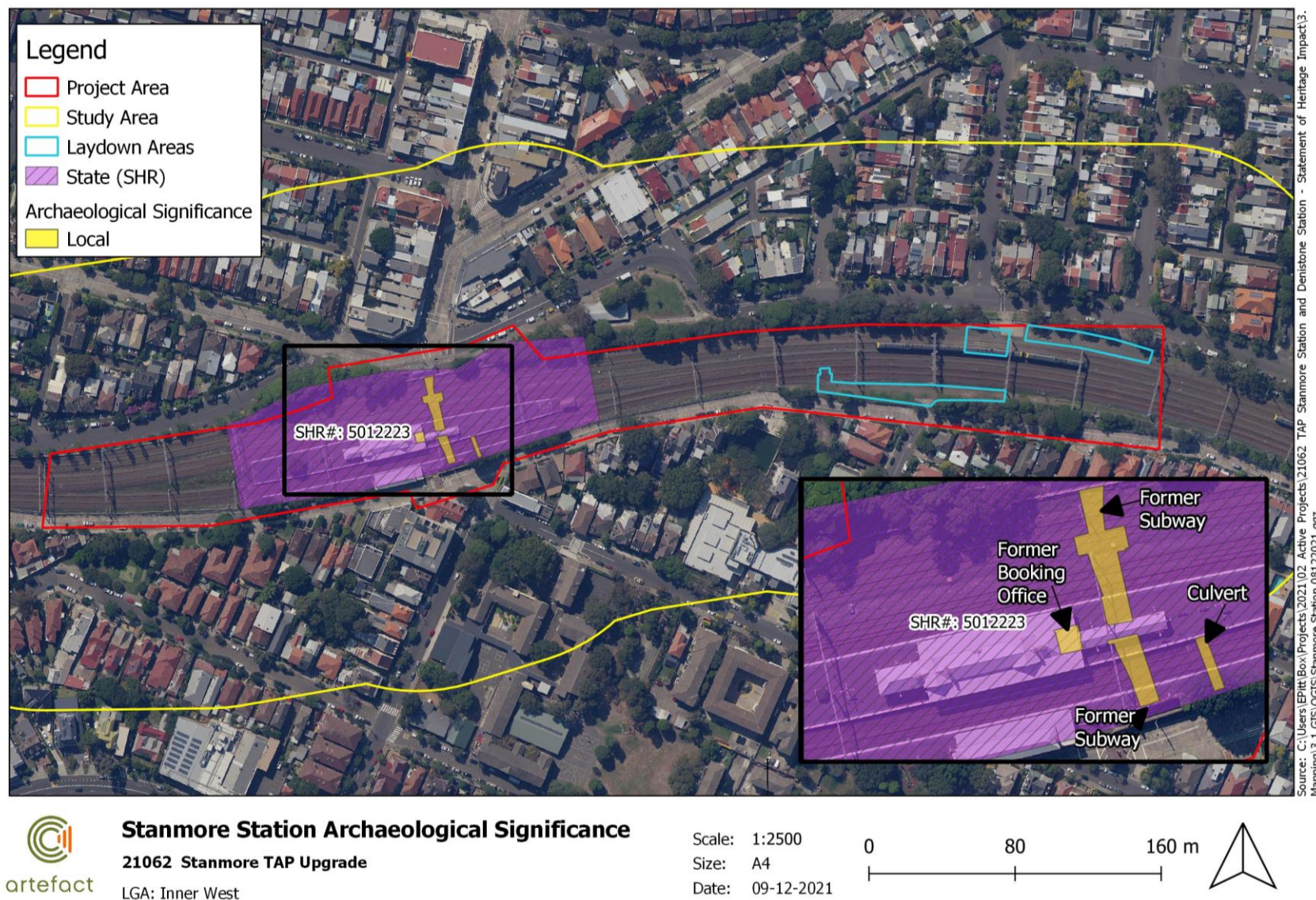


Figure 113. Archaeological significance for Phase 3 (Source: Artefact 2021)



## 7.0 HERITAGE IMPACT ASSESSMENT

### 7.1 Introduction

This section assesses the potential heritage impacts to the listed items within and adjacent to the subject site that would result from the proposed works. Justifications are also provided for the proposed works.

In order to consistently identify the impact of the proposed works, the terminology contained in the following table has been references throughout this document. This terminology and corresponding definitions are based on those contained within the guidelines produced by ICOMOS (2011), as seen in Table 8 below.

**Table 8. Terminology for assessing the magnitude of heritage impact**

Grading	Definition
<b>Major</b>	<p>Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource.</p> <p>These actions cannot be fully mitigated.</p>
<b>Moderate</b>	<p>This would include actions involving the modification of a heritage item, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures.</p> <p>The impacts arising from such actions may be able to be partially mitigated.</p>
<b>Minor</b>	<p>Actions that would result in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item.</p> <p>The impacts arising from such actions can usually be mitigated.</p>
<b>Negligible</b>	<p>Actions that would result in very minor changes to heritage items.</p>
<b>Neutral</b>	<p>Actions that would have no heritage impact.</p>

### 7.2 Description of works

#### 7.2.1 Summary of proposed works

The proposed Stanmore TAP project involves works to allow DDA-compliance and provide an accessible path of travel for commuters at Stanmore Station. The proposal comprises the following key works:

- two new lifts to provide access between the existing station underpass and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
  - a new family accessible toilet
  - male and female ambulant toilets

- a cleaners room
- provision of new canopy on Platform 1/2 to connect to the existing platform building awning and provide continuous canopy coverage between the new lift, boarding assistance zone and family accessible toilet, including the relocation of the boarding assistance ramp
- provision of a new canopy on Platform 3 around the new lift to cover the lift opening and boarding assistance zone
- upgrade of the existing stairs to include new handrails, tactile ground surface indicators (tactiles) and nosings
- reinstate glazed panels to the eastern screens of the existing staircase on Platform 1/2 which faces the new lift opening
- regrading and resurfacing of the existing platform and underpass surfaces as required to provide accessible paths of travel from the new lifts to the station amenities, including the family accessible toilet and waiting rooms
- provision of a new ramp into the waiting room on Platform 2
- provision of a new ramp and stairs, and regrading of the Trafalgar Street entry to Platform 3
- removal of six trees to accommodate the new lift on Platform 3 and the DDA parking space and kiss and ride bay
- station interchange upgrades including:
  - a new DDA car parking space and a new kiss and ride bay on Douglas Street
  - upgrade of the existing footpaths and underpass of the Douglas Street entry forecourt to provide an accessible path of travel from a new DDA car parking space and a new kiss and ride bay.
  - four new bicycle hoops at the Douglas Street entrance to replace existing bicycle racks, minor work including modification of underpass walls and ceilings, upgrade of station landscaping, adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles on all platforms.

An overview of the Proposal is shown in Figure 114 below. Detailed drawings of proposed demolition and new works are shown in Figure 115 and Figure 116, whilst architectural renders for depicting the views of the proposed works are shown in Figure 117 to Figure 119.



Figure 114. Key features of the proposal (Source: TfNSW)

### 7.2.2 Project justification

The proposed works are required to improve accessibility in accordance with the objectives of the TAP, *Disability Discrimination Act 1992* (DDA) and Disability Standards for Accessible Public Transport (DSAPT). The TAP is a government initiative designed to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most.



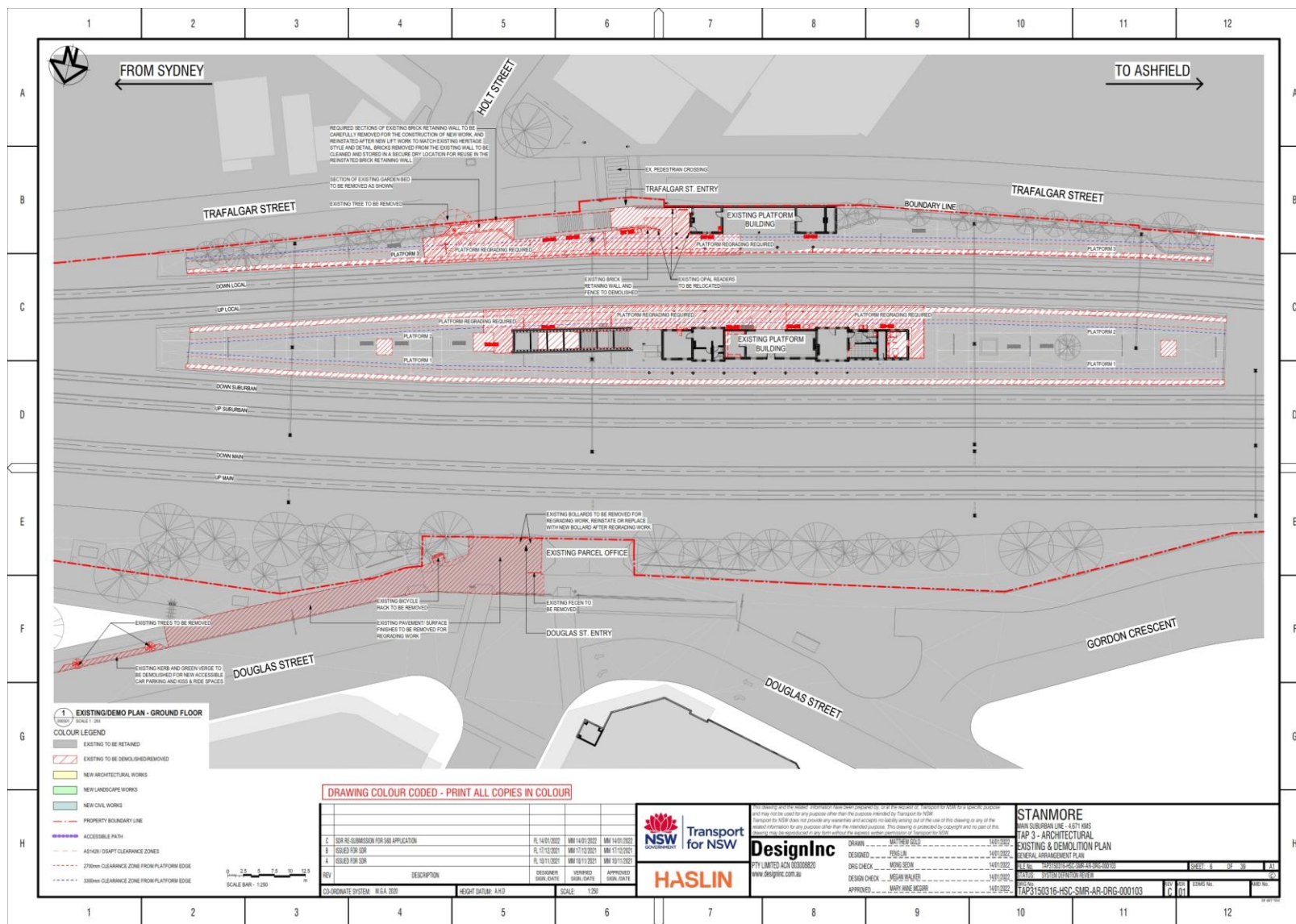
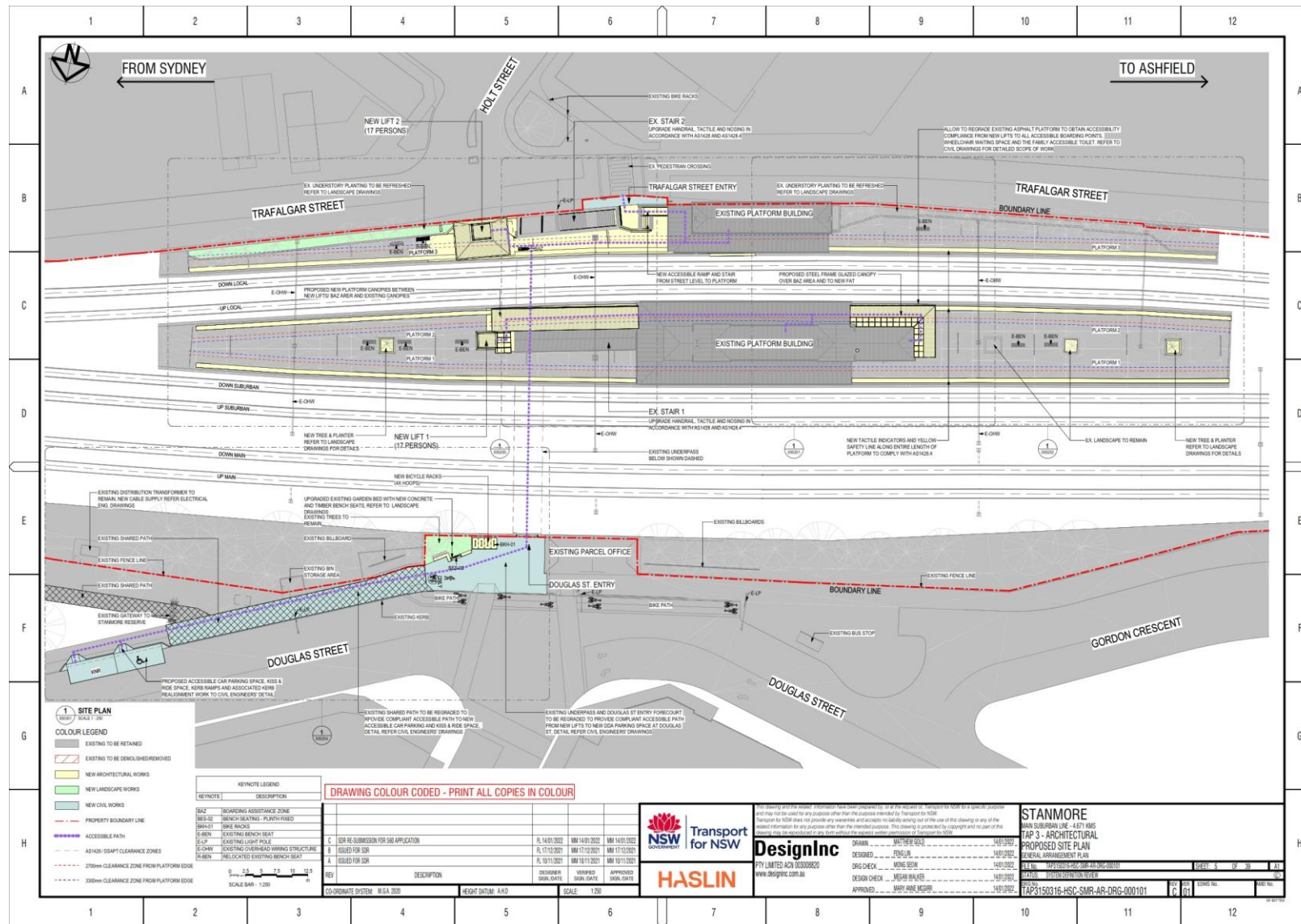


Figure 115. Proposed demolition drawings (Source: DesignInc, 2022)



**Figure 116. Proposed works site plan (Source: DesignInc, 2022)**





Figure 117. Architectural renders of proposed works (Source: DesignInc, 2022)





Figure 118. Architectural renders of proposed works (Source: DesignInc, 2022)



Figure 119. Architectural renders of proposed works (Source: DesignInc, 2022)

## 7.3 Assessment of Heritage Impact

### 7.3.1 Installation of lifts

The construction of the two new lifts would involve the removal of sections of the platform surface, excavation of the platforms to a level below the base of the subway, the removal of sections of the original face brick wall (2-6 courses) (the approximate width of the lift and lift lobby), along the eastern wall of the subway, the demolition and reconstruction of a section of the brick perimeter wall along the southern side of Platform 3 to allow for lift construction, construction of the lifts and the construction of a concrete retaining wall with brick cladding.

The installation of two new lifts would require the removal of the platform surface and excavation which would remove the sub-surface infill of the platform. The platform surface is assessed as of little significance, whilst the archaeological potential of the platform sub-surface infill has been assessed as having Local potential for archaeological remains associated with phase 3 of the early development of Stanmore Station. The installation of the two new lifts would not impact significant platform structure. Therefore it is considered that the proposed lift works related to the platform would only result in direct impacts to elements of little significance, resulting in a negligible direct and indirect impact to the station.

The removal of sections of the brickwork of the subway to allow for the lift entrances at subway level would result in direct impacts to two sections of c.1926 brick walling (~2.8m wide by 2.3m tall), which are identified as fabric of high significance to the station. These works would result in a moderate direct and indirect impact to the significant subway and an overall moderate direct and indirect impact to the station. At subway level, the lift works would include the installation of load-bearing concrete walls for the lift area and lift lobby and load-bearing concrete columns and beams to support the removed section of the brick walling at each platform entrance. The lift doors would include stainless-steel doors, while the lift lobby would include cladding along the walls and ceilings. The cladding details are yet to be specified, however the draft Heritage Interpretation Plan, prepared by Artefact identifies this zone and material as an opportunity for further investigation. In addition, it is unclear as to what works are required as part of the minor work involving the modification of underpass walls and ceilings. However, the works to the subway would likely result in an overall moderate indirect and direct impact to the State significant station.

The removal of a section of the brick perimeter wall along Platform 3 in order to allow for the construction of the lift would result in the removal of an approximately 8.5m length of the brick wall, which has been identified as fabric of high significance comprising a mix of c.1886, 1891 and 1926 fabric. The removed section of wall would be salvaged and reused, with the reconstructed wall to match the existing style and detailing of the existing wall. Whilst the removal of the fabric has the potential for damage and loss of original fabric, the intended reinstatement of the fabric would mitigate the potential moderate direct and indirect impacts to the wall and station overall. As the work is temporary (to allow for the construction of the lift) and would result in the reconstruction of the wall, the potential direct and indirect impacts are considered negligible.

The proposed lifts would have a solid brick base around the lift shafts to comply with TfNSW standards which require a minimum 1200mm solid base above platform level. The lifts would be constructed from painted steel and glass infill panels, steel canopies and stainless steel and glazed door lift cars, with the lift box motor above the canopies. The proposed use of exposed brickwork at the base of the lift shafts would be visually sympathetic with the station, referencing the materiality of the brick retaining walls of the staircases and the brick perimeter walls along Platform 3, but would be discernible as new fabric due to the fabric, texture and bonding pattern of the brickwork. The steel and glass sections of the upper lift shaft would aid in maximising visual permeability of the lift shafts, allowing partial views and glimpses of the platform buildings from the eastern end of the platforms.



The proposed dark charcoal grey finish to the steelwork – nominated colour ‘Dulux Basalt’ to be painted on the steel work of the lift would be an unsympathetic colour choice. The colour would be a stark contrast to the warm hues of the existing paint scheme and brickwork at Stanmore Station and would not seek to make the lifts and steel work a recessive feature. The colour scheme would result in a moderate visual impact to the views and settings of the platforms.

The proposed lift on Platform 3 would include a canopy which would provide continuous canopy coverage between the new lift entrance and the boarding assistance zone. As the canopy is supported by and connected only to the new lift, the canopy would result in a neutral direct impact; there would be no additional impact to significant fabric. The canopy would comprise grey painted cantilevered steel frames and solid metal roof cladding coloured to match the existing awnings, which would ensure the recessive nature of the canopy. The canopy would additionally be set back from the platform building in order to minimise impacts to views of the highly significant platform building.

Overall, the works related to the installation of the lifts on platforms 1/2 and 3 would result in a **moderate direct and indirect impact** to the heritage significance of the State significant Stanmore Station.

### 7.3.2 Platform 1/2 building works

The proposed works to the Platform 1/2 building involve the reconfiguration of the existing bathrooms to accommodate a new family accessible toilet, male and female ambulant toilets and a cleaners room. The works would include the conversion of the existing male toilet located at the western end of the building to create a family accessible toilet and cleaners’ storeroom. The existing toilet fit-out, including but not limited to the toilets, basins, urinal, partitions, and timber door, would be removed and replaced. The fabric to be removed has been generally identified as fabric of neutral significance. However, the widening of the western door opening would result in the removal of a small amount of original brickwork, identified as fabric of high significance; the existing plain timber door of little significance; and the timber architraves of little significance. The works for widening the door opening would result in an opening of differing proportions to existing, which would result in a minor visual impact to the building. The visual impact of the replaced door would be minimised through utilising the same colours and finishes as the existing door. The works would also require lowering the existing concrete floor in order for it to be level with the regraded platform level, which would result in direct impacts to fabric of little significance. The new cleaners’ storeroom would be accessed via a door within a new partition in the family accessible toilet. The works would result in a minor direct and indirect impact to the platform building and the overall significance of the station.

The door between the existing female bathroom and the cleaners’ storeroom would be removed and replaced with a partition wall. As this door dates to the c.2017 fit-out, the door is of neutral significance and its replacement with a new partition would result in a neutral direct and visual impact. The existing cleaners’ storeroom would be converted into a new male bathroom, including one ambulant toilet cubicle and one regular cubicle and the installation of new toilets, partition and basin. The works would include the installation of a new door opening to access this bathroom via the restroom lobby. This would involve the removal of a small section of original brick walling, as well as a section of original timber skirting and dado, all identified as fabric of high significance. Although the removal of the section of original fabric for the door would have a localised direct impact, the overall direct impact to this section of the platform building would be minor. The indirect impact to the restroom lobby would also be minor. The works would result in a negligible direct and indirect impact to the platform building and the overall significance of the station.

The existing shelving in the store room to the east of the waiting room, identified in as fabric of little significance, would be removed and a two-hour fire rated main switchboard cupboard would be installed in the room. Little information is available concerning the details other than the switchboard

cupboard's location along the western wall of the office. In order to achieve the fire rating, a cement/concrete screed would be installed over the existing timber floorboards, which are identified as fabric of high significance. The works for within the store room would therefore result in a minor direct and indirect impact to the store room of the platform building. The works would likely result in a negligible direct and indirect impact to the station.

The existing door hardware of the bathrooms would be upgraded to comply with accessibility standards. This would result in the replacement of fabric of neutral significance with new counterparts and therefore would result in a neutral direct and indirect impact to the station.

Overall, the proposed building works to Platform 1/2 would have a **minor direct and indirect impact** to the significance of Stanmore Station.

### 7.3.3 Platform 3 building works

The proposed works to the Platform 3 building would be limited to the relocation of the distribution board within the building. The distribution board is not original and has neutral significance. There would be localised minor direct impacts to the wall fabric in the room where the board has been removed and at its relocation. Details for the distribution board's relocation have not been provided, however the minor impacts to the fabric would be mitigated through patch repairs to the wall to match existing.

Overall, the proposed works to the Platform 3 building would have a **negligible direct and indirect impact** to the station.

### 7.3.4 New canopies on Platform 1/2

The proposed new canopies on Platform 1/2 would provide continuous canopy coverage between the new lift, boarding assistance zone and family accessible toilet. This would include a solid awning to the west of the new lift to cover the area between the lift entry and the platform building awning and a partly glazed, partly solid awning along the western wing of the building to allow partial sunlight onto the building façade and platform. The proposed new canopies have undergone several design iterations and have been developed in conjunction with advice from Purcell (see Appendix, Section 10.1).<sup>73</sup> The proposed design has been designed to fall towards the track (which would be consistent with the historic awnings) and would comprise corrugated metal roof sheeting with unlined soffits to sympathetically respond to the historic awnings.

The canopies would comprise grey painted self-supported steel frames, metal roof cladding coloured to match the existing awnings and glazing inserts on the western canopy. The existing boarding assistance ramp would additionally be relocated from its current location along the southern elevation of the Platform 1/2 building to a steel column along the southern elevation of the new western canopy. The boarding assistance ramp would be removed from fabric of high significance and relocated to new fabric, however, the new location would result in a negligible visual impact to the views of Platform 2 from Platform 3. The works would require excavation for the canopy posts, which would result in the removal of the platform surface and sub-surface infill in isolated areas. This would result in direct impacts to elements of little significance, resulting in a negligible direct and indirect impact to the station. Both canopies would be contemporary, open, visually permeable, recessive, self-supported and would not directly impact the highly significant staircase, staircase lantern or platform building. The canopy at the western end of the platform building would only result in minor visual impacts to the views along and setting of the platform and platform building due to the height of the

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<sup>73</sup> Purcell 2022. *Memorandum of Heritage Advice: Stanmore Railway Station, Stanmore*. Prepared for DesignInc. 14 January 2022., pp. 19-23.

canopy and the use of partial glazing. The eastern canopy along the staircase would partially obscure the significant views of the staircase lantern as viewed from Platform 2 and Platform 3. This canopy would result in a moderate indirect impact to the views of the staircase and the lantern, which are elements of high significance. The wrap-around canopy on Platform 1/2 would partially block views between the platform buildings and the eastern end of the platforms. The canopy would result in a minor visual impact to the views and setting of the platforms and platform buildings. The proposed dark charcoal grey finish to the steelwork – nominated colour ‘Dulux Basalt’ to be painted on the steel work of the canopies would be an unsympathetic colour choice. The colour would be a stark contrast to the warm hues of the existing paint scheme and brickwork at Stanmore Station and would not seek to make the canopy structures a recessive feature. The colour scheme would result in a moderate visual impact to the views and settings of the platforms.

Overall, the works associated with construction of new canopies on Platform 1/2 would result in direct impacts to fabric of only little significance and would therefore only result in a **negligible direct impact**. However, the overall proposed works would result in a **moderate indirect impact** to the State significant station.

### 7.3.5 Staircase upgrades

The proposed alterations would include removal of the existing handrails, the installation of new compliant handrails, new stair nosings and the replacement of any existing non-compliant tactiles. The colours would match existing. The works would largely involve the replacement of and impact to fabric of little significance, which would result in negligible direct and indirect impacts to the station. However, the replacement of the handrails would involve the removal of c.1926 handrails of moderate significance and the c.2017 steel handrails and the installation of new handrails. Although the direct and indirect impact of the removal of the twenty-first/early twenty-first century steel handrails would be neutral, the removal of the mid-twentieth-century handrails of moderate significance would result in a negligible direct and indirect impact. The installation of new handrails has the potential to result in direct impacts to the highly significant brickwork of the staircases, resulting in cumulative minor direct and indirect impact to the staircases.

Overall, these works would result in a **negligible direct and indirect impact** to the station.

In addition, the existing security grilles on the eastern elevation of the staircase lantern on Platform 1/2 would be removed and replaced with new glazed panels. As the existing security grilles are intrusive fabric, their removal and replacement with clear glazing would result in a positive moderate direct and indirect impact to the staircase, reinstating the visually permeable walls of the lantern, despite localised minor impacts to the existing fabric for the installation of the glazing.

The works would result in a **positive minor direct and indirect impact** to the heritage significance of the station.

### 7.3.6 Regrading and resurfacing

The platforms would be regraded and resurfaced between the new lifts near the eastern end of the station to the western ends of the platform buildings on both Platforms 1/2 and 3 in order to provide accessible paths of travel from the new lifts to the station amenities, including the bathrooms, waiting rooms and boarding assistance zones. This would involve the releveling of the existing asphalt surface, with minimal trenching and releveling of the sub-surface fill and the installation of a new asphalt surface. This would include regrading of the platforms around the base of the brick retaining walls of the subway staircases and the walls and decorative cast iron columns of the platform buildings.



In addition, a ramp flanked by painted balustrades would be installed into the platform building waiting rooms on Platform 1/2 and Platform 3, which may obscure the base of these buildings. These works would only directly impact fabric of little significance, but may result in partial obscuring of the base of the columns and brick walls of high significance. This would result in minor direct and indirect impacts to these highly significant structures. The works would result in minor direct impacts to fabric of little significance to the platforms themselves, despite the platforms being of high significance. The works would result in minor direct and indirect impact to the station.

The works would also require the installation of new tactile indicators and a yellow line along the length of the platforms. The new yellow lines and tactile indicators along the entire length of the platforms would be visually congruent with the existing lines and indicators, and would therefore result in a negligible visual impact to the platform. As the works would only impact fabric of little significance, the direct impact would be negligible. These works would result in a negligible direct and indirect impact to the station.

The subway access between Douglas Street and Trafalgar Street would also be regraded and resurfaced in asphalt. This would only directly impact the existing asphalt surface, which is of neutral significance. The resultant surface would be visually similar to existing. As such, this work would result in a neutral direct impact to the significance of the station.

As part of the regrading works, a new ramp and stair access would be provided at the Trafalgar Street entry to Platform 3. The proposed design is a result of an iterative design process which has sought to minimise the impacts on the original fabric, while ensuring that the new design can accommodate the number of passengers to the Station as well as improve accessible access.<sup>74</sup> The proposed design would involve the removal of the existing c.1880-1891 low-height brick entrance retaining walls of high significance to the station and the intrusive loop-top fencing above and their replacement with a new ramp, stair and low-height retaining wall. The new ramp may additionally partially obscure the base of the nearby cast iron columns. These works would result in a localised major direct impact to the early brick entrance retaining walls, removing the evidence of the c.1880-1891 alignment of the entrance to the station. The works would result in an overall minor direct and indirect impact to the station.

Overall, the regrading and resurfacing would result in **minor direct and indirect impacts** to the significance of the station.

### 7.3.7 Gardens and landscaping

The gardening and landscaping works would involve the removal of an existing garden bed on the eastern side of the Platform 3 stairs including the removal of five trees (a 20m tall Lily Pili, and four 1-2m tall Jasmine Trees) to accommodate the new lift, and the removal of a small street tree on Douglas Street to accommodate the new DDA car parking space and a new kiss and ride bay. The proposed works would also involve the installation of two new planters on Platform 1/2 at either end of the platform and replanting groundcover within the existing garden beds on the platforms and at the Douglas Street entrance. The works would therefore result in the removal of six trees, identified as moderate significance and the brick-lined garden bed and groundcover, which were identified as elements of little significance. The works for the installation of the planters would require isolated removal of the asphalt surface, excavation of the sub-surface fill and installation of concrete garden beds and soil. This would only directly impact fabric of little significance and would increase the visual amenity of the platform.

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<sup>74</sup> Purcell 2022. *Memorandum of Heritage Advice: Stanmore Railway Station, Stanmore*. Prepared for DesignInc. 14 January 2022,, pp. 14-16.

These works would result in an overall **negligible direct and indirect impact** to the significance of the station.

#### 7.3.8 Interchange upgrades

The station upgrades would include a new DDA car parking space and a new kiss and ride bay on Douglas Street, upgrades to the existing footpaths of the Douglas Street entry forecourt to provide an accessible path of travel and four bicycle hoops at the Douglas Street entrance to replace the existing bicycle racks. These works would include the conversion of two existing on-street parking spaces on Douglas Street to provide one DDA car parking space and a new kiss and ride, which would require the construction of new kerb ramps and minor kerb realignment work. The spaces would be located to ensure the newly constructed cycleway located adjacent to Douglas Street is not obstructed. New concrete and timber seats would be installed next to the garden bed at the Douglas Street entrance. The existing eight-space bicycle rack on Douglas Street would be replaced with four new bicycle parking hoops, providing parking space for eight bicycles. The works would be restricted to the removal of fabric of neutral to little significance.

These works would result in an overall **negligible direct and indirect impacts** to the station.

#### 7.3.9 Services and amenities

Works for services and amenities would be required, including adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and relocation of communications and low voltage (LV) and high voltage (HV) cables. LV and HV electrical work would be required to be installed to support the installation of the new lifts and earthing and bonding would be required for new metallic components. Trenching of services within the platforms would result in a neutral visual impact, as the surfaces of the platforms would be reinstated in asphalt, as existing, following trenching and service installation works. Temporary re-routing of water connections with installation of temporary poly pipes to be installed along the upper brick wall to the Douglas Street elevation of the pedestrian tunnel. These pipes will connect into the existing pipes on this elevation. The works would have a minor localised direct impact to the fabric at the fixing points and would have a minor visual impact for the exposed reticulation of services. However, as these works are intended to be temporary and removed at completion of project, their overall impact would be neutral.

The works would result in an overall **negligible direct and indirect impact** to Stanmore Station.

#### 7.3.10 Seating and signage

New and relocated seating, wayfinding signage and statutory/regulatory accessibility signage would be proposed as part of the works. Signage would be provided along Platforms 1/2 and 3 for the boarding assistance zones. The signs would be fixed to the asphalt surface of the platforms, and, therefore, would only result in localised direct impacts to fabric of little significance. Such signs would result in negligible direct and indirect impacts to the platforms and an overall neutral direct and indirect impacts to the heritage significance of Stanmore Station. A number of the existing benches would be removed, temporarily placed in storage during construction works and relocated along the platform. This work would result in a neutral visual impact. Therefore, the works would result in direct impacts to fabric of only little significance and would therefore only result in a negligible direct impact and minor visual impact to the platforms.

Information on the wayfinding signage has not been provided other than the installation of two passenger information displays on the brick walls of the subway flanking the entrance to Platform 1/2. These would likely result in localised direct impacts to the rendered brickwork of the subway due to the installation of bolts for fixing the displays to the wall and would partially block views of the rendered walls. The works would result in a negligible direct and visual impact.

Overall, the proposed works to install seating and signage would result in would result in **negligible direct and indirect impacts** to the significance of Stanmore Station.

#### 7.3.11 Laydown areas

The proposed laydown areas would be located along the railway line on Trafalgar Street and Railway Avenue to the east of Stanmore Station. The laydown area along Trafalgar Street would be used as a site compound with double stacked site sheds, material storage and laydown located within the area, while the laydown area along Railway Avenue would be used for stockpiling soil and material laydown for works associated with the subway tunnel on Douglas Street.

The laydown areas would not have a direct impact on the fabric or significance of Stanmore Station. The double stacked site sheds would have minor visual impact on the vistas to the station from Trafalgar Street, however as these impacts would be temporary, its overall direct and indirect impact would be **neutral**.

### 7.4 Preliminary assessment of archaeological impact

Based on the preliminary non-Aboriginal archaeological assessment, the proposed works would be, for the most part, outside of the areas of non-Aboriginal archaeological potential and significance. Impacts to the former subway and the former booking office on Platform 1/2 (Phase 3: c.1880 - 1926), of high and low potential, respectively, identified as archaeological remains of local significance, would be avoided (Figure 120 and Figure 121). No works are proposed below the platform surface within the area of the former booking office on Platform 1. No works are proposed in the location and depth of the former subway. Therefore, impact to significant archaeological resources from Phase 3 would be avoided.

The only identified areas of impact to specific potential archaeological resources would be restricted to the southern end of the c.1855 culvert, identified as an archaeological resource of low to moderate potential and of local significance (Phase 2: 1855 – c.1880) (see Section 6.4). The excavation for and construction of the light shaft would be located in the identified area of the southern end of the locally significant culvert (Figure 120 and Figure 121). Although the depth of the culvert is unknown, the depth required for the excavation of the lift shaft may result in the removal of the culvert. The excavation works would likely result in the removal of the southern end of culvert, obscuring the full length and original design of the culvert. The works would result in a minor impact to this archaeological feature of local significance due to the retention of the majority of the structure.

Therefore, the overall non-Aboriginal archaeological impact of the works within the SHR curtilage of Stanmore Station would be **minor**.



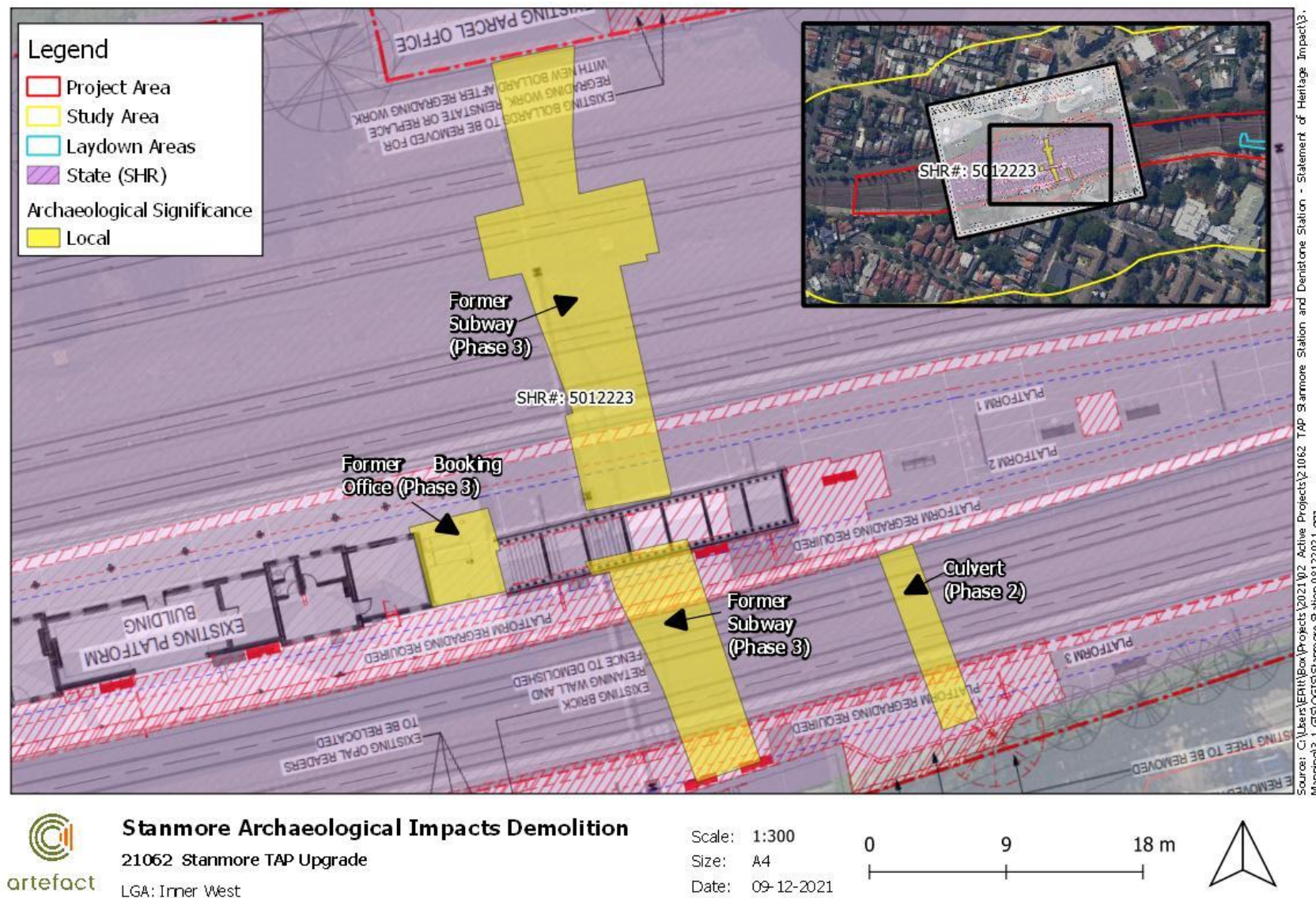


Figure 120. Plan of the proposed demolition works at Stanmore Station, detailing the areas of archaeological potential (Source: Artefact, 2021)



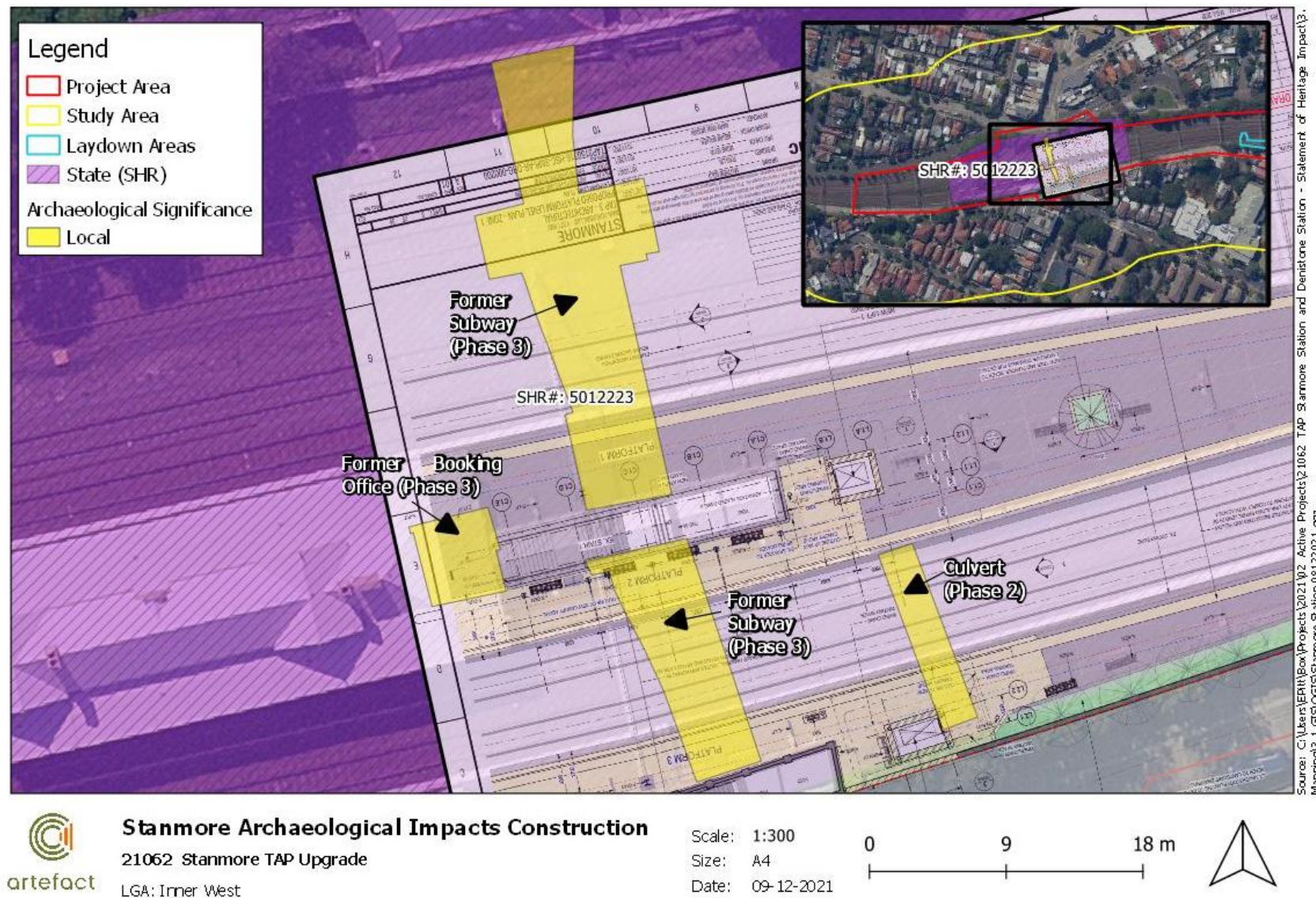


Figure 121. Plan of the proposed construction works at Stanmore Station, detailing the areas of archaeological potential (Source: Artefact, 2021)

## 7.5 Heritage impacts to nearby heritage items

There are several heritage items located within the vicinity of Stanmore Station. These items would not incur any physical heritage impacts from the proposed works. Heritage items within the 200m buffer zone of the project would have negligible visual impacts from the proposed development. The station overall would retain its visual prominence and significant vistas.

Local item I240 (Victorian villa – ‘Horaceville’) would have temporary minor visual impacts due to the proposed laydown area to be sited directly north of the property on Trafalgar Street, which is proposed to be used as a site compound with double-stacked site sheds and material storage. Neighbouring items within the HCA C17 ‘Kingston South’ along Trafalgar Street would also have temporary minor visual impacts due to the proposed laydown area.

Local item I262 (Victorian villa – ‘Dundoos’) and HCA C7 ‘Kingston West’ are located in the vicinity of the laydown area proposed on Railway Avenue. The impacts from the proposed soil and material storage would be temporary and negligible.

## 7.6 Statement of heritage impact

A statement of heritage impact has been prepared according to NSW Heritage Office guidelines<sup>75</sup> in Table 9 below.

**Table 9: Statement of heritage impact**

Statement	Response
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons	<p>The proposed upgrades at Stanmore Station would result in providing a positive outcome for the equitable access of the station, ensuring the accessibility, usability and safety of the station for all users. The works would ensure the continued use of the station into the future. The works aim to minimise impact to significant fabric whilst providing accessibility to the station.</p> <p>The works would result in a minor impact to archaeological remains, ‘relics’ features or structures of local significance within the SHR curtilage.</p> <p>Similarly, the works would result in only neutral to negligible visual impacts to the setting and significant views of the heritage items and HCAs within the 200m buffer of the proposal site.</p>
The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	<p>The proposed upgrades have been assessed as resulting in an overall moderate direct and visual impact to the significance of Stanmore Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant station platform buildings, subway and platforms. The TAP upgrade is required in order to improve the accessibility, usability and safety of the station for all users, which would result in a positive outcome for all users.</p> <p>Recommendations to be followed to minimise impacts are provided in Section 8.3 of this report.</p>

<sup>75</sup> NSW Heritage Office 2002. Statements of Heritage Impact. Update to the NSW Heritage Manual.



The proposed design has been prepared in consultation with the nominated Heritage Consultant and the Heritage Advisors at TfNSW. As such, the proposed design has been chosen to minimise impacts to the significant fabric and to minimise visual impact to significant structures, whilst ensuring the delivery of the proposed upgrades.

As detailed in the Memorandum of Heritage Advice prepared by Purcell on 14 January 2022<sup>76</sup> and advice from TfNSW representatives provided November 2021, the proposal has undergone numerous design iterations guided by heritage advice in order to arrive at a design that is suitable for both accessibility and heritage considerations.

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

This includes iterations in relation to the siting and design of the lift shaft, which has been chosen to minimise impacts on significant building structures, whilst providing equitable access for passengers.

The canopy designs on the platforms have been designed to provide continued visual appreciation of the Platform 1/2 stairway lantern from on the platform, as well as continued understanding of the architectural details and form of the platform building.

Further minimisation of the resulting impacts should be undertaken through careful sympathetic detailed designs in consultation with the nominated Heritage Consultant and Heritage Advisors at TfNSW. The recommendations provided in Section 8.3 of this report should be followed in order to mitigate heritage impacts.

## 7.7 Conservation Management Policies

### 7.7.1 Heritage Platforms Conservation Management Strategy

The following section assesses the proposed works against the relevant conservation management policies provided in the *Heritage Platforms Conservation Management Strategy*<sup>77</sup> prepared for TfNSW. The *Heritage Platforms Conservation Management Strategy* provides a series of conservation strategies in order to guide conservation and adaptation of heritage platforms along the NSW railway network.<sup>78</sup> The relevant conservation strategies and responses in reference to the current proposal are provided in Table 10 below.

<sup>76</sup> Purcell 2022. *Memorandum of Heritage Advice: Stanmore Railway Station, Stanmore*. Prepared for DesignInc. 14 January 2022.

<sup>77</sup> Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

<sup>78</sup> Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

**Table 10: Relevant Heritage Platforms conservation strategies and responses.**

Strategy No.	Strategy	Response
Strategy 1: <i>Recognising and Conserving Heritage Significance</i>	<i>Manage and operate heritage platforms in a way that recognises the heritage values of each place. This includes the heritage value of each platform, its associated elements, and the overall heritage value of its station or place</i>	<p>The heritage significance of the platforms would be retained as the majority of impacts would not occur to significant fabric. The highly significant brick walls and corbelled coping of the platforms would be retained. However, the impacts to the brick perimeter wall, low-height entrance walls on Douglas Street and the brick-lined staircases, identified as fabric of high significance, would partly reduce the significance of these associated elements.</p> <p>It is recommended that the brickwork to be removed is archivally recorded and that the salvaged bricks are retained and stored safely on-site for repairs and or future reinstatement.</p>
Strategy 2: <i>Recognising and Conserving Heritage Significance</i>	<i>Conserve a representative sample of principal platform types, and other key aspects of heritage platform design and arrangement in use within the Sydney Trains managed railway network</i>	The proposed platform works would, in general, not impact significant fabric of the platforms themselves at Stanmore Station. The overall form of the island platforms and the early brick edging would be retained as representative examples of this type of platform. However, the related key aspects of the platforms, including the brick retaining walls, the subway and the entrance would be modified as part of the works.
Strategy 3: <i>Recognising and Conserving Heritage Significance</i>	<i>Where there are numerous, good representative examples of a type, more significant heritage platforms with good integrity should be prioritised for proactive conservation</i>	The platforms, as examples of c.1880s-1891 vertical brick with corbelled brick coping wayside and island platforms would be retained as representative examples of this type.
Strategy 4: <i>Recognising and Conserving Heritage Significance</i>	<i>Where there are few examples of a type extant, consideration should be given to a reassessment of the relative heritage value of each example to enable prioritized allocation of conservation resources. Resources should in general be allocated to the preservation of the most intact examples, in better condition, and with greater likelihood of ongoing preservation works. However, this should be balanced against the relative heritage significance of each example and its heritage context, to ensure that highly significant examples of rare platforms in lesser condition are preserved wherever feasible.</i>	The platforms, as excellent examples of c.1880s-1891 vertical brick with corbelled brick coping wayside and island platforms, would be retained as representative examples of this type. The Station, and its platforms, are of State significance and would be retained.

Strategy No.	Strategy	Response
Strategy 5: Maintaining Physical Condition and Fabric	<i>Conserve and manage the fabric of heritage platforms in accordance with statutory requirements and heritage best practice</i>	<p>The proposed works generally avoid and minimise impacts to significant elements of the platforms, namely, the vertical brick walls and corbelled coping. However, associated highly significant fabric would be partially impacted, including the subway, low-height entrance walls and the brick perimeter wall along Trafalgar Street.</p> <p>The design has been developed in consultation with the heritage advisors as TfNSW in order to meet DDA and BCA standards. The works should be undertaken in accordance with the State-owned Heritage Management Principles and Heritage Asset Management Guidelines as outlined in the State Agency Heritage Guide (NSW Heritage Office 2005), made under Section 170A of the Heritage Act, and the principles of the Burra Charter.</p>
Strategy 6: Maintaining Physical Condition and Fabric	<i>Retain and conserve significant platform designs and fabric by means of routine inspections, maintenance, and repairs</i>	<p>The significant platforms would be retained as part of the proposal. It is recommended that, as part of the proposed works, condition inspections be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.</p>
Strategy 7: Maintaining Physical Condition and Fabric	<i>Retain and conserve original or other historic platform detailing and surface features where these contribute to the heritage significance of the platform and the station precinct</i>	<p>The majority of the original and historic platform detailing and surface features that contribute to the heritage significance of the platform and station precinct would be retained. However, associated highly significant fabric would be partially impacted, including the subway, low-height entrance walls and the brick perimeter wall along Trafalgar Street.</p>
Strategy 8: Managing Major Change	<i>Major change should be managed through an integrated planning process, which considers measures to avoid, minimise, or mitigate adverse impacts on the heritage significance of the platform and the broader place at each stage of the process</i>	<p>The works would result in an overall moderate visual and direct impact to Stanmore Station. The works are required to be assessed for approval by HNSW.</p> <p>The works would not be major and therefore would not require an integrated planning process. However, measures to avoid, mitigate or minimise adverse impacts on the platforms are provided in Section 8.3 of this report.</p>
Strategy 10: New Work	<i>Where other new structures are required to improve platform access, the new fabric should be sympathetic to the existing heritage character of the place, but still be readily identifiable as new work</i>	<p>The new lifts on the platforms are required to improve platform access. The proposed lifts would utilise stretcher bonded brick bases and steel and glass superstructures. The materials would therefore be identifiable as new work, but would reference the existing brick platforms, brick-lined staircases and the perimeter walls of the station. Further recommendations on the design and fabric of the new lifts are provided in Section 8.3 to ensure that the lifts are sympathetic to the existing heritage character of Stanmore Station.</p>



Strategy No.	Strategy	Response
Strategy 11: Options Analyses and Industry Engagement	<i>Heritage opportunities and constraints should be carefully considered throughout the options analysis and design process</i>	Heritage opportunities and constraints have been carefully considered throughout the design process and options analysis, resulting in the reduction of resultant impacts.
Strategy 12: Archival Recording and Interpretation	<i>Make a record of existing structural designs, fabric, and uses before changes are made</i>	As noted in Section 8.3, is recommended that a Photographic Archival Recording (PAR) is undertaken prior to the commencement of works at Stanmore Station. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and uses of the rooms/buildings. Where possible, a photogrammetric model and orthophotographs of the elements to be altered, such as the brick perimeter walls, should be considered.
Strategy 13: Archival Recording and Interpretation	<i>Communicate the history and significance of heritage platforms to users of station precincts through interpretive media</i>	A Heritage Interpretation Strategy is currently being prepared as part of the proposal at Stanmore Station in order to communicate the history and significance of the platforms, and the station in general, to station users, utilising a range of interpretative media.
Strategy 14: Ongoing Research and Review of Strategy	<i>Undertake additional research, physical and/or comparative assessments as required to understand the heritage significance and condition of individual platforms or particular platform types, and to support their ongoing conservation as part of the Sydney Trains heritage asset portfolio</i>	Historical research and a physical assessment have been undertaken in order to understand the heritage significance of the station and the components of the station. As recommended in Section 8.3, it is recommended that further research and comparative assessments are made for each impacted element of the station support the ongoing conservation of these elements.

## 8.0 CONCLUSIONS AND RECOMMENDATION

### 8.1 Conclusion

Stanmore Station is listed as a State significant heritage item on the NSW SHR (SHR # 01251), the s170 TAHE register (SHI # 4801097) and the Marrickville LEP 2011 (LEP # I248). The Station is also located in the vicinity of a number of Heritage Conservation Areas (HCAs) and heritage items listed on the Marrickville LEP 2011.

Overall, the proposed upgrades would result in a moderate direct and visual impact to the significance of Stanmore Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant platform, platform buildings and subway. However, the works would improve the accessibility, usability and safety of the station, resulting in a positive outcome for all users of the station. The works would result in a minor impact to significant archaeological remains, 'relics' features or structures of local significance. The works would also result in an overall negligible visual impact to the adjacent HCAs and neutral to negligible visual impacts to the nearby heritage items listed on the Marrickville LEP 2011.

### 8.2 Heritage approval pathway

This SoHI has been prepared in order to support a Review of Environmental Factors (REF) for the determination of the concept design of the proposed upgrade to Stanmore Station. The detailed design would be developed following determination approval, and any new works or significant changes may require further heritage assessment (and possible additional approval).

This SoHI will form part of a Section 60 (s60) application for the works to Heritage NSW, Department of Premier and Cabinet (HNSW) under the *Heritage Act 1977* (Heritage Act).

### 8.3 Recommendations

#### 8.3.1 Recommendations for developing design

The following recommendations should be considered for incorporation into the development of the design in order to minimise the residual heritage impact of the proposed works at Stanmore Station:

##### 8.3.1.1 Design and Materiality

- The works to the station should aim at ensuring the retention and enhancement of the cultural significance of the significant heritage elements, including the booking office, platforms, platform buildings, subway, retaining walls and perimeter walls.
- The design of the new lifts and canopies should be further developed in order to be as recessive, minimalist, visually permeable and sympathetic to the existing heritage character of Stanmore Station as possible, whilst being identifiable as new work. The materials, form and details of the lifts should not imitate the design and details of the significant elements. As proposed, the structures should be finished in a recessive colour.
- Ongoing detailed design of the platform canopies should aim to further refine the canopy detailing to respond to the existing awnings and minimise visual clutter.
- Careful detailing of the canopies at the intersection between historic building fabric (platform buildings, canopies and stair lantern) is required to minimise the impact of disjointed water

egress and overflow from the new canopies – which could cause water ingress and damage to significant fabric.

- The paint colour for all proposed new steel work (on lifts and lanterns) should be changed to a mid-tone grey, such as 'Dulux Naval Grey' which would be more sympathetic to the existing heritage colour palette and would help the new structures be a recessive feature of the platforms.
- It is recommended that the c.1926 handrails along the staircases be retained beneath the new compliant handrails, rather than removed, as in situ evidence of early changes to the station.
- The brick perimeter wall on Platform 3 should be reconstructed to match the existing bonding pattern (English bonded), with a similar soldier coursed capping detail. However, on close inspection, this reconstructed wall should be identifiable as new work.
- The following options should be considered for the new section of low-height retaining wall and balustrading at the Douglas Street entrance:
  - The new low-height retaining wall should be finished in brick and the balustrade above should utilise a simple, permeable and recessive design. The retaining wall should reference the existing low-height retaining walls but should not replicate heritage detail.
  - Reuse the existing brickwork of the low-height walls at the entrance. Install a simple timber picket fence or steel fence that references the original design, but does not replicated heritage detail.
- The placement and design of new lighting and signage should aim to limit impact on fabric of heritage significance, views and the setting of the station, while still meeting the appropriate and statutory lighting and signage standards. The following principles should be followed:
  - New light poles should be installed symmetrically, in line with the existing light poles, and should be placed in areas where they do not obscure significant fabric.
  - New lights/lamps should not be fixed to or otherwise require the need for penetration of existing significant building fabric.
  - New signage should reuse existing poles and fixing points, wherever possible.
- Consideration should be made to removing the painted finish along the brick perimeter wall along the southern side of Platform 3. The process of removal should be guided by the nominated heritage consultant. If a protective finish is required, the colour and finish should be guided by the nominated heritage consultant, but a transparent, matte finish is preferred.
- The placement of benches, bins, machines and other elements along the platforms and footbridge should avoid obstructing views of architectural elements and should avoid installing fixing points to significant fabric. The following principles should be followed:
  - Only install new or replacement elements in front of a solid portion of wall or in an open space.
  - Locate new or reinstated elements at the central point between two dominant historical elements (such as windows, doors and columns), rather than to one side or in front of these elements.



- Ensure that new elements are not fixed to significant fabric and are of a low height to avoid obscuring fabric.
- All conduit and services installation should aim to use existing penetrations and entry points to structures, where possible. Conduits, services and casings should not cover significant fabric or areas of detailing or introduce large structures or items in areas that obstruct significance fabric or significant view lines. The principles provided in *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) should be followed during detailed design in order to prevent cumulative impacts to fabric. The design solutions should be developed in consultation with TfNSW heritage advisors or appointed heritage advisory subcontractors. New services associated with access requirements should ideally be installed in areas where original services have already been upgraded or replaced.
- New or replacement surface mounted conduits should be painted to match the underlying fabric in order to minimise visual impacts. Where possible, conduit locations should be located to minimise impact to significant existing building fabric.
- A suitably qualified heritage consultant or heritage architect must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Stanmore Station.
- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage consultant who has been engaged for the proposed works for adverse heritage impacts. New or increased adverse heritage impacts may require further approval from TfNSW and consultation with Sydney Trains as required.

### 8.3.2 General recommendations

The following general recommendations should be followed in order to minimise the residual heritage impact of the proposed works at Stanmore Station:

#### 8.3.2.1 Pre-Construction

- TfNSW must obtain the required statutory heritage and planning approvals prior to commencement of work. Works must be carried out in accordance with any conditions placed on these approvals and provide a report certifying compliance on completion of the works.
- All staff, including design professionals and tradespeople, involved in the proposed works must receive a heritage induction prior to the commencement of works. The heritage induction should cover the heritage significance of Stanmore Station, identification of significant fabric and the recommendations and mitigation methods included in this report.
- Protective hoarding or splash protection should be installed around significant features, such as the platform buildings, the cast iron columns, the brick-lined staircases, the subway walls, the subway ceiling and brick perimeter walls, prior to works in the vicinity of these features in order to protect them from physical damage and particles such as asphalt, paint, dirt, dust or mud.

- A Photographic Archival Recording (PAR) of Stanmore Station, its setting, context and significant views, must be prepared prior to the commencement of works and following completion of works. This recording must be in accordance with the NSW Heritage Division publication *Photographic Recording of Heritage Items using Film or Digital Capture* (2006). The digital copy of the archival record should be provided to Heritage NSW and TfNSW. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and existing uses of the rooms/buildings. Where possible, a laser scan, photogrammetric model and/or orthophotographs of the elements to be altered, such as the brick perimeter walls, should be considered for inclusion in the PAR. In the case of the brick perimeter walls, the photographs for the PAR and/or photogrammetric model should be taken prior to and after the removal of the existing paint finish on the walls in order to record their stratigraphy prior to demolition of a section of the wall.
- The Heritage Interpretation Strategy should be prepared for Stanmore Station in order to communicate the history and significance of the station to users, utilising a range of interpretative media. The strategy should consider a range of options of interpretation including but not limited to the retention of significant fabric in situ, reuse of salvaged materials, signage panels and graphic media.

#### **8.3.2.2 During Construction**

- All works should be undertaken by contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles. The work should be monitored by a suitably experienced heritage specialist. All works are to be undertaken in accordance with the principles and objectives of the *Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the *Burra Charter*), and where possible, works should be reversible.
- Where possible, new works should utilise existing fixing holes. For example, the new compliant handrails along the staircases should reuse the fixing holes from the existing twenty-first century handrails.
- Works resulting in the removal of existing fixings into significant fabric, such as the removal of the handrails along the brick walls of the staircases and the existing boarding assistance ramp along the southern elevation of the Platform 1/2 building, should include patch repairs using suitable materials. For the brickwork, patch repairs should be undertaken with non-cementitious lime mortar coloured to match the brickwork.
- Where the existing timber floorboards in the store room to the east of the main waiting room of the Platform 1/2 building are required to be covered in concrete/ a cement screed, install a protective layer along the surface of the floorboards prior to the installation of the concrete/cement screed in order to minimise direct impact to the significant fabric.
- Should the installation of the new handrail be unable to reuse the existing fixing hole, the new handrails where possible should not be fixed to the brickwork. Fixings should occur in the mortar joints where it can be easily repaired and reversed in future.

- Demolition of the Platform 3 brick perimeter wall and subway walls should be undertaken carefully using hand using hand tools (and not machine tools) in order to allow for salvage of the removed bricks. The bricks should be carefully recorded, catalogued and stored in a weather-proof, secure facility on site to allow for future reinstatement following completion of the lift shaft works. Removed bricks should follow the bond, to allow for the future reconstruction and keying into the existing wall. Avoid cutting bricks where possible.
- The removed portion of the Platform 3 brick perimeter wall should be reconstructed to match the existing bonding pattern (English bonded), with a similar soldier coursed capping detail and utilising a non-cementitious lime based mortar for the joints.
- The brickwork of the low-height retaining walls at the entrance to Douglas Street should be carefully removed by hand and salvaged. The bricks should be carefully recorded, catalogued and stored in a weather-proof, secure facility on site to allow for future reinstatement or reuse.
- A geotextile fabric, or similar, should be laid around the bases of the cast iron columns prior to the regrading where the asphalt will be higher than existing in order to protect the original significant fabric.
- As part of the proposal, condition inspections should be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.
- Should unexpected archaeological remains be found during excavation works, the TfNSW Unexpected Finds Policy should be followed. This may involve localised work stoppages, on-site assessment and further approvals from Heritage NSW prior to works recommencing.



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## 10.0 APPENDIX

### 10.1 Memorandum of Heritage Advice: Stanmore Railway Station, Stanmore

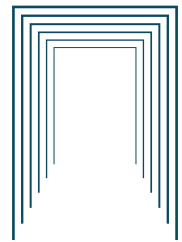
The *Memorandum of Heritage Advice: Stanmore Railway Station, Stanmore*, prepared by Purcell on 14 January 2022, is provided below.

Megan Walker  
Principal  
DesignInc  
Level 14, 85 Castlereagh Street  
Sydney NSW 2000

by email: [mwalker@sydney.designinc.com.au](mailto:mwalker@sydney.designinc.com.au)

14/01/2022

Dear Megan,



**PURCELL**

**SYDNEY**

Office 25,  
The Commons Central,  
20-40 Meagher Street  
Chippendale, NSW 2008  
Australia

T. +61 422 023 327

[Anita.krivickas@purcellau.com](mailto:Anita.krivickas@purcellau.com)  
[www.purcellap.com](http://www.purcellap.com)

## MEMORANDUM OF HERITAGE ADVICE: STANMORE RAILWAY STATION, STANMORE

### INTRODUCTION

This Memorandum of Built Heritage Advice (revised 14 January 2022) is prepared for DesignInc as part of the proposed upgrade to Stanmore Railway Station, Stanmore (subject site) for Transport NSW. This heritage advice forms part of the Heritage Design Package submission for approvals to Sydney Trains Heritage and follows assessment of the iterative design progression. The station is undergoing an upgrade to achieve Disability Standards Accessible Public Transport (DSAPT) compliance, with the design progressing through the Scoping Design Stage. The design has evolved through on-going heritage advice throughout the design process and implementing mitigative measures and design workshops.

The subject site is located in the central commercial strip of Stanmore, facing Trafalgar Street to the south and Douglas Street to the north, within the Inner West Council Local Government Area (LGA). The principal planning control for the site is the Marrickville Local Environmental Plan 2011 (LEP).

This HIS acknowledges the traditional owners of the land on which the subject site is located, the Gadigal and Wangal peoples of the Eora nation.

### LIMITATIONS

This Built Heritage Advice is limited to desktop-based research, supplemented by site information provided by DesignInc.

This Heritage Advice has been prepared by Anita Krivickas (Senior Architect) with overview by Tracey Skovronek (Regional Partner).

This report does not include an assessment of the aboriginal heritage or archaeological potential of the site.

### HERITAGE LISTING

Stanmore Railway Station is listed on the following statutory lists:

- State Heritage Register of the NSW Heritage Act, Stanmore Station Railway Group, item ID Number 5012223
- Marrickville Local Environment Plan 2011, Item 248 Stanmore Railway Station, Douglas Street Group, including interiors
- Section 170 State Agency Heritage and Conservation Register

The SHR listing identifies the following elements as being of heritage significance:

- Platform Building, Platform 1-2
- Platform Building, Platform 3
- Former Parcels and Booking Office
- Platforms
- Pedestrian Subway
- Moveable Items

Purcell Asia Pacific Limited is a limited company registered in Hong Kong, registration number 1422134. Purcell Architecture Limited is the holding entity, a limited company registered in the UK, registration number 0C315259.

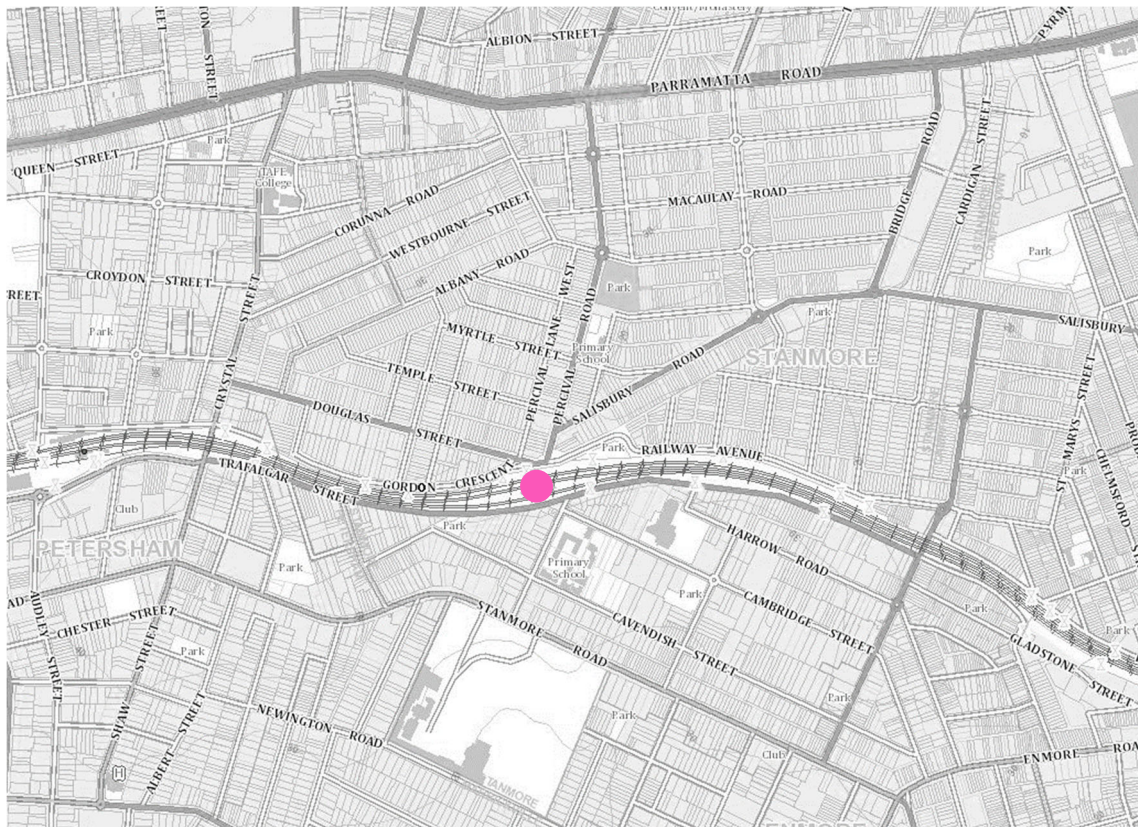
ABN: 23 609 207 301  
Nominated Architect:  
Tracey Skovronek  
ARN NSW 11029



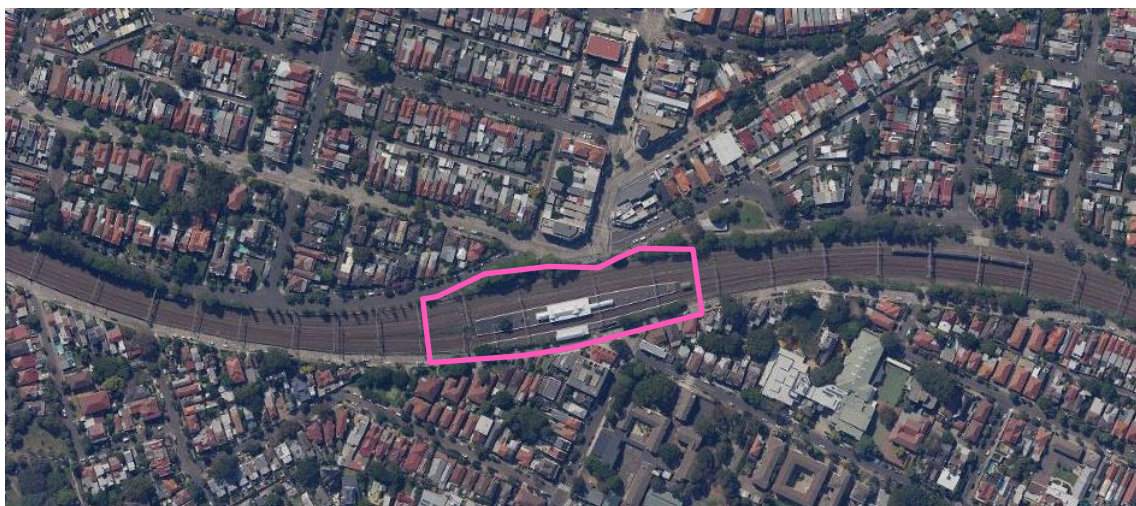
## LOCATION AND CULTURAL HERITAGE SIGNIFICANCE

Stanmore Railway Station is located in the central commercial strip of the suburb of Stanmore, facing Trafalgar Street to the south and Douglas Street to the north. To the north is the main shopping strip on Percival Road, with a smaller shopping strip to the south on Trafalgar, Holt and Cambridge Streets. The remainder of the immediate area is residential in nature, comprising of a mix of single dwellings and medium density units. The station is accessed by both Trafalgar Street and Douglas Street via a pedestrian tunnel (subway). The slope of the land towards the south means that the subway has level access level from Douglas Street and is accessed via a set of stairs from Trafalgar Street.

The site curtilage is limited to the train track boundaries and is linear in shape, identified as Lot 8 DP632254. Several heritage items are located in the vicinity, however not immediately adjacent to the site. Two identified heritage listed buildings are accessed from Percival Road to the north and Stanmore Public School via Cambridge Street to the south.



Site location. Source: SIXmaps <https://maps.six.nsw.gov.au/> with Purcell overlay



Recent aerial view of the site and the surrounding area. Source: SIXmaps <https://maps.six.nsw.gov.au/> with Purcell overlay indicating approximate extent of State Heritage Register Listing



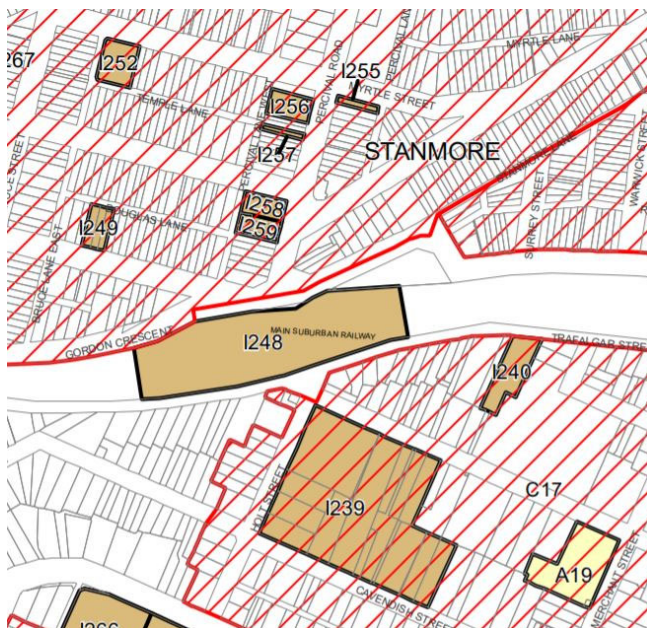
## HERITAGE ITEMS IN THE VICINITY

Stanmore Railway Station is located within the vicinity of several heritage items, listed in Schedule 5, Part 1 of the LEP:

- I258 – Salisbury Hotel, including interiors
- I259 – Former bakery and ovens and shop facades, including interior
- I240 – Victorian villa—“Horaceville”, including interiors
- I239 – Stanmore Public School, including interiors

Stanmore Railway Station is located in the vicinity of the following Heritage Conservation Areas, listed in Schedule 5, Part 1 of the LEP:

- C6 – Annandale Farm to the north
- C7 – Kingston West to the east
- C17 – Kingston South to the south



Heritage items and Conservation Area identified. Source: Marrickville LEP 2011

## STATEMENT OF SIGNIFICANCE

The heritage significance of Stanmore Railway Station has been identified within the State Heritage Inventory Sheet as follows:

*Stanmore Railway Station has State significance for its group of largely intact, original structures dating from the 1880s establishment of the station through to the 1891 quadruplication and the 1927 sextuplication of the line, which are able to demonstrate the growth and expansion of the railways in the late 19th and early 20th century. It is significant for its collection of railway structures namely the 1880s platform buildings, the 1910s former parcels & booking office and the 1920s subway which have remained largely intact and form a cohesive group which is able to effectively represent suburban railway stations of the late 19th century. The extant 1880s platform buildings are excellent examples of 'second class station' buildings which have a high level of integrity. The group remains relatively intact and is a significant landmark in the local area.<sup>1</sup>*

## HISTORICAL SUMMARY

The following history of the conservation area is extracted from NSW State Heritage Inventory Sheet for the Section 170 listing:

*The land ... (at) Stanmore is the traditional land of the Cadigal Wangal people of the Eora nation. The Cadigal land stretches from South Head, through central Sydney to the area around Petersham and to the south along the Cooks River. Wangal land was located from about present-day Birchgrove and ran west along the southern shore of the Parramatta River to Rose*

<sup>1</sup> NSW Heritage State Inventory Sheet <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012223>

Hill near Parramatta. (Marrickville Council. 2015 [www.marrickville.nsw.gov.au/en/community/community-development/aboriginal](http://www.marrickville.nsw.gov.au/en/community/community-development/aboriginal)).

The Cadigal Wangal people were salt water people, skilled at living from the coastal and harbour waters and resources of the Cooks River. Accounts from the memoirs of first fleet officers W Clements and J Saddler describe seeing Aboriginal people fishing from canoes and others preparing fish on the banks of the Cooks River. The existence of several large shell middens at the mouth of the Cooks River and near the many sandstone rock shelters in the escarpment running along the Cooks River, also attests to the skill of the traditional landowners in harvesting the resources of their environs. (Leslie Muir. 2013. Aboriginal People of the Cooks River Valley. [www.dictionarofsydney.org](http://www.dictionarofsydney.org)).

The traditional people of the area also made use of resources of the woodlands away from the waterways where plants were foraged and kangaroo, birds and possums were hunted. Campsites were most often made near the coast and river especially during the warmer seasons of the year. Movement through the Cadigal Wangal territory was made via regularly used tracks many of which have been adapted as roads for later colonial and modern-day movement around Sydney. (A. Heiss and M-J Gibson 2015. Aboriginal People and Place. [Sydneybarani.com.au](http://Sydneybarani.com.au)).

In 1788, Governor Arthur Phillip arrived in Sydney Cove and established the penal colony of NSW. After this the lives of the Cadigal Wangal people changed dramatically. Their traditional food supply was encroached upon by the new settlers and the diseases such as smallpox the Europeans brought with them, severely decimated the local Aboriginal population. (A. Heiss and M-J Gibson 2015. Aboriginal People and Place. [www.sydnebarani.com.au](http://www.sydnebarani.com.au))

The pattern of European dispossession of Aboriginal people from their land accelerated, when in 1792, Governor Phillip received 'Additional Instructions' dated 1789, allowing him to grant land for church and school uses. Church and School and Crown lands which extended to the north eastern corner of the current municipality of Marrickville. (Fox and Associates. 1986. Marrickville Heritage Study p. 16).

Further communiques from the British government allowed the granting of land to British Officers in 1792. With the aim of establishing a chain of farms between Sydney and Parramatta, land grants were made along the road to Parramatta. In 1793 Lieutenant Thomas Rowley was granted land, an estate he named Kingston, in the area now known as Newtown, part of Camperdown and part of Stanmore. (C Meader. 2008. Stanmore. [www.dictionarofsydney.org](http://www.dictionarofsydney.org)).

The Western Railway Line:

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta Junction and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it.

In 1871 the Petersham Municipal Council was incorporated and the Council area encompassed Cavendish Street. By 1879 the western rail line was well established and Stanmore gained a railway station providing convenient access to Sydney. The area soon became home to many city workers as well as well-heeled businessmen such as William Paling of Palings Music Store who lived on the corner of Cambridge and Merchant Street, Stanmore and Alexander Stuart, Premier of NSW (1883-1885) who lived in 'The Lodge' which had been constructed by William Paling. (C Meader. 2008. Stanmore. [www.dictionarofsydney.org](http://www.dictionarofsydney.org)).

Traffic to the west and south (and later north) of the state brought the need to amplify the line, first in 1891 when it was quadrupled and later in 1927 when it was sextupled (to Homebush) and electrified. With both of these major changes the earlier stations were usually entirely demolished and replaced with a new station. The 1927 work completed this process with the complete replacement of Strathfield and much of Newtown Stations. During this time suburban development also extended west along the line and these new stations were thus specifically designed as full-scale suburban passenger stations rather than rural 'halts'. The Engineer for Existing Lines, George Cowdery (appointed 1863), was a particularly strong influence on the architecture of this line, building particularly elegant stations in the late 1880s ahead of the 1891 quadruplication, in addition to replacing the original stone arch viaduct at Lewisham with iron truss bridges. Sextuplication in 1927 brought less change to most local stations (which were on the southern side), the new tracks being express ones on the northern side.

Stanmore Station was opened in 1878 with a signal box erected in 1881. The present station buildings were built in 1885, and the station reopened on 17 January 1886. The existing island platform building originally fronted Douglas Street on the north side and was built to a similar design to the disused station building at Petersham. In 1885 the original pedestrian subway was built, and a new signal box (relocated from Petersham) replaced the existing signal box.



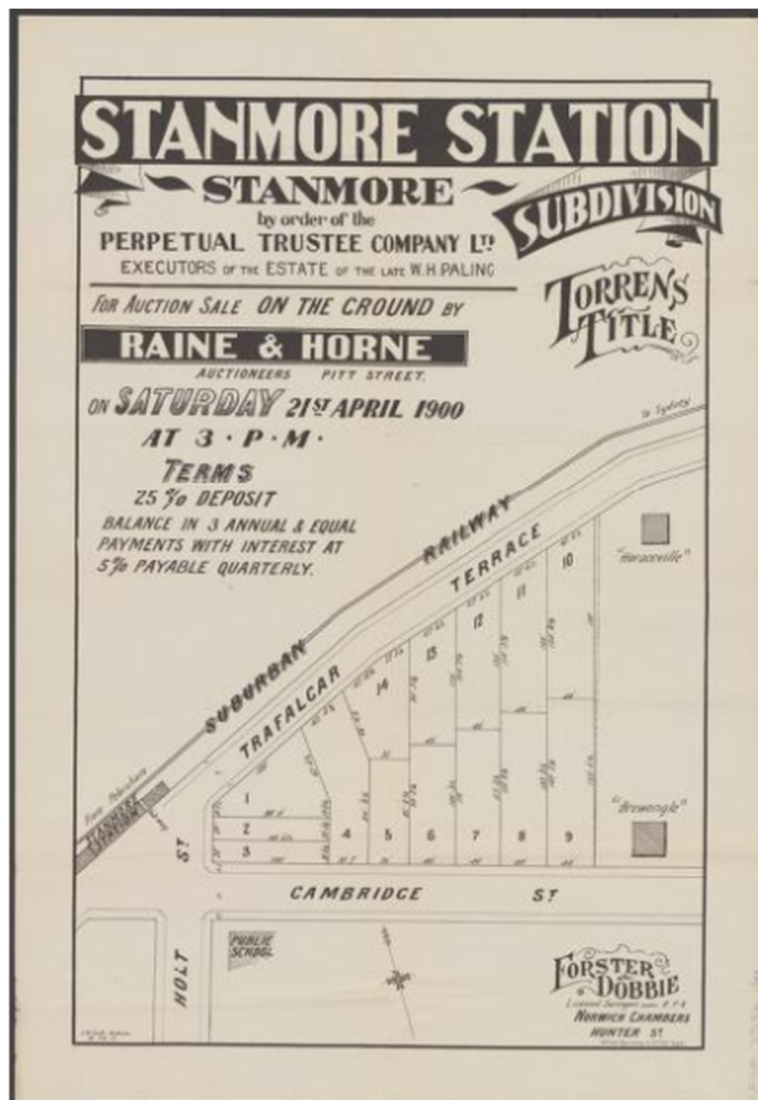
With quadruplication of the tracks 1891, its platform became an island platform and an awning was added to the original street faade. The platforms were also extended to 156 m and an additional platform built on the northern side of the new Up Suburban track. The station reflects the changes that came with track amplification, its original northern street frontage converted skilfully to an island by Cowdery, its relocated and extended subway and its parcels office on the new north frontage.

Further changes to the station included new barriers and a booking office in 1897; a ladies toilet on the Down Local platform in 1900; the island platforms extended in 1905; the signal box closed and Down platform extended in 1913; and stairways covered in 1923.

With sextuplication of the tracks, a new pedestrian subway was built in 1926 and the Up Suburban platform demolished.

In 1960 the Up booking office was relocated to Platforms 1 and 2 and the parcels office located in former booking office..<sup>2</sup>

The early subdivision of Stanmore is shown in the below 1900 plan, showing lot sizes and development.

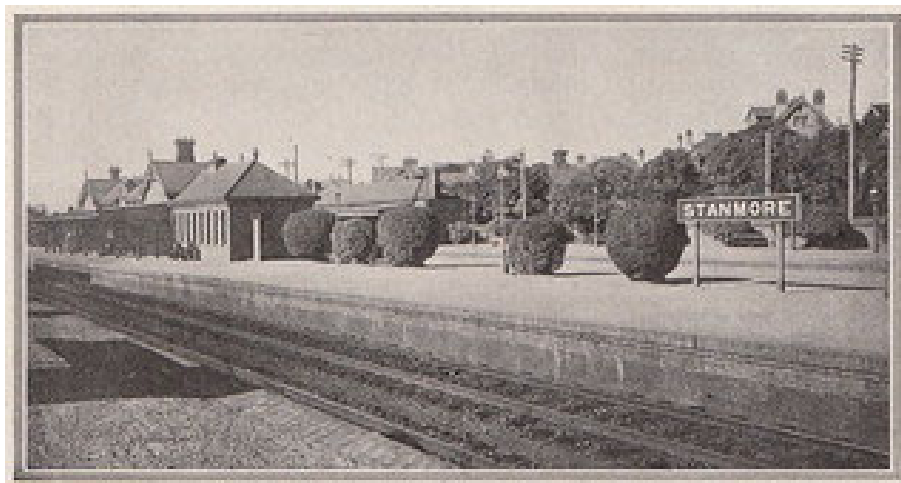


Early subdivision Plan 1900 Source: Trove (Raine & Horne & Cantle, J. M & Forster & Dobbie (Firm) & William Brooks & Co & Perpetual Trustee Company (1900). Stanmore Station subdivision, Stanmore. William Brooks & Co., lith, Sydney)

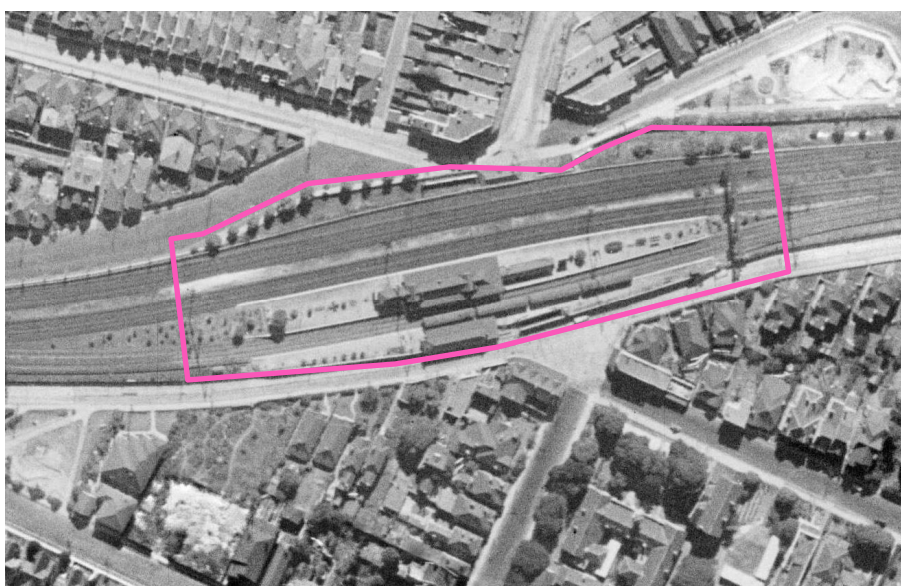
<sup>2</sup> State Heritage Inventory <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012223>



Stanmore Station 1914. Source: Trove. (The Crown Studios (1914). Railway Station, Stanmore, 9 August 1914.)



Stanmore Station 1921. Source: Trove. (pellethepoet (1921). Stanmore railway station (1921))



1943 Aerial photo of the subject site (highlighted). Source: <https://maps.six.nsw.gov.au>

## PHYSICAL EVIDENCE

The subject site is characterised by a number of buildings and structures from the late nineteenth and early twentieth century, generally in good condition. All buildings are single story in height and of brick and timber construction. Facing Douglas Street and adjacent to the subway pedestrian entry, is the former Parcels and Booking Office, dating from 1913 with a gable roof clad in fibre cement. The building is single storey and of face red brick and is the principle elevation to Douglas Street, along with the entry to the subway. The railway tracks are situated above the building height running parallel to Douglas Street and the platforms are accessed via stairs, through the subway.

Individual platform buildings and structures have been described in the State Heritage Inventory Sheet in detail. Extracts from the description are provided below for areas and structures that may be affected by the proposal. Where required, these have been expanded by additional research or physical analysis by the author.

### **Platform 1-2, the 'Second Class Station' Platform Building**

*External:* The 'second class station' building is flanked by attached wing structures with a combination of hipped and gable roof forms. The awnings are integrated with the hipped roof to the east and west wings and extend from below the line of the eaves to the central section of the roof. The roofing material for both the awning and the roof is corrugated steel which has replaced the original corrugated galvanised iron roofing. There are transverse gables, which face north and south, and feature decorative barge boards, finials and ridges. The hipped roofs to east and west have original chimneys and ventilated lanterns. The brickwork is painted and features a decorative dentilled course to the eastern and western ends. There are brick pilasters, with moulded rendered capitals, to the central section on the south side and in one instance the capital has been modified to accommodate a down pipe. The window openings to the western end of the building have been amended to suit the toilet facilities this section of the building now accommodates. Where this section of the building joins the waiting room there is cracking at the junction of the brickwork externally.

*Air-conditioning units and modern services and conduits have been fixed to the brickwork and in front of windows on the northern elevation of this building. The awning structure consists of timber beams with stop chamfers, and purlins with beaded edge detail, supported by original cast iron columns (which have NSWGR insignia) with new corrugated metal roof sheeting.*

*Internal:* The Station Manager's office and the booking office (at the eastern end of the building) have some original extant fabric, including pressed metal ceilings and cornices, ceiling rose, original windows and architraves (with modern security grilles). New partition walls have been constructed to create a toilet and CCTV equipment room. The store room adjacent to the Station Manager's office has (possibly original) floorboards and timber ceiling lining. The main waiting room has timber lining boards to the ceiling with a beaded profile and original mouldings. The timber floors and fixed bench seating remain and are in good condition. There is a pair of double leaf panelled doors and original windows, with timber architrave and sill boards, all in sound condition. The timber floors and fixed bench seating are also in good condition. There is a chimney breast and hearth to the western end of the room, with the opening bricked up. The waiting room, adjacent to the ladies toilet, has an original ceiling rose, door, windows and architraves and has a dado rail and skirting which is in keeping with the age of the building. There is a chimney breast and hearth to the eastern end of the room, with the opening bricked up.

### **Platform Building (Platform 3)**

*External:* The 'second class station' is a brick building with a central open waiting room and enclosed rooms to either end (painted to all but Trafalgar Rd elevation). The building has a hipped roof form with original chimneys to either end. The awning extends from below the line of the eaves and the roofing material for both the awning and the roof is corrugated steel, which has replaced the original corrugated galvanised iron roofing. The awning is to the same detail as the one on Platform 1-2, supported by original cast iron columns, new corrugated metal roof sheeting, modern services and conduits are fixed to original elements. The brick wall to Trafalgar Road has been extended to both the east, to full height adjacent to the former ticket window, and to the west to provide toilet facilities. The toilet addition (c.1900) to the far west of the building is accessed through an opening in an original external wall.

### **Former Parcels & Booking Office**

*External:* The Federation period brick building consists of two rooms which are currently used as storage. The external brickwork is in good condition, with new vents installed at low level. The original windows remain with the original coloured glazing (obscured to the exterior by security grilles). There is some damage to gutter fascia to the north-west corner. Externally, modern services and conduits have been fixed to the original fabric. There is a fibre cement slate half-gabled roof in a diamond pattern to north, east and west roof face with dormer details, with corrugated metal roofing to the south. The rainwater fixtures have been replaced.

*Internal:* The original door, windows and architraves remain with dado rail, skirting and wall vents which are in keeping with the age of the building. There is mini-corrugated metal sheeting to ceiling. Modern lighting, services and conduits have been face fixed to walls and ceilings. The timber glazed partition seems to be a later addition.

### **Platforms**

Platform 1 and Platform 2 (Up) form an island platform. Platform 1 is not currently in use except by trains during track work or in emergencies. Platform 3 (Down) is a wayside platform. All the platforms have asphalt surfaces and original brick faces.



**Pedestrian Subway**

The subway is face brick, with recessed detail to stairs, and a painted render finish to subway. There are areas of replacement brickwork and repairs to pointing are visible. The covered stair to Platform 1-2 is a painted timber framed structure with lining boards over rafters, which is in good condition. There are security grilles covering the openings to the outside. The timber elements are all fairly plain except at the entrance to the platform where there are stop chamfered posts and mouldings to rafters. There is modern lighting and service conduits and pipes face fixed to the walls. The concrete stairs are relatively new.

**Moveable items**

Safe in Station Manager's Office

Desk/Shelving Unit in Station Manager's Office

Bench seating to waiting Rooms

The following images demonstrate the current condition of the station and context.



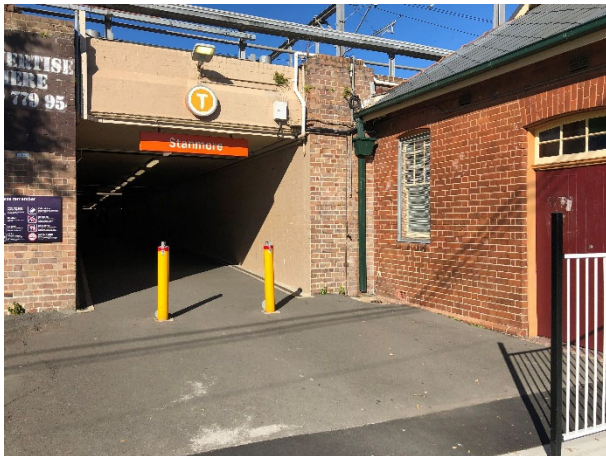
Looking west along Douglas Street towards the Former Bookings and Parcels office.

Source: DesignInc August 2021.



View along Douglas Street opposite Stanmore Station.

Source: DesignInc Aug 2021.



Entry from Douglas Street into the subway.

Source: DesignInc August 2021.



Subway looking towards the Trafalgar Street entry.

Source: DesignInc August 2021.





Entry from Trafalgar Street to the Subway.  
Source: DesignInc August 2021.



Platform 1 looking East from Trafalgar Street.  
Source: DesignInc August 2021.



Platform 3 looking west with Trafalgar Street to the left.  
Source: DesignInc August 2021.



Station building, Platform 1-2.  
Source: DesignInc August 2021.

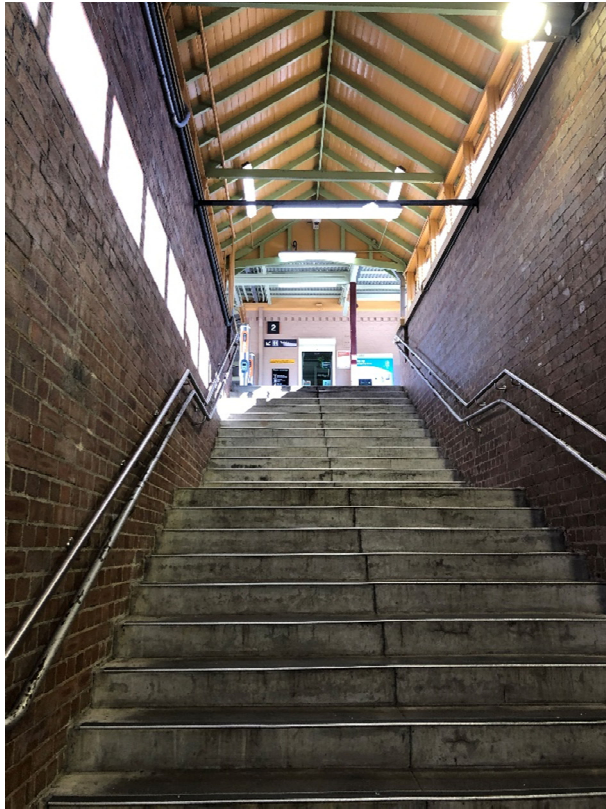


Platform 1-2 lantern over the stair.  
Source: DesignInc August 2021.



Platform 1-2 lantern of the stair.  
Source: DesignInc August 2021.





Lantern over platform access stair looking towards platform.  
Source: DesignInc August 2021.



Covered entry over platform access stair looking towards the tunnel.  
Source: DesignInc August 2021.



Platform indoor seating.  
Source: DesignInc August 2021.



Stanmore Station from Trafalgar Street.  
Source: DesignInc August 2021.

## THE PROPOSAL

The proposed works include the upgrade of Stanmore Station to provide access to achieve Disability Standards Accessible Public Transport (DSAPT) compliance. The works include:

- Construction of new DDA car space and 'kiss and ride' to Douglas Street, including regrading of footpath and paving to the Douglas Street entry.
- Reconfiguring of the station entry to Trafalgar Street to provide compliant access, including the provision of new stairs and ramp requiring the demolition of part of the original face brick retaining wall.
- Regrading of the underpass to provide compliant access from the DDA car space to the new lifts, including reconfiguration of stormwater and services.
- Construction of two new passenger lifts at the eastern end of the station, connecting with the pedestrian subway to Douglas and Trafalgar Street.
- Modification of Platform 3 and associated station building, including:
  - Regrading of the concourse from the lift to the waiting room facilities of the station building.



- Provision of new BAZ and covered wheelchair waiting area.
- New ramp into the waiting room to provide equitable access.
- Partial demolition of the Trafalgar Street boundary wall to enable construction of the new lift.
- Modification to Platform 1-2 and associated station building, including:
  - Modification of the existing toilets within the Platform 1-2 building for new Family Accessible Toilet (FAT).
  - New IMSB cupboard within existing store room.
  - New 1 in 20 ramp to the existing waiting room to provide equitable access.
  - Regrading of the pavement from the lift to the station building to the accessible facilities within the station building (waiting room and FAT).
  - Provision of new BAZ and covered wheelchair waiting area.
  - Provision of new canopies to provide undercover access from the new lift to the accessible facilities.
- Modifications to the existing stairs for compliance, including installation of nosings, TGSI's and compliant handrails.
- New services installation.

## DESIGN REFINEMENT

The Proposal has undergone a series of design iterations to identify appropriate options for the upgrade of Stanmore Station. Considerations have been given to provision of equitable access, accessible toilets, security and significant heritage fabric when considering options for interventions. A series of design workshops have been undertaken throughout the project, to highlight and discuss matters that arise and to refine the design with the above considerations.

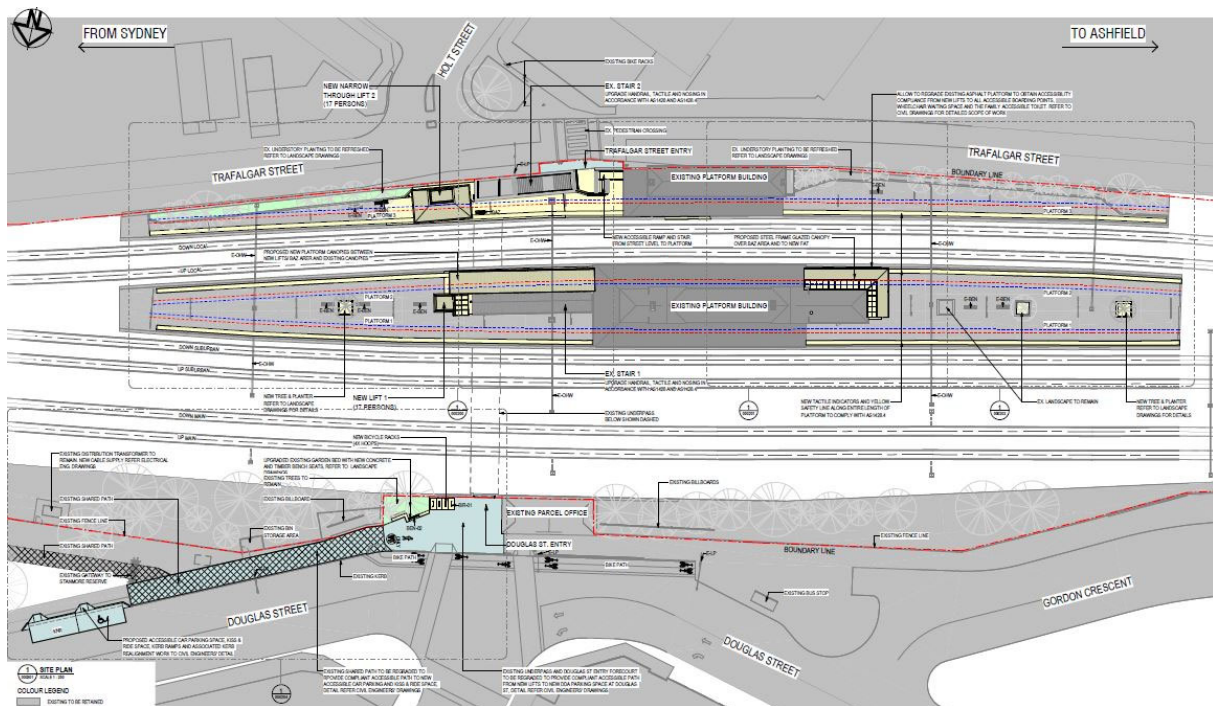
## PROPOSAL COMMENTARY AND HERITAGE IMPACTS

The plans below show the evolution of the design for the overall site. Key aspects of the design and the options considered are detailed below, and include:

- Underpass
- Trafalgar Street Entry and Platform 3 Station Building
- Passenger Lifts and canopies
- Platform 1-2 Station Building
- DDA car park and 'Kiss and ride' space
- Materials and Colour
- Services



Existing site plan. Source: DesignInc



Proposed site plan showing areas affected by the current proposal, Revised SDR submission, 14 January 2022. Source: DesignInc

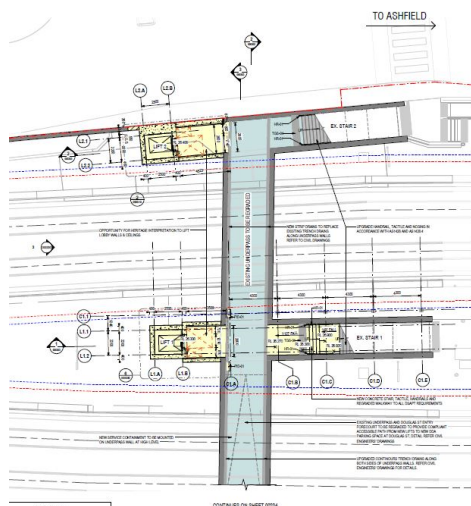
## UNDERPASS

An examination of the original documentation would indicate that the current underpass (subway) was realigned to its current form in 1926, and evidence of this can be seen in the existing painted (original) and rendered brick (1926) walls. It is likely that at this time the steps to both Platforms 1-2 and Platform 3 were also reconfigured at this time to take into account the change to the alignment. In 2015, the surface of the underpass was reggraded and resurfaced to fall to new sub-surface drains on either side, replacing the earlier dish drain on the eastern side.

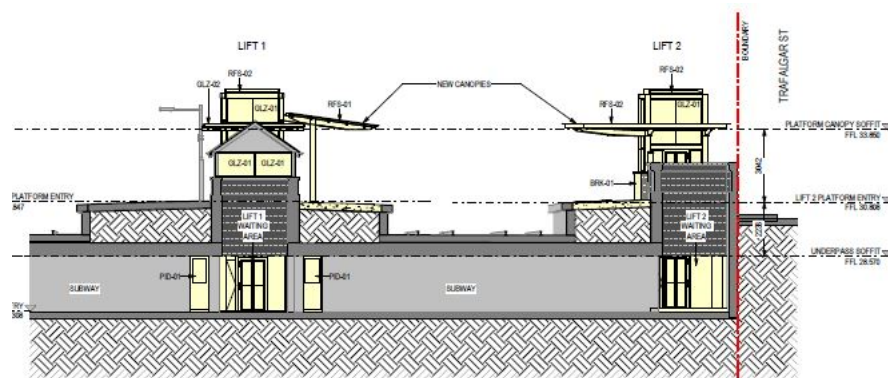
The existing lantern over the stair to Platform 1-2 was also constructed in 1926. Changes to this structure since its construction include the replacement of original glazing with the current security grilles, and replacement of the original fibre cement roof shingles with galvanised steel roof sheeting.

Works within the subway include:

- Regrading of the underpass to provide compliant access between the Douglas Street entry and the new lifts.
- Extension of the steps to the stairs to Platform 1-2 (to remove the steep ramp to this set of stairs).
- Replacement of the mesh with new glass at the eastern end of the fixed canopy over the stair to Platform 1-2 (opposite the new lift).
- Creation of two new lift lobbies associated with the installation the new lifts.
- Installation of new services conduits and rationalisation of existing.
- Relocation of the Passenger Information Display.



Proposed plan of underpass showing new lift lobbies, Revised SDR submission, 14 January 2022. Source: DesignInc.



Proposed section through underpass, Revised SDR submission, 14 January 2022. Source: DesignInc.

### Comment

Works within the underpass arising from the construction of the proposed lifts will have minimal heritage impact on the overall presentation and significance of the underpass. While the construction of the new lift lobbies will result in the removal of a small amount of early, 1926 fabric, this loss is considered acceptable provided the following is implemented:

- Removal of wall fabric is kept to a minimum, including for constructability reasons.

The potential to line the new lobbies with interpretive panels is a positive aspect of the proposal, providing both interpretive opportunities, but also hiding the infrastructure that might be needed to mechanically ventilate the new lobbies and lift.

The extension of the stair to Platform 1-2 and installation of compliant nosings, TGSi and handrails to both stairs will similarly have minimal heritage impact provided the following was considered:

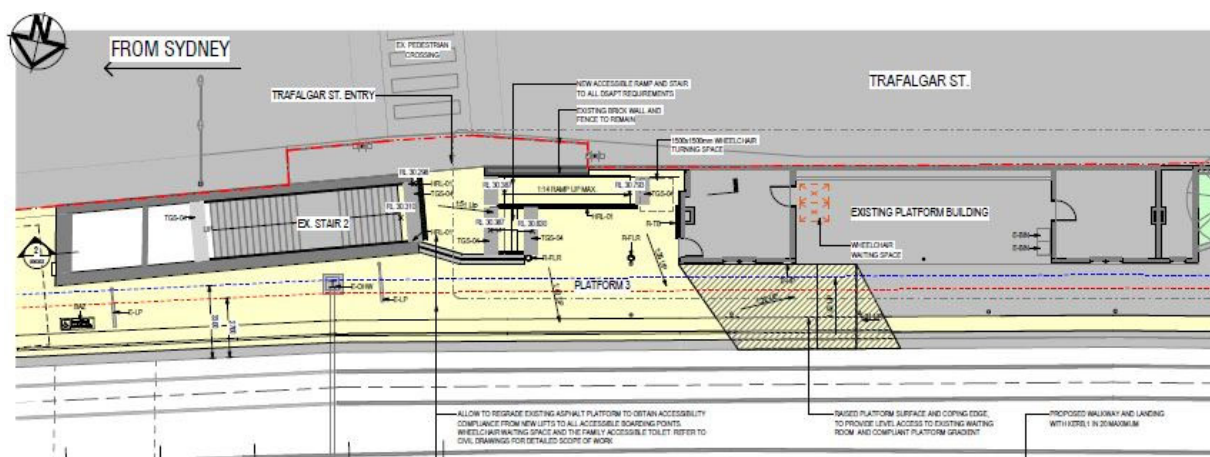
- Nosing should be removable and require minimal fixings to the original concrete treads.
- The existing original handrails is retained, and a new compliant handrail installed above (replacing the existing non-original handrail)

Removal of the small lengths of loop-top fencing at the top of the stair to Platform 1-2 is also recommended.

### TRAFALGAR STREET ENTRY & PLATFORM 3 STATION BUILDING

The entry to Trafalgar Street is proposed to be upgraded for equitable access, including the following scope of works:

- Regrading of the footpath.
- Regrading of Platform 3 from the street entry to the new lift and accessible boarding point, including the provision of new stair and ramp access from Trafalgar Street.
- Removal and replacement of a small length of original face brick walling of varying height (2-6 courses), with new low face brick walling in new alignment with bullnose brick capping to match original detail.
- Regrading of asphalt platform surface to create level access into the existing waiting room within the Platform 3 Station building.



Proposed Trafalgar Street Entry and modifications to Platform 3 to provide equitable access to the waiting room contained within the existing platform building. Revised SDR submission, 14 January 2022. Source: DesignInc.



**Comment**

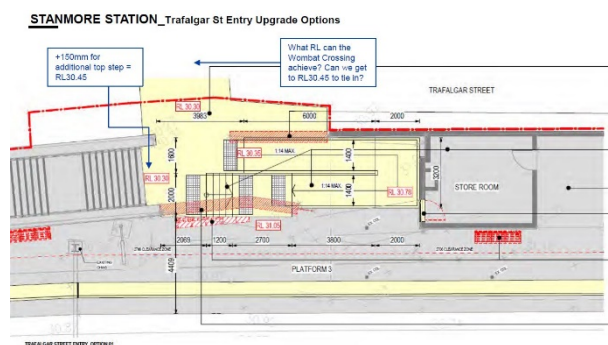
The proposal has evolved during the design process, to minimise the impacts to the original fabric, while ensuring that new access can accommodate the numbers of patrons that move through this entry. In that regard, the area of the footpath is to also be regraded (and in the process raised) so as to reduce the length of the ramp that is required. While the proposed work will require the removal of face brick walling this loss is considered acceptable given that the presentation of the entry to Trafalgar Street largely remains. Regrading of the platform will have minimal heritage impact given that the existing platform has previously been resurfaced.

Equitable access to the waiting room is proposed to be achieved by lifting and regrading the asphalt surface at the eastern end of the platform building, such that level access is possible. The works will also require building up the coping edge in brick to achieve the level access to the waiting room. The existing asphalt surface, while recently installed and providing level access, has been reviewed and found to be too steep such that it does not comply with the current codes. While this may partially obscure the decorative base of the existing cast iron columns, it is removable and negates the need to provide a more intrusive option, such as a small ramp.

Overall, the works will have minimal heritage impact, and the following is recommended to further minimise those impacts:

- The new retaining wall (adjacent the new stairs) is finished in brick, with similar capping detail.
- Regrading of the platform is finished in asphalt.
- The loop-top fencing facing Trafalgar Street is removed and replaced with something more sympathetic to the style of the station.

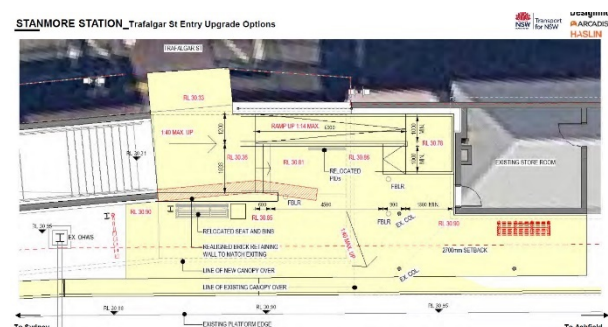
Alternative options considered as the design developed are considered below.



*Proposed Trafalgar Street Entry single ramp option 1.*

*Source: DesignInc, 6 September 2021*

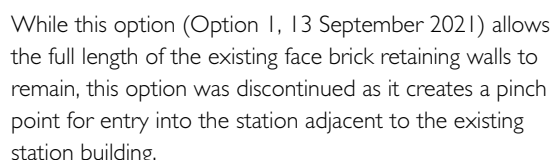
An early option for upgraded stair and ramp access (Option 1, 6 September 2021) which was discounted as it resulted in the removal of two lengths of original face brick walling and created a pinch point for access into the station. Development of further options considered the regrading of the Trafalgar Street footpath to reduce the required length of ramp.



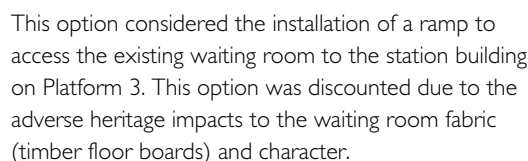
*Proposed Trafalgar Street Entry single ramp option 2.*

*Source: DesignInc, 6 September 2021*

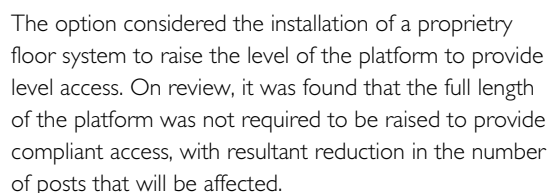
While this option (Option 2, 6 September 2021) reduced the pinch point, it also required the removal of two lengths of original face brick walling. For this reason, it was similarly discounted.



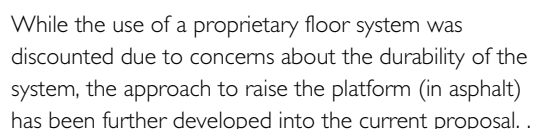
Although this option (Option 2, 13 September 2021) requires the removal of a length of the original face brick walling (2-6 courses high), it provides the required clearances for entry into the station, and hence has been further developed into the current proposal. Refer to assessment of heritage impacts above.



Option 1: Internal Accessible Ramp to Platform 3 Waiting Room.  
Source: DesignInc, 13 September 2021.



Option 1: Internal Accessible Ramp to Platform 3 Waiting Room.  
Source: DesignInc, 13 September 2021.



Option 2: FRP Ramp and Raised Platform to Platform 3 Waiting Room. 13  
Source: DesignInc, 13 September 2021.

## PASSENGER LIFTS

New passenger lifts and canopies are proposed to Platforms 1-2 and 3 to allow for equitable access and egress and to provide shelter to the existing BAZ locations. These works have the following features:

- The new lifts are located at the eastern (city) end of each platform. Lift shafts are to be a steel and glass structure above face brick plinths. The lift motor is to be housed below the platform level and as such will be hidden from view. Both lifts are orientated to have access in the same orientation (from the west). Note, a narrow 'through lift' had been considered during the design development for Platform 3 due to the tight access constraints. However further consultation and investigation has identified that the proposed 'in-out' lift is possible, and is preferred as it provides more intuitive customer wayfinding through the station.



*Proposed lifts to Platform 1-2 and Platform 3, Revised SDR submission, 14 January 2022.*

*Source: DesignInc*

### Comment

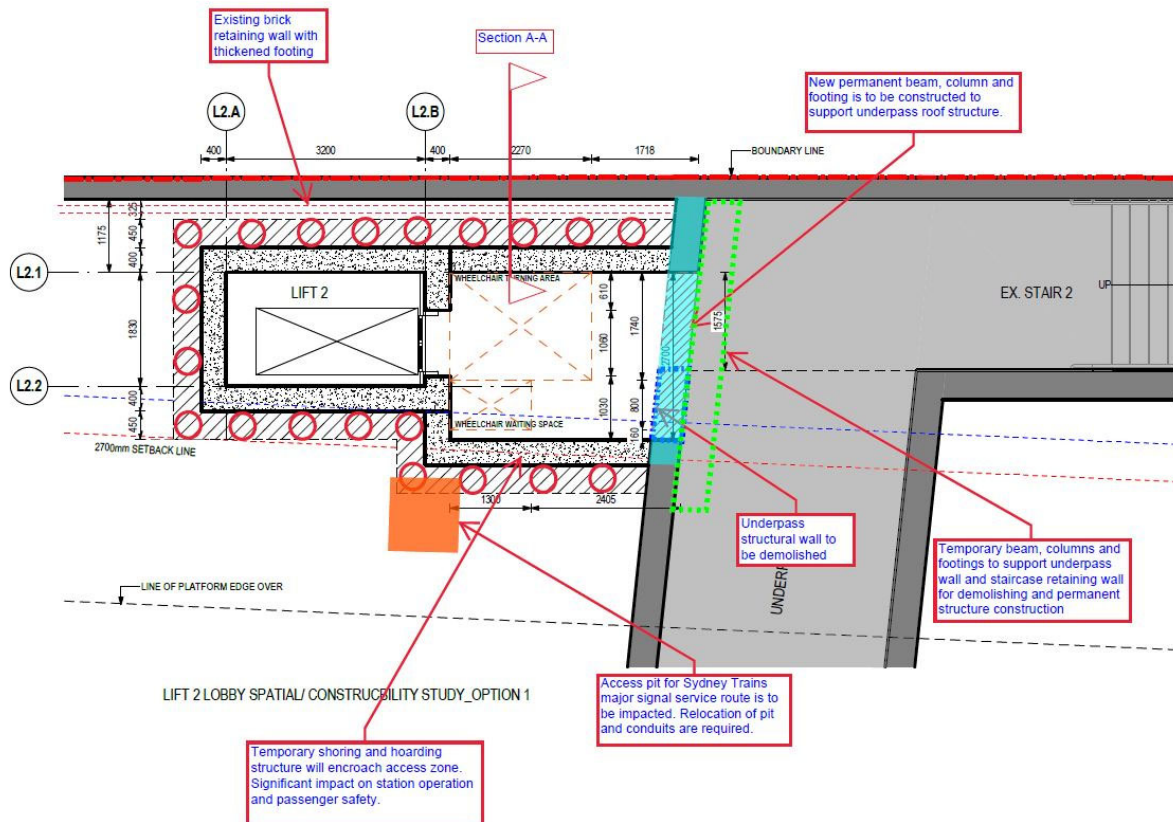
The proposal has evolved during the design process, to consider aspects of bulk, layout and detailing of the proposed lift structures. The location of the lift towers has been dictated by the alignment of the existing subway. This has had the added benefit of locating the new lift towers at platform level away from the station buildings, which helps to minimise the impact on the character and scale of these buildings and avoids increasing the visual massing of the station overall.

Potential heritage impacts are mitigated by the transparent nature of their materials (glass and steel). Plinths to the lift structures are proposed to be in face brick, reflecting the character of the existing street wall to Trafalgar Street and the plinth to the covered stair to Platform 1-2. The use of brick will not impact on the transparency of the new structures. The additions are clearly contemporary and sit in dialogue with the heritage buildings and setting, while allowing the station to address commuter access and egress requirements.

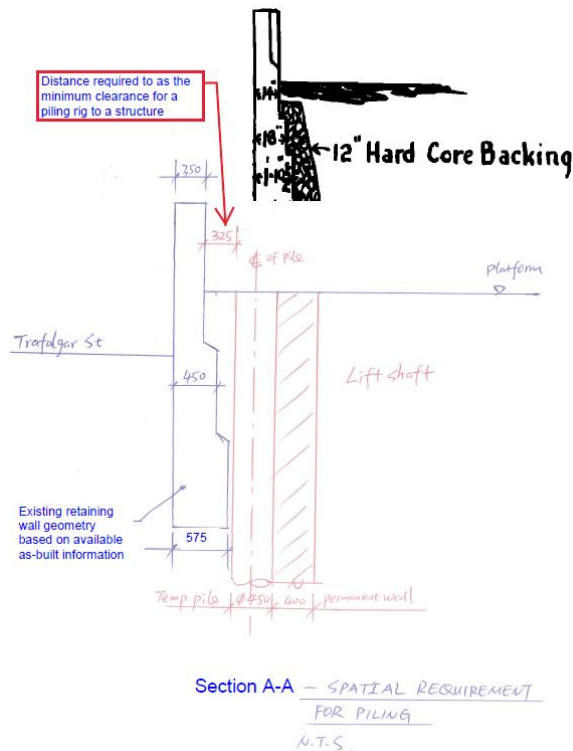
Consideration of the constructability of the lift to Platform 1-2 has revealed that it will be necessary to temporarily demolish a portion of the boundary wall to Trafalgar Street, and then rebuild it to match. Based on the available as-built information it is understood that the existing retaining wall on Trafalgar Street is a buttressed wall, with the buttresses located below platform level.

The following two options for the construction of the lift on Platform 3 have been identified by the structural engineer and contractor (as per emails dated 26 October and 8 November 2021).

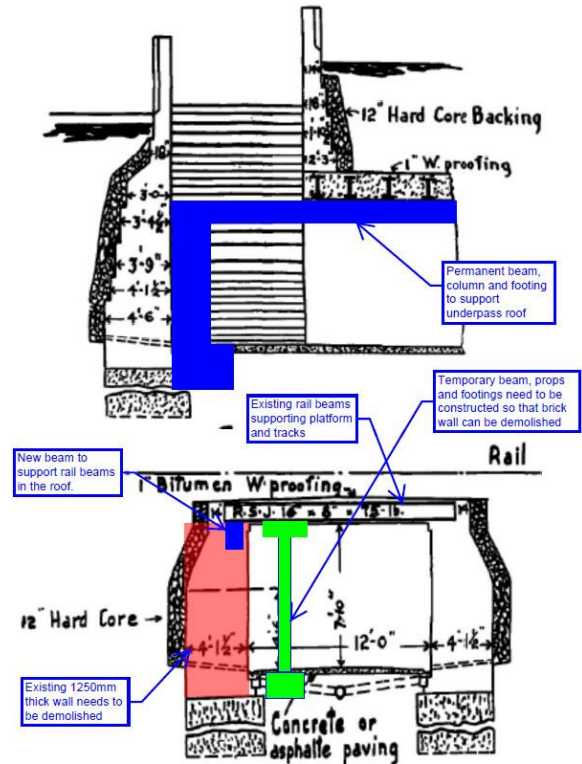




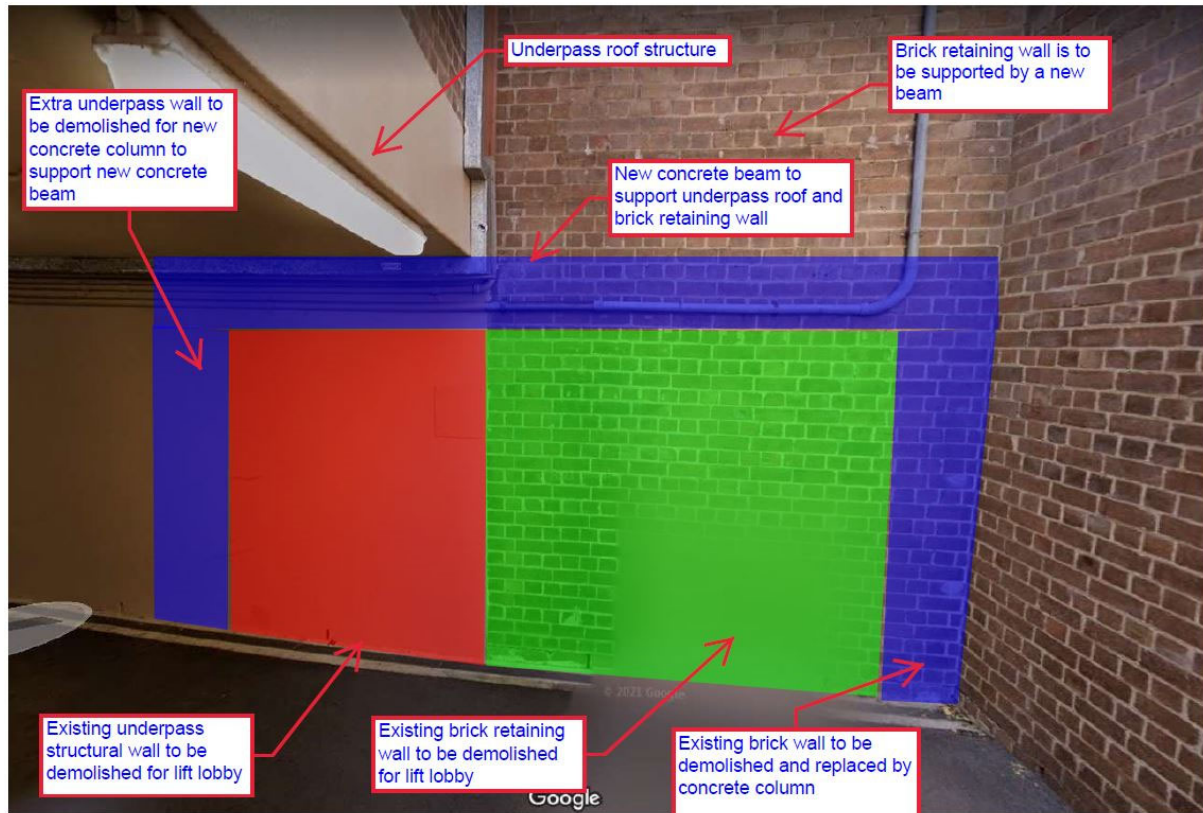
Source: Haslin, 8 November 2021



Source: Haslin, 8 November 2021



Source: Haslin, 8 November 2021



Source: Haslin, 8 November 2021

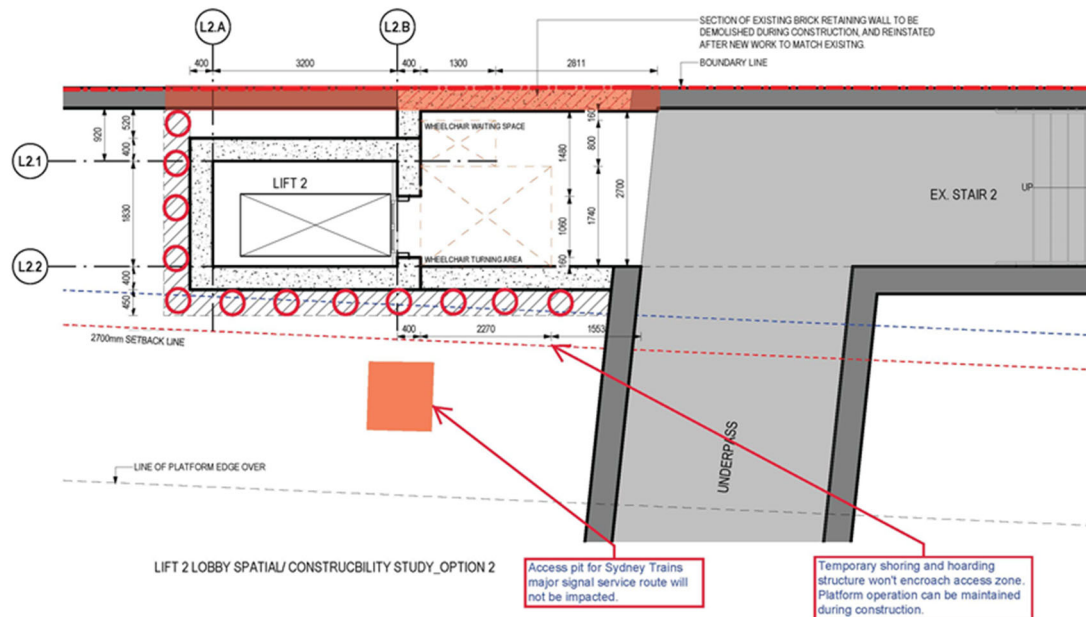
#### Option 1 – Retain existing brick retaining wall

Option 1 to retain the existing boundary wall on Trafalgar Street will have significant impacts to the underpass structure to enable construction of the lift shaft. The following construction methodology is anticipated by the Contractor (Haslin email dated 8 November 2021) and is illustrated on the above sketches:

- Install temporary supporting structure in the underpass as close to existing tunnel wall as possible. This temporary structure will be used to support staircase retaining wall as well. It is envisaged to be steel beams, columns and footings in decent size to substitute existing brick wall, especially the footings which need to be deep excavation to be founded on rock.
- Excavate behind the tunnel and then demolish the 1.25m wide tunnel wall.
- Construct concrete beam and columns to support tunnel roof and staircase brick retaining wall permanently. The concrete beam will be at least 500mm deep therefore vertical clearance underneath the beam to enter lift lobby will be less than 2m, triggering a design non-conformance.

In addition to the impacts to the underpass structure described above, other considerations include:

- Temporarily rerouting of the existing signal pit and lines to either the platform coping wall or existing staircase wall, will be required, resulting in further impact (fixings) to original fabric.
- Temporary shoring and hoarding works will be required to Platform 3, encroaching on accessible path widths and impacting the station operation and passenger safety.
- Temporary support of the existing Trafalgar Street retaining wall during construction will be required, especially during piling and excavation activities. A degree of unforeseeable adverse impact on the wall may result from the piling process.



Source: Haslin, 25 October 2021

### Option 2 – Remove a section of the brick retaining wall

Option 2 considers the removal of a section of the brick wall to Trafalgar Street. Removal of the wall will have the following benefits:

- The lift lobby structure is able to be positioned between project boundary and the end of underpass, which eliminates the need to modify the underpass structure and reduces the associated construction risk.
- The new lift lobby structure is located below street level, enabling the full thickness of the brick wall to be re-instated, rather than a brick cladding.

### Comment

Option 1 is considered to result in a greater level of intervention into the heritage fabric of the underpass, both known and unknown, thereby resulting in a high level of heritage impact.

Option 2 enables the underpass structure to remain unchanged, both from a structural point of view, but also appearance wise, with the face brick remaining unaffected. By avoiding the need to relocate the signal services pit and lines, further intervention into the face brick walls (for temporary services rerouting) can also be avoided.

For these reasons, Option 2 is the preferred heritage outcome from the two options considered, provided that the following is undertaken:

- The extent of demolition of the Trafalgar Street wall is kept to a minimum to only that which will be required.
- Face bricks from the section of brick wall affected are salvaged for reuse as the face of the wall (walls not exposed to the street do not need to be salvaged and reused). New bricks will need to

### NEW CANOPIES

New canopies are proposed as follows:

- New canopies to Platform 1-2 to provide undercover access from the lift to the existing BAZ and FAT at the western end of the platform building. The canopy has a skillion form at a similar pitch to the existing heritage canopy, falling towards the platform coping, with exposed steel framing. The corrugated roof sheeting will be similarly exposed to the soffit. A separate glass canopy provides protection to the lift entry, tucking in below the existing.
- New canopy to Platform 3, located on three sides of the lift shaft to provide undercover protection to the existing BAZ, located immediately adjacent. The canopy will similarly have exposed steel framing and exposed soffit.





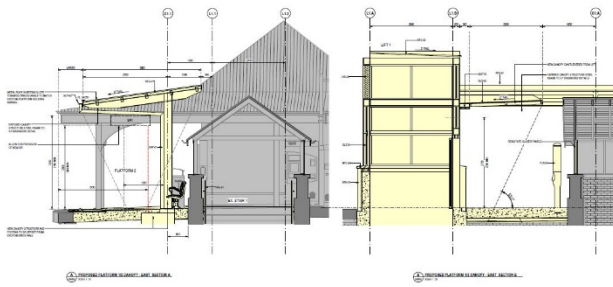
*Proposed canopy to Platform 1-2 (east end), Revised SDR submission, 14 January 2022.*

*Source: DesignInc*



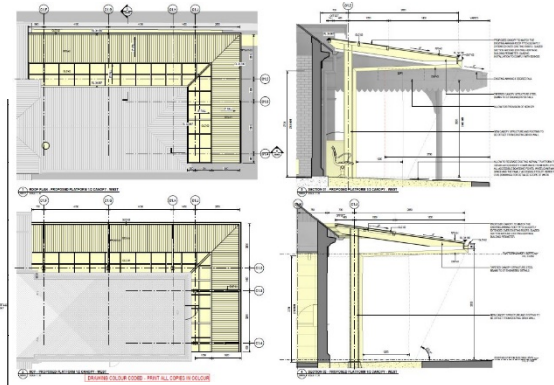
*Proposed canopy to Platform 1-2 (west end), Revised SDR submission, 14 January 2022.*

*Source: DesignInc*



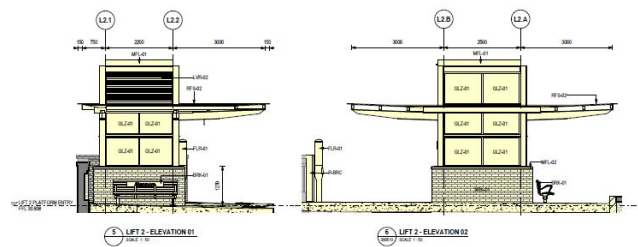
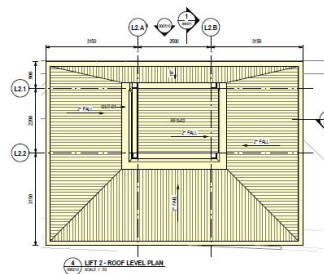
Sections through the proposed canopies to Platform 1-2 (east end), Revised SDR submission, 14 January 2022.

Source: DesignInc



Roof plan and section of the proposed canopy to Platform 1-2 (west end) Revised SDR submission, 14 January 2022.

Source: DesignInc.



Roof plan and sections through the proposed canopy to Platform 3, Revised SDR submission, 14 January 2022.

Source: DesignInc.

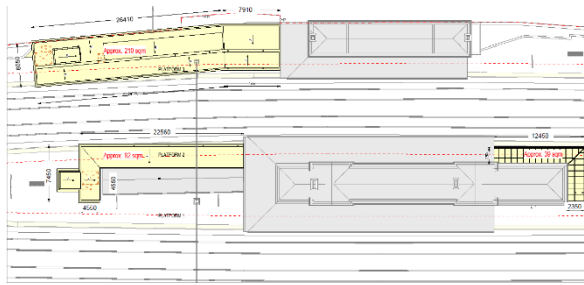
### Comment

New BAZ canopies are proposed to provide undercover access, seating and waiting bays for wheelchairs to both Platforms 1-2 and 3. The canopies have been designed as discreet and open structures that connect to the existing station buildings. While their size and extent differ, their similar materiality and detailing enable them to be read as a pair, and are clearly contemporary additions, representing a new phase of development at the station and to the platforms.

While the canopies will be highly visible, they are considered acceptable for the following reasons:

- The exposed structural framing and corrugated iron roof sheeting as soffit reflects the existing condition of the existing verandahs to the historic platform buildings. The exposed structure also allows the fascia along the platform edge to be as fine as possible.
- The canopies to Platform 1-2 have deliberately adopted the fall of the existing verandah to the heritage building. This creates a consistent line to the shelter structures along the concourse edge.
- The springing line for the canopy to Platform 1-2 is above the existing gutter at the western end. This enables the full height of this façade to be seen including the brick detailing at the top of the wall. This height, and the fall of the canopy towards the platform edge, also enables views to the sky between the new canopy and the existing historic shelter over the stair, thereby providing visual separation between the new and the old.
- Glass has been introduced to the canopies to the Platform 1-2 to provide further visual separation between the new structure and the historic building. The small canopy protecting the doors of the lift is similar glazed for visual separation between the historic lantern over the stair.
- The number of columns supporting the new canopies to Platform 1-2 has been minimised, and columns have been carefully positioned to acknowledge the original window openings and retain legibility of the corners of the historic platform building.
- The canopy to Platform 3 has been kept as small as possible and reflects similar details as that to Platform 1-2, thereby creating a consistent visual appearance to the new interventions at platform level.

Several alternatives to the canopies have been considered and are discussed below:

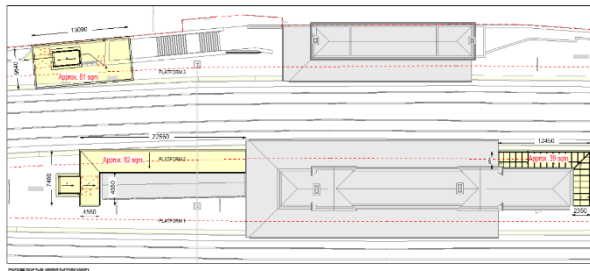


*Platform Extended Canopy Option 1.*

Source: DesignInc, 6 September 2021

Option 1 (6 September 2021): This option included two L-shaped canopies from the lift to the western end of the station building on Platform 1, separated by the existing heritage verandah.

The canopy to Platform 3 was extended from the lift to the platform building and over the entrance from Trafalgar Street. While it was recognised that this would be a benefit to user comfort, the extension of this canopy was not a requirement of the current brief and hence was not pursued further.



*Platform Smaller Canopy Option 2.*

Source: DesignInc, 6 September 2021

Option 2 (6 September 2021) is the same as above, however allowed for a smaller canopy to around the lift, to provide covered seating and wheelchair waiting spaces to Platform 3.

This option was further refined.

The following three alternatives (dated 27 September 2021) explored options for the treatment of the soffit below the canopies. Each option considered an essentially flat roof, falling away from the concourse edge.



*Platform canopy, flat soffit Option 1.*

Source: DesignInc, 27 September 2021

Option 1 (27 September 2021) included a flat and lined soffit, with a hidden roof falling away from the concourse edge.

This option was discounted as it did not reflect the existing typology at Stanmore Station.



*Platform canopy, angled soffit Option 2.*

Source: DesignInc, 27 September 2021

Option 2 (27 September 2021) was similar to Option 1, and included an angled and lined soffit.

This option was discounted as it did not reflect the existing typology at Stanmore Station.





*Exposed structure and soffit Option 1.*

*Source: DesignInc, 27 September 2021*

Option 3 (27 September 2021) included exposed steel structure and roof sheeting (underside).

This option was deemed preferable as it reflected the existing condition of the verandahs to the heritage buildings.

Alternative options (11 October 2021) for the extent of the canopy to Platform 1-2 were considered as follows:

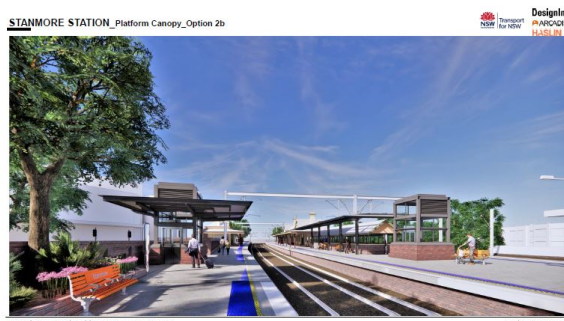


*Exposed structure and soffit Option 1.*

*Source: DesignInc, 11 October 2021*

Option 1 (11 October 2021) an encircling canopy to both lift structures, providing a consistent appearance to the station when looking westward.

It was noted that the encircling canopy of the lift servicing Platform 1-2 was not required from an accessible point of view, and hence this option was not further pursued.



*Exposed structure and soffit Option 2b.*

*Source: DesignInc, 11 October 2021*

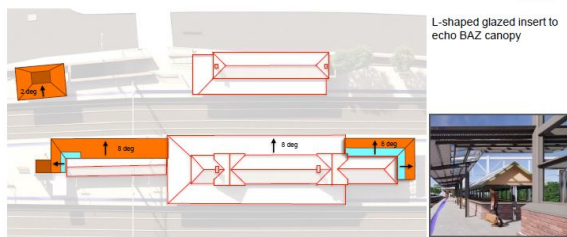
Option 2b (11 October 2021) included a similar canopy to the lift servicing Platform 3, however provided an L-shaped canopy to Platform 1-2.

Although this option resulted in a differing treatment to each of the lift shafts, it was noted that this view is not a primary view of the station. The use of similar materials and detailing was sufficient to visually tie the lift and canopy additions as a cohesive whole.

This was considered the preferred option for further resolution.

Finally, further refinement considered options for the treatment of the canopy to Platform 1-2 at the interface with the lift (18 October 2021). Options 2b and 3 (below) were similar, in that the canopy adopted a similar fall to the verandah of the adjacent heritage building and glass was introduced as a means of visually further separating the new canopy from the existing shelter over the stair. Option 3 was considered preferable, with a small modification to provide separate roof structure to the lift doors themselves, with the main canopy floating over. This was further developed into the current design.

STANMORE STATION\_Platform Canopy\_Option 2b

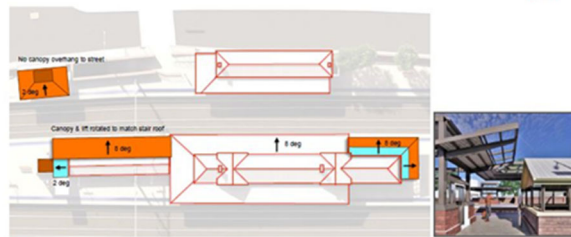


TMP 3 - Stanmore &amp; Devonshire Stations Work in Progress Presentation

18 October 2021 / P10-071

*Exposed structure and soffit Option 2b.**Source: DesignInc, 18 October 2021*

STANMORE STATION\_Platform Canopy\_Option 2a (FINAL SELECTED OPTION)



TMP 3 - Stanmore &amp; Devonshire Stations Work in Progress Presentation

18 October 2021 / P10-071

*Exposed structure and soffit Option 3.**Source: DesignInc, 18 October 2021*

## PLATFORM 1 AND 2 STATION BUILDING

There is no historic documentation that identifies the original layout of the station building to Platform 1-2. Nonetheless, the current arrangement with large central waiting room with smaller wings on either side would appear to be largely original. Staff facilities are located at the eastern (city) end, while at the western (country) end are existing public toilets. The female toilets and cleaners store are currently accessed from an enclosed 'restroom' lobby, while the male toilets are accessed from an external door at the western end of the building. Both toilet fitouts date from 2015. Located between the two is a narrow store (housing the toilet cisterns), within which remains evidence of the original wall tiling.

Externally the building retains a high degree of integrity, including its hipped and gabled roof form, chimneys, gabled roof vents and painted brick walls. The existing canopies on three sides of the building also appear to be original, including the exposed timber structure supported on decorative cast iron posts. Generally, the pattern of window and door openings would appear to be original, including the wide arched opening to the existing waiting room on the southern side. The exception to this is the pattern of windows and doors at the western (country) end of the building. There is evidence in the brickwork of the infilling of the earlier taller windows to create the existing small high-level windows, as well as the infill of a former doorway facing Platform 2. The existing door to the men's toilet (at the western end of the building) is a later insertion.

The internal arrangement of rooms would appear to be largely original to the majority of the building, with the exception of the western (country) end of the building, presently occupied by the public toilets. There is little original fabric in this area, with the exception of a length of wall tiling on an original dividing wall within the narrow room between the existing male and female toilets. It is recommended that this area of tiling is retained as evidence of the original finishes.

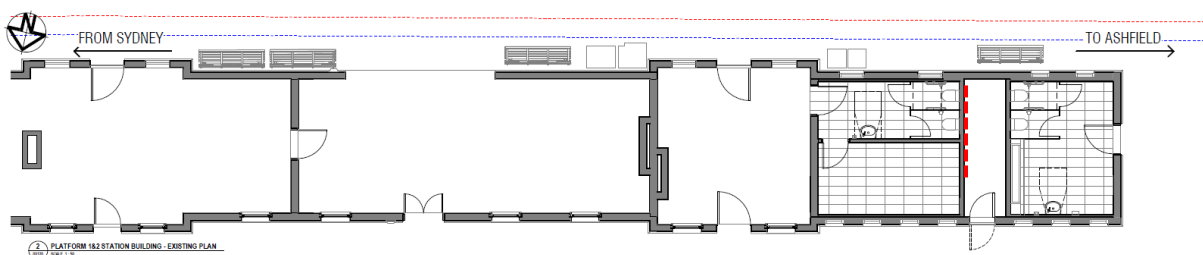
The existing waiting room and 'restroom lobby' would similarly appear to be original, and include the following original features:

### Existing waiting room

- Wide, arched opening to Platform 2
- Painted brick walls, timber skirting, chimney breast
- Timber French doors and sash windows
- Timber boarded ceiling and floor and timber bench seating

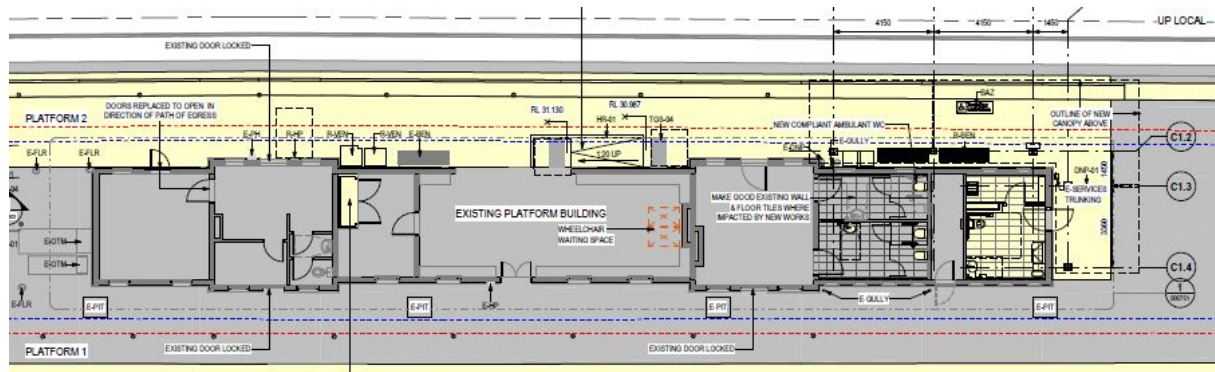
### 'Restroom lobby'

- Rendered walls, chimney breast and hearth
- Timber doors and windows



*Existing layout of Platform 1-2 Station Building. The location of original wall tiling is indicated in red.*

*Source: DesignInc*



*Proposed layout of Platforms 1 and 2 Station Building, Revised SDR submission, 14 January 2022.*

*Source: DesignInc.*

The proposal has considered both access and amenity in the arrangement of the facilities, while ensuring that the original external and internal fabric of the building remains evident. The proposal has the following features:

- Retains the internal arrangement of rooms, including the existing women's toilets.
- The existing cleaners store is to become new male toilets, including the construction of a new door to the 'restroom lobby'.
- New family and accessible toilet within the area of the existing male toilets, including minor enlargement of the non-original door at this end and lowering of the floor by 86mm.
- Construction of a new L-shaped canopy to provide covered access to the new FAT.
- The evidence of original wall tiling is retained.
- A new 1 in 20 ramp with painted steel posts and stainless steel handrail is to be constructed to provide equitable access to the waiting room.
- A new IMSB cupboard is to be installed with the existing storeroom, requiring the removal of a small section of timber floorboards (of a similar width to the adjacent waiting room) and installation of new fire rated partition walling.
- An existing bench and vending machine are to be relocated.

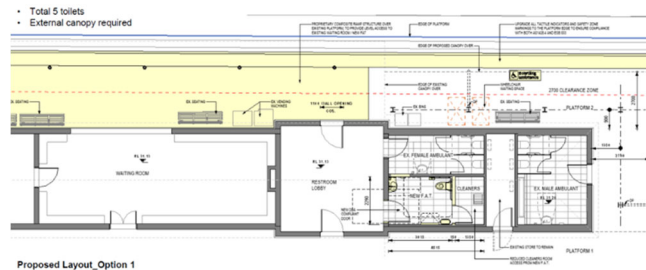
The heritage impacts of the proposal are summarised below:

- The proposal can contain the increased level of amenities (new FAT) with only minimal change to the exterior appearance of the building.
- The conversion of the existing cleaner's store to new male toilets will require the insertion of a new doorway from the 'restroom lobby'. While this will result in the loss of some original fabric, this loss is considered acceptable of least heritage impact when considering the alternative options identified below.
- No modifications are required to the door to the restroom lobby as a result inserting the new male toilets.
- The conversion of the existing male toilets to the new FAT and cleaner's store, will not result in any heritage impact. Only minimal widening of the existing door, affecting the original external brick walls, is required. Lowering of the floor level will have minimal heritage impact. Other internal changes (tiling, fittings and fixtures) will not affect original fabric.
- All glazing to the toilet windows is proposed to be replaced to allow for the sealing of the spaces associated with the mechanical ventilation. These windows are a later modification – no heritage impact.
- The construction of the small length of concrete ramp in front of the existing waiting room will have only minor heritage impact to the presentation of this room to the platform. The ramp has been deliberately designed so as to not require the removal of any original fabric, or the addition of a handrail to the external brick wall. No change to the internal fabric or spatial qualities of the room is required.
- The installation of the new IMSB cupboard within the existing storeroom will result in minor heritage impact associated with the removal of a small area of original/early timber flooring. New fixings into the original masonry walls and ceiling linings associated with the new partition walling should be minimised. There is little information about the installation of new service lines to the IMSB (refer to recommendations for services below).



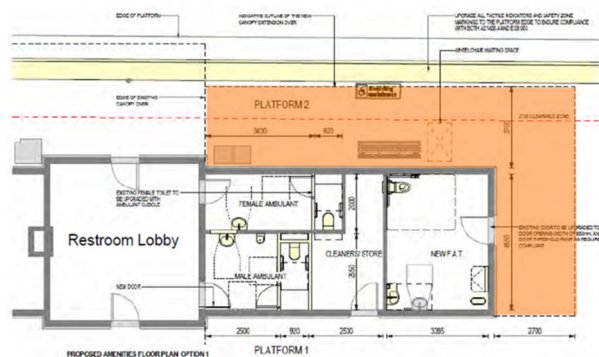
### Alternative options

Several alternative options for the provision of additional toilet facilities and access to the waiting room have been considered during the design process. Alternative options considered and discounted are detailed below:



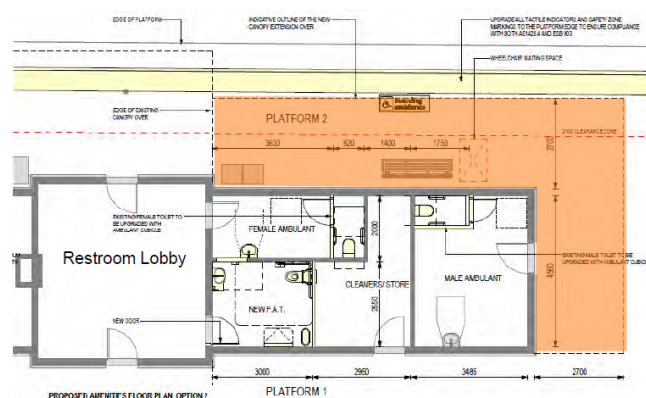
Proposed toilet layout, Platform 1-2 Station Building Option 1.

Source: DesignInc, 6 September 2021.



Proposed toilet layout, Platform 1-2 Station Building Option 2.

Source: DesignInc, 6 September 2021.



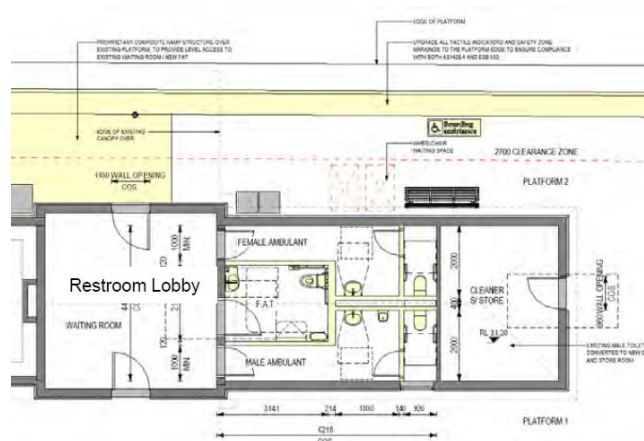
Proposed toilet layout, Platform 1-2 Station Building Option 3.

Source: DesignInc, 6 September 2021.

Option 1 (6 September 2021): This option included the retention of the existing female and male toilets, and the provision of a new FAT within the existing cleaner's store. Recognised that equitable and level access would be needed to be provided to the restroom lobby which was explored further (refer Option 1, 13 September below).

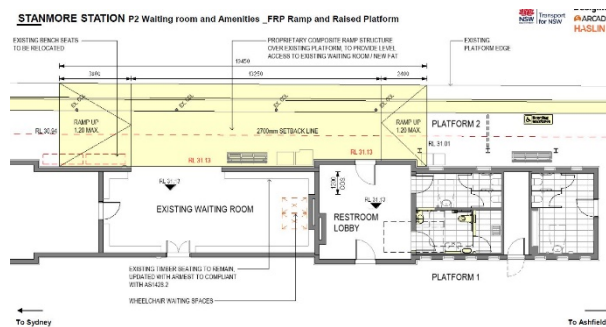
Option 2 (6 September 2021) required a similar level of intervention and addition to the existing (new door from the restroom lobby) and canopy, but resulted in fewer toilets than the existing arrangement, and also the loss of the original ceramic wall tiling. For this reason, it was not considered further.

Similar to the above, Option 3 (6 September 2021) required a similar level of intervention and addition to the existing (new door from the restroom lobby) and canopy, but resulted in fewer toilets than the existing arrangement, and also the loss of the original ceramic wall tiling. For this reason, it was not considered further.



Proposed layout, Platform 1-2 Station Building Option 4.

Source: DesignInc, 6 September 2021.



Proposed layout, Platform 1-2 Station Building Option 1.

Source: DesignInc, 13 September 2021.

Option 4 (6 September 2021) was not considered to be worthy of further development, and was discontinued for the following reasons:

- Two additional doors from the restroom lobby were required.
- the original ceramic wall tiling would be lost.
- The new FAT would also require level access to the restroom lobby.
- The number of toilets provided were less than the existing available, and the cleaners store was not required to be so large.

Option 1 (13 September) was a further development of Option 1 above.

It considered the installation of a proprietary flooring product to provide level access to both the waiting room as well as the 'restroom' lobby.

Unfortunately, the low head heights available below the existing heritage canopy, meant that the required head height could not be achieved (particularly for the various display boards hanging from the existing canopy. For this reason, this option was discontinued.

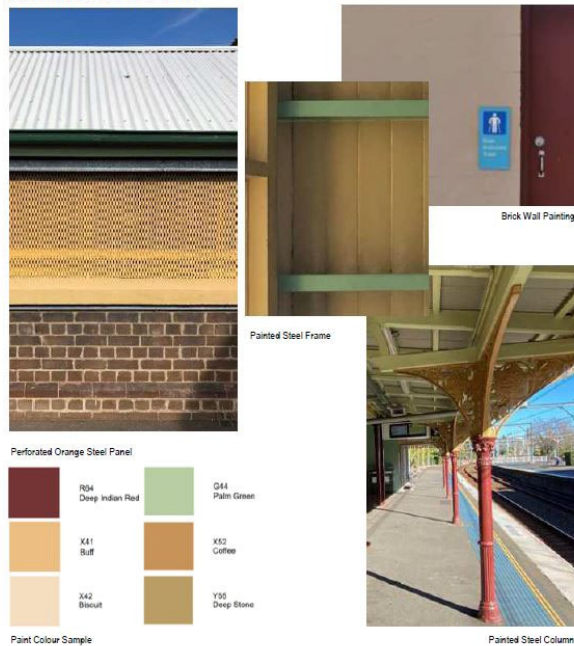
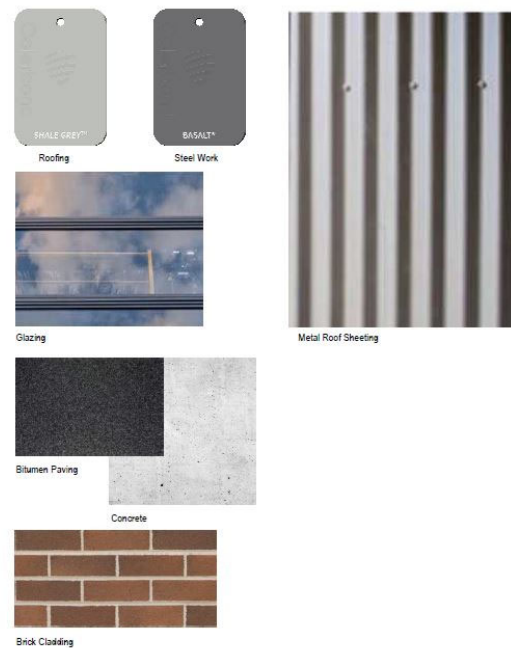
## MATERIALS AND COLOUR

The design team have analysed the character of the existing materials and colours of the station and setting. The proposed colour palette draws on this analysis and develops the existing into a contemporary language.

### Comment

The proposed palette is considered in keeping with the heritage context of the place, enhancing and respecting the qualities of the heritage fabric for the following reasons:

- The lifts are located adjacent the Trafalgar Street boundary wall and the canopy structure over the stair to Platform 1-2. While constructed at different time periods, both are predominantly of face brick, and for this reason the face brick materiality of the lift plinths to a similar height is considered appropriate.
- New painted steel elements of the lift shafts and canopies are proposed to be in a dark grey hue, called 'Basalt', which is considered recessive, and clearly identifies the lifts as new elements. As discussed above the canopies are to have exposed soffits of corrugated iron, similar to the soffits of the heritage canopies.
- Other colours are consistent with the colours identified in the *RailCorp Engineering Standard – Heritage Paint Schemes* (EBS 010) for railway station buildings from the period.

**MATERIALS PALETTE****EXISTING PALETTE****PROPOSED PALETTE**

*Existing and Proposed materials and colour palette, SDR submission, 11 November 2021. Source: DesignInc*



*Proposed landscape material palettes. 13 September 2021. Source: DesignInc*

**DOUGLAS STREET FORECOURT, DDA CAR PARK AND 'KISS AND RIDE' SPACE**

The Douglas Street forecourt is to be upgraded to provide compliant access from new DDA car park and 'Kiss and ride' spaces on Douglas Street to the underpass. Works will include:

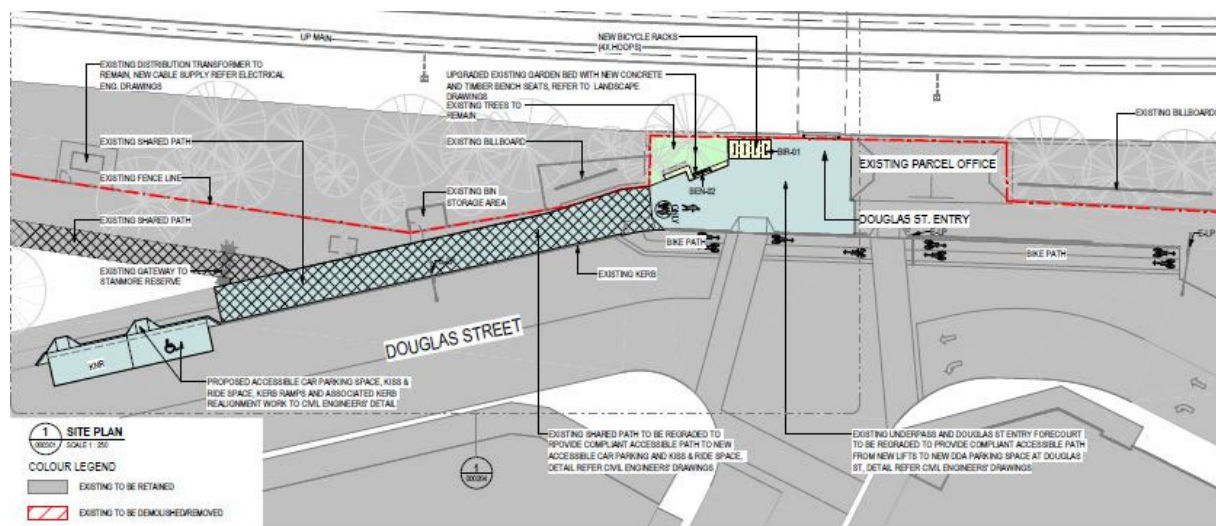
- Regrading of the existing footpath and forecourt.
- Pavement upgrades.
- Retention of existing trees and new understory planting and seating to the garden bed.
- Installation of new bike racks.



*Comment*

The works will have no discernible heritage impact on the significance of Stanmore Station and will result in substantial improvement to user amenity and functionality, by ensuring equitable access is available to the station.

It is understood that the final paving choice has not been determined, and options for feature border pavers are being considered in accordance with Inner West Council guidelines – no adverse heritage impacts.



Douglas Street forecourt, DDA car park and 'Kiss and ride'. Revised SDR submission, 14 January 2022. Source: DesignInc

## SERVICES

The services scope is still in development; however, it is understood to include the consolidation of conduits and services located within the underpass, replacement of strip drains on either side of the underpass, and installation of a new IMSB box within the Platform 1-2 station building. The following recommendations are made:

- Redundant services should be removed, and any new and existing services consolidated and boxed out to minimise visual impacts.
- The installation of services should not result in new penetrations into original building fabric. Where possible, existing service lines should be reused for new services.
- Opportunities to consolidate or remove existing services to the platform station buildings should be considered during design development.
- Should new containment boxes be required, these should be sited adjacent other boxes and painted to match.
- A Heritage Architect should review the development of the services design and the interface with significant heritage fabric.

## CONCLUSION

The proposed works are considered necessary to improve the amenity and future use of Stanmore Railway Station, particularly with regard to the provision of equitable access and facilities. Working within the existing heritage and contextual parameters set-out in ongoing iterative heritage advice by the authors, as well as design workshops throughout the proposal development, the design has evolved in a manner so as to minimise potential heritage impacts. The suite of additions, their form, location, and materiality have been designed to be minimalist and in keeping with the existing material palette of the station.

There is the opportunity to extend the reinstatement of glass to the existing Platform 1-2 canopy structure, should the security and maintenance issues be resolved.

The use of face brick and careful consideration of colour, interpret the late 19<sup>th</sup> century provenance and character of the station. Further mitigation of the potential heritage impacts to the original station buildings, infrastructure and setting are to be addressed during the design development process.

**Recommendations**

- A Photographic Archival Recording should be undertaken prior to any construction works on site.
- Prepare a methodology for the temporary dismantle, salvage, cleaning and reconstruction of the Trafalgar Street retaining wall.
- New face brickwork for the new lift shafts should be carefully chosen with regards to the colour and texture of the existing brickwork at the station.
- Existing loop top fencing on Trafalgar Steet, and at the top of the stair to Platform 1-2 should be removed and replaced is required.
- The colour and materiality of the ramp to the Platform 1-2 waiting room should be carefully considered to minimise visual impacts.
- Installation of new toilets and cisterns should take care to not damage the areas of original tiling within the Platform 1-2 station building.
- Opportunities to extend the reinstatement of glass to the existing Platform 1-2 canopy structure should be considered as an aid to recover significance.
- Minimise new fixings into the original wall structure and ceiling linings associated with the new IMSB cupboard.
- Redundant services should be removed, and any new and existing services consolidated and boxed out to minimise visual impacts.
- The installation of services should not result in new penetrations into original building fabric. Where possible, existing service lines should be reused for new services.
- Opportunities to consolidate or remove existing services to the platform station buildings should be considered during design development. New containment boxes should be sited adjacent other boxes and painted to match.
- A Heritage Architect should review the development of the services design and the interface with significant heritage fabric.

Yours Sincerely,



**Anita Krivickas**  
BArch (Hons) M.I.COMOS  
Senior Architect  
On behalf of Purcell®

## APPENDIX A - LIST OF REFERENCED DOCUMENTS

Drawing or Report Name	Reference or Drawing No.	Rev	Date
Stanmore WIP Presentation, Design Inc			28/08/2021
Stanmore WIP Presentation, DesignInc			06/09/2021
Stanmore WIP Presentation, DesignInc			20/09/2021
Stanmore WIP Presentation, DesignInc			27/09/2021
Stanmore canopy options, DesignInc			06/10/2021
Stanmore canopy & Waiting room access options, DesignInc			19/10/2021
Stanmore Lift Constructability Options, DesignInc			25/10/2021
DRAFT SDR submission, DesignInc			20/10/2021
DRAFT SDR submission, DesignInc			01/11/2021
SDR submission, DesignInc			11/11/2021
Revised SDR submission for S60 submission, DesignInc			14/01/2022





artefact

Artefact Heritage  
ABN 73 144 973 526  
Suite 56, Jones Bay Wharf  
26-32 Pirrama Road  
Pyrmont NSW 2009 Australia  
+61 2 9518 8411  
[office@artefact.net.au](mailto:office@artefact.net.au)  
[www.artefact.net.au](http://www.artefact.net.au)